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TABLE OF CONTENTS

1. INTRODUCTION	9	3. STATUS QUO AND REGENERATION PERFORMANCE ASSESSMENT	26	4. PROPOSALS FOR REGENERATION	
1.1 BACKGROUND	9	3.1 STATUS QUO	26	4.1 GUIDING VISION	65
1.2 STUDY AREA	9	3.1.1 SITE DESCRIPTION, LOCATION AND ROLE	26	4.2 PHILIPPI OPPORTUNITY AREA REGENERATION CONCEPT	66
1.3 FOCUS AND SCOPE OF WORK	9	3.1.2 DEMOGRAPHIC PROFILE	28	4.2.1 ACHIEVING AN INCLUSIVE POA	68
1.4 PROCESS AND METHODOLOGY	10	3.1.3 ACCESS AND MOVEMENT NETWORK	30	4.2.2 ACHIEVING A THRIVING POA	76
		3.1.4 OPEN SPACE AND ENVIRONMENT	34	4.2.3 ACHIEVING A RESILIENT POA	86
2. APPROACH AND OBJECTIVES FOR ACHIEVING SUSTAINABLE REGENERATION	12	3.1.5 PUBLIC ENVIRONMENT AND FACILITIES	36	4.3 IMPLEMENTATION AND INVESTMENT FRAMEWORK	92
2.1 SUSTAINABLE REGENERATION INFORMANTS	12	3.1.6 LAND USE AND CHARACTER	40	4.3.1 PRIORITY ZONES FOR IMPLEMENTATION	95
2.1.1 UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS	12	3.1.7 PUBLIC INVESTMENT IN THE POA	44	4.3.2 HOUSING PROGRAMME	98
2.1.2 NATIONAL REGENERATION OBJECTIVES	12	3.2 REGENERATION PERFORMANCE ASSESSMENT	48	4.3.3 IMPLEMENTATION AND INVESTMENT PIPELINE	101
2.1.3 CITY OF CAPE TOWN REGENERATION INFORMANTS	14	3.2.1 CHALLENGES AND CONSTRAINTS	48		
2.2 STAKEHOLDER REGENERATION INFORMANTS	20	3.2.2 ASSETS AND OPPORTUNITIES	58		
2.2.1 INFORMANTS FOR REGENERATION	21	3.3 ASSESSMENT SUMMARY AND KEY INFORMANTS	63		
2.2.2 BIG IDEAS & PRIORITIES FOR CHANGE	24				
2.2.3 POA REGENERATION OBJECTIVES AND OUTCOMES CONFIRMED	24				

LIST OF FIGURES

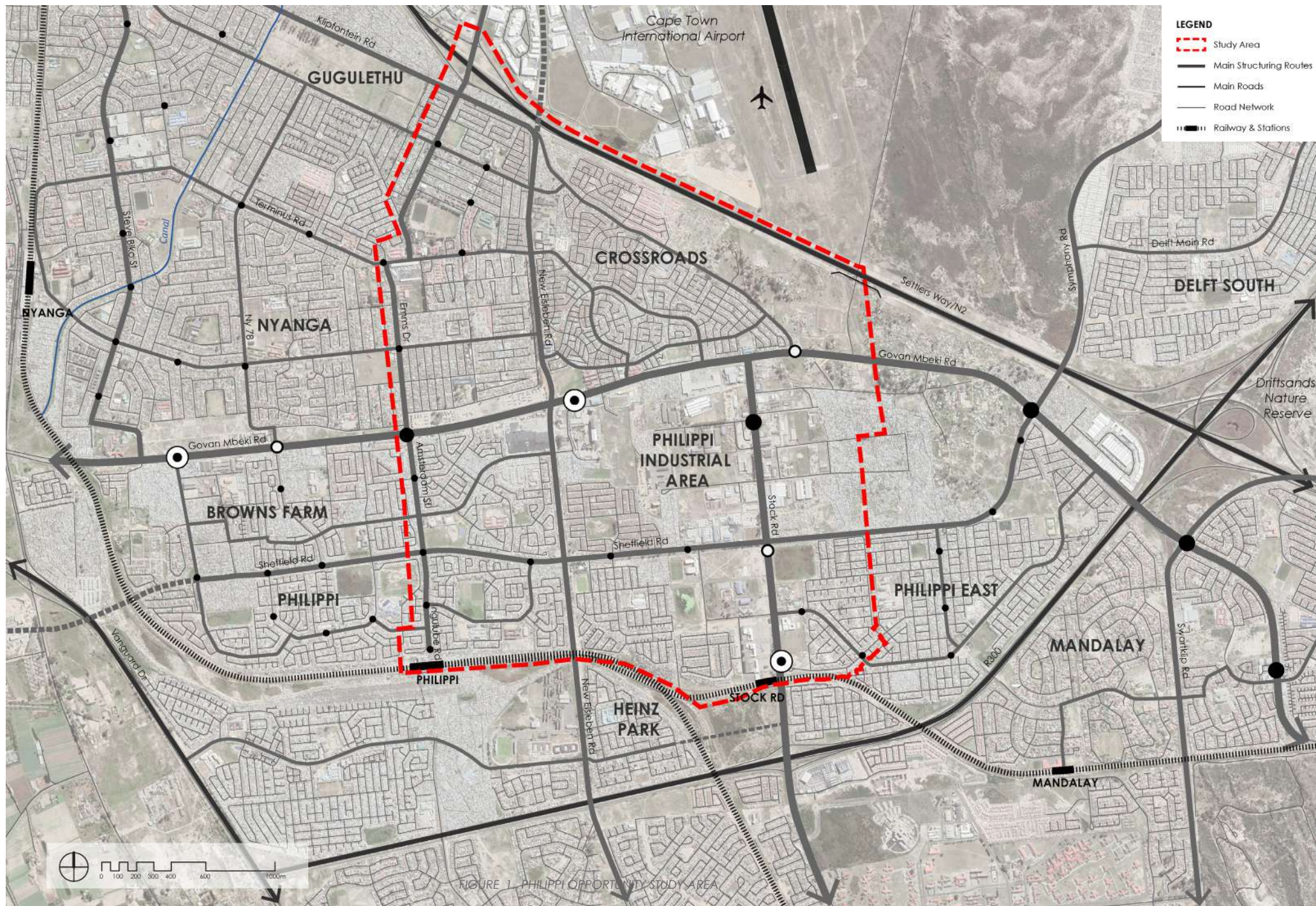
		FIGURE 17. ROLE OF THE POA AT A METROPOLITAN SCALE	27	FIGURE 33. COMMUNITY SERVICES & HEALTH INFRASTRUCTURE PLAN 2018 -2033	38	FIGURE 50. INCLUSIVE-ASSETS AND OPPORTUNITIES	58	FIGURE 67. PRIORITY ZONES FOR IMPLEMENTATION	94
FIGURE 1. PHILIPPI OPPORTUNITY STUDY AREA	8	FIGURE 18. ROLE OF THE POA AT A DISTRICT SCALE	27	FIGURE 34. POA- PUBLIC FACILITIES	39	FIGURE 51. DIGNIFIED PLACES PROGRAMME – INGULUBE ROAD (2002)	59	FIGURE 68. IMPLEMENTATION PRIORITY ZONE 3 : NORTH SOUTH ACTIVITY SPINE	95
FIGURE 2. PROCESS AND METHODOLOGY	10	FIGURE 19. POA- DEMOGRAPHIC PROFILE	28	FIGURE 35. ZONING WITHIN THE POA	40	FIGURE 52. ERF 5268 VISION (2019)	59	FIGURE 69. IMPLEMENTATION PRIORITY ZONE 1: TOWN CENTRE	97
FIGURE 3. UNSUSTAINABLE DEVELOPMENT GOALS FRAMEWORK	12	FIGURE 20. POA- WARD BOUNDARIES AND DEMOGRAPHIC PROFILE BY WARD	29	FIGURE 36. POA- LAND USE AND CHARACTER	41	FIGURE 53. THRIVING- ASSETS AND OPPORTUNITIES	60	FIGURE 70. IMPLEMENTATION PRIORITY ZONE 2: EAST WEST GREEN SPINE	98
FIGURE 4. CORE ELEMENTS OF THE INTEGRATED URBAN DEVELOPMENT FRAMEWORK	13	FIGURE 22. CONCEPTUAL PLANNING PROPOSALS FOR THE COCT SHEFFIELD ROAD EXTENSION & WIDENING SCHEME (1999)	30	FIGURE 37. LAND OWNERSHIP AND VACANT LAND WITHIN THE POA	42	FIGURE 54. RESILIENT -ASSETS AND OPPORTUNITIES	62		
FIGURE 5. SPLUMA: PERFORMANCE QUALITIES	13	FIGURE 21. CONCEPTUAL PLANNING FOR THE PROPOSED BORCHERDS QUARRY EXTENSION LINK (2014)	30	FIGURE 38. SWARTKLIP VISION AND CONCEPT (2019)	43	FIGURE 55. PHILIPPI OPPORTUNITY AREA GUIDING VISION	65		
FIGURE 6. NDGP: URBAN TOOLKIT GOALS	13			FIGURE 41. ERF 5268 VISION	43	FIGURE 56. PHILIPPI OPPORTUNITY AREA REGENERATION CONCEPT	67		
FIGURE 7. CONSOLIDATED METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK	14	FIGURE 23. PRELIMINARY DEMAND MODELLING ON THE SHEFFIELD CORRIDOR (2020)	30	FIGURE 39. COCT PHILIPPI RETAIL STUDY- POSSIBLE RETAIL EXPANSION	43	FIGURE 57. THEME 1: STRUCTURE AND HIERACHY	69		
FIGURE 8. KHAYELITSHA, MITCHELLS PLAIN & GREATER BLUE DOWNS DISTRICT PLAN MAY 2014	17	FIGURE 24. POA- ACCESS AND MOVEMENT	31	FIGURE 40. VISION FOR KING DAVID INDUSTRIAL EXPANSION	43	FIGURE 58. THEME 2: SAFE AND VIBRANT STREETS	71		
FIGURE 9. METRO SOUTH EAST ACCELERATOR CONCEPT	18	FIGURE 25. IRT PHASE 2A: COMMUNITY BASED INTERVENTION STRATEGY	32	FIGURE 42. PHILIPPI EXPENDITURE PER GOVERNMENTAL DEPARTMENT	44	FIGURE 59. THEME 3: VIBRANT AND MIXED USE COMMUNITY FACILITIES	73		
FIGURE 10. VISION OF THE INTERLINKED NODES IN THE PHILIPPI CLUSTER (CCT: URBAN DESIGN BRANCH)	18	FIGURE 27. COCT NMT ROUTE MASTERPLAN	32	FIGURE 43. POA- PUBLIC INVESTMENT	45	FIGURE 60. PROPOSED CLUSTERING AND CONSOLIDATION OF PUBLIC FACILITIES	75		
FIGURE 11. LANSDOWNE WETTON CORRIDOR PROPOSALS	19	FIGURE 26. MYCITI PHASE 2A STATION TYPOLOGIES	32	FIGURE 44. COMPARISON, ACTUAL, DRAFT AND ADJUSTED EXPENDITURE PER COCT DEPARTMENT	46	FIGURE 61. THEME 4: A LEGIBLE TOWN CENTRE AND HEART FOR THE POA	77		
FIGURE 12. MSEIZ PROPOSALS	19	FIGURE 28. CCT LIVEABLE WATERWAYS PROGRAMME	34	FIGURE 45. POA- PUBLIC INVESTMENT- LOCAL GOVERNMENT CAPITAL PROJECTS	47	FIGURE 62. THEME 5: SUPPORTING EXISTING AND EMERGING AND NEW INDUSTRIES	79		
FIGURE 13. NUNU PROPOSALS	19	FIGURE 29. LARGE SCALE RETAIL DEVELOPMENTS LEADING TO INCREASED HARDENING OF SURFACES, EXACERBATING FLOODING AND ONGOING STORM WATER CHALLENGES IN THE AREA.	34	FIGURE 46. INCLUSIVE - CHALLENGES & CONSTRAINTS	48	FIGURE 63. THEME 6: STRENGTHENING CHARACTER AND IDENTITY	83		
FIGURE 14. SYNTHESIS OF THE IDENTIFIED CHALLENGES	21	FIGURE 30. POA- OPEN SPACE & ENVIRONMENT	35	FIGURE 47. INCLUSIVE - CHARACTER & QUALITY OF THE PUBLIC ENVIRONMENT	50	FIGURE 64. THEME 7: DIVERSIFICATION OF THE LANDUSE MIX	87		
FIGURE 15. SYNTHESIS OF THE IDENTIFIED ASSETS	22	FIGURE 31. POA HERITAGE RESOURCES	36	FIGURE 48. THRIVING- CHALLENGES AND CONSTRAINTS	52	FIGURE 65. THEME 8: AN INTEGRATED AND MULTIFUNCTION GREEN NETWORK	89		
FIGURE 16. SYNTHESIS OF THE IDENTIFIED OPPORTUNITIES	23	FIGURE 32. POA- PUBLIC STRUCTURE	37	FIGURE 49. RESILIENT - CHALLENGES & CONSTRAINTS	56	FIGURE 66. IMPLEMENTATION AND INVESTMENT FRAMEWORK	93		

LIST OF PHOTOGRAPHS

PHOTOGRAPH	1. FINAL OUTCOMES, DISCUSSION AND REPORT BACK ON THE MAPPING EXERCISE	20	PHOTOGRAPH	11. MEDELLIN, COLUMBIA: AN AWARD WINNING AND HIGH QUALITY MULTIFUNCTIONAL LIBRARY IN THE CENTRE OF THE FAVELA	72
PHOTOGRAPH	2. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE	21	PHOTOGRAPH	12. MEDELLIN, COLUMBIA: MULTI STORY GYM- A CREATIVE SOLUTION TO PROVIDE RECREATION FACILITIES IN A LOCATION WITH SPACE CONSTRAINTS	72
PHOTOGRAPH	3. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE	22	PHOTOGRAPH	13. KERK STREET, PRETORIA	80
PHOTOGRAPH	4. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE	23	PHOTOGRAPH	14. ATHLONE STADIUM, KLIPFONTEIN ROAD	80
PHOTOGRAPH	5. AERIAL VIEW OF THE POA, SHOWING ITS PROXIMITY TO THE AIRPORT	26	PHOTOGRAPH	15. ST GEORGES MALL	80
PHOTOGRAPH	6. AERIAL VIEW OF THE POA AT THE INTERSECTION OF GOVAN MBEKI & NEW EISLEBEN (PRE MALL AND MAU MAU DEVELOPMENTS)	26	PHOTOGRAPH	16. GUGULETHU 7 MEMORIAL, GUGULETHU	84
PHOTOGRAPH	7. OPTIONS FOR ACTIVE SURVEILLANCE OF THE STREET WITH ENTRANCE AND BALCONIES ON UPPER LEVELS CREATE THE PRE-CONDITONS FOR SAFER STREETS	70	PHOTOGRAPH	17. TROJAN HORSE MEMORIAL, ATHLONE	84
PHOTOGRAPH	8. CREATING SAFE ENVIRONMENTS FOR PEDESTRIANS WITH STREET LIGHTING, FURNITURE AND PAVING	70	PHOTOGRAPH	18. INTEGRATED PUBLIC SPACE IMPROVEMENT AND MEMORIALISATION PROJECT, USA	84
PHOTOGRAPH	9. THE DEVELOPMENT OF RECREATION AND SPORTS FACILITIES TO SUPPORT SAFE COMMUNITIES	70			
PHOTOGRAPH	10. KUYASA, KHAYELITSHA: MULTIFUNCTIONAL PUBLIC FACILITY CLUSTER INCLUDING LIBRARY, TRANSPORT AND RECREATION FACILITIES	72			

LIST OF TABLES

TABLE 1.	STAKEHOLDER ENGAGEMENT RECORD	11
TABLE 2.	PERFORMANCE CHARACTERISTICS OF AN INCLUSIVE, THRIVING AND RESILIENT PLACE	25
TABLE 3.	OPEN SPACE DISTRIBUTION	34
TABLE 4.	TABLE OF PLANNED COMMUNITY SERVICES & HEALTH INFRASTRUCTURE PLAN 2018 -2033	38
TABLE 5.	TABLE OF PLANNED INTER-GOVERNMENTAL PROJECTS	44
TABLE 6.	TABLE OF PLANNED COCT PROJECTS	46
TABLE 7.	PROVISION OF PUBLIC FACILITIES ASSESSMENT	51



1. INTRODUCTION

1.1 BACKGROUND

Council has mandated the City of Cape Town's Urban Catalytic Investment Department (UCI) to plan, coordinate and drive the implementation of the City's Catalytic Land Development Programme (CLDP) across multiple City departments and functions. As set out in the IDP, the purpose of this programme is to:

- unlock economic opportunity in order to enable and stimulate the supply of jobs and homes in spatially targeted TOD precincts;
- achieve spatial transformation (i.e more efficient/ compact city form); and
- address urban blight in under-performing parts of the city through Transit Oriented Development (TOD).

Amongst the various project areas and interventions in the CLDP, Council prioritised the Philippi Catalytic Precinct as a top priority focus area in the shorter term. Whilst Philippi features prominently as an area of high social deprivation and socio-economic vulnerability as one of Cape Town's poorest suburbs, it also holds significant economic potential as a result of its well-established industrial area.

In order to make a start in addressing the challenges found in the Philippi Catalytic Precinct, the Philippi Economic Development Initiative (PEDI) undertook an investigation into the development potential of Erf 5268, a large 31,5ha City-owned land parcel on the corner of Stock and Sheffield Roads. With this initial feasibility study showing conceptual options of how the land could be developed to stimulate economic development and catalytic investment in the area, it also provided a departure point for an investigation into the wider precinct and the need to identify other opportunities to support positive change in the area.

This has now been taken further by PEDI, as the implementation agency on behalf of the City, with the appointment of GAPP and BEP to complete the Philippi Opportunity Area Regeneration Strategy.

1.2 STUDY AREA

The Philippi Regeneration Framework targets a predefined study area which is defined as the Philippi Opportunity Area. (POA) As indicated overleaf, it includes portions of Philippi East, Philippi Industrial Area, Heinz Park, Nyanga, Crossroads and a small portion of Gugulethu. The POA is approximately 817,32 ha in extent, with consideration beyond the study area boundaries being taken into account in the identification of regeneration proposals for the area.

The northern and southern edges of the study area are clearly delineated by high order infrastructure elements including Settlers Way/ N2 and the central passenger rail line respectively. Philippi and Stock Road stations are the only rail stations situated within the study area.

The western edge follows the alignment of roads that connect Philippi Station to the airport via the Nyanga civic node and includes Ingulube, Amsterdam, Emms, Ntlangano and Borchers Quarry Roads.

The eastern boundary is unique in that there is no strong infrastructure delineation. It occurs midway between parts of Philippi East and the Marikana Informal Settlement. The alignment of the eastern boundary relates to promoting improved integration between the industrial sections of the Philippi industrial areas and Marikana when it is formalised in the long term.

1.3 FOCUS AND SCOPE OF WORK

The project brief relates to developing a strategic planning framework for the Philippi Opportunity Area,

with the objective of preparing and sequencing a capital implementation pipeline and infrastructure investment programme for the precinct, as a necessary precursor to catalysing economic opportunities and private-sector investment.

This study seeks to develop a wider level of detail for the Philippi Catalytic Precinct by:

- determining the opportunities and constraints of the area;
- ascertaining what is required and feasible to support sustainable growth; and
- unpacking the short, medium and long term deliverables and interventions needed to realise the area's potential, whilst articulating the City's vision and objectives from a spatial transformation (and TOD), urban regeneration and catalytic development perspective. This would effectively result in a regeneration framework for the area.

The Philippi Catalytic Precinct is in the Metro South-East of the city and as an urban hub in the Metro South-East Integration Zone, it is targeted for significant higher density, mixed use and compact transit-oriented development (TOD). Proposals identified in the POA Regeneration Strategy should therefore give expression to the City's TOD Strategic Framework and support TOD outcomes .

The study is intended to support, align and integrate with various other initiatives being undertaken or previously completed and driven by other departments and role-players in the immediate vicinity of the study area. This includes building on the proposals identified in the Erf 5268 Feasibility Study as well as taking cognizance of and integrating with the CTIA Aerotropolis and ACSA Swartklip proposals.

1.4 PROCESS AND METHODOLOGY

The process to undertaking the POA Regeneration Strategy occurred in 5 phases, which are as follows:

- 1. Defining and confirming the **approach** to sustainable regeneration with the identification of the key OBJECTIVES to support growth and change in the POA. This includes the identification of international, national and local government INFORMANTS to support regeneration in the POA as well as engaging with relevant stakeholders to share information and ideas on key focus areas for future investment.
- 2. Completing an **analysis and scoping** of the POA to confirm the STATUS QUO. This included a synthesis of existing and available baseline information provided to the team as well as assessing the POA in relation to the sustainable regeneration objectives identified in phase 1. (The full list of reports that have been referred to in this study are provided in Appendix A.)
- 3. Developing a **vision** to guide the sustainable regeneration of the POA, which includes the completion of a REGENERATION CONCEPT and the identification of the key themes and a supporting actions that need to be addressed to set the POA on a more inclusive, thriving and resilient path.
- 4. Completion of the IMPLEMENTATION AND INVESTMENT FRAMEWORK which identifies the required locations and priority zones for change and investment. This includes the identification and clustering of **proposals** to effect co-ordinated investment as well as the confirmation of a range of cross-cutting projects, policies and required studies/ guidelines to support consolidated change over time.
- 5. In support of future **implementation**, a PROJECT PIPELINE has been completed, where the various

- identified projects are described, sequenced and prioritised.
- A collaborative and consultative approach has been adopted for the project with an extensive engagement process being undertaken to obtain consensus and inputs on the final proposals. These involved;
 - Engaging with key stakeholders and organisations in an interactive workshop format, It should be noted that more community engagement had been initially planned, but this was canceled due to the Covid shutdown;
- Reporting to Subcouncil 14 and Portfolio Committee's at key milestones in the project process;
- Engagement and meetings with relevant Departments within the CCT through the Project Steering Committee specifically convened to contribute to the compilation of the project deliverables; and
- Focus meetings with specific CCT departments and branches including Transport Planning, Spatial Planning, Sports and Community Facilities, Stormwater and Solid Waste Management,

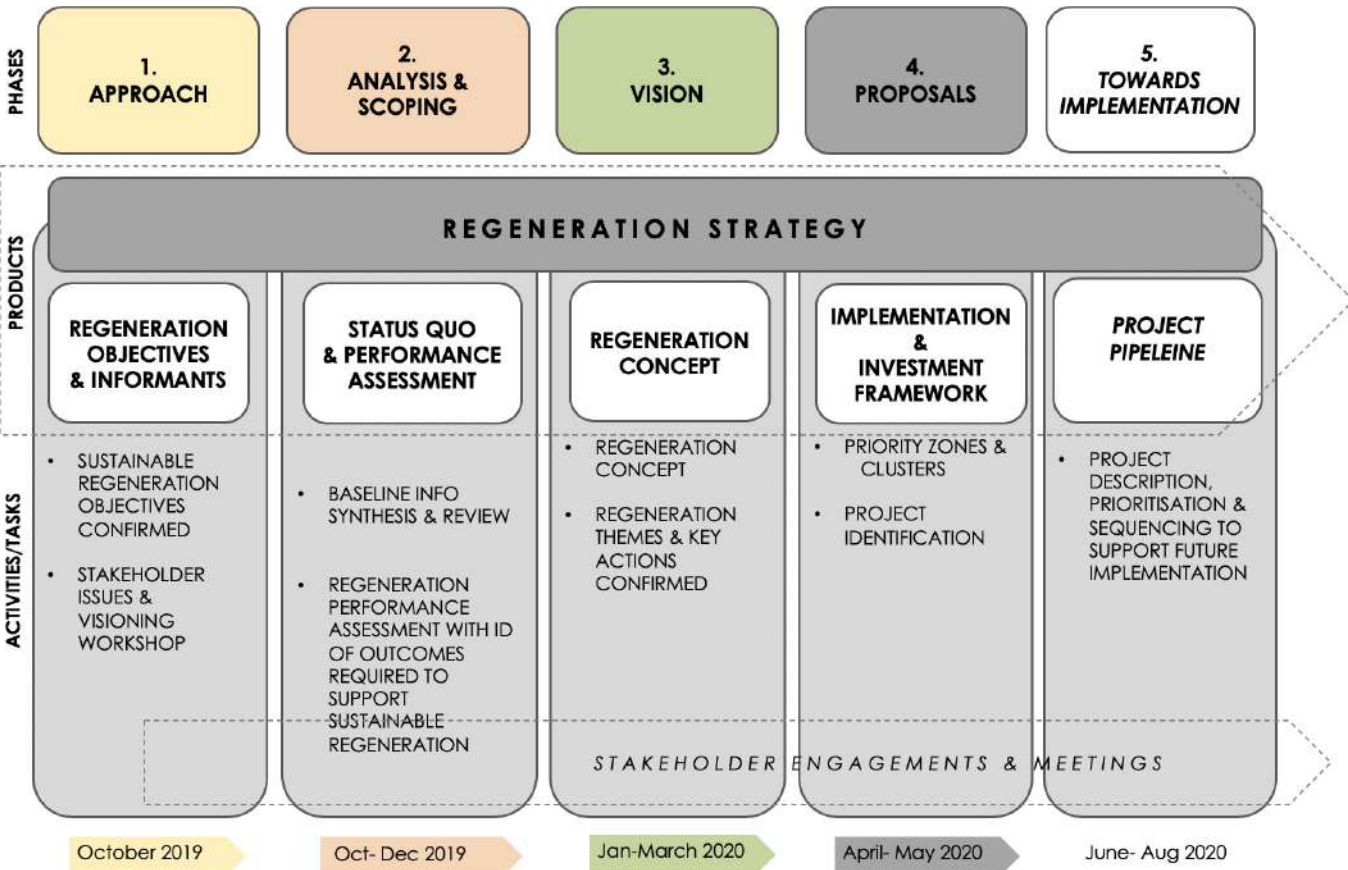


FIGURE 2. PROCESS AND METHODOLOGY

Mayoral Urban Renewal Programme (MURP) and Human Settlements.

	DATE	ENGAGEMENT
1	20 September 2019	Project Management Team (PMT) 1: Kick-off Meeting - Project background and context
2	29 October 2019	Sports and Community Facilities: Meeting - Follow up discussion
3	06 November 2019	Workshop 1: Issues and Vision
4	07 November 2019	Business Owners: E-mail engagement (Trevor Wilson, Philippi business retention and expansion survey)
5	12 November 2019	Culture & Heritage: E-mail engagement - info received on heritage projects
6	29 November 2019	Spatial Planning: Meeting - Follow up discussion
7	29 November 2019	Sports and Community facilities: Meeting - Follow up discussion
8	06 December 2019	Culture & Heritage: E-mail engagement - info received on heritage projects
9	21 January 2020	Presentation of UCI Baseline Study for POA to various CoCT Departments
10	29 January 2020	Transport: Meeting - Follow up discussion
11	05 February 2020	Sports and Community facilities: Meeting - Follow up discussion
12	06 February 2020	Storm Water and Solid Waste Management: Meeting - Follow up discussion
13	06 February 2020	SPE Portfolio Committee presentation
14	20 February 2020	Storm Water and Solid Waste Management: Meeting - Follow up discussion
15	02 March 2020	MURP: Meeting - Follow up discussion
16	13 March 2020	Transport: Meeting - Follow up discussion 2 (Sheffield Road & Ingulube Street)
17	29 May 2020	Human Settlements: Meeting - Follow up discussion
18	04 June 2020	Project Management Team (PMT) 2 & 3: Framework and Project Matrix
19	18 June 2020	Sub-Council 14 Presentation
20	23 June 2020	Transport: Meeting - Follow up discussion 3 (Sheffield Road)
21	13 August 2020	Transport: Meeting - Follow up discussion 4 (Sheffield Road)
22	14 August 2020	SPE & Transport Portfolio Committee presentation

TABLE 1. STAKEHOLDER ENGAGEMENT RECORD

2. APPROACH AND OBJECTIVES FOR ACHIEVING SUSTAINABLE REGENERATION

The approach to regeneration is to “leverage hidden assets to expedite revitalisation, tap into creative talent and get things moving” [Lean Urbanism: Dittmar, 2015].

It can be understood as a range of actions, policies and processes, which address interrelated technical, spatial and socio- economic problems to improve the environmental, economic and social quality of urban systems and communities within a place.

2.1 SUSTAINABLE REGENERATION INFORMANTS

The regeneration objectives for the POA have been distilled from the following:

- International policy such as the United Nations Habitat Global Sustainable Development Goals; and
- National development policy and legislation including the National Development Plan, Spatial Planning and Land Use Management Act, the Integrated Urban Development Framework;
- City of Cape Town policies including the Municipal Spatial Development Framework, District Plan, Densification Policy, Public Transport Framework and the Urban Design Policy;
- Engaging with local community organisations and political representatives; and
- Focus meetings with local government departments.

2.1.1 UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS

The United Nations (UN) have set Sustainable Development Goals (SDG's) which aim to end poverty, protect the planet and ensure prosperity for all. There are 17 goals, with each goal having specific targets to be achieved over the next 15 years. The UN realises that for the goals to be reached, everyone needs to do their part: governments, the private sector, civil society, as well as households and individuals.

The Sustainable Development Goals form part of the New Urban Agenda which represents a shared vision for a better and more sustainable future – one in which all people have equal rights and access to the benefits and opportunities that cities can offer.

South Africa is a signatory to the SDG's and this means that the communities of Philippi can frame their aspirations in terms of these goals, while government agencies must direct their policies and projects to support these goals and enterprises. The activities, investments and projects identified for the POA



FIGURE 3. UNSUSTAINABLE DEVELOPMENT GOALS FRAMEWORK

sustainable regeneration strategy can be tested for their contribution to these goals.

2.1.2 NATIONAL REGENERATION OBJECTIVES

NATIONAL DEVELOPMENT PLAN [NDP], 2010

The NDP calls for economic inclusion in order to transform human settlements and the national space economy. The NDP outlines the need for more people to live closer to their places of work, the requisite for better quality public transport and more jobs in proximity to townships. The NDP is currently the primary policy that should inform development policies and investment in South Africa.

INTEGRATED URBAN DEVELOPMENT FRAMEWORK [IUDF], 2016

The IUDF translates the NDP linking strategic goals with “levers for change” that can achieve the long awaited spatial integration, inclusion, access, growth and good governance promised by our constitution. The objective of the IUDF is to guide urban growth towards a “sustainable model of compact, connected and coordinated towns and cities”.

SPATIAL PLANNING AND LAND USE MANAGEMENT ACT [SPLUMA], 2012

SPLUMA aims to address historic spatial imbalances through the principles of sustainable development to create compact, inclusive settlements. This means that development and infrastructure investment in the POA by government and private developers impacting on land use, transport, environment, economic activity and so on, must be carried out in line with the SPLUMA principles.

NATIONAL TREASURY - NEIGHBOURHOOD DEVELOPMENT PROGRAMME (NDPG: URBAN HUB TOOLKIT

The Urban Hub Toolkit promotes spatial targeting and integrated precinct outcomes with the development of vibrant mixed use environments. The following goals have been identified as critical in the development of hubs:

- Create a sense of place by responding to the topography, climate, human needs, function and culture.
- Cater for those on foot (not at the exclusion of the car but always prioritised above the car)
- Be structured around a safe, convenient, secure, comfortable public space network supported by a mix of land uses and activities. A public network of spaces and links should be the most important focus of intervention within these hubs. This network should be carefully considered in relation to the existing/ proposed public transport network and designed so that it can be implemented in stages and at every point in time be experienced as a complete network. Key public facilities and commercial activities should associate with the network of spaces, places and linkages. This will allow thresholds to be increased along strategic routes and around key spaces.

BUILT ENVIRONMENT PERFORMANCE PLAN [BEPP], 2016/17

National Treasury requires all metropolitan cities to prepare a Built Environment Performance Plan [BEPP]. The aim of the BEPP is to translate the City's Integrated Development Plan's [IDP] strategic vision on an annual basis into a tangible portfolio of public investment projects that are implementation ready to facilitate spatial transformation and that primarily focus on sustainable and integrated communities.

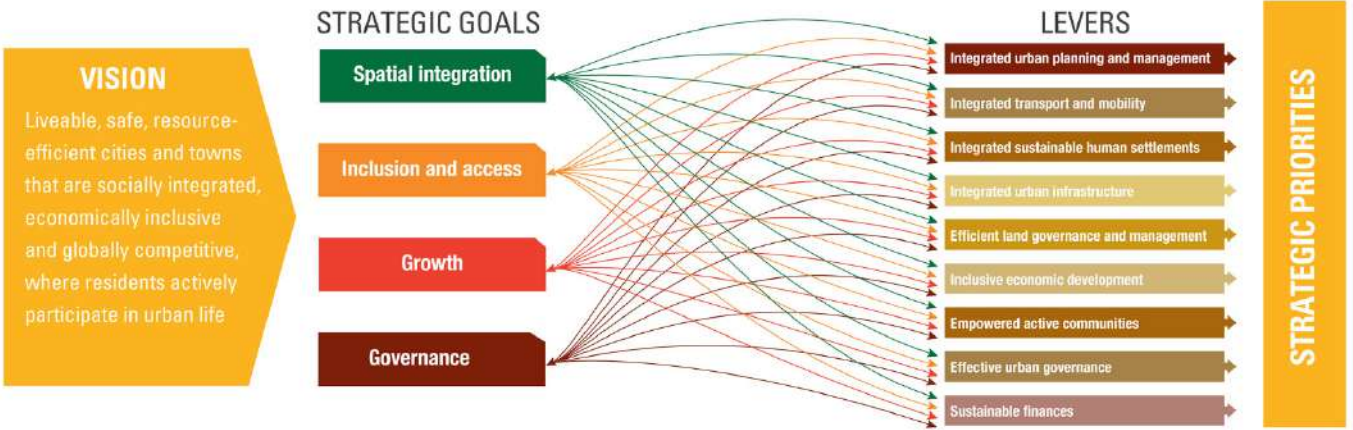


FIGURE 4. CORE ELEMENTS OF THE INTEGRATED URBAN DEVELOPMENT FRAMEWORK

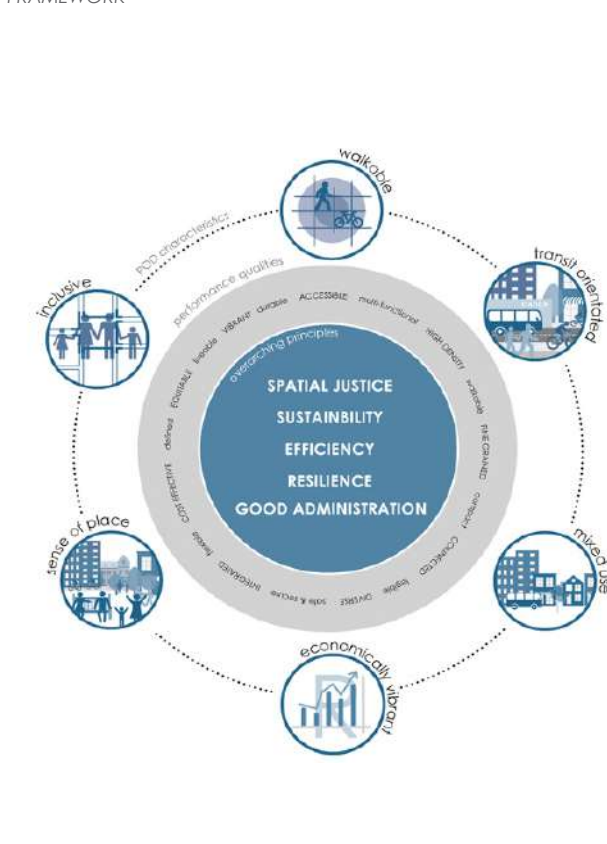


FIGURE 5. SPLUMA: PERFORMANCE QUALITIES

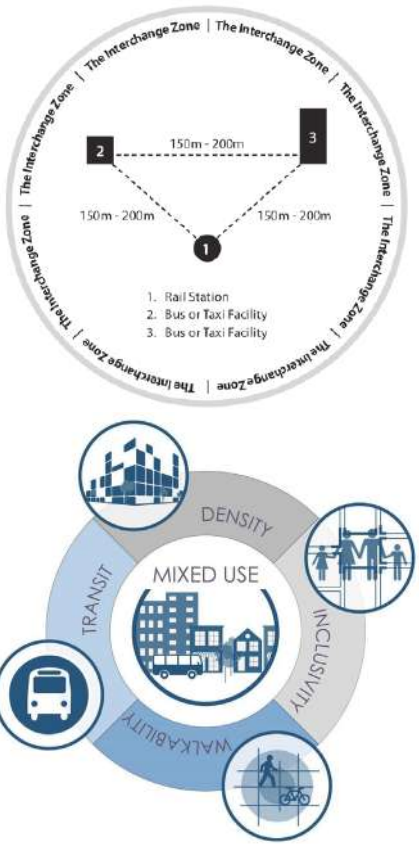


FIGURE 6. NDGP: URBAN TOOLKIT GOALS

2.1.3 CITY OF CAPE TOWN REGENERATION INFORMANTS

The City of Cape Town, in line with national legislation has developed policies that have direct implications for regeneration in the POA. In short, these policies highlight that the POA is in a high opportunity zone where public investment and support for private development will be actively promoted. The essence of these policies and the implications for the POA are summarised below.

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF) 2018

The MSDF strives to achieve spatial transformation within the City of Cape Town. It requires an intensification of land uses in areas supportive of transit-oriented development. The MSDF identifies the “Urban Inner Core” [the blue zone] as the zone where all government departments will be required to prioritise public investment that promotes and supports dense and diverse, transit-oriented development.

The objective is that investment in this area will accelerate spatial change within Cape Town to improve social justice, sustainability, resilience and efficiency. The “Urban Inner Core” is the place where public and private investment in affordable housing, new businesses and social services will be strongly supported by all spheres of government.

Regeneration Proposals relevant to the POA:

The POA is located inside this priority investment zone and is identified as an emerging node. This emphasises its strategic location and entitles it to benefit from focused investment from all spheres of government.

The need for TOD with the densification and diversification of land uses is further supported by its

location on a structuring corridor with public transport infrastructure and existing economic activity.

“The City is intent on building – in partnership with the private and public sector – a more inclusive, integrated and vibrant city that addresses the legacies 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. Key to achieving this spatial transformation is transit - oriented development (TOD) and the densification and diversification of land uses”

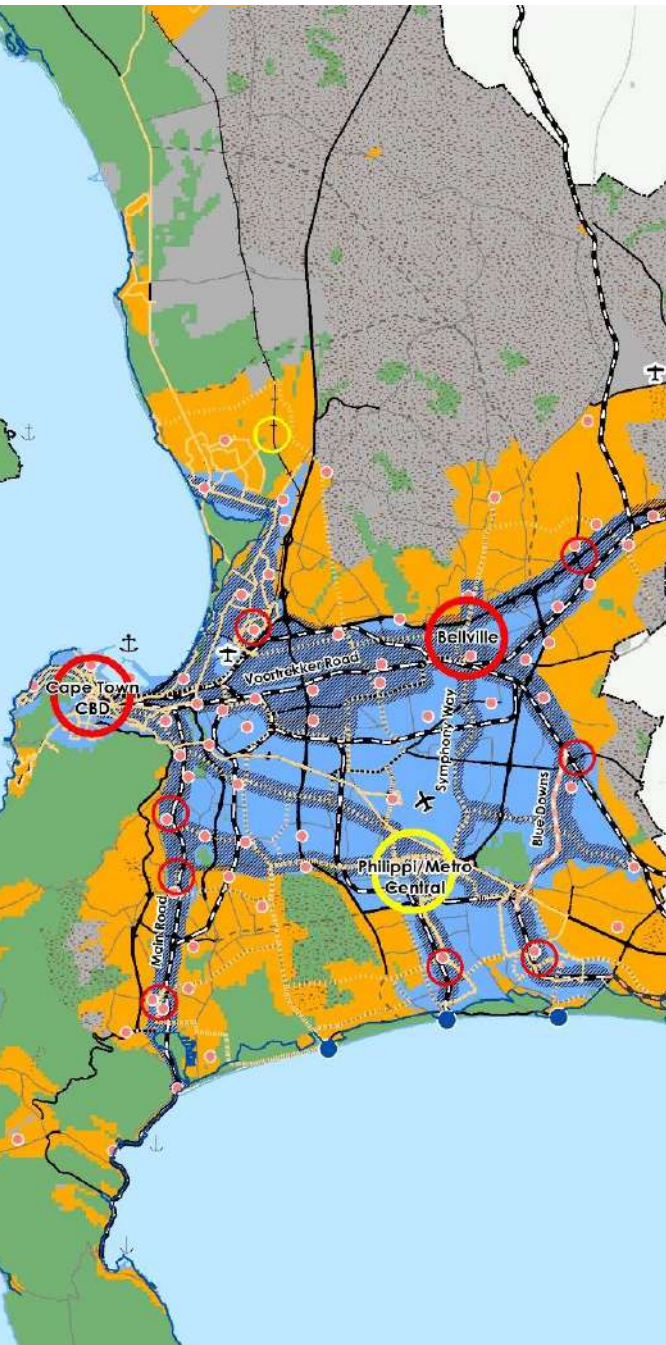
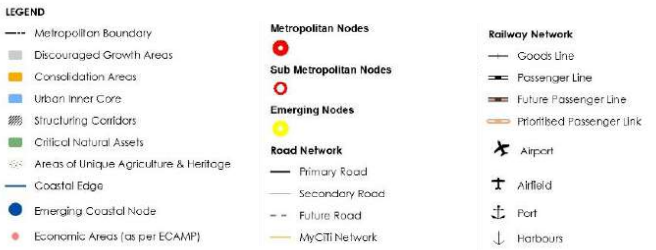


FIGURE 7. CONSOLIDATED METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

DISTRICT PLAN FOR KHAYELITSHA, MITCHELLS PLAIN & GREATER BLUE DOWNS (2014)

The District Plan for the Khayelitsha and Mitchell's Plain area is currently under review and is being updated to align with the new MSDF. The main principles put forward by the District Plan to guide the development of new settlement and support regeneration includes:

Integration:

To facilitate urban integration, and promote the establishment of viable communities, new development should:

- Be in close proximity to existing economic, social and public transport opportunities; and
- Support a mutually beneficial mix of social, residential, recreational and employment opportunities.

Densification:

To contain sprawl and protect the urban edge, new development should:

- Contribute to the development of a more compact City; and
- Maximise the use of existing infrastructure and service capacity.

Opportunity:

To facilitate a range of housing options and delivery approaches, new housing areas should:

- Be suited to the development of new settlements, the upgrade and densification of existing informal settlements, high density housing, rental accommodation and the release of land to the homeless;
- Encourage environmentally sustainable land development practices and processes;
- Not lead to the loss of, or damage to natural and built form assets that merit long-term protection;
- Ensure healthy and safe living conditions; and

- Take the economic and social well-being of beneficiaries into account as well as their livelihood and social support networks.

The three main strategies identified in the District Plan are:

1. Plan for employment and improve access to economic opportunities

This strategy focuses on encouraging both formal and informal economic development in accessible locations to ensure access to opportunities to a broader range of people. Spatially, the movement system needs to provide convenient access to jobs and other opportunities and to further concentrate employment in areas that are convenient and easy for people to reach.

2. Manage urban growth and create a balance between urban development and environmental protection

This strategy focuses on managing the pressures of urbanisation in a deliberate and co-ordinated manner and one that is environmentally sustainable. To put Cape Town on a more sustainable growth path, the City needs to protect and enhance its exceptional natural and rural environments. New urban development should be directed towards locations where its impact on critical biodiversity areas (CBAs), wetlands and agricultural areas will be minimised. The City needs to promote a compact and efficient form of urban development. Densification must be promoted in appropriate locations in order to improve economies of scale and increase thresholds required for public transport.

3. Build an inclusive, integrated, vibrant city

The City must promote integrated settlement patterns in existing and new residential areas to accommodate Cape Town's growing population

“An inclusive, integrated and vibrant city requires that basic services, social facilities and public open spaces are available and accessible to everyone.”

and redress social and land use fragmentation. An inclusive, integrated and vibrant city requires that basic services, social facilities and public open spaces are available and accessible to everyone. The City needs to promote equal opportunities, improve the quality of living environments, and reduce the levels of crime. Cape Town's heritage must be respected, protected and enhanced and a network of great destinations and public spaces should be established.

Regeneration Proposals relevant to the POA:

Key regeneration proposals include the identification the Stock Road Station and surrounds a regional node with the need to support mixed use intensification and urban infill opportunities.

CITY OF CAPE TOWN TRANSIT ORIENTATED DEVELOPMENT POLICY

The vision for TOD in Cape Town as outlined in the “CoCT TOD Strategic Framework’ (V1. Oct 2015) is to:

“Progressively move toward a compact, well connected, efficient, resilient urban form and movement system that is conducive to economic and social efficiency and equality whilst providing cost effective access and mobility, with the least possible negative impact on the environment”

The principles informing the implementation of TOD within the City relate to the following:

- **Affordability** - reduce the cost of public transport to commuters and the cost of providing public transport to the City.
 - **Accessibility** - facilitate equal access to social and economic activity through strategic urban development and the provision of safe public transport.
 - **Efficiency** - provide an environment and level of service that reduces trip lengths and dependence on private vehicles.
 - **Intensification & Densification** - manage the desired form, composition and location of urban development conducive to affordable, accessible and efficient public transport.
- Promote intensification, diversity and adaptability of development- by utilizing the full development bulk on the site and design for and include a range of land uses within the development that can be changed overtime in response to changing need;
 - Support enclosure and positive interface onto the public realm, by limiting the use of solid ground floor facades and concentrating vehicle access points to limit intrusion into pedestrian zones;
 - Respond to informality by positively responding to and supporting surrounding markets and informal trading; and
 - Support sustainable design- by promoting NMT/ public transport as the dominant form of access to the future development.

CITY OF CAPE TOWN URBAN DESIGN POLICY (2012)

The CoCT's Urban Design Policy provides directives on how development and redevelopment can contribute to a safer, more economically prosperous, socially inclusive and an environmentally sustainable city, while improving its visual and functional performance for all those who live in and visit the city.

There are key principles extracted from the policy, that inform approaches to regeneration in the POA :

- Contribute to the development of an integrated and legible urban structure- by creating a extroverted and pedestrian friendly development;
- Contribute to improved quality of the public realm and public spaces- by investing in and upgrading surrounding sidewalks public spaces;
- Support the creation of safe and secure communities with the use of active ground floors, positive and visually permeable building facades and the inclusion of pedestrian friendly lighting;
- Locate opportunities and amenities in accessible locations to support easy access for people;

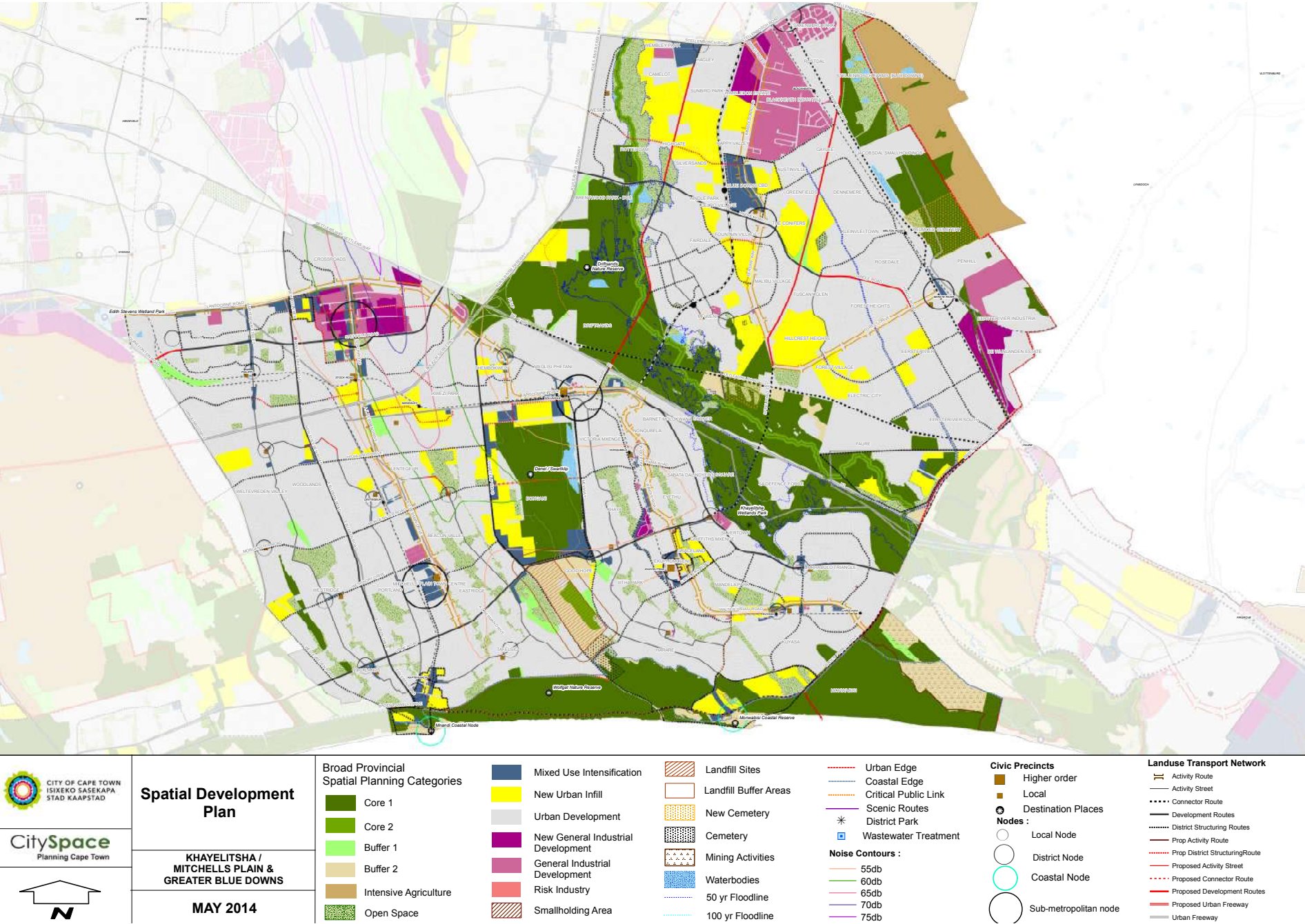


FIGURE 8. KHAYELITSHA, MITCHELLS PLAIN & GREATER BLUE DOWNS DISTRICT PLAN MAY 2014

A range of planning studied have been completed for the area through the years. Although they have no formal planning status and changes to the local context makes some of it proposals redundant, there are still aspects that provide direction on regeneration approaches to the POA.

METRO SOUTH EAST URBAN ACCELERATOR CONCEPT (AUGUST 2017)

In a departure from previous planning proposals, the various opportunities of the central area of the Metro South East are collectively applied and understood to form the 'urban accelerator' concept where the 3 nodes of Philippi- East, Stock Road Station and Swartklip/ Nolongile Station are understood to collectively function as a mutually reinforcing and interlinked system. This is in recognition of the insufficient capacity to individually support large scale change at a metropolitan scale.

The approach to regeneration is guided by the following hierarchal categorisation:

“THREE NODES, TWO CLUSTERS AND ONE ACCELERATOR”



FIGURE 9. METRO SOUTH EAST ACCELERATOR CONCEPT



FIGURE 10. VISION OF THE INTERLINKED NODES IN THE PHILIPPI CLUSTER (CCT: URBAN DESIGN BRANCH)

LANSDOWNE WETTON CORRIDOR STUDY (2015)

Parts of this plan are no longer relevant due to the Marikana informal settlement. Regeneration informants include proposals on:

- Approaches on the differentiation of nodes within Philippi and the Identification of a series of special places and destinations within the precinct; and
- the identification of increased mix and diversification of uses to support viable transit; and
- An emerging logic for new links to support improved integration between Stock Road Station and the Philippi Hub.

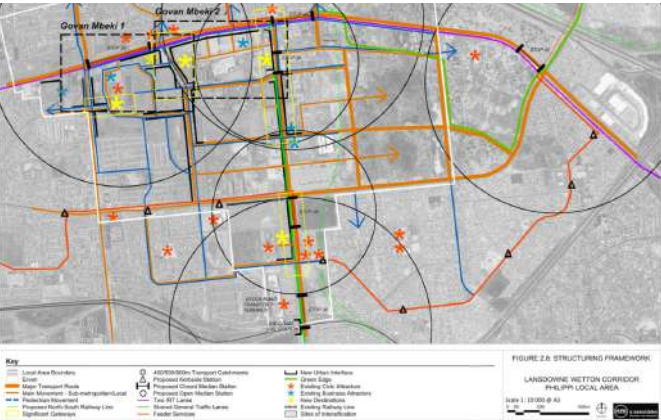


FIGURE 11. LANSDOWNE WETTON CORRIDOR PROPOSALS

METRO SOUTH EAST INTEGRATION ZONE (MSEIZ) STUDY (2016)

Parts of this plan are also no longer relevant due to the Marikana informal settlement. Regeneration informants include proposals on:

- Identification of 2 centres with the primary node being at the New Eisleben and Sheffield Intersection and the secondary centre being at the Stock Road and Sheffield Road Intersection;
- Inclusion of a series of public spaces on Govan Mbeki and New Eisleben; and
- Introduction of a rational grid to support improved integration

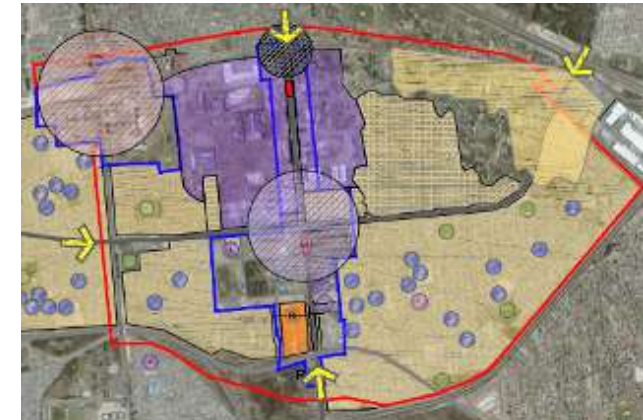


FIGURE 12. MSEIZ PROPOSALS

NYANGA URBAN NODE UPGRADE (NUNU) (2015)

This study for the Nyanga Node remains relevant with further detailed studies underway to support its implementation. Key regeneration proposals include:

- Key public Structure and NMT network/ upgrades to support improved safety- Emms and Sitandathu Roads
- Locations for mixed use development and intensification including the bus terminus site
- Location for Informal trading
- Upgrades to public facilities including the Zolani Centre

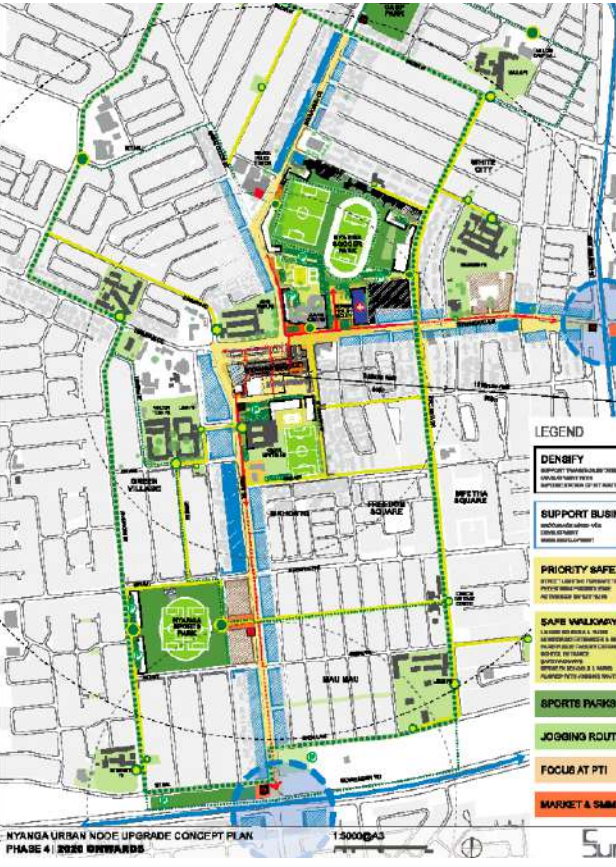


FIGURE 13. NUNU PROPOSALS

2.2 STAKEHOLDER REGENERATION INFORMANTS

A Visioning Workshop was held on 6 November 2019 and was attended by over 40 stakeholders from a range of organisations including political representatives, City of Cape Town officials, business and community groups.

Adopted from the international 'Project for Public Spaces,' the format of the workshop invited stakeholders to engage in a collaborative process of information sharing which included mapping exercises and discussion where the issues, challenges, opportunities and assets to the regeneration of the POA were identified and ideas for supporting catalytic change were shared.

This process yielded a broad set of insights and ideas which have informed the Regeneration Strategy and the identification of projects to support catalytic change.

The main ideas and suggestions identified to support the regeneration of the POA centered around the following main topics and themes:

1. Optimising vacant land and buildings to support improved quality of life as well as ideas on where to focus projects and new investment
2. Ideas for promoting economic growth and livelihood generation
3. An emphasis on the need to support increased safety and a reduced crime
4. Empowering communities and celebrating the POA's heritage and culture
5. Improving its sense of place and character



PHOTOGRAPH 1. FINAL OUTCOMES, DISCUSSION AND REPORT BACK ON THE MAPPING EXERCISE

2.2.1 INFORMANTS FOR REGENERATION

CHALLENGES

The key challenges identified by the workshop participants that need to be addressed in the regeneration of the POA are indicated on the adjacent map, with notes and comments relating to the following points:

1. CRIME

- Pervasive crime (especially in the Marikana settlement) and Grime, (notably on Sheffield Road, Stock Road, New Eisleben and Ingulube Road);
- Density of Marikana, with limited access within the settlement is leading to increased crime;
- No formal infrastructure (lighting) in the informal settlements, making them hot spots for a range of criminal activities; and
- Vehicular and goods theft on Stock Road/ adjacent to Marikana, causing poor/ limited investment.

2. INADEQUATE PUBLIC FACILITIES

- Clinic and Health facilities overburdened; and
- Lack of police visibility and police stations.

3. POOR URBAN FORM AND CHARACTER

- Large scale mono-functional shopping centre's set back from the street edges;
- Existing developments (Stock Road) have been insensitive and undesirable;
- Under-maintained and mismanaged public environment;
- Retention ponds are dumping grounds and also hot spots for crime; and
- Absence of connections to the R300 and the N2 (Settlers Way)



FIGURE 14. SYNTHESIS OF THE IDENTIFIED CHALLENGES



PHOTOGRAPH 2. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE

ASSETS

The key assets identified by the workshop participants to support regeneration are indicated on the adjacent map, with notes and comments relating to the following points:

4. LOCATION

- Position of Philippi in the Greater Metropolitan creates potential for it as a new CBD; and
- Proximity to R300, Settlers Way and the PHA

5. EXISTING INFRASTRUCTURE, LAND AND BUILDINGS IN THE STUDY AREA

- Glebe trust land as high value with it's proximity to Settlers Way;
- New proposed Borchers Quarry link to improved access to the Airport;
- Zolani Centre and the Bus Terminus/Taxi rank is an opportunity, but no plans have been realised yet
- A lot of vacant land is publicly owned;
- The Phase 2 MyCiti links and stations;
- Trading activities can be used as active edges and links to the economic activity of shopping centres;
- Ingulube Road and its connection to the Nyanga civic node on one end and Philippi Station on the other; and
- Re-blocking of Marikana.



FIGURE 15. SYNTHESIS OF THE IDENTIFIED ASSETS



PHOTOGRAPH 3. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE



OPPORTUNITIES

The various opportunities identified by the workshop participants to build on to support regeneration are indicated on the adjacent map, with notes and comments relating to the following points:

6. LOCATION AND SURROUNDS

- The proximity of POA to the PHA;
- The proximity of the POA to major freeways; and
- Future development in surrounding area: ACSA Swartklip, King David Industrial development and the Airport.

7. EXISTING INFRASTRUCTURE, LAND AND BUILDINGS

- Erf 5268;
- Philippi Village and associated facilities in the hub;
- Philippi fresh produce market for food security and sustainable livelihood generation resource;
- Vuyiseka Multipurpose Facility;
- Sports facility on Ingulube Drive;
- iThemba Labanthu- example of a multi-functional retention & sports facility;
- Upper Stock road economic activity;
- Joe Gqabi Long term Bus terminal- development potential on vacant land; and
- Philippi and Stock Road Rail stations- existing infrastructure.

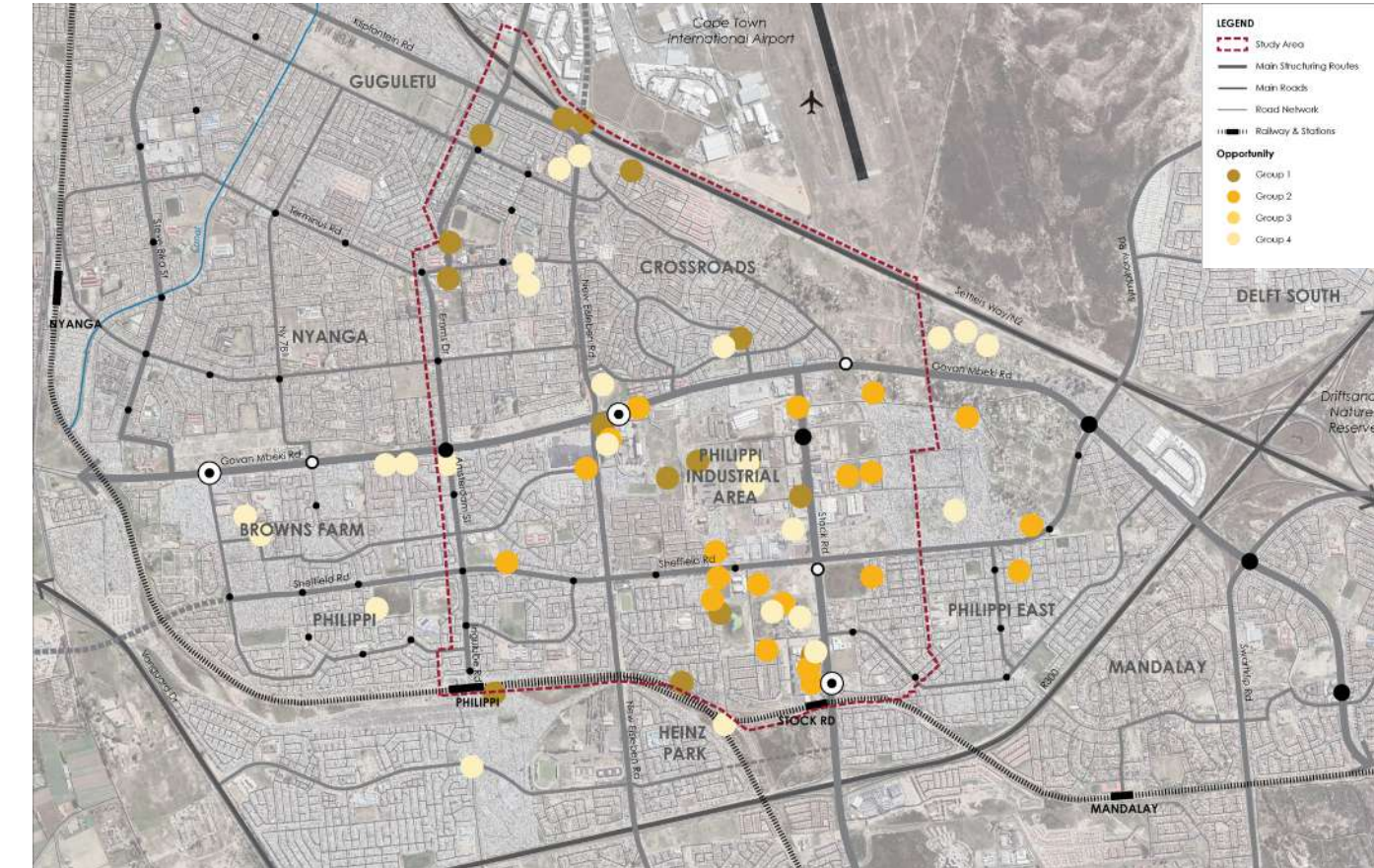


FIGURE 16. SYNTHESIS OF THE IDENTIFIED OPPORTUNITIES



PHOTOGRAPH 4. WORKSHOP PARTICIPANTS IN DISCUSSION DURING A MAPPING EXERCISE



2.2.2 BIG IDEAS & PRIORITIES FOR CHANGE

In the visioning exercise stakeholders were asked to identify their **Big Ideas** for the regeneration of the POA and what should be prioritized in the process of change .

Across the groups, a few consistent themes emerged as well as the identification of specific projects for implementation.

1. KEY FOCUS AREAS FOR INTERVENTION

- Identification of 4 focus precincts for intervention, being Lower Cross Roads/ Marikana, Philippi Hub/ Junction Mall, Ingulube Drive/ Sheffield Drive and Stock Road to Govan Mbeki - that have specific challenges and opportunities that will support the regeneration of the area if addressed;
- Embrace informal settlements, find a way to positively occupy the negative space with re-blocking and service provision;
- Government 'business as usual' approach not working, a new, creative and context specific creative response for the area is needed
- Use storm water retention ponds as multi-functional spaces, especially geared towards education and youth programmes;
- Make sure all pieces of land are productive – 'don't leave anything vacant, to avoid land invasion' ;
- Use under-utilised land off of Stock Road for housing;
- Provision of play and recreation spaces for the youth; and
- Provision of training and development centres to support job seekers/ out of work.

2. PROMOTE ECONOMIC GROWTH AND LIVELIHOOD GENERATION

- Create waste collection programmes run by the communities to create employment - solid waste collection, recycling and rubbish collection. Use existing businesses for support as they believe this will drive change (with reference to the Broken Window Theory);
- Create a stronger spatial and economic connection between the PHA and the POA
- Take advantage of the energy of Philippi hub as a a mixed-use node and encourage more trading and activity; and
- Create appropriate trading environments (storage, ablutions and wash facilities) in appropriately designated trading areas.

3. SUPPORT IMPROVED SAFETY

- Use local community members to establish neighbourhood watch organizations, creating employment in their own neighbourhood; and
- Start to develop better edges on Stock Road and Sheffield Road – they are hostile and need a better sense of identity/place.

4. SUPPORT IMPROVED ACCESS

- Create a solid and pedestrian friendly NMT network connected to key destinations;
- Improve connections between major land resources, corridor connections and freight hubs: Connect the PHA through the POA to the Airport;
- Fast track the Borchers Quarry connection; and
- Symphony Way is a major Truck route that could connects with Sheffield Road.

5 SUPPORT COMMUNITY BUILDING AND STRENGTHENING OF LOCAL IDENTITY AND CULTURE

- Instill pride in the community by developing and celebrating its heritage which includes food and culture, with perhaps even the construction of a Museum;
- The cooking, eating and sale of meat was identified as an important cultural activity for the local community;
- Name the unnamed neighbourhood streets to improve legibility and foster a sense of community amongst the people living there;
- Create events, educational campaigns and programmes to spread awareness and knowledge that empowers communities to lobby for themselves; and
- Keep communication channels open with communities and to constantly create and mobilise partnerships.

2.2.3 POA REGENERATION OBJECTIVES AND OUTCOMES CONFIRMED

Building on international best practice, policy directives and stakeholder aspirations, the essential objectives for supporting the sustainable regeneration in the POA, collectively relate to its redevelopment into an

inclusive, thriving and resilient place.

An accepted and essential precondition for sustainable cities of the future is **exclusivity**. It requires that all development must ensure that the poor and vulnerable are not excluded or left behind.

New economics accepts that growth at all costs is destroying our planet and society. To secure our

future, we need to set up the preconditions for people and places to **thrive**.

To weather inevitable current and future economic, climate and social changes, neighbourhoods, cities and countries need to build **resilience**.

These objectives will be used to guide the regeneration process and support the identification

of appropriate proposals to enable change. The performance characteristics of an inclusive, thriving and resilient identified below.

INCLUSIVE	THRIVING	RESILIENT
Definition: Complete	Definition: Flourishing	Definition: Flexible
Wide ranging & all encompassing	prosperous, healthy & blossoming	Elastic, hardy, durable & robust
COMMUNITY:	IDENTITY AND SENSE OF PLACE:	NATURAL SYSTEMS AND OPEN SPACE:
• Empowered and active citizenry with Partnerships & Long-term stewardship; and • Provision of a range of high quality and accessible community facilities that address and support people’s everyday needs	• Clarity on role and purpose; • A unique sense of place, character and belonging that relates to its natural and urban context; and • Recognition and support of local culture, memory and heritage.	• Functioning and healthy natural system; and • Closed loop systems that conserve resources, reduce waste and sustain and improve natural systems
MOVEMENT:	ECONOMY:	LAND AND ACTIVITY:
• Transit [people] orientated development focus-priority for NMT and public transport access solutions; • Walkable street network	• Linked and connected; • Integration of and support for inclusive economic opportunities (big to small); • Day and night-time activities [18 hour economy]; and • Structured to support a diversity of economic opportunities- a ladder of livelihood opportunities • A range of attractions for a diversity of users	• Efficient use of and the potential for the flexible use of land and buildings; and • Integrated, mixed and multi-functional land uses and activities; and • Optimisation and positive use/ reuse of under-utilised land and existing buildings; and • A range of housing options- a housing ladder.
URBAN ENVIRONMENT:		
• Safe streets and spaces; • Clean and maintained spaces and community buildings; • Welcoming and dignified living environments with minimal restrictions to public movement in the public domain		

TABLE 2. PERFORMANCE CHARACTERISTICS OF AN INCLUSIVE, THRIVING AND RESILIENT PLACE

3. STATUS QUO AND REGENERATION PERFORMANCE ASSESSMENT

To obtain a through understanding of the POA, a collation of the available baseline information has been undertaken. A synthesis of this information has been used to complete a performance assessment of the POA against the agreed regeneration objectives. This provides a measurable guide on what aspects need to be considered in the identification of proposals to support sustainable regeneration.

3.1 STATUS QUO

A desktop study of the following sectors has been completed to obtain an integrated understanding of the POA study area:

- Site description, location and role
- Demographic profile
- Access and movement network
- Open space and environment
- Public environment and facilities
- Land use and character
- Public and private investment

3.1.1 SITE DESCRIPTION, LOCATION AND ROLE

The POA is located in the Metro South East of the City, an area that is characterised by some of the highest household and population densities. While it features prominently as an area of high social deprivation and socio-economic vulnerability as one of Cape Town's poorest suburbs, it is also recognised for its significant development potential due to its central location in the greater Cape Town metropolitan area, its proximity to high order infrastructure investment as well as for its mature industrial area.

At a regional scale the Philippi node functions as a key component and integrating element along both the south east and the north-south corridors in the city. It connects Khayelitsha, an emerging metropolitan node with Wynberg, a district node, along the Govan Mbeki Activity Corridor. Along the Symphony Way/ Blue Downs Corridor, it connects the Bellville CBD, an established metropolitan node and high order economic attractor with the Khayelisha CBD.



PHOTOGRAPH 5. AERIAL VIEW OF THE POA, SHOWING ITS PROXIMITY TO THE AIRPORT



PHOTOGRAPH 6. AERIAL VIEW OF THE POA AT THE INTERSECTION OF GOVAN MBEKI & NEW EISLEBEN (PRE MALL AND MAU MAU DEVELOPMENTS)

Its shifting role within the metro is recognised in the 'Metro South-East Accelerator Concept,' where a shift in hierarchy between the Swartklip/ Nolongile Node and Philippi Nodes is recommended due to the changes in the flight noise contours around the airport which has opened up mixed use development at Philippi and increased industrial landuses at Swartklip.

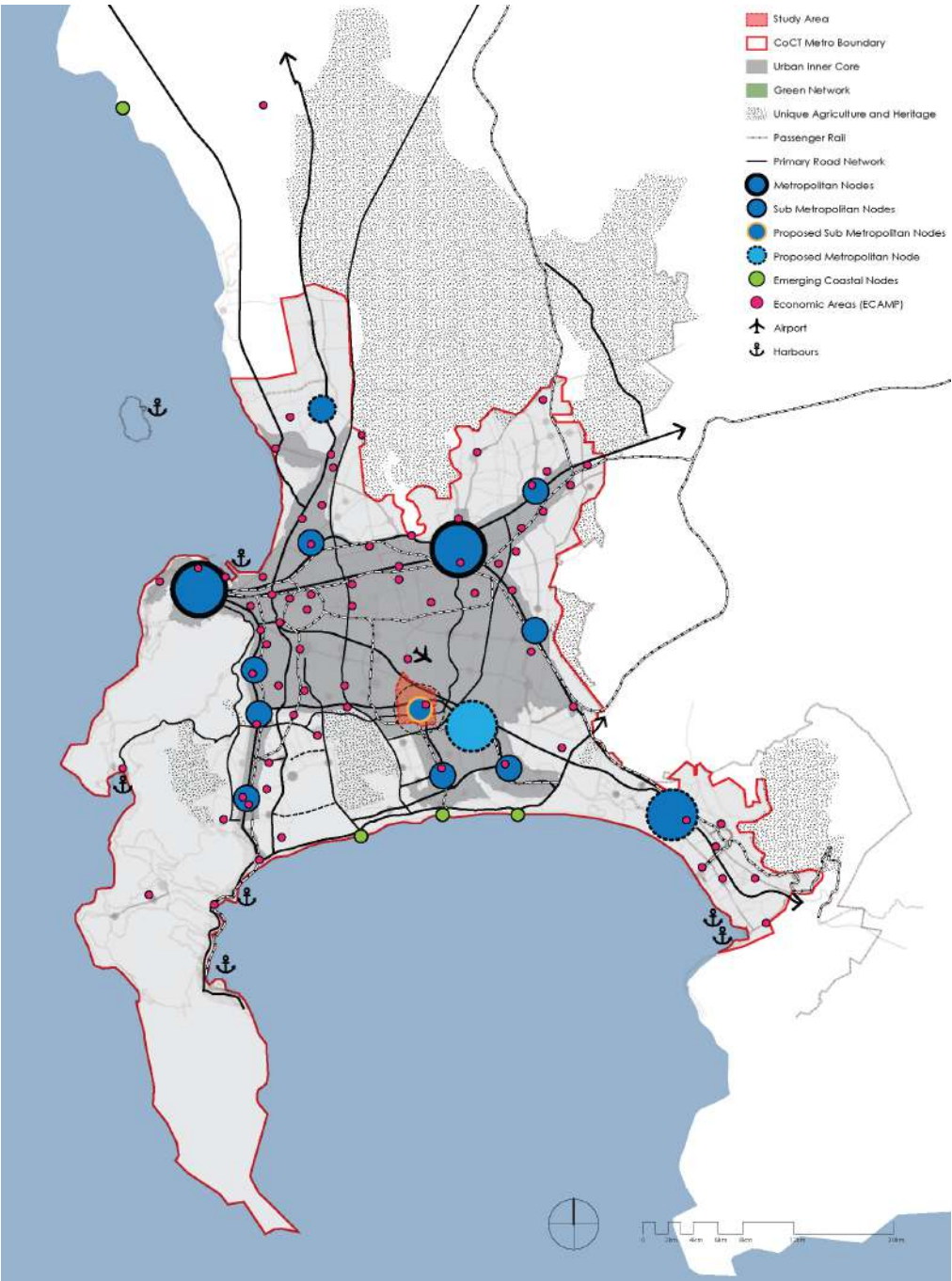


FIGURE 17. ROLE OF THE POA AT A METROPOLITAN SCALE

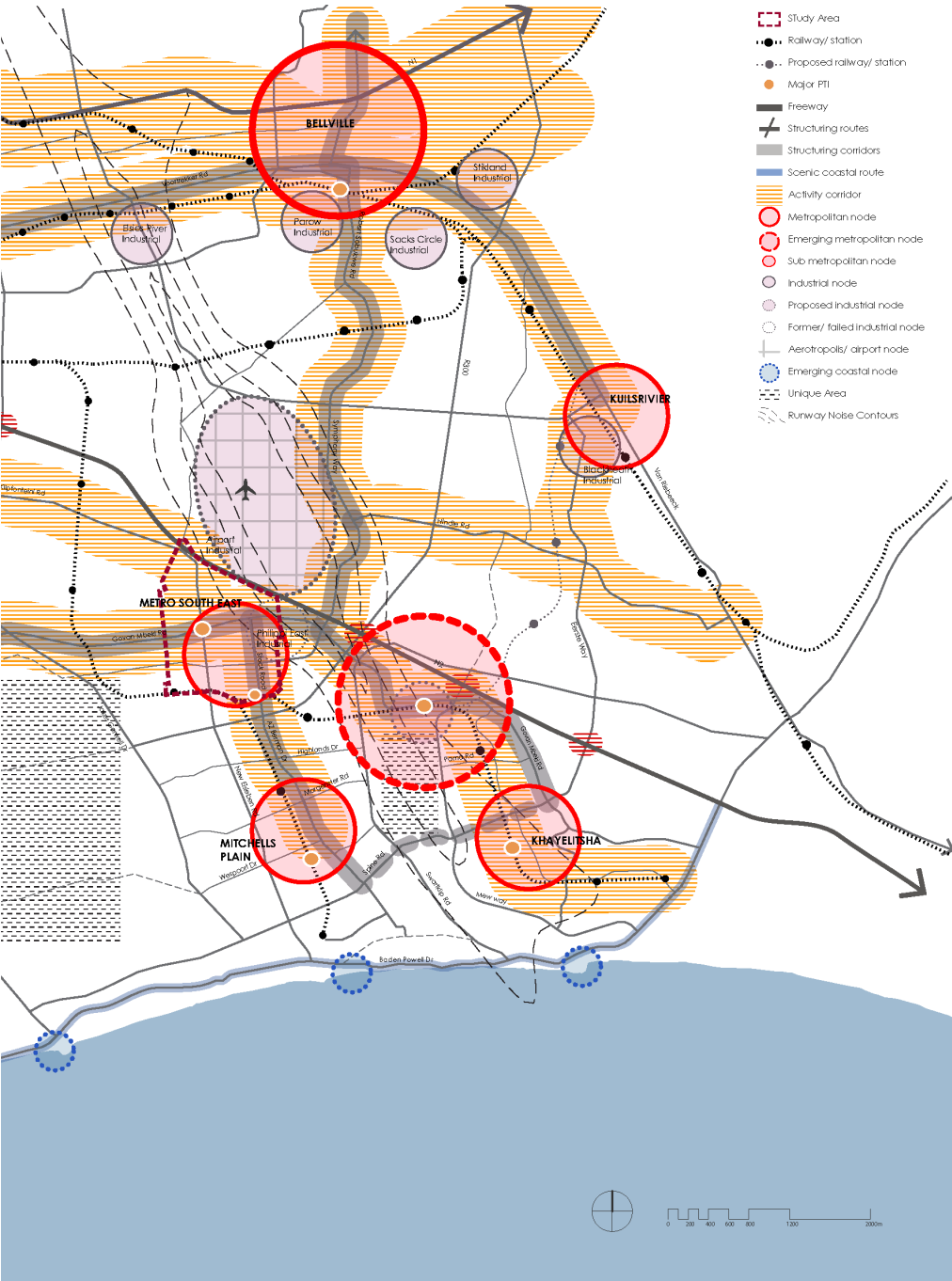


FIGURE 18. ROLE OF THE POA AT A DISTRICT SCALE

3.1.2 DEMOGRAPHIC PROFILE

The demographic profile for the POA has been developed using 2011 Census data. Although this information will have changed, it provides an indication of the population size, number of households and informal dwellings as well as the levels of employment and income.

The demographic profile for the POA is an estimate which has been determined by using the percentage of the ward area that falls within the POA study area boundary. For this exercise, mean values within each ward area were assumed to determine the POA area profile.

A summary of the POA profile and per ward is provided in the adjacent tables. Notable aspects include the very low levels of employment and household income which are expected to have significantly reduced since 2011 and with the onset of the Covid pandemic. It is noted that income levels are higher in the Philippi and Philippi East wards which relates to the established industrial activities in the area.

An estimated population figure of 119 257 was calculated which will have significantly increased with the informal settlement of vacant landholdings in the Philippi East industrial area. There have been estimates of between 44 000 and 23 000 people living on the private land holdings of Marikana. (GroundUp article- 'Does Marikana really have 60 000 people'; 01 Sept 2017) A formal verification of the number of people living in the POA is required.

It was found that nearly half of the residents within the POA are accommodated informally, while an average dwelling unit per hectare of 68du/ha (gross) indicates very high densities for this form of development.

Philippi Opportunity Area Profile

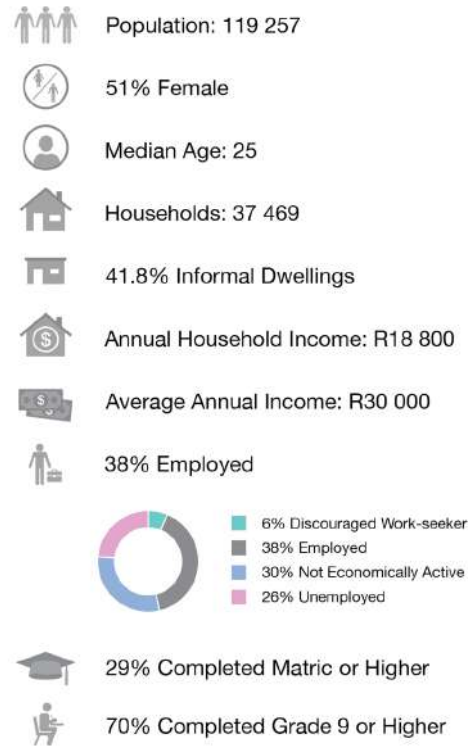
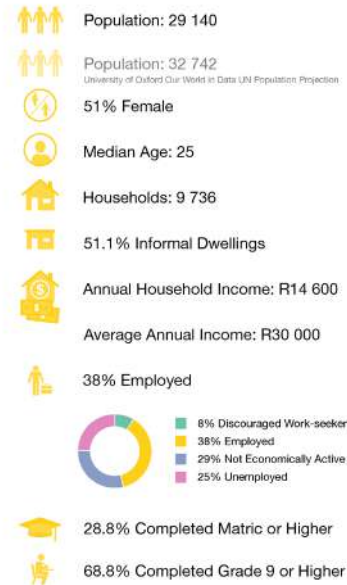
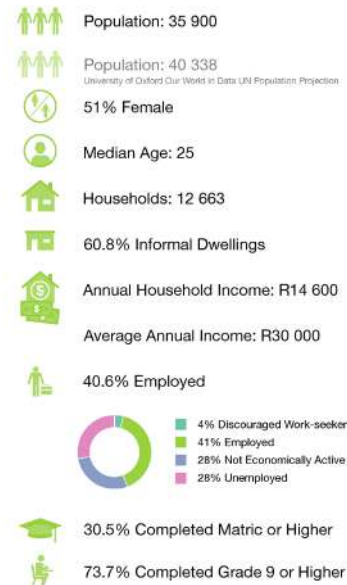


FIGURE 19. POA- DEMOGRAPHIC PROFILE

Gugulethu (Ward 39) - 2011 Census Data



Browns Farm (Ward 80) - 2011 Census Data



New Crossroads (Ward 37) - 2011 Census Data



Philippi (Ward 34) - 2011 Census Data

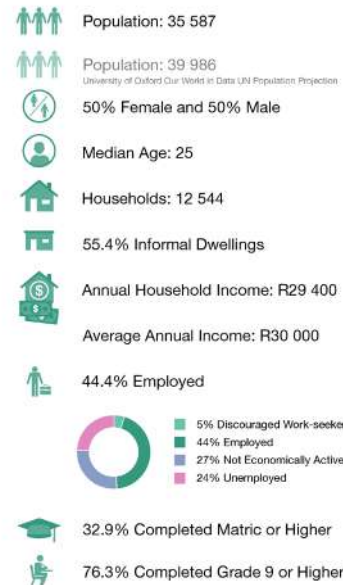
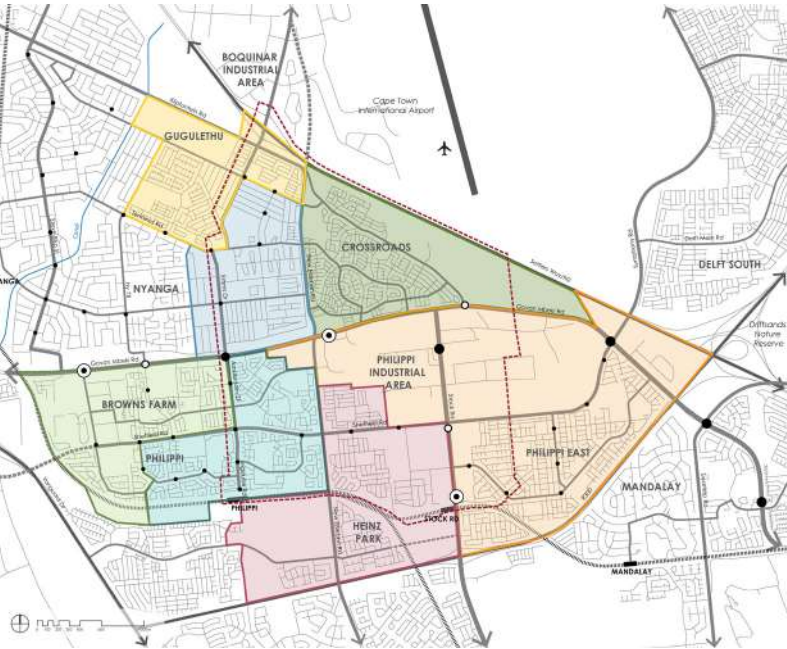
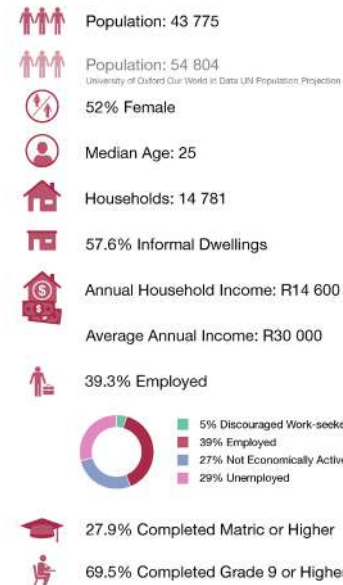


FIGURE 20. POA- WARD BOUNDARIES AND DEMOGRAPHIC PROFILE BY WARD

Crossroads (Ward 36) - 2011 Census Data



Heinz Park (Ward 88) - 2011 Census Data



Philippi East (Ward 35) - 2011 Census Data



3.1.3 ACCESS AND MOVEMENT NETWORK

ROAD NETWORK & ACCESSIBILITY

The primary movement network within the POA comprises of the following routes: Govan Mbeki, Stock Road, New Eisleben, Sheffield, Emms/Amsterdam/ Ingulube and Old Klipfontein Roads. Several of these routes also function as high order routes within the metropolitan area including Govan Mbeki, New Eisleben and Sheffield Roads. The POA is also closely situated by the N2 (Settlers Way) and the R300 (to the north and south, respectively). Access to these roads is limited which is contributing to inhibiting investment and growth in the area. Stock

An incomplete road network within the POA creates large and imperious development blocks that contribute to poor accessibility for both vehicles and NMT.

The following road extensions are proposed in the POA:

- Realignment of Borchers Quarry to support improved connection between Philippi and the Airport
- Sheffield Road widening and extension to Vanguard Drive.

PUBLIC TRANSPORT & NON MOTORISED TRANSPORT

Public transport infrastructure provision in the POA is as follows:

- Govan Mbeki MyCiTi trunk route with planned IRT Phase 2 Routes and two major PTI's at the Philippi Hub and Stock Road. Designs for the Phase 2 route are under review to explore cost saving options, while current designs for the Philippi Hub PTI, indicate a substantial facility that could extend between New Eisleben and Stock Road in the road median.

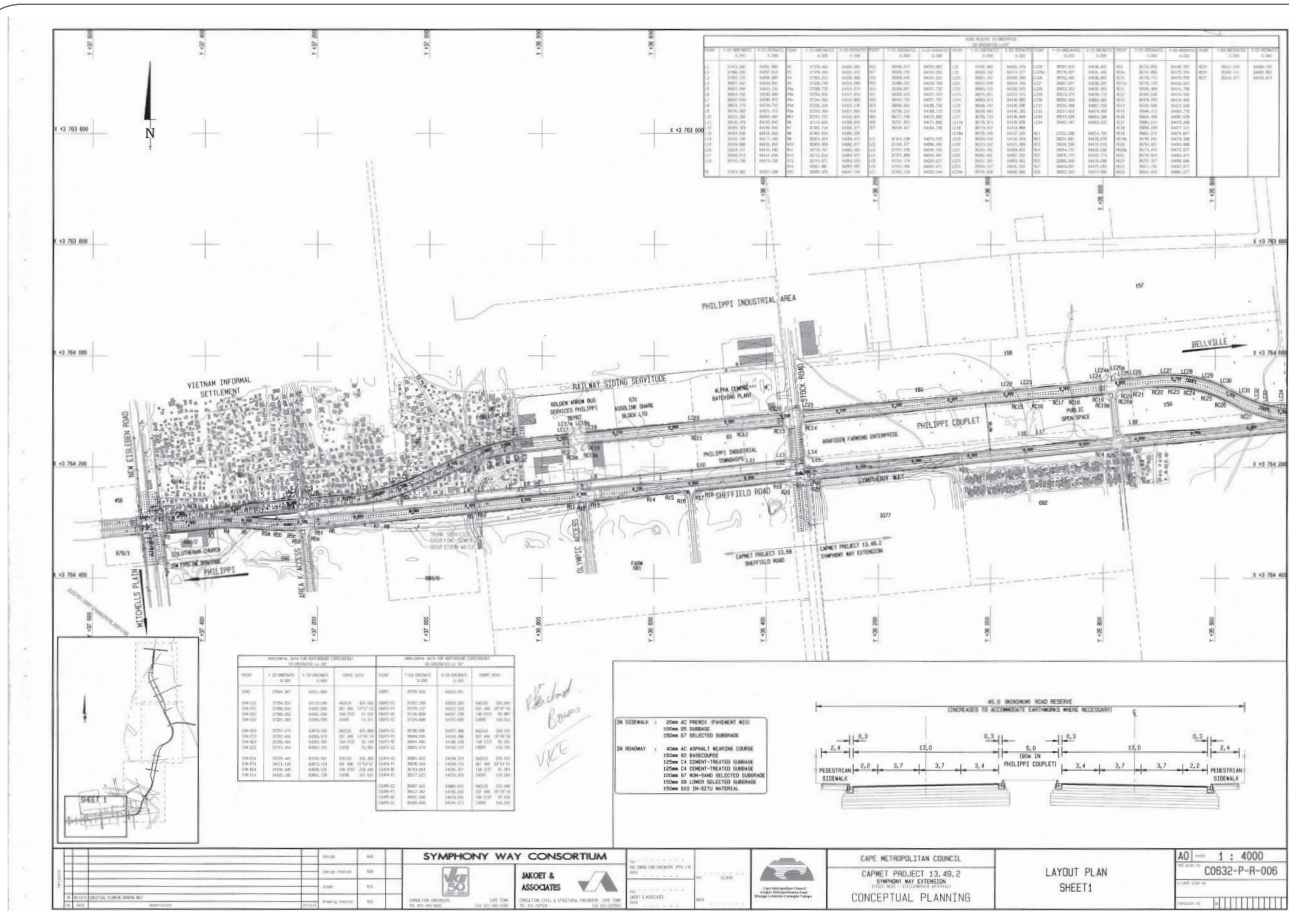


FIGURE 22. CONCEPTUAL PLANNING PROPOSALS FOR THE COCT SHEFFIELD ROAD EXTENSION & WIDENING SCHEME (1999)

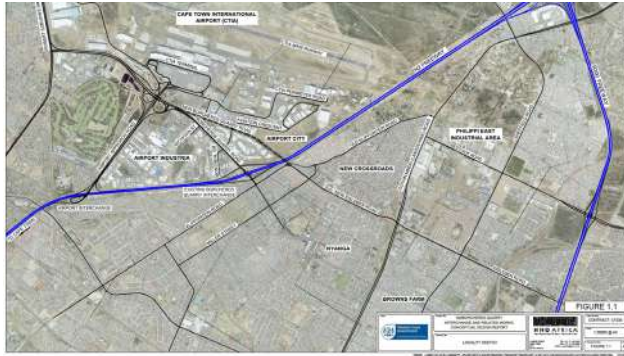


FIGURE 21. CONCEPTUAL PLANNING FOR THE PROPOSED BORCHERS QUARRY EXTENSION LINK (2014)



FIGURE 23. PRELIMINARY DEMAND MODELLING ON THE SHEFFIELD CORRIDOR (2020)

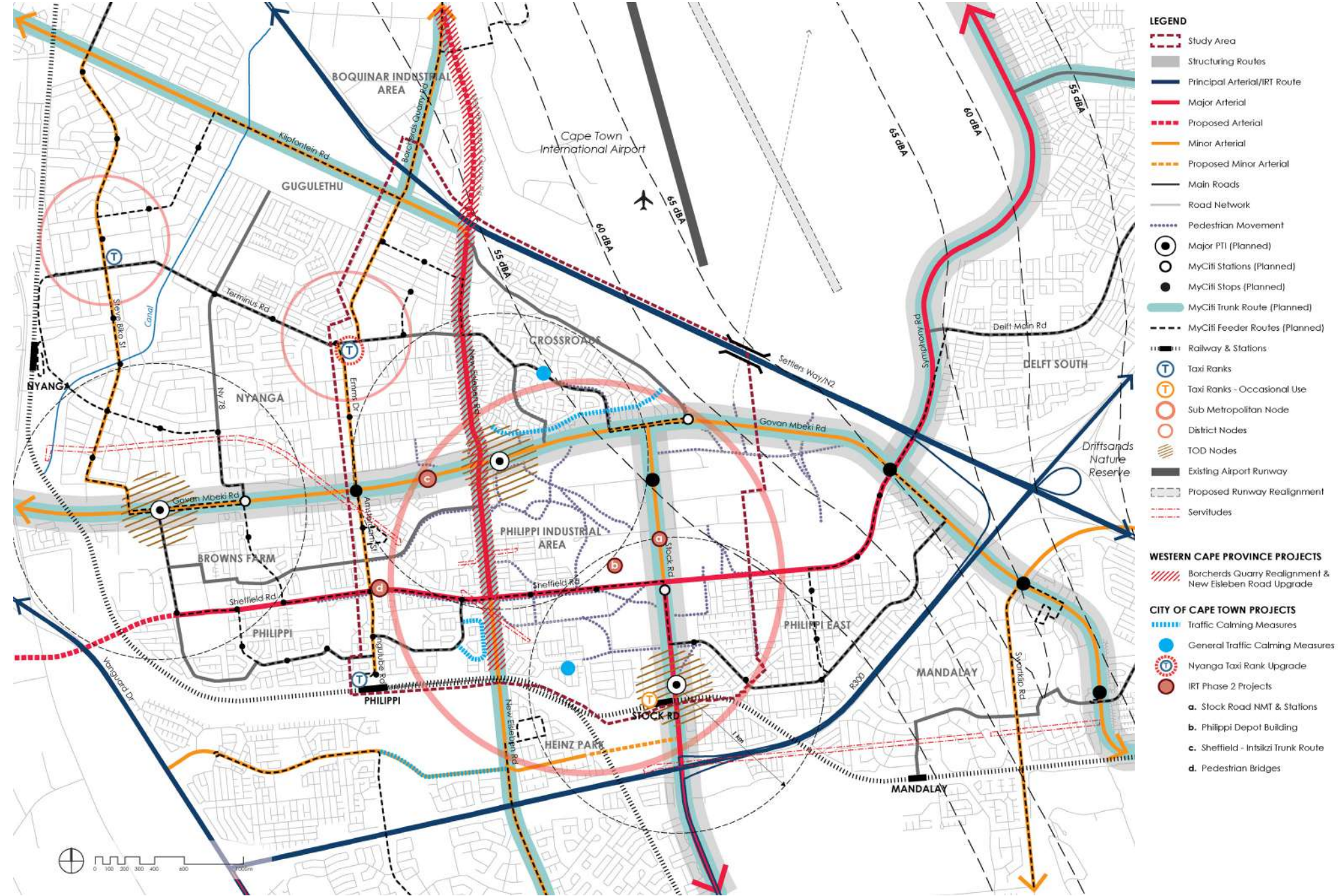


FIGURE 24. POA- ACCESS AND MOVEMENT

Information Sources: Western Cape Government Transport & Public Works (2014) N2/Borchers quarry Interchange and Related Works; CoCT Transportation GIS Shapefiles; CoCT Cap Ex Projects GIS Shapefiles; TCT (2016) Commercialisation and Property Development Report Activity 2 Prioritisation Framework; CoCT (2014) Khayelitsha, Mitchells Plain Greater Blue Downs District Plan; AECOM (2015) Feasibility and Format of Pursuing an Aerotropolis Strategy for Cape Town International Airport

- Railway located south of the POA with 2 stations, including Stock Road station and Philippi Stations. Stock Road Station is forms part of a new PTI;
- Three Taxi Ranks at Philippi Station, Nyanga (in the pipeline for an upgrade), and Stock Road Taxi rank (only used when the long-term bus terminal is active)
- The Jo Gqabi Long Distance Bus terminus, which is currently underutilised for extensive periods of the year. A study is being completed to confirm the requirements of long distance bus facilities in the City.
- A range of non-motorised transport (NMT) improvements have been identified in the POA as part of the Phase 2 IRT upgrades and forms part of the community based transport strategy



FIGURE 25. IRT PHASE 2A: COMMUNITY BASED INTERVENTION STRATEGY

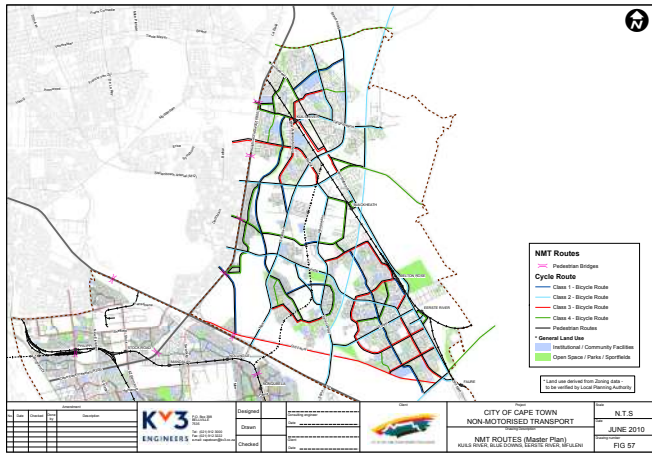


FIGURE 27. COCT NMT ROUTE MASTERPLAN

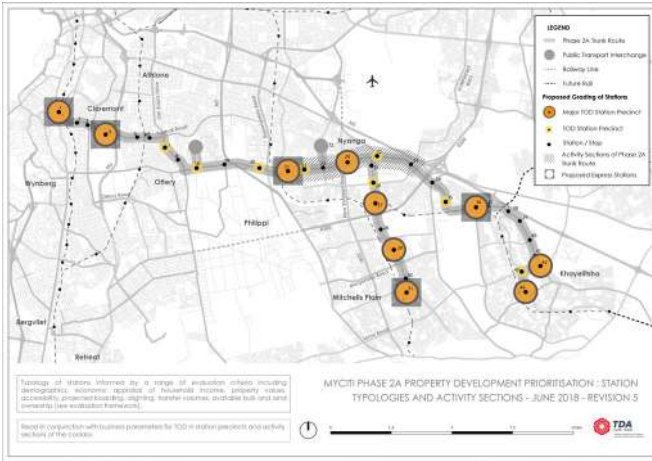


FIGURE 26. MYCITI PHASE 2A STATION TYPOLOGIES

3.1.4 OPEN SPACE AND ENVIRONMENT

The existing open space network within the POA is disjointed and fragmented. Open space accounts for 12% of the overall land area which is very low in comparison to other established higher density suburbs in the City such as Observatory with a 25% open space ratio.

Just under half of available open space in the POA is vacant with no defined use, leading to dumping and littering.

Litter and insufficient waste management is evident on public streets and open spaces, leading to contamination and pollution of water systems.

Apart from existing sports facilities, no high order natural amenities or attractions for recreational use occurs in the POA. The closest amenities include the PHA and the Driftsands Nature Reserve which are inaccessible due to infrastructure barriers.

POA is low lying and flood prone. Primary water catchment areas are located along the rail line. A linear network of retention ponds occurs along Sheffield Road. New large scale development, such as shopping centres with substantial outdoor parking areas is also contributing to flooding in the POA. A key finding from the HHO Infrastructure Study is that

‘Storm water management capacity is presently adequate up to a 10-year storm but will not cope with bigger storms. With full development, the infrastructure will not cope with storms greater than 5-year storms. An Additional 14ha of detention pond capacity should be built.’

The CoCT Waste department has completed a Waste management and recycling policy, that can guide improved waste management initiatives. There are also several recycling pilots being trialled across the City.



FIGURE 28. CCT LIVEABLE WATERWAYS PROGRAMME

GREEN NETWORK LAND DISTRIBUTION			
Types	Area (m²)	Area (ha)	Percentage of Total (%)
Sports Facilities	235320,12	23,53	24
Planned Green Open Space/ Retention Ponds	192213,98	19,22	20
Community Parks	32257,87	3,23	3
Open Space	451870,59	45,19	46
Heritage Zone	71741,31	7,17	7
TOTAL	983403,87	98,34	100
Percent of Total Land Area 12,0			

TABLE 3. OPEN SPACE DISTRIBUTION



FIGURE 29. LARGE SCALE RETAIL DEVELOPMENTS LEADING TO INCREASED HARDENING OF SURFACES, EXACERBATING FLOODING AND ONGOING STORM WATER CHALLENGES IN THE AREA.

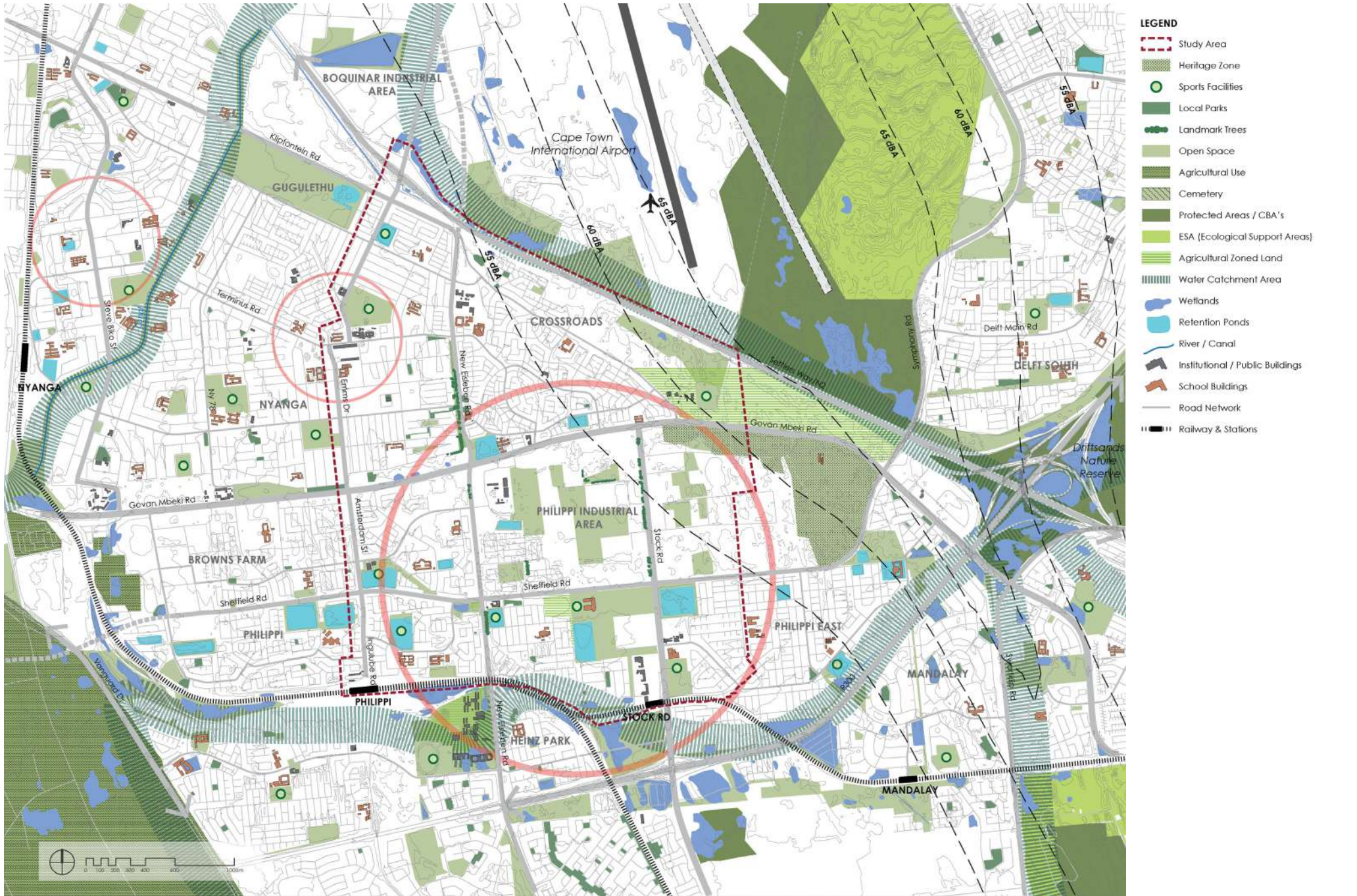


FIGURE 30. POA- OPEN SPACE & ENVIRONMENT

Information Sources: CoCT (2002 - 2007) Catchment, Stormwater and River Management; NMA (2015) Landsdowne Wetton Corridor Local Area Plan; CoCT Green Open Space GIS Shapefiles; CoCT Map Viewer

3.1.5 PUBLIC ENVIRONMENT AND FACILITIES

3.1.5.1 PUBLIC ENVIRONMENT

The primary public structure of the POA is generated by the network of structuring routes being Stock, New Eisleben, Emms, Sheffield and Govern Mbeki Roads as well as and its associated emerging activity nodes.

There are few existing landmarks creating poor legibility and way finding in the POA. Existing notable landmarks include the Joe Gqabi/ Philippi Station facility, the Philippi Village complex and the large retail complex on Govan Mbeki Rd.

Potential gateways include the entrance to the POA from the Klipfontein Rd/ Borchers Quarry Extension and at the elevated position on the rail crossing and Stock Road.

There is a limited number of public spaces within the POA, with most spaces being very poorly maintained. Key spaces that contribute to defining the public realm include the following:

- Public spaces associated with the Zolani community facility;
- Ingulube Hives forecourt space on the intersection of Amsterdam and Govan Mbeki;
- ‘Little Grand Parade’ forecourt space on Amsterdam;
- Forecourt and multifunctional space at the Philippi Station;
- Forecourt space at the Stock Road Station; and
- The public space and amphitheatre area at the Philippi Village Hub. This space is the most well maintained and has restricted access.

A range of heritage resources include the Philippi Village as well as other hidden/ uncelebrated sites such as the Crossroads Trojan Horse site and the Eisleben line.



FIGURE 31. POA HERITAGE RESOURCES

CULTURE & MEMORY

TROJAN HORSE - CROSSROADS

"The Trojan Horse shootings that took place the next day, 16 October 1985, in Klipfontein Road Extension in Crossroads are less well known. Police hidden on the back of the same truck opened fire and killed two young men, Goodman Mali (19) and Mabuthi Fatman (20). 'For 22 years the story of the Crossroads community has been buried, as if in an unmarked grave waiting to be exhumed, to take its rightful place in history'. The story of the Crossroads ambush is mentioned by in the Truth and Reconciliation Commission (TRC) final report but the TRC event hearing dealt only with the Athlone shootings. The investigative research was done by the Human Rights Media Centre and one day there will be a memorial to mark the place next to the blue gum trees in Klipfontein Road Extension where the Crossroads youths died. The Crossroads community will be consulted during 2008 about the form this memorial should take."

MAYENZEKE STREET NAMING PROJECT

"The aim of the Mayenzeke Street Names Project was to make the history of Crossroads more visible to local residents and to use what was evoked through the project – memories, sense of identity, place in the city – as a building block for a larger community-based project combining heritage, tourism and development."

In 2005, Mandlovu entered into a partnership with Public Eye to design and implement the Street Signs Project. This project trained a group (most of whom had been part of the Street Names Project) in media skills to create a series of community memorials – eight memory boards – to honour local leaders whose names appear on the streets. Seven of these memorials are dotted around the streets of New Crossroads and one is attached to the small shack called Mama Luke's Studio."

Information Sources: Cornell, C. & Malan, A. (2012) Places of the Cape;



FIGURE 32. POA- PUBLIC STRUCTURE

3.1.5.2 PUBLIC FACILITIES

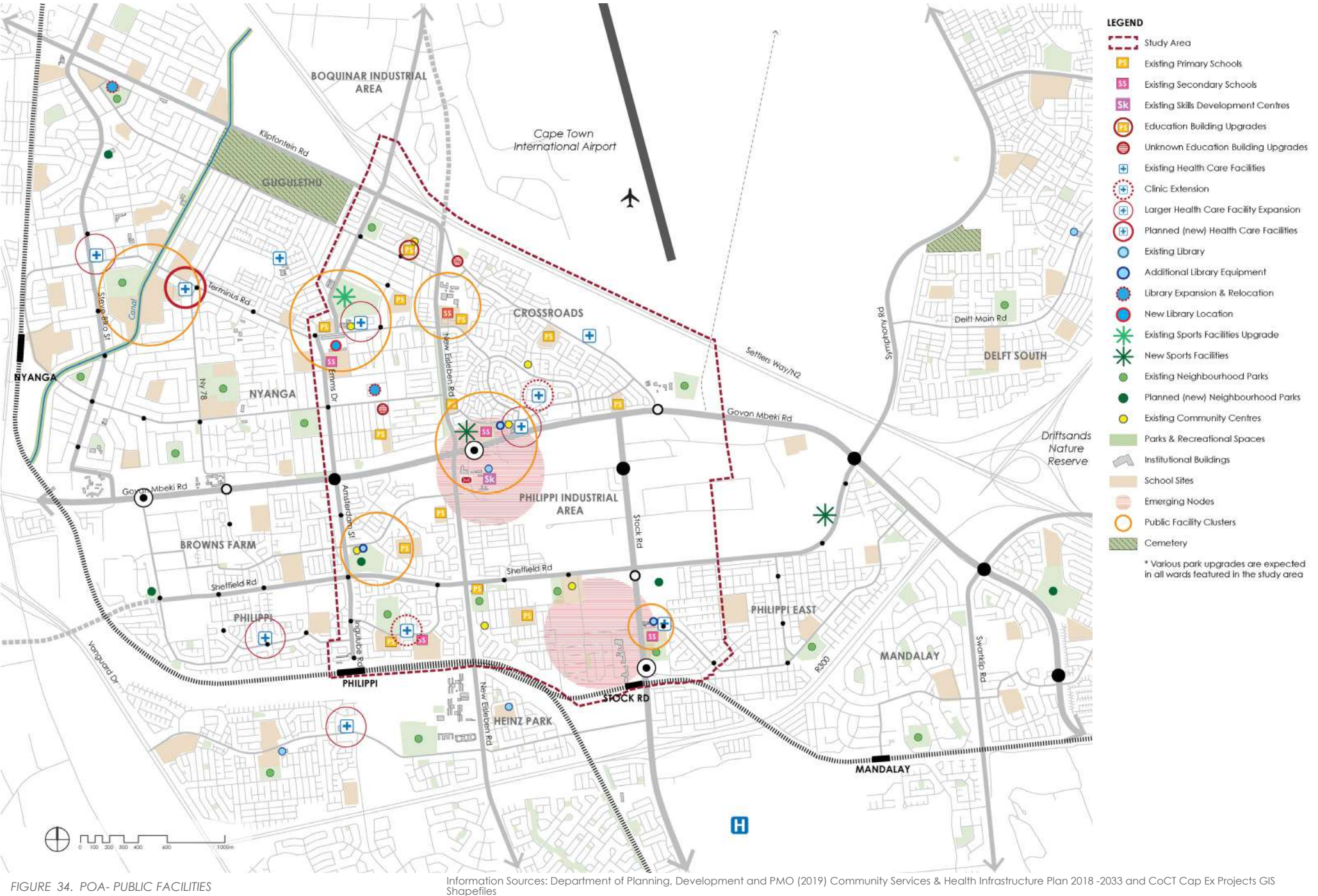
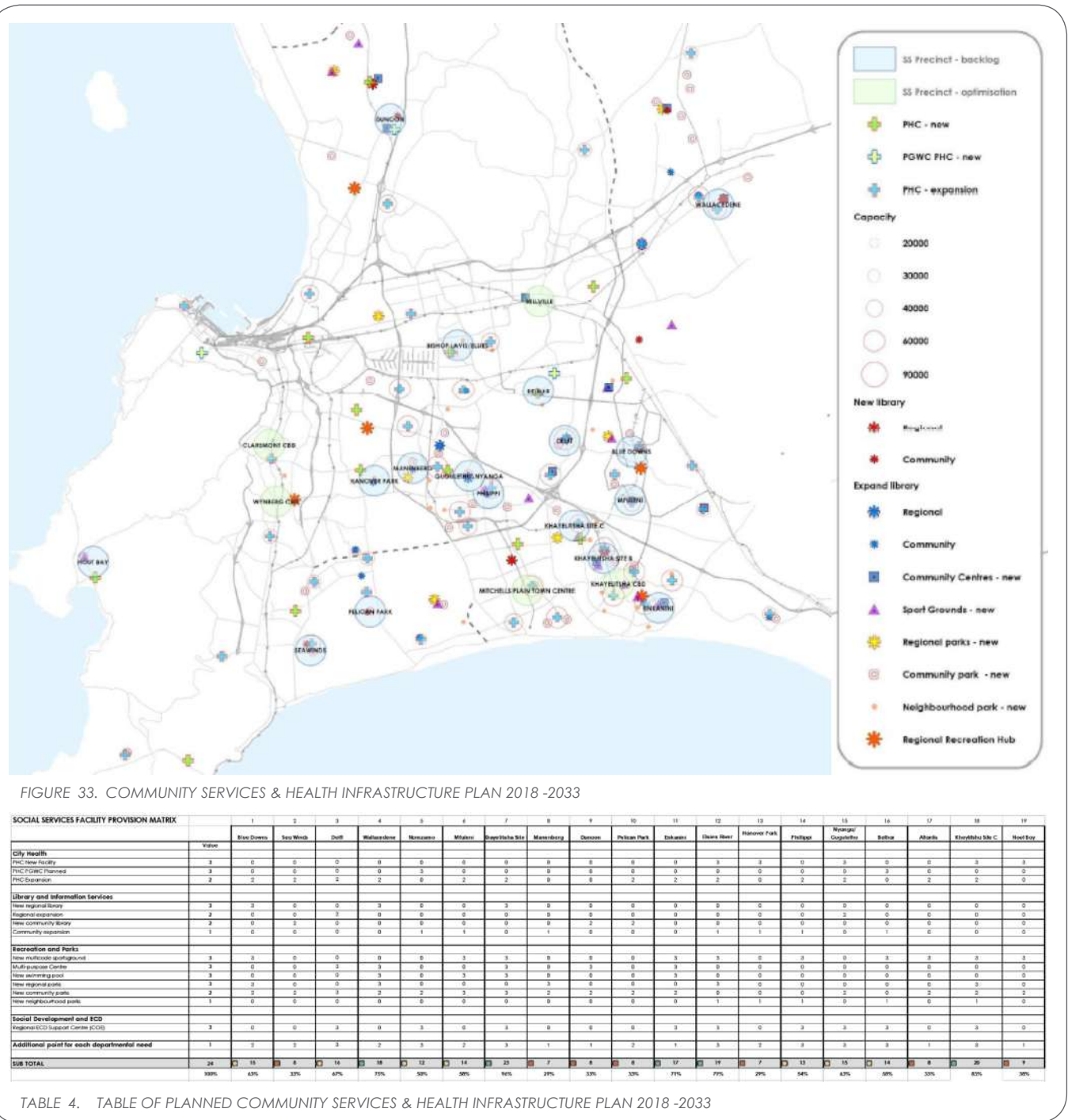
Within the broader metropolitan region, Nyanga / Gugulethu and Philippi are identified as social service precincts.

An emerging pattern for clustering of public facilities is found with greatest clustering found at the NUNU and Philippi Village nodes. There are several isolated facilities and it is noted that existing facility clusters are not completely aligned to the hierarchy of activity nodes or locations with greatest accessibility. Most significantly, a lack of clustering occurs at the Jo Gqabi/ Stock Road PTI

Proposed upgrades and new public facilities are planned as follows:

- 2 Small Clinic Extensions (Community Services & Health Infrastructure Plan and Cap Ex Projects)
- 2 Larger Health Care Facility Extensions (community Services & Health Infrastructure Plan and Cap Ex Projects)
- No new Health care Facilities Planned
- New equipment for 3 Libraries (community Services & Health Infrastructure Plan & Cap Ex Projects)
- 1 Library Expansion/Relocation (community Services & Health Infrastructure Plan)
- 1 Sports Facility Upgrade (community Services & Health Infrastructure Plan)
- 2 New Sports Grounds (community Services & Health Infrastructure Plan)
- Education building upgrades (Cap Ex Projects)
- 2 New Parks (Cap Ex Projects)

A review of public facility provision with CSIR standards (and 2011 census info) found that there is an under provision of public facilities particularly for parks, health facilities & education. There is an 'oversupply' of libraries and community halls. It is expected that the shortfall will worsen given the influx of newcomers to the POA since then 2011.



3.1.6 LAND USE AND CHARACTER

The existing landuse split in the POA is provided in the table below, indicating that most of the POA is currently used for residential development with 34% of the total area and road/ rail infrastructure accounting for 31%. Retail and industrial activities comprise 11% of the total area.

A comparison between the zoning plan and existing landuse activities in the POA indicates a significant misalignment with the intended use of land verses its actual use with large areas of the envisioned industrial being used for informal housing. This, with changes to the airport and in support of TOD, has resulted in a shift away from the focus on industrial development to and more mixed use, high density forms of development.

Existing retail development is clustered along the Govan Mbeki corridor with informal trading located predominantly on the Emms/ Ingulube/ Amsterdam corridor, Sheffield and New Eisleben Roads.

PHILIPPI OPPORTUNITY AREA - EXISTING LAND USE DISTRIBUTION		
Land Use	Area	Percentage of Total
	(ha)	(%)
Industrial	57,41	7
Commercial	30,47	4
Educational	30,78	4
Public Facility	13,31	2
Healthcare Facilities	1,63	0
Residential	213,08	26
Informal Residential	64,91	8
Institutional	11,61	1
Green Open Space / Parks	22,45	3
Sports Facilities	23,53	3
Glebe Trust / Heritage / Under developed	50,91	6
Vacant Land	45,19	6
Road/Rail Reserve	252,04	31
TOTAL	817,32	100

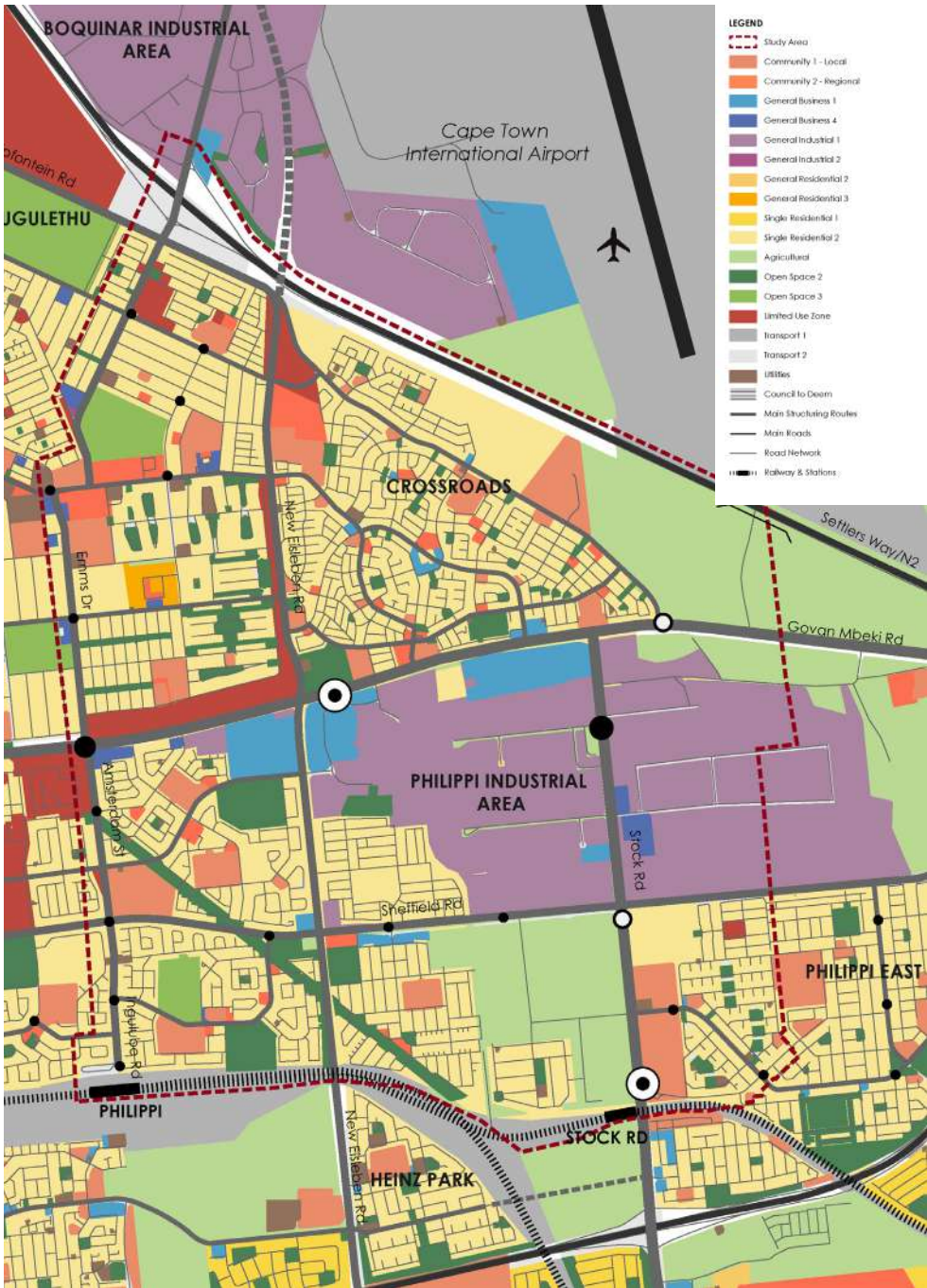


FIGURE 35. ZONING WITHIN THE POA

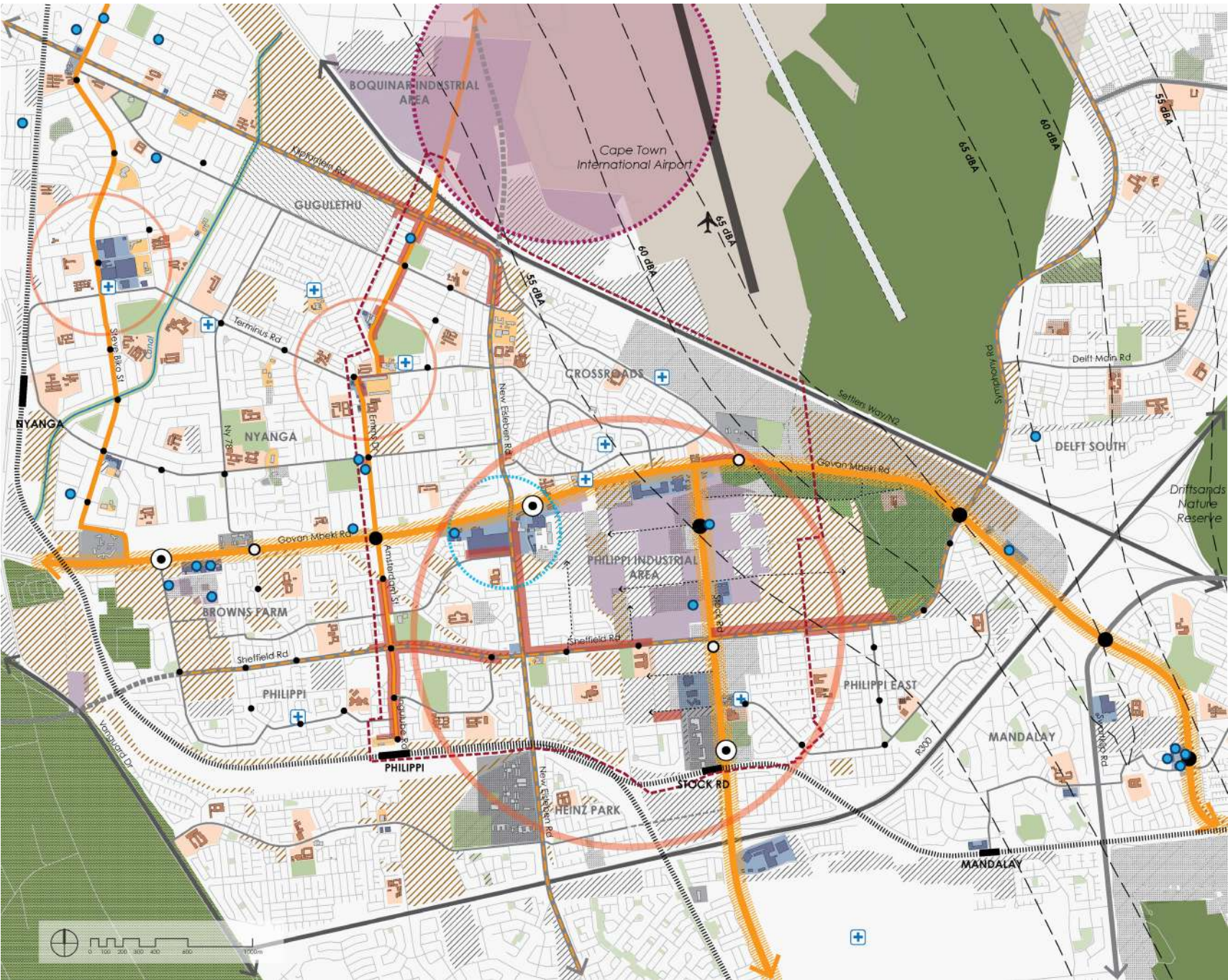


FIGURE 36. POA- LAND USE AND CHARACTER

Information Sources: Department of Planning, Development and PMO (2018) Philippi Retail Study; CoCT Cap Ex Projects GIS Shapefiles; CoCT (2014) Khayelitsha, Mitchells Plain Greater Blue Downs District Plan; SUN(2018) A Development Vision for Informal Area Micro Enterprises in Philippi East Industrial Area; SUN (2015) Nyanga Urban Node Upgrade

3.1.6.1 PUBLICLY OWNED LAND

There is 45ha of vacant land in the POA with approximately 35% in public ownership. Much of this land is located in a central position between the Philippi Village hub and Jo Gabi/ Stock Road station and includes the Erf 5268 property.

Large tracts of privately owned land also remain either under-utilised or completely vacant, providing immediate potential for land acquisition and development.

3.1.6.2 PLANNED DEVELOPMENT AROUND THE POA

The following large scale and significant developments are currently being planned in and adjacent to the POA :

CAPE TOWN INTERNATIONAL AIRPORT EXPANSION AND ACSA AEROTROPOLIS DEVELOPMENT

The expansion of the Airport has resulted in changes to the airport noise contours and associated limitations to landuse activities. A greater diversification of landuses will now be permissible in the POA, while landholdings including the Glebe Trust land can be developed. The City of Cape is currently in the process to acquire the Glebe Trust landholdings.

The expansion of the airport will also supports increased economic activity in the local area. This also aligns with the ACSA vision to develop the Airport and surrounding area into a Aerotropolis.

ACSA SWARTKLIP SITE

The proposed development of the greenfield Swartklip site relates to the expansion of the airport and the need to accommodate biodiversity offsets. The vision for the site is to create a new mixed use node that contributes to the economic growth and improved spatial integration.

KING DAVID INDUSTRIAL EXPANSION

New expanded industrial development is proposed in the King David and Boquinar industrial area

PHILIPPI MARKET AND ERF 5268

A development vision for the Erf 5268 site has unlocked funding to support the expansion of the Fresh Produce Market and surrounds.

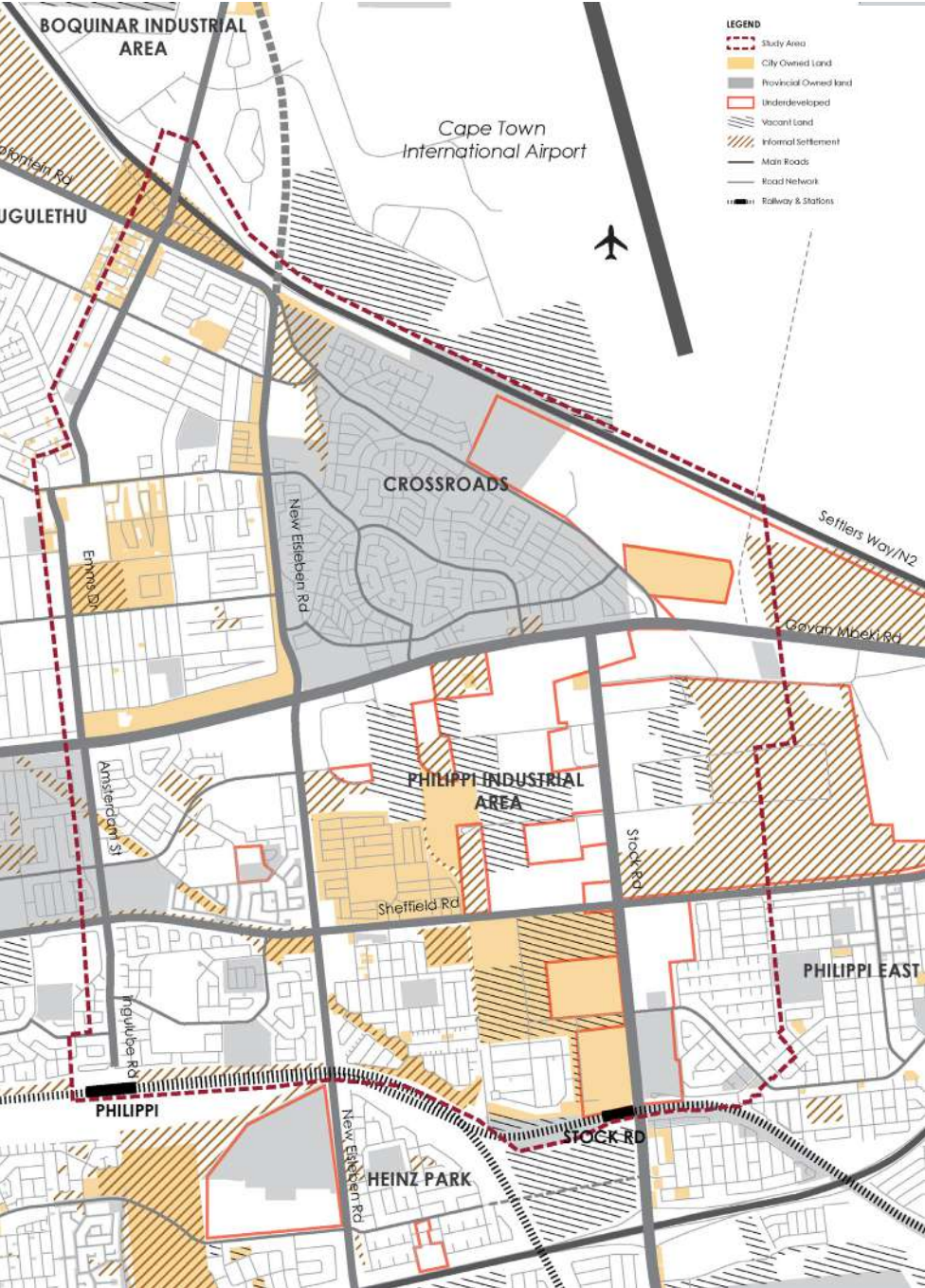


FIGURE 37. LAND OWNERSHIP AND VACANT LAND WITHIN THE POA

RETAIL DEVELOPMENTS

The UCI Philippi Retail study (2018) confirmed 3 applications for new shopping centres within the POA, indicating an oversupply of retail development in the area.

MARKET RESIDENTIAL PROJECTS

A range of new market residential developments are underway in and around the POA. These developments are typically low density, single storey developments.

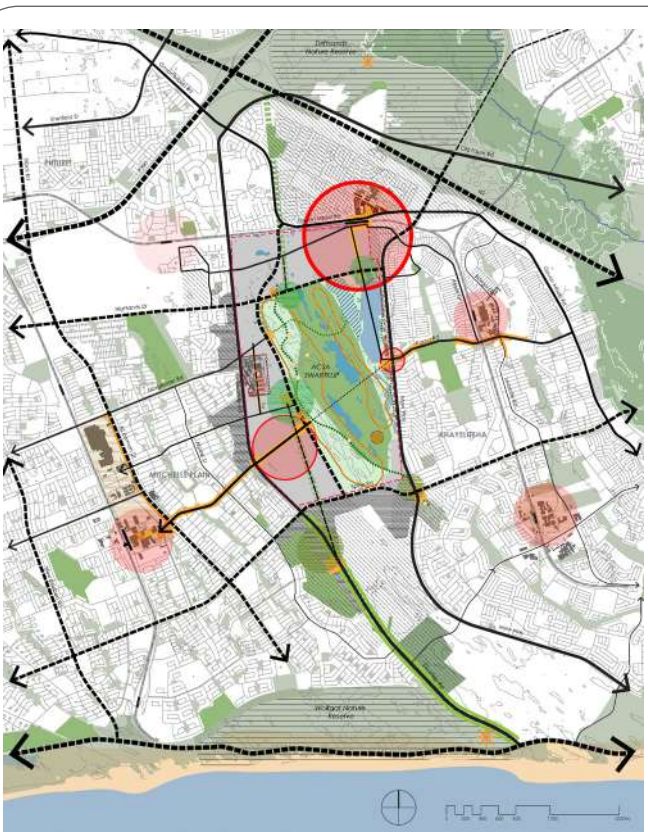


FIGURE 38. SWARTKLIP VISION AND CONCEPT (2019)

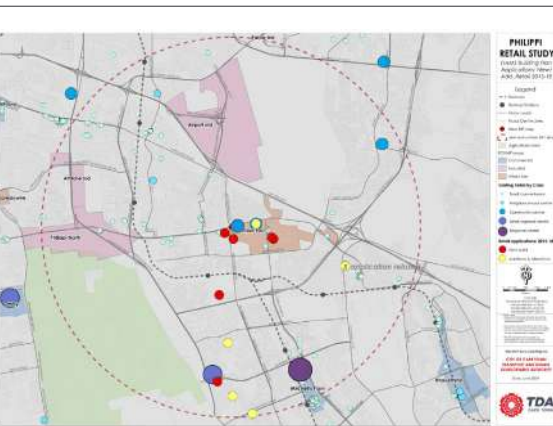


FIGURE 39. COCT PHILIPPI RETAIL STUDY- POSSIBLE RETAIL EXPANSION



FIGURE 40. VISION FOR KING DAVID INDUSTRIAL EXPANSION



FIGURE 41. ERF 5268 VISION

3.1.7 PUBLIC INVESTMENT IN THE POA

SHORT TERM INVESTMENT: NATIONAL, PROVINCIAL & LOCAL GOVERNMENT CAPITAL PROJECTS (2019-2022)

The location of planned expenditure across all spheres of government in the next 3 years (Short-term) is provided overleaf and is estimated to total is R 3 726 606 000,00. Planned expenditure is broadly distributed across the POA and across sectors.

Greatest expenditure focus is the following projects:

- Realignment of Borchers Quarry Road,
- Mvula Primary School Upgrade,
- Clinic Upgrades and
- Library Upgrades and Extensions

Greatest expenditure is planned between years the 2021 – 2022, although most projects should have already occurred in 2019

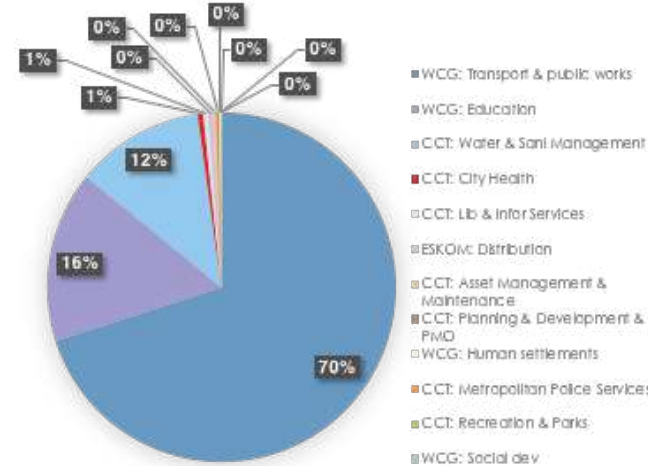


FIGURE 42. PHILIPPI EXPENDITURE PER GOVERNMENTAL DEPARTMENT

INTER-GOVERNMENTAL PROJECTS IN THE AREA							
	Project Owner	Project Name	Detailed Phase	Financial Year 2019-20	Financial Year 2020-21	Financial Year 2021-22	Total
	WCG:transport & public works	CT1039 AFR Realign Borchers Quarry phase 2	Infrastructure planning	15 000 000,00	140 000 000,00	1 060 000 000,00	2 610 000 000,00
SUB TOTAL				15 000 000,00	140 000 000,00	1 060 000 000,00	2 610 000 000,00
	WCG: education	Mvula PS	Design development	8 000 000,00	260 000 000,00	250 000 000,00	590 000 000,00
SUB TOTAL				8 000 000,00	260 000 000,00	250 000 000,00	590 000 000,00
	CCT:Water & Sani Management	Cape Flats Aquifer	Execution	444 850 000,00	0,00	0,00	444 850 000,00
SUB TOTAL				444 850 000,00	0,00	0,00	444 850 000,00
	CCT:City Health	Nyanga Clinic - Ext and Upgrade Nyanga Clinic Diabetic Services	Scoping	500 000,00 2 500 000,00	500 000,00 3 000 000,00	12 500 000,00 0,00	13 500 000,00 5 500 000,00
SUB TOTAL				3 000 000,00	3 500 000,00	12 500 000,00	19 000 000,00
a b c	CCT:Lib & Infor Services	New Nyanga Regional Library Crossroads Lib - Books & AV Materials Browns Farm Lib - Books & AV Materials Browns Farm Lib - Aluminium Enclosure Browns Farm Library - Furn & Equipment	Scoping	7 375 000,00 50 000,00 60 000,00 40 000,00 35 000,00	2 375 000,00 0,00 0,00 0,00 0,00	7 375 000,00 0,00 0,00 0,00 0,00	17 125 000,00 50 000,00 60 000,00 40 000,00 35 000,00
SUB TOTAL				7 566 000,00	2 375 000,00	7 375 000,00	17 316 000,00
	ESKOM Distribution	Plains	Not available	0,00	150 000 000,00	0,00	15 100 000,00
SUB TOTAL				0,00	150 000 000,00	0,00	15 100 000,00
	CCT:Asset Management & Maintenance	Upgrading of New Eisleben Road	Scoping	12 500 000,00	0,00	0,00	12 500 000,00
SUB TOTAL				12 500 000,00	0,00	0,00	12 500 000,00
a b	CCT:Planning & Development & PMO	Nyanga Integrated Facility Philippi Integrated Precinct	Not applicable Not applicable	7 000 000,00 500 000,00	0,00 500 000,00	0,00 2 000 000,00	7 000 000,00 3 000 000,00
SUB TOTAL				7 500 000,00	500 000,00	2 000 000,00	10 000 000,00
	WCG:Human settlements	N2 Gateway: Crossroads Boystown: Triangle 1524 Services & 1392 T/S UISP	Works	6 000 000,00	0,00	0,00	6 000 000,00
SUB TOTAL				6 000 000,00	0,00	0,00	6 000 000,00
	CCT:Metropolitan Police Services	CCTV Cameras - Subcouncil 13	Scoping	1 000 000,00	0,00	0,00	1 000 000,00
SUB TOTAL				1 000 000,00	0,00	0,00	1 000 000,00
a b c	CCT:Recreation & Parks	Upgrade Parks - Ward 35 Philippi East MPC - Furniture Upgrade Parks - Ward 88	Scoping Scoping Scoping	150 000,00 25 000,00 400 000,00	0,00 0,00 0,00	0,00 0,00 0,00	150 000,00 25 000,00 400 000,00
SUB TOTAL				575 000,00	0,00	0,00	575 000,00
a b	WCG: Social dev	Sobambaisana Educare Elateni Daycare centre	Procurement planning Procurement planning	158 000,00 107 000,00	0,00 0,00	0,00 0,00	158 000,00 107 000,00
SUB TOTAL				265 000,00	0,00	0,00	265 000,00
TOTAL				506 256 000,00	556 375 000,00	1 331 875 000,00	3 726 606 000,00

TABLE 5. TABLE OF PLANNED INTER-GOVERNMENTAL PROJECTS

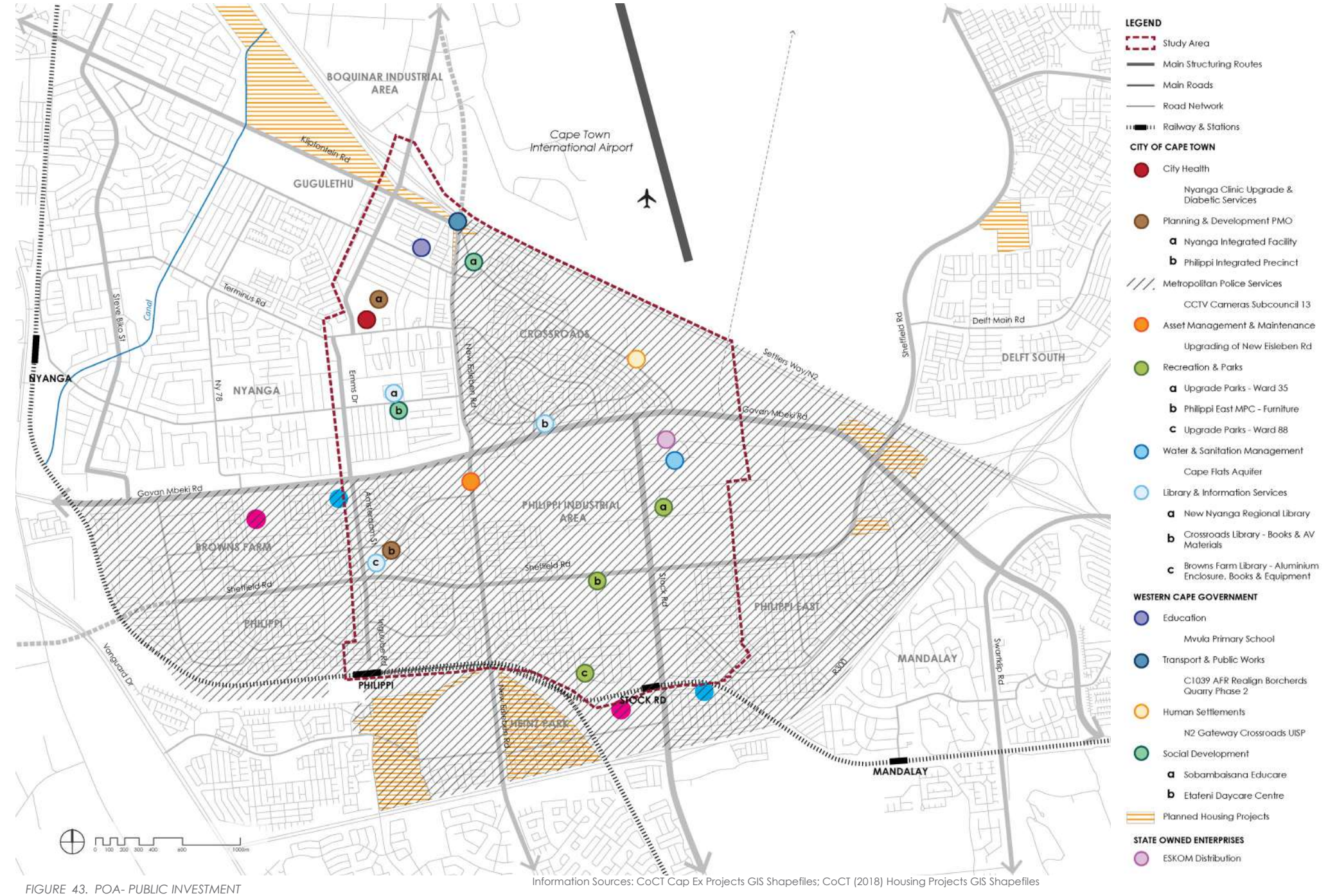


FIGURE 43. POA- PUBLIC INVESTMENT

SHORT TO MEDIUM TERM INVESTMENT: LOCAL GOVERNMENT CAPITAL PROJECTS (2016-2026)

The location of planned investment in the short to medium term is provided overleaf, showing a broad distribution of expenditure across the POA and across sectors. Overall planned expenditure between 2015 – 2026 is R 2 537 529 760,51 with the largest proposed investment being directed towards infrastructure , water and waste management projects.

Most planned projects should be complete by 2026, key projects including:

IRT PHASE 2A

- IRT Pedestrian Bridges (2020-2025)
- Depot Bld Works-Philippi (2023-2026)
- Trunk-E2-M9 Sheffield-Intsikizi (2022-2026)

NYANGA

- Nyanga Clinic - Ext and Upgrade (2021-2025)
- New Nyanga Regional Library (2019-2026)
- Nyanga Integrated Facility (2020-2025)
- PHILIPPI
- Philippi Integrated Precinct(2021 -2025)

SPORTS FACILITY UPGRADE

- Millers Camp Sport fields Upgrade (2017-2025)

WATER SANITATION

- Cape Flats Aquifer(2018-2023)

To date, even with significant public sector investment, limited noticeable positive change is evident. Fragmented spending and investment is not leading to catalytic change on the ground.

CoCT CAPITAL PROJECTS IN THE AREA				
Directorate	Department	Actual Spent	Draft Budget	Adjusted Budget
Community Services & Health	City Health	3 609 462,78	22 109 462,78	22 109 462,78
Community Services & Health	Recreation & Parks	11 933 192,76	12 835 203,87	15 230 058,87
Community Services & Health	Library & Information Services	153 661,94	35 500 000,00	35 357 000,00
Community Services & Health	Planning & Development & PMO	0,00	35 500 000,00	35 500 000,00
Community Services & Health	Social Development & ECD	1 864 836,37	700 000,00	1 895 000,00
Human Settlements	Informal Settlements / Housing Developments	10 297 905,96	21 934 864,00	14 428 358,36
Transport	Infrastructure Implementation	200 430 048,00	1 270 777 498,00	1 270 777 498,00
Transport	Roads Infrastructure & Management	599 425,22	13 099 443,81	13 099 391,23
Safety & Security	Metropolitan Police Services	0,00	1 000 000,00	1 000 000,00
Safety & Security	Support Services	232 386,01	32 389,69	232 389,69
Urban Management	MURP Technical Support	14 235 598,58	14 235 598,58	14 235 598,58
Water & Waste	Solid Waste Management	250 818,66	300 000,00	300 000,00
Water & Waste	Water & Sanitation Services	350 307 103,20	1 113 365 003,00	1 113 365 003,00
TOTAL		593 914 439,48	2 541 389 463,73	2 537 529 760,51

TABLE 6. TABLE OF PLANNED COCT PROJECTS

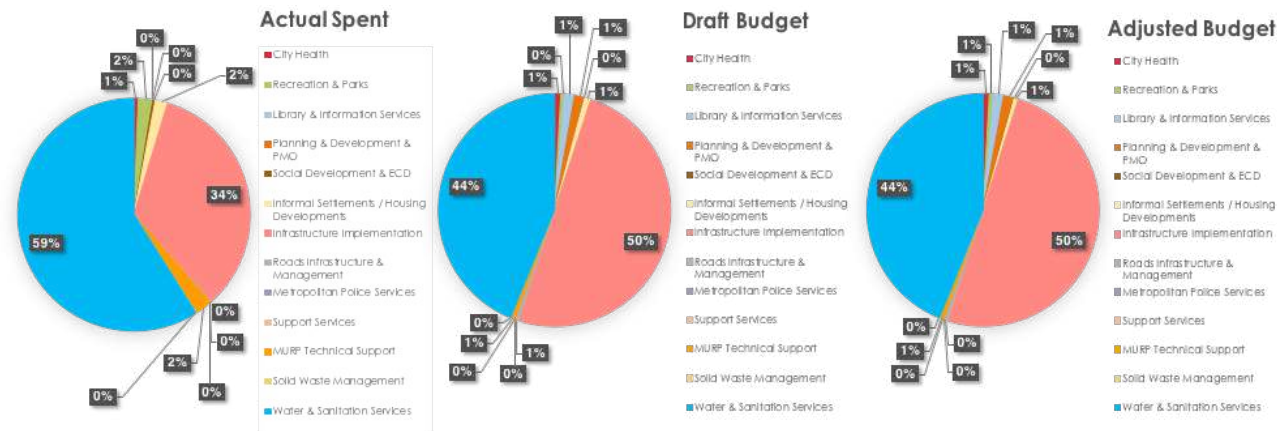


FIGURE 44. COMPARISON, ACTUAL, DRAFT AND ADJUSTED EXPENDITURE PER COCT DEPARTMENT

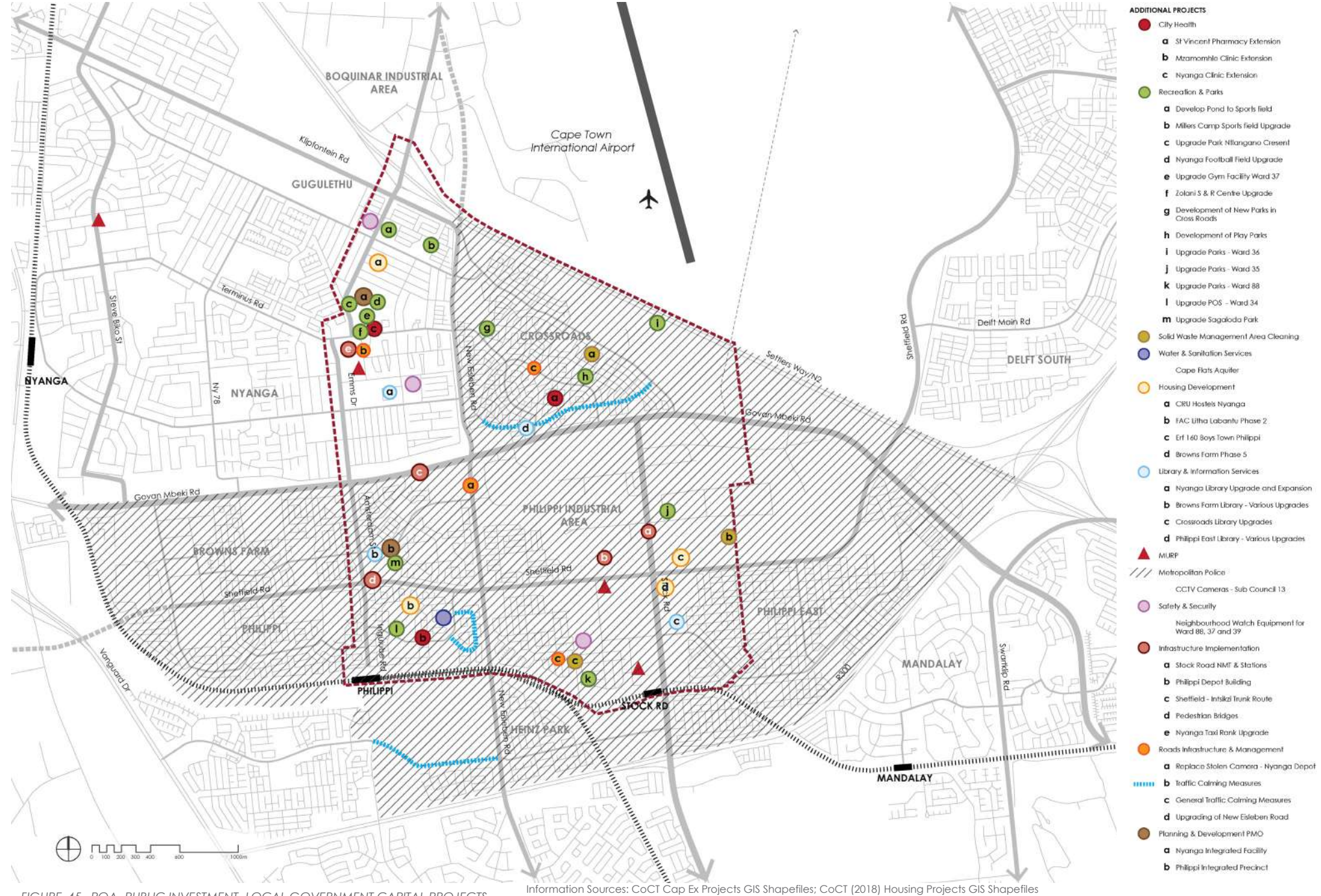


FIGURE 45. POA- PUBLIC INVESTMENT- LOCAL GOVERNMENT CAPITAL PROJECTS

Information Sources: CoCT Cap Ex Projects GIS Shapefiles; CoCT (2018) Housing Projects GIS Shapefiles

3.2 REGENERATION PERFORMANCE ASSESSMENT

A performance assessment of the POA has been completed to assist in the identification and prioritisation of projects and proposals that will support catalytic change and lead to meaningful returns on investment for local communities living and working in the POA.

The performance assessment is structured in relation to the key objectives for sustainable regeneration, with the key challenges and constraints that require critical intervention being identified. The key assets and opportunities of the POA are also identified and provide the basis for developing proposals in the Regeneration Framework.

INCLUSIVE

3.2.1 CHALLENGES AND CONSTRAINTS

Key challenges and constraints to achieving the **INCLUSIVE** objective for **sustainable regeneration**, relates to the following:

- 1. **AN INCOMPLETE MOVEMENT AND ACCESS NETWORK WITH:**
 - **Missing high order mobility links** to the airport (Borchers Quarry Link) and from the N2 and the R300 is limiting access into the POA and its full integration with surrounding areas and key nodes of economic activity such as the Bellville CBD and future aerotropolis ;
 - **Poor walkability** with inadequate NMT infrastructure including a lack of sidewalks and insufficient pedestrian lighting. Key primary NMT routes also have limited active and surveilled

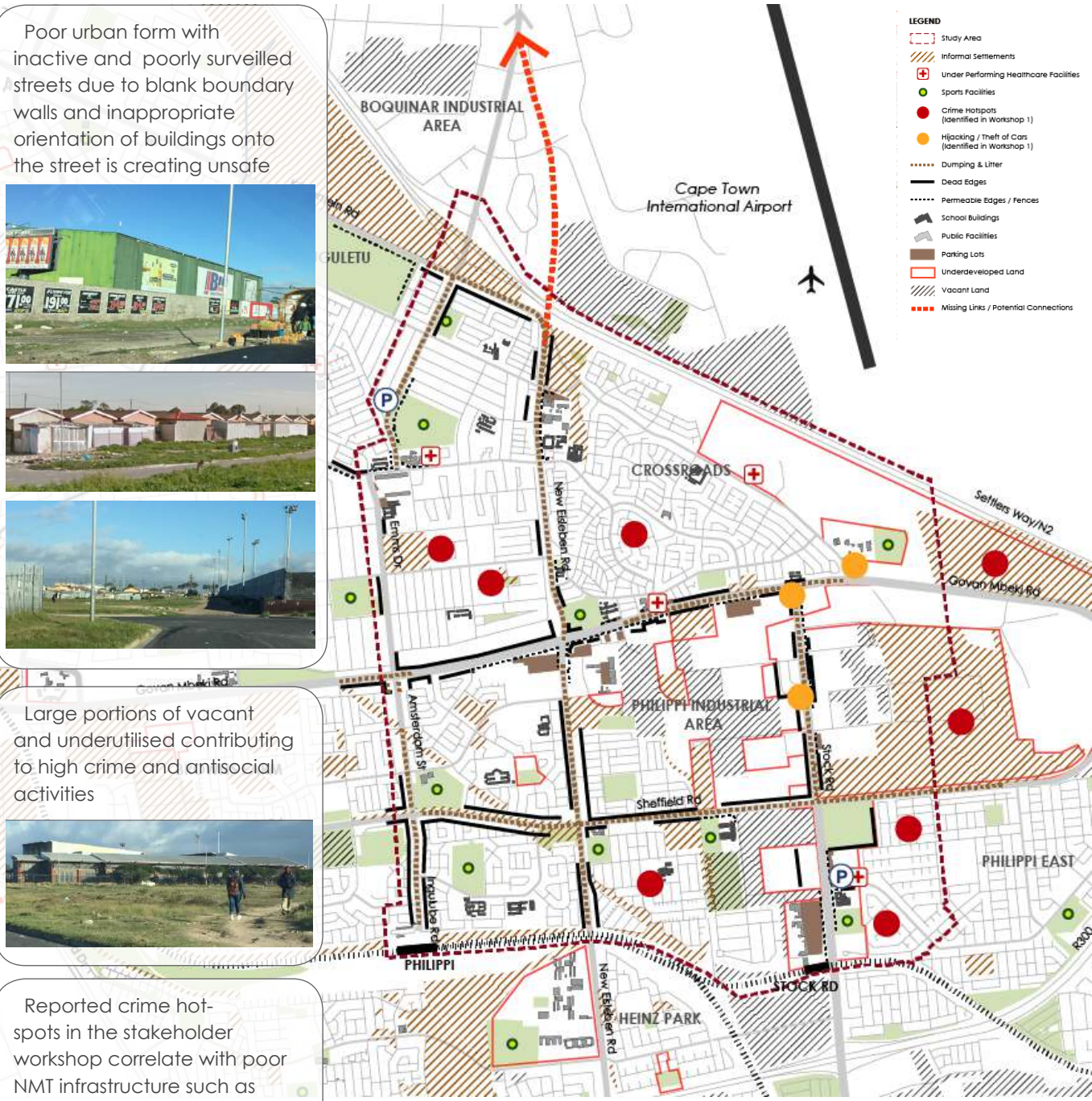


FIGURE 46. INCLUSIVE - CHALLENGES & CONSTRAINTS

Sections and photo's of primary access routes in the POA, illustrating the vehicular orientated character of roads in the POA



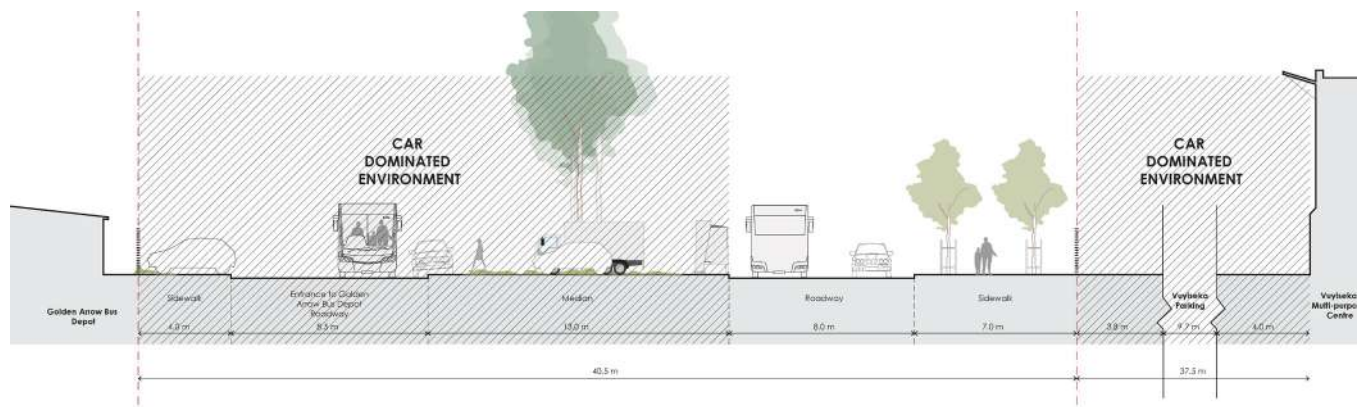
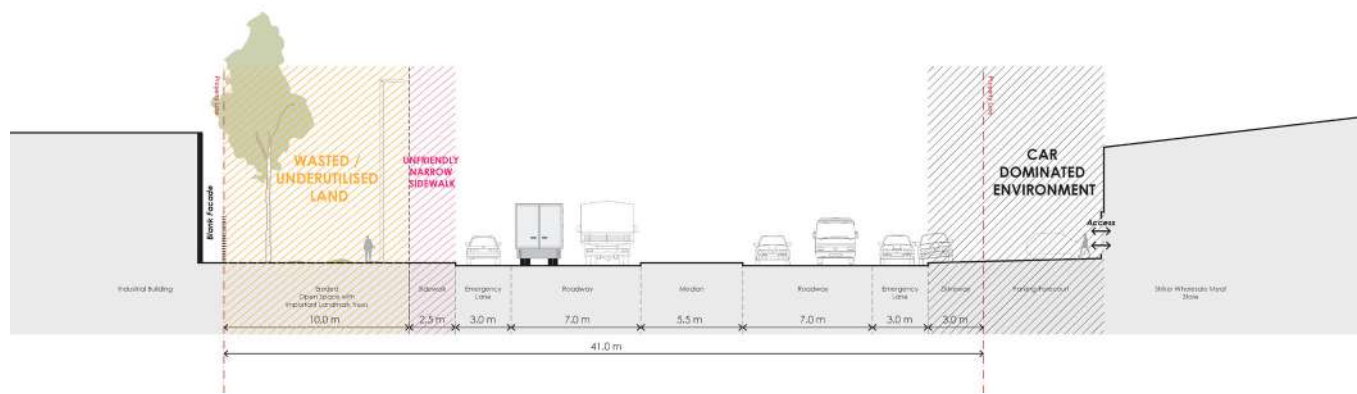
Stock Road - Typical Street Section and character



Govan Mbeki Activity Route - Typical Street Section and character



Sheffield Road - Typical Street Section and character



- street frontage making them dangerous and unsafe places to walk and cycle; and
- Dominance of mobility routes within the POA.** Proposed upgrades to the access network including possible changes to Sheffield Road to support MyCiti operations on Govan Mbeki as well as its future extension across the PHA could result in the route functioning as a **barrier to walkability** within the POA. This will be further exacerbated by the existing design of many key access routes in the POA, including Govan Mbeki, New Eisleben and Stock Road which are wide, vehicle orientated and not NMT friendly.
- 2. HIGH VIOLENT CRIME & POOR PERSONAL SAFETY WITH:**
 - Large portions of vacant and under-utilised land** that is poorly surveilled is contributing to high crime; and
 - Poor urban form** with inactive and poorly surveilled streets due to a prevalence of blank boundary walls and inappropriate orientation of buildings onto the street.
- 3. INSUFFICIENT CLEANSING AND WASTE MANAGEMENT INCLUDING:**
 - Insufficient cleansing and waste removal leading to **dirty and unsanitary streets and open spaces**; and
 - Inadequate waste management is also contributing to **blockages in the stormwater network**, resulting in flooding as well as to the **pollution of natural water systems**.
- 4. INADEQUATE MAINTENANCE OF PUBLIC INFRASTRUCTURE**
 - Public facilities and infrastructure including public spaces and open space are not being



adequately maintained, leading to inadequate provision of critical services to local communities as well as to the disrepair and loss of public assets.

5. INSUFFICIENT AND POORLY RESOURCED PUBLIC FACILITIES AND OPEN SPACE

- A population comparison with existing public facilities and open space has found that there is a **significant under supply of many key public facilities** including: schools; (primary and secondary) sports and recreation facilities; and health care facilities;
- The comparison indicated that there are adequate police stations in the area, however it can be argued that the very high crime levels in the area warrant **additional security facilities**; and
- The high youth unemployment levels in the area also warrant the need for **additional tertiary and skills and development training facilities** to support the local community
- Public facilities, including **parks and recreation spaces** are poorly resourced

PUBLIC FACILITIES						
Category	Facility Type	Facility Requirement (pp/facility)	Number of Facilities Required (CSIR 2015 Stds)	Number of Facilities Existing	Shortfall in Facilities Provision	Known City Planned Facilities & Projects
EDUCATION	University	1 000 000	0	0		
	Tertiary training	400 000	0	0		* High youth unemployment levels indicate a need to additional local training
	Secondary School	12 500	10	6	4	
	Primary school	8 000	15	13	2	
	Small creche	1 000	119	Unknown		2 Educational Building Upgrades (Unknown Buildings)
	ECD Creche	2 000	60	Unknown		
	ECD resource hub and care centre	20 000	6	Unknown		
GREEN OPEN SPACE	Sports Fields / Neighbourhood park	6 000	20	6	14	
	Local sports facility (complex)	20 000	6	2	4	
	District park / Rec facility	60 000	2	1	1	
	Sub-regional park metro sports	120 000	1	0	1	
	Regional metro sports complex	500 000	0	0		1 Sports Facility Upgrade, 1 New Sports Facility, 2 New Parks & a range of park upgrades
	Local / neighbourhood park (play)	2 000	60	21	39	
	Cemetery	50 000	2	1	1	
HEALTH CARE FACILITIES	Small Clinic	5 000	24	3	21	
	Small health centre	30 000	4	2	2	2 Planned Clinic Extensions
	Medium health centre	60 000	2	0	2	
	Large health centre	90 000	1	1	0	2 Larger Healthcare Facility Expansions
	District hospital (200 beds)	100 000	1	0	1	
	Regional hospital (300 beds)	350 000	0	0	0	
	Fire Station	100 000	1	0	1	* High crime requires additional police presence
OTHER COMMUNITY AND CULTURAL FACILITIES	Police Station	60 000	2	2		
	Post Office	20 000	6	Unknown		
	Community Centre/hall	50 000	2	7	-5	Potential to explore optimisation of these facilities with increased MU activities inclu skills development
	Religious Centre	6 000	20	Unknown		
	Community Library	40 000	3	4	-1	
	Regional Library	120 000	1	1		2 Library Equipment Upgrades & 1 Library Expansion
	City wide Library	450 000	0	0		
	Major public venue	1 000 000	0	Unknown	N/A	
	Local Market	20 000	6	Unknown	N/A	
	Old Age Home	50 000	2	Unknown	N/A	
	Childrens Home	60 000	2	Unknown	N/A	
	ICT access point	20 000	6	Unknown	N/A	
	Social grant pay point	40 000	3	Unknown	N/A	

TABLE 7. PROVISION OF PUBLIC FACILITIES ASSESSMENT

THRIVING

Key challenges and constraints to achieving the THRIVING objective for sustainable regeneration includes:

1. ILLEGIBLE TOWN CENTRE

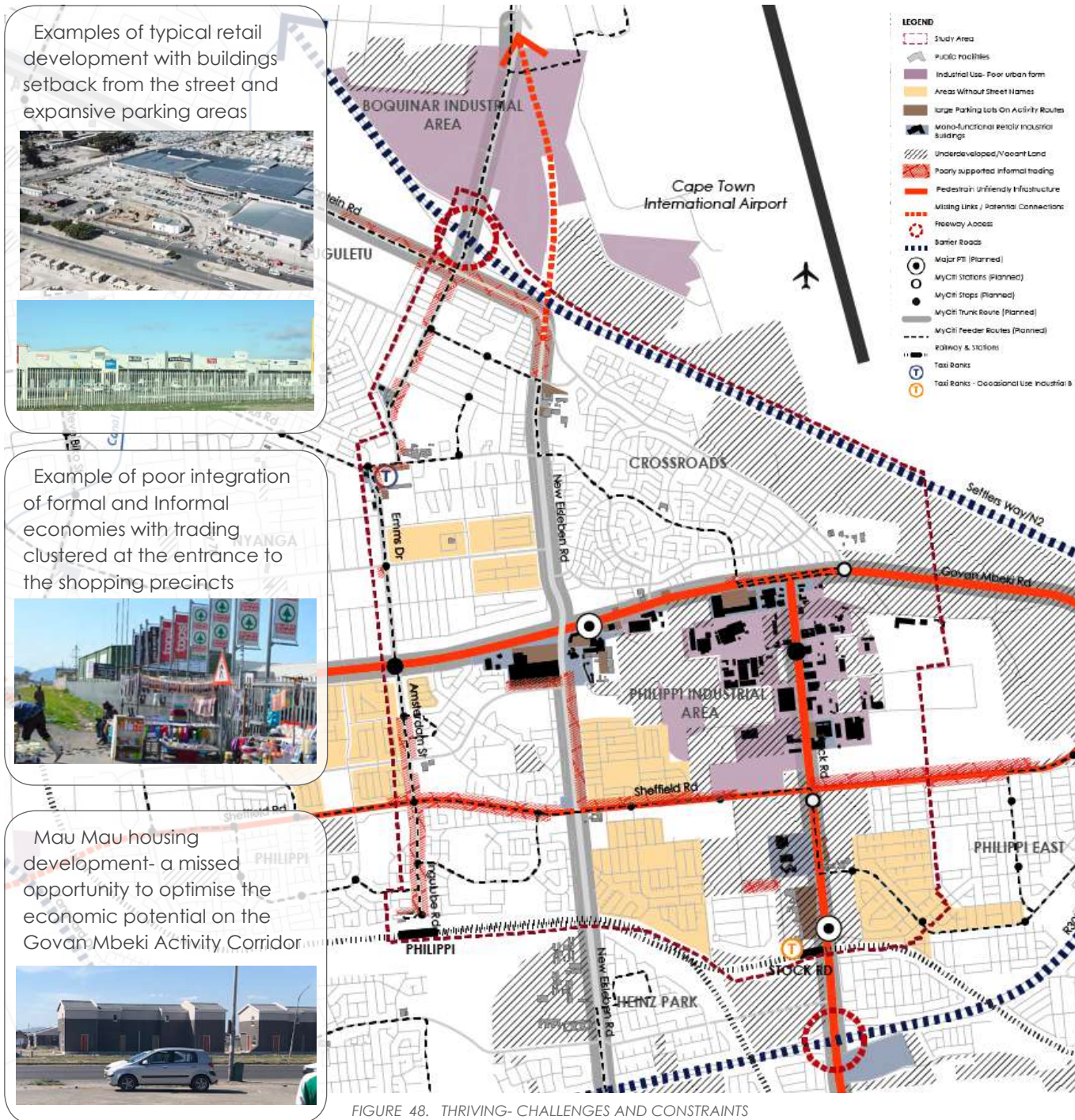
- The fragmentation and dispersed distribution of facilities (public and private) as well as the absence of high order amenities contributes to poor character, identity and an illegible town character.

2. INVESTMENT UNCERTAINTY

- Investment by existing property owners and new investors is being constrained by the growth uncertainty of the area due to its future landuse role within Metro; and
- High crime levels and potential threats of illegal land invasion are also creating uncertainty and limiting options for new and ongoing investment

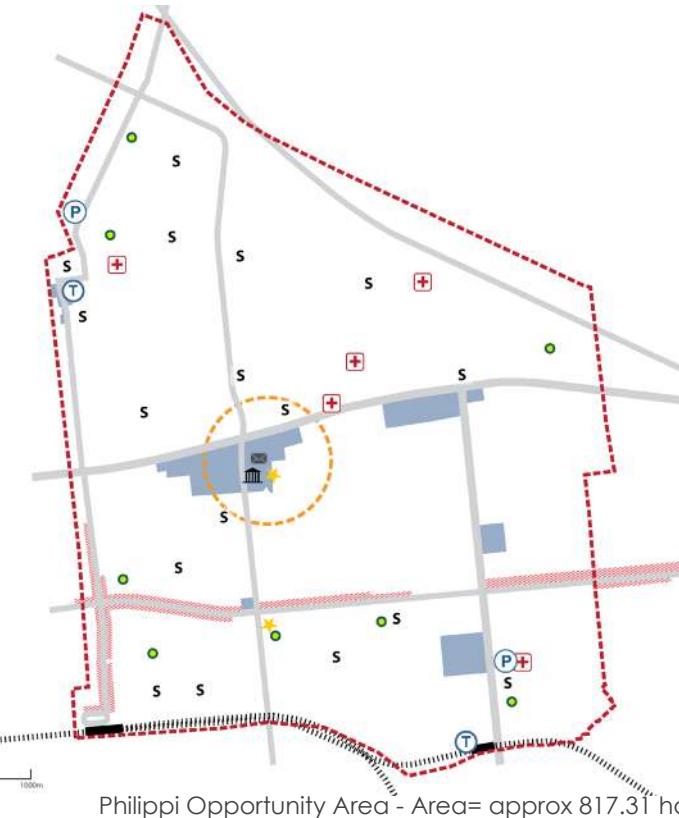
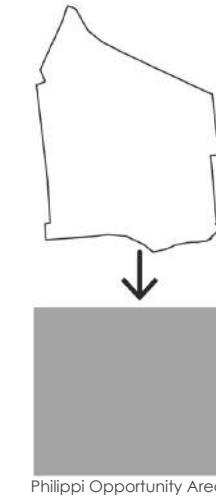
3. POOR FIT BETWEEN BUILT FORM TYPOLOGIES AND THE CONTEXT

- The emerging trend for new retail development, particularly on primary public transport routes, to be modeled on private vehicle orientated mall typologies is contributing to sterile, inactive and pedestrian unfriendly street environments. This is particularly evident on Govan Mbeki Road;
- Existing new housing developments are not mixed use or high density and are therefore not optimising on the locational advantages and economic opportunities associated with their



PHILIPPI OPPORTUNITY AREA AND WYNBERG CBD TOWN CENTRE COMPARISON

A comparison between a functional node of a similar scale to the POA demonstrates the lack of diversity and concentration of facilities and amenities which is contributing to its lack of a clear centre or 'heart' for people to identify with.



position near high order public transport routes and stations.

4. POOR ALIGNMENT AND INTEGRATION BETWEEN FORMAL AND INFORMAL ECONOMIES

- Formal and informal retail are not adequately integrated with no or limited dedicated spaces for trading within shopping precincts, leading to informal and micro-industries being displaced from locations with greatest visibility and pedestrian footfall;
- An oversupply of chain stores in the area are having a negative impact on the viability of local economies particularly small spaza shops and street traders.

5. INADEQUATE SUPPORT FOR INFORMAL ECONOMIES AND SUSTAINABLE LIVELIHOOD GENERATION

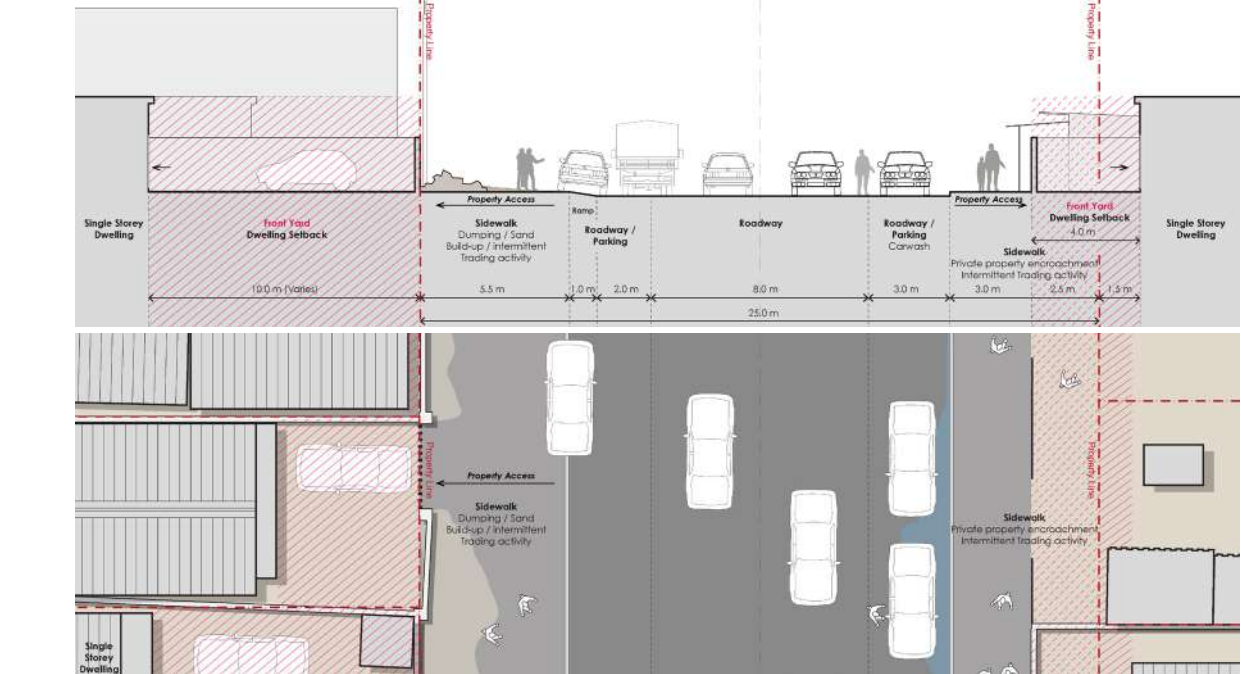
- Informal trading activities in the area are not being adequately managed and serviced. Limited opportunities to legally access permanent shelter, storage facilities, water and electricity constrains the potential for micro-industries to prosper and thrive.

6. LOCATIONS WITH NO STREET NAMES

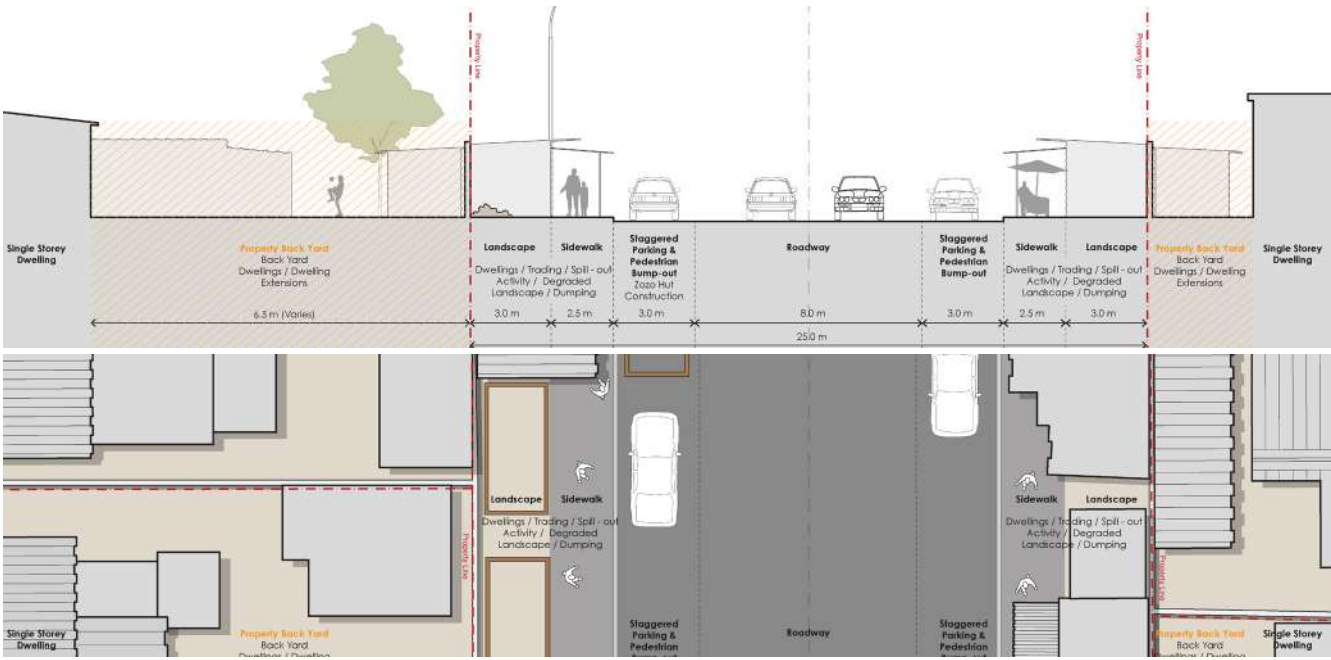
- Several locations in the POA do not have street names. Street naming is important for creating a sense of belonging, attachment and pride.



Sections and photo's of the POA's busiest High Street, indicating a lack of infrastructure to support informal activities in the area



Amsterdam Road - Typical Street section and plan



Ingulube Street - Typical Street section and plan

RESILIENT

Key challenges and constraints to achieving the RESILIENT objective for sustainable regeneration includes:

1. INSUFFICIENT STORMWATER CAPACITY

- A low ground water table and insufficient space for stormwater retention at peak times leads to frequent flooding during winter;
- A stormwater study by HHO estimates the need for 14ha in the POA to address ongoing stormwater challenges;
- Encroachment in stormwater retention areas by inappropriate activities including informal housing and illegal dumping of waste materials is also exacerbating flooding and groundwater pollution;

Poorly defined and resourced open spaces leads to their inappropriate use including dumping and littering. This also causes pollution of the natural water system. These open spaces have also become hotspots for crime and antisocial behaviour.



2. FRAGMENTED AND DEGRADED GREEN AND OPEN SPACE NETWORK

- Existing green open and recreation spaces are fragmented and do form a continuous network, which hinders ecological processes in the area
- Most open spaces do not have a clear and defined function as they are poorly resourced, inadequately maintained, making them prone to antisocial behaviour and illegal land invasion

Housing backlogs and insufficient land for housing in well located areas, leading to low lying areas being occupied that are prone to



3. POOR LAND USE MIX AND DIVERSIFICATION

- A limited mix of land use activities in the POA which is predominantly industrial, low income housing and retail in character
- The form of existing development, particularly the large sections low density residential development within the POA provides limited

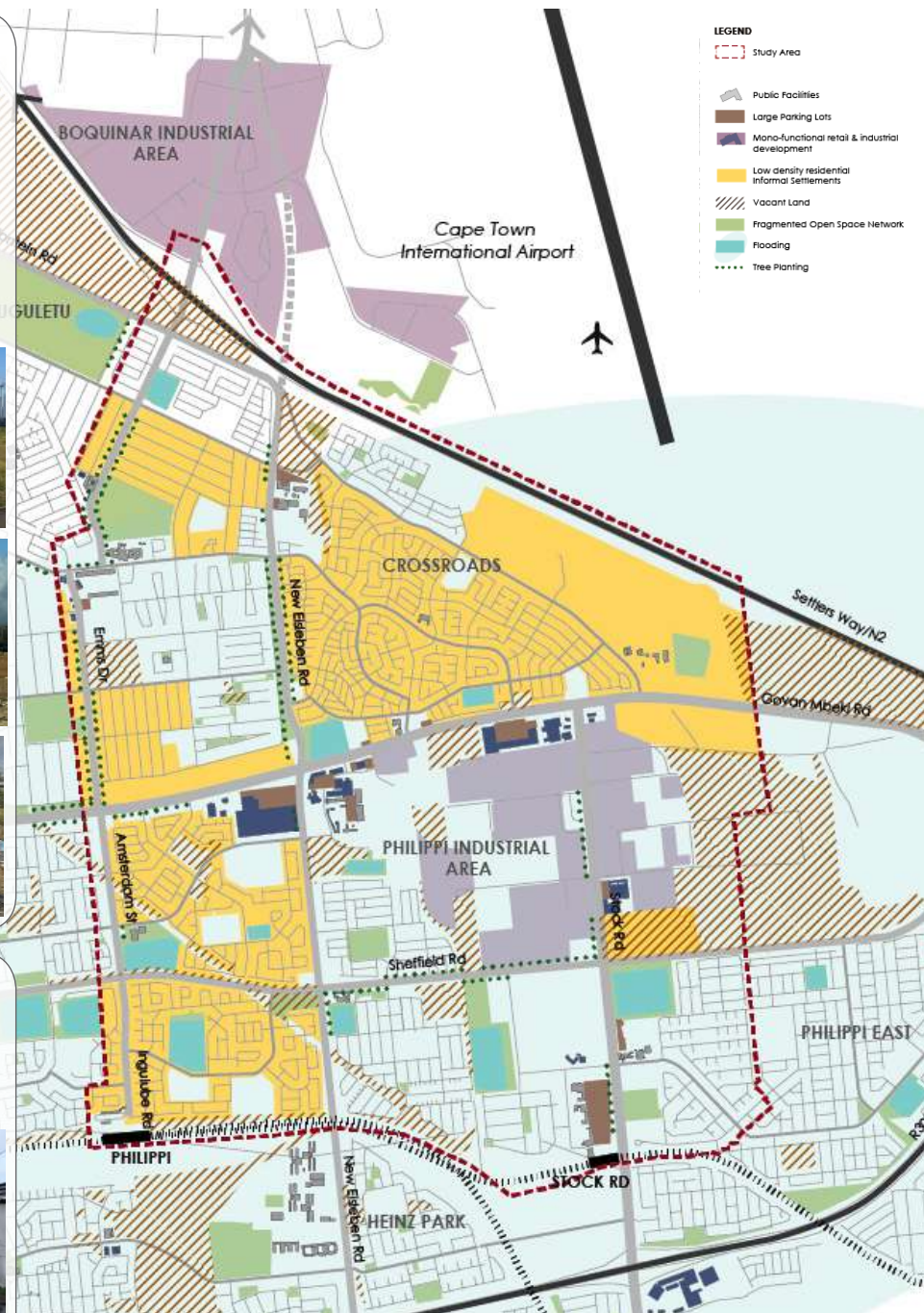


FIGURE 49. RESILIENT - CHALLENGES & CONSTRAINTS

options for conversion to support a mix of activities and change of use over time. This makes the POA less resilient to accommodate changing needs over time.

4. LIMITED VACANT LAND

- There is insufficient vacant land to address a broad range of competing and urgent needs, including land for increased stormwater capacity, housing and public facility provision.

Public Facility Category	Land Area Requirement for New Known Facilities
EDUCATION	11,06
GREEN OPEN SPACE	84,50
HEALTH CARE FACILITIES	14,63
OTHER COMMUNITY AND CULTURAL FACILITIES	0,36
STORMWATER	14,00
TOTAL	124,54

AVAILABLE VACANT LAND (Public & Private)	45,19
RESIDUAL VACANT LAND FOR DEVELOPMENT (Public & Private)	-79,35

AVAILABLE VACANT LAND (Public Only)	14,83
RESIDUAL VACANT LAND FOR DEVELOPMENT (Public Only)	-109,71

POA HOUSING MIX AND DENSITY

There is a limited mix of housing typologies in the POA, with low density options being the dominant type.

There are few examples of both high density and mix use development in the POA, with new housing projects being of a higher density but not mixed use. A continued roll out of low density and mono-functional housing typologies will not address the critical housing need and backlog in the area or support the making of vibrant, active and safe neighbourhoods



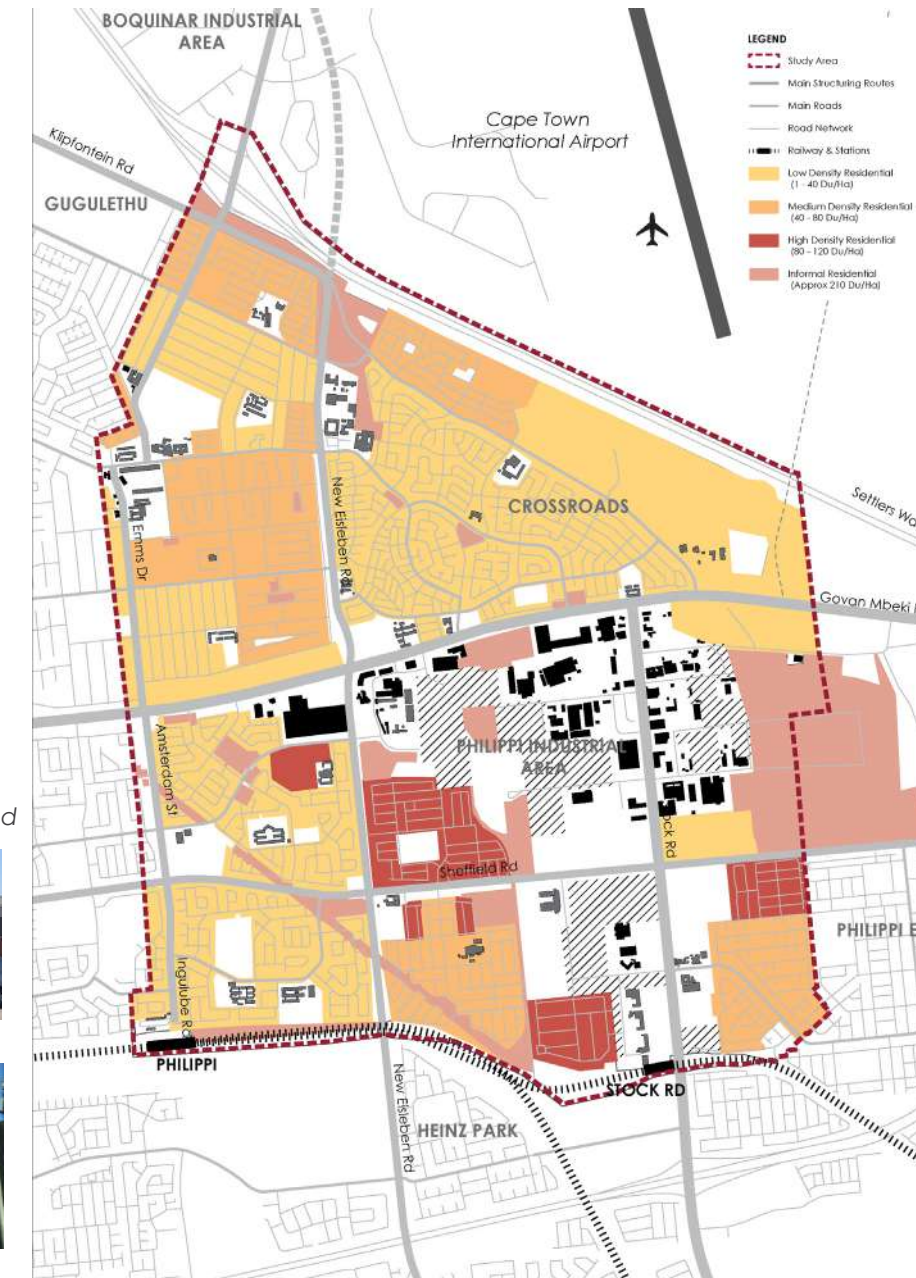
N2 Gateway- Old Klipfontein Rd



Mau Mau- Govan Mbeki Rd



Stock Road Housing- phase 1



3.2.2 ASSETS AND OPPORTUNITIES

INCLUSIVE

Key assets and opportunities relating to achieving the INCLUSIVE objective for sustainable regeneration includes:

1. ACTIVE AND ENGAGED CITIZENRY

- A broad range of stakeholder groupings, both public and private are active in the POA to support and guide its future growth and regeneration

2. CENTRAL LOCATION AND PROXIMITY TO THE N2 AND THE AIRPORT

- The POA is centrally positioned within the Metro and is in close proximity to both the N2 and the airport. Its accessible location makes it easy to access a range of markets as well as providing incentive for future growth and investment as a TOD node.

3. EXISTING INVESTMENT IN PUBLIC TRANSPORT INFRASTRUCTURE

- Considerable investment in public transport infrastructure has occurred in the POA, making it highly accessible and compatible for TOD. Available public transport investment includes the Stock Road and Philippi rail stations, Jo Gqabi long distance bus terminus, Nyanga taxi rank and various MyCiTi stations



FIGURE 50. INCLUSIVE-ASSETS AND OPPORTUNITIES

4. COMPLETED STUDIES TO SUPPORT REGENERATION

- Several planning studies for the area have occurred in the past, which provides the basis for directing possible future growth and investment. These include the NUNU Urban Node proposal, Erf 5268 Vision as well older studies like the Dignified Places Programme.

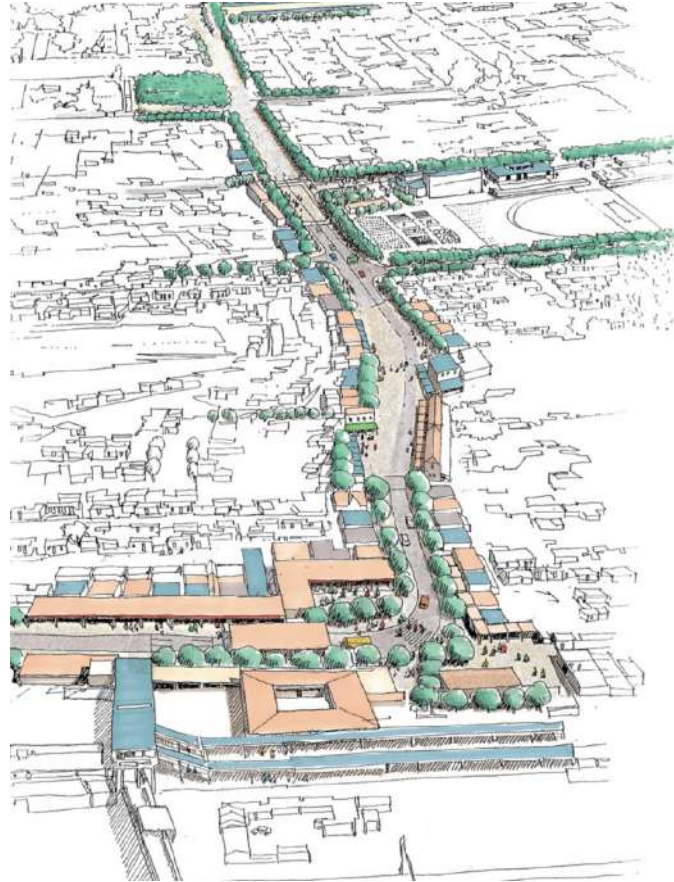


FIGURE 51. DIGNIFIED PLACES PROGRAMME – INGULUBE ROAD (2002)

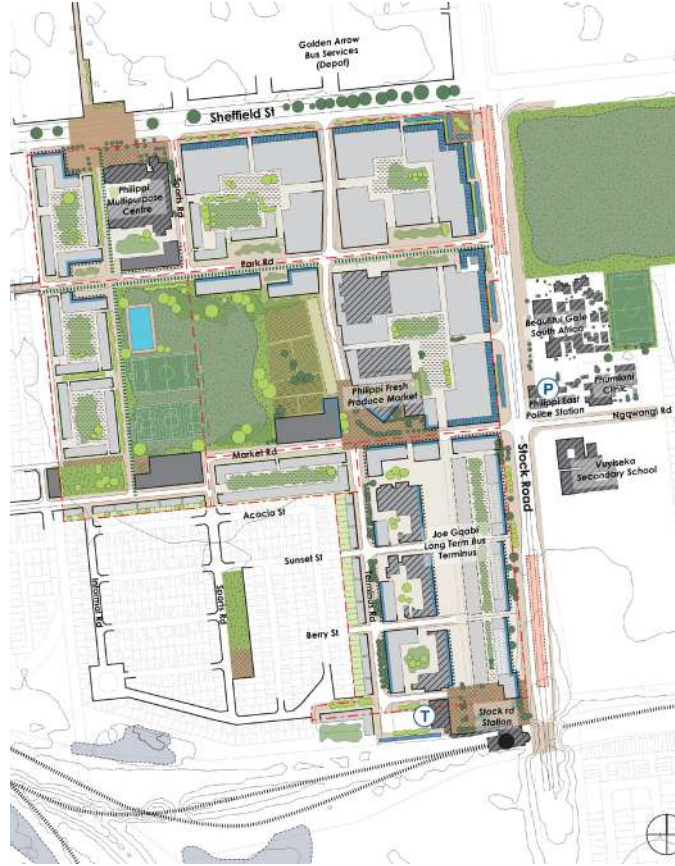


FIGURE 52. ERF 5268 VISION (2019)

THRIVING

Key assets and opportunities relating to achieving the THRIVING objective for sustainable regeneration includes:

1. GOOD PROXIMITY TO A RANGE OF SURROUNDING HIGH ORDER NODES & DESTINATIONS

- A range of high order nodes and future development opportunities are in close proximity to the POA and provide significant potential for economic growth. These include the ACSA Aerotropolis, the ACSA Swartklip Development and Philippi Horticulture Area.

2. CHANGE IN ACSA NOISE CONTOURS

- The expansion of the airport has led to a change in the noise contours and associated development constraints on the POA. New types of development and land that was previously unavailable for development, such as the Glebe Trust land can now be developed. The development potential of the POA has expanded significantly with the reduction of the ACSA noise contours over the site

3. EXISTING AND EMERGING LOCAL DESTINATIONS & NODES

- Existing and emerging nodes in the POA include the Philippi Village, NUNU town centre and Philippi and Stock Road Stations

4. A RANGE OF EMERGING LOCAL INDUSTRIES WITH MINIMAL BARRIERS TO ENTRY

- New emerging industries associated with the activities at the Philippi market including agri-processing, viticulture and the farming academy are in the process of expanding

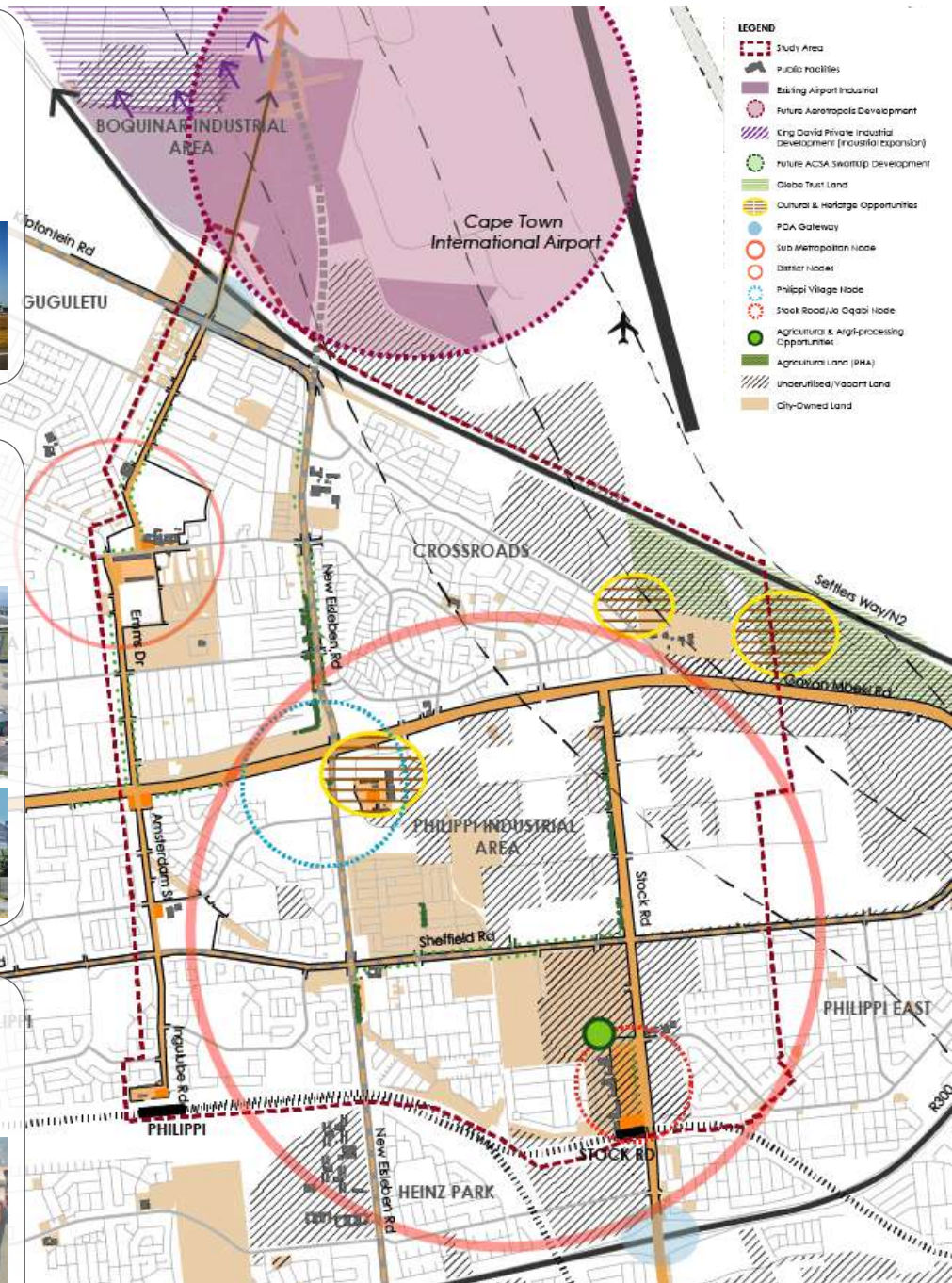


FIGURE 53. THRIVING- ASSETS AND OPPORTUNITIES

5. EXISTING PLACE MAKING OPPORTUNITIES AND POTENTIAL TO CELEBRATE EXISTING CULTURE AND HERITAGE TO IMPROVE THE IDENTITY AND SENSE OF PLACE AND BELONGING IN THE POA

- Philippi Village- a mixed use development (public and private) including the adaptive reuse of existing buildings to create a landmark and positive sense of place
- Stock Road Station Complex, although underutilized and with spaces around the buildings being over scaled, the complex gives stature and hierarchy to the area.
- Existing treed avenues on some high order routes
- Activity and intensive street trading around Philippi Station/ Ingulube High Street and the Zolani Community Centre in NUNU, which are also emerging destinations
- Memorialisation opportunities associated with struggle events in Crossroads and areas in Philippi

RESILIENT

Key assets and opportunities relating to achieving the RESILIENT objective for sustainable regeneration includes:

1. SURROUNDING HIGH ORDER GREEN ASSETS

- Although the POA has no high order natural open spaces or parks within its boundaries there are 2 significant green assets within close proximity which includes: The Philippi Horticultural Area (PHA) , which is both a 'Green Lung' and sustainable food and livelihood generation source as well as The Driftsands Nature Reserve on the northern side of the N2.

2. EMERGING GREEN CORRIDOR ALONG SHEFFIELD

- The existing linear network of retention ponds and undeveloped land within the Sheffield Road reserve provides an opportunity to address stormwater challenges in the area

3. LOCAL PRECEDENT TO ADDRESS STORMWATER AND SPORTING/ RECREATIONAL NEEDS IN AN INTEGRATED MANNER

- The iThemba Labanthu multi-functional sports facility provides local direction on how to address stormwater challenges in the area

4. AVAILABLE VACANT AND UNDERUTILISED LAND FOR MIXED USE DEVELOPMENT

- There is vacant and underutilized land in public ownership including Erf 5268 and the Stock Road Station Precinct, available to diversify the landuse mix and make it more resilient to changing need
- The Glebe Trust Land adjacent to the N2 can be developed due to the change in airport noise contours



FIGURE 54. RESILIENT -ASSETS AND OPPORTUNITIES

- Underutilised land along major movement corridors, including road reserves, medians and wide sidewalks can be optimised.

3.3 ASSESSMENT SUMMARY AND KEY INFORMANTS

Key informants and areas of focus for the Regeneration Framework are summarised below:

CONSTRAINTS AND CHALLENGES:

- An incomplete movement network with missing links that limit the POA's connection to surrounding high order activity nodes and economic centres and its associated potential to expand and grow;
- A confused urban structure with a movement network of roads and freeways that will potentially function as divisive barriers within the POA, if regional mobility is prioritised at the expense of local accessibility;
- An incomplete internal street network leading to unfavourable street layouts for cohesive and integrated development;
- An illegible town centre and uncertainty on the role and hierarchy of nodes and centres within the POA;
- Limited vacant land availability for competing needs for housing, stormwater, sports and recreation;
- Poor environmental quality that contributes to poor safety and character experienced in the POA;
- A fragmented open space network that does not adequately support ecological processes or provide quality recreation and social space;
- An under-provision of critical public facilities including education, recreation, sports and security;
- Inappropriate development forms and building typologies that are poorly suited to address local community needs. This includes the big box/ shopping mall typologies on Govan Mbeki that

are set back from the street and exclude micro/ informal trading industries as well as the lack of mixed use, high density housing options;

- Insufficient housing leading to over-crowding as well as an inadequate response to new comers to the City which typically first settle in the Philippi area; and
- An unstructured public investment and implementation strategy and programme that is not leading to meaningful change or a good return on investment for local residents and businesses in the POA.

ASSETS AND OPPORTUNITIES:

- Optimisation of the POA's central location and emerging opportunities with supportive development to improve its links to surrounding destinations and activity nodes, including the Airport, PHA and Swartklip site;
- Build on the POA's proximity and visibility to high order mobility routes;
- Build on and consolidate the existing public facility clustering logic within the POA;
- Optimise strategically located vacant and underutilized land in public ownership within the POA to address local needs and diversify the landuse mix in the POA;
- Support and add value to existing and emerging business and industrial activities;
- Support and add value to emerging economic activities such as agri-processing and food production;
- Build on the existing linear retention pond system occurring on Sheffield Road;
- Build on existing local precedent for multi-functional solutions to addressing competing challenges like stormwater management and recreational space

4. PROPOSALS FOR REGENERATION

To ensure inclusive, thriving and resilient outcomes, the regeneration framework regeneration has been informed by the application of the following guiding design principles:

1. A FLEXIBLE AND INCREMENTAL DESIGN APPROACH

- Formulated to guide expansion/ change and to be responsive to change- not to be a blueprint;
- Structured to Identify key structuring elements required to initiate change and to secure the key parts of the design; and
- Support a developmental approach which accommodates phased growth, while being complete at all times.

2. INTEGRATE AND CONNECT

- Support continuous connections with its surrounds;
- Prioritise NMT and linkages that connect public and community facilities and amenities;
- Cluster and locate activities and public facilities in accessible and extroverted locations

3. HIGH DENSITY AND MULTI-FUNCTIONAL

- With limited space in the POA to adequately address various and competing demands between the various sectors, a collaborative approach with the identification of solutions that support the sharing of available land is required, and
- Optimisation of available land requires intense and high density options to be prioritised.

4. START SMALL IN THE BIGGEST WAY POSSIBLE

- Consolidate and cluster new development around existing landmarks, nodes, industries and/ or activities; and
- Build on and use what we have- reuse existing buildings, infrastructure, tree planting etc.

5. DESIGNING FOR SAFETY AT ALL TIMES

- Adopt Perimeter block typologies;
- Orientate buildings and locate uses to create activity and promote surveillance onto streets and open spaces;
- Create safe streets and streets- provision of pedestrian lighting, generous sidewalks; and
- Open spaces to be activated and surrounded with uses that provide passive surveillance.

6. RESILIENT AND GREEN

- Supporting Sustainable Urban Drainage Systems (SUDS) to better manage flooding ;
- Support the making multi-functional and actives open spaces- even if primary use is for ecological functions; and
- Support industries and activities that encourage sustainable use of resources.

7. SUPPORT PLACE MAKING AND IDENTITY

- Support the making of vibrant, mixed use and active environments;
- Celebrate cultural and heritage sites, activities and events; and
- Identity and protect natural and built elements to provide an authentic sense of place and character

4.1 GUIDING VISION

The guiding vision for the POA builds on the Metro South East Accelerator concept identified to guide future development in the area, where the POA forms a key cluster of activity in the Metro South East.

The Philippi Village Hub and Joe Gqabi/ Stock Station Area are identified as separate but mutually supportive nodes. Collectively these nodes function as the focus and core investment area in Philippi. The role and guiding vision for the regeneration of the Philippi Cluster is as:

A ‘new’ mixed use and safe urban node with a green and industrial character that builds on its proximity to the N2 & the airport and creates improved links to the PHA and existing industrial activities for increased economic development while providing the full range of opportunities to support the making of complete neighbourhoods for living, working and visiting

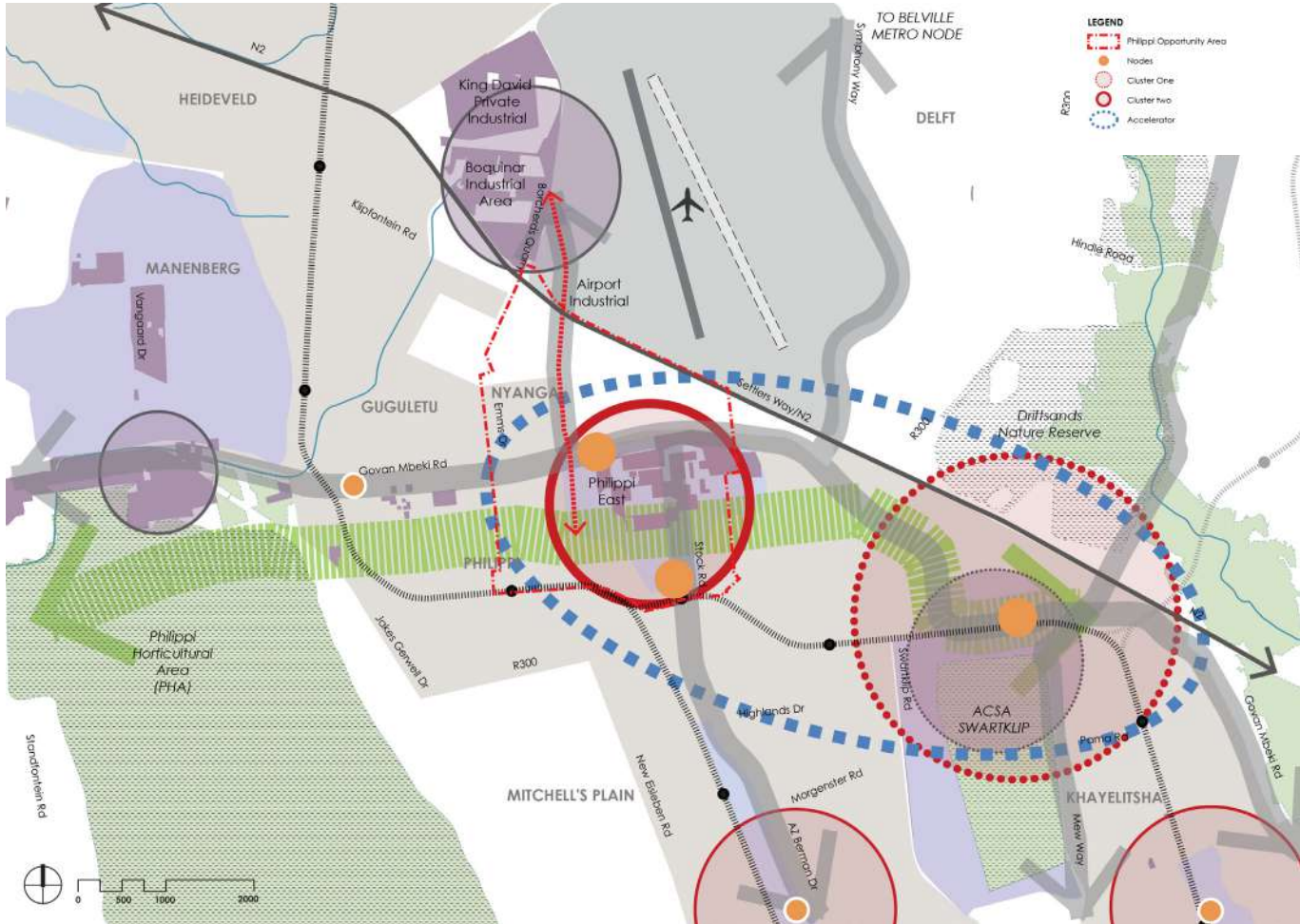


FIGURE 55. PHILIPPI OPPORTUNITY AREA GUIDING VISION

4.2 PHILIPPI OPPORTUNITY AREA

REGENERATION CONCEPT

The Regeneration Concept for the Philippi Opportunity Area is framed around **eight regeneration themes** that relate to the key aspects identified in the performance assessment that would set the POA on a path for a more inclusive, thriving and resilient future. These wide ranging themes are cross-cutting and address aspects on the POA's economy, environment, community, movement network as well as the land use mix and its land assembly.

The Regeneration Concept gives guidance to an area that is larger than the POA boundary, as many of the solutions for supporting its transformation are closely connected to its surrounding context.

The themes are discussed in further detail below with the identification of the key actions required to support their realisation. The Implementation Framework and Project Pipeline stems from the action list for each theme. The successful implementation of the themes will require a multi-disciplinary and collaborative approach to problem solving and agreement on solutions in the technical phases of implementation.

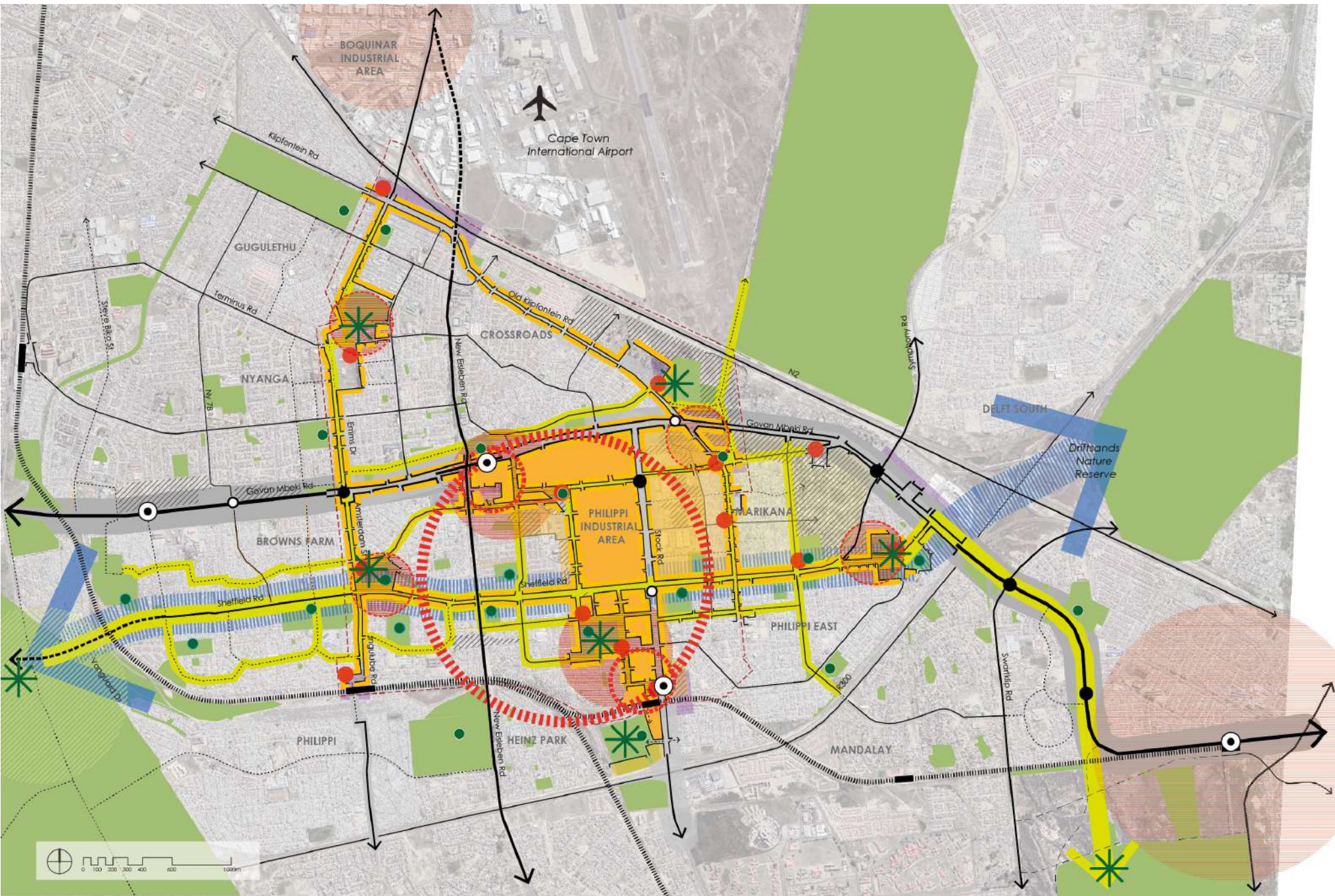
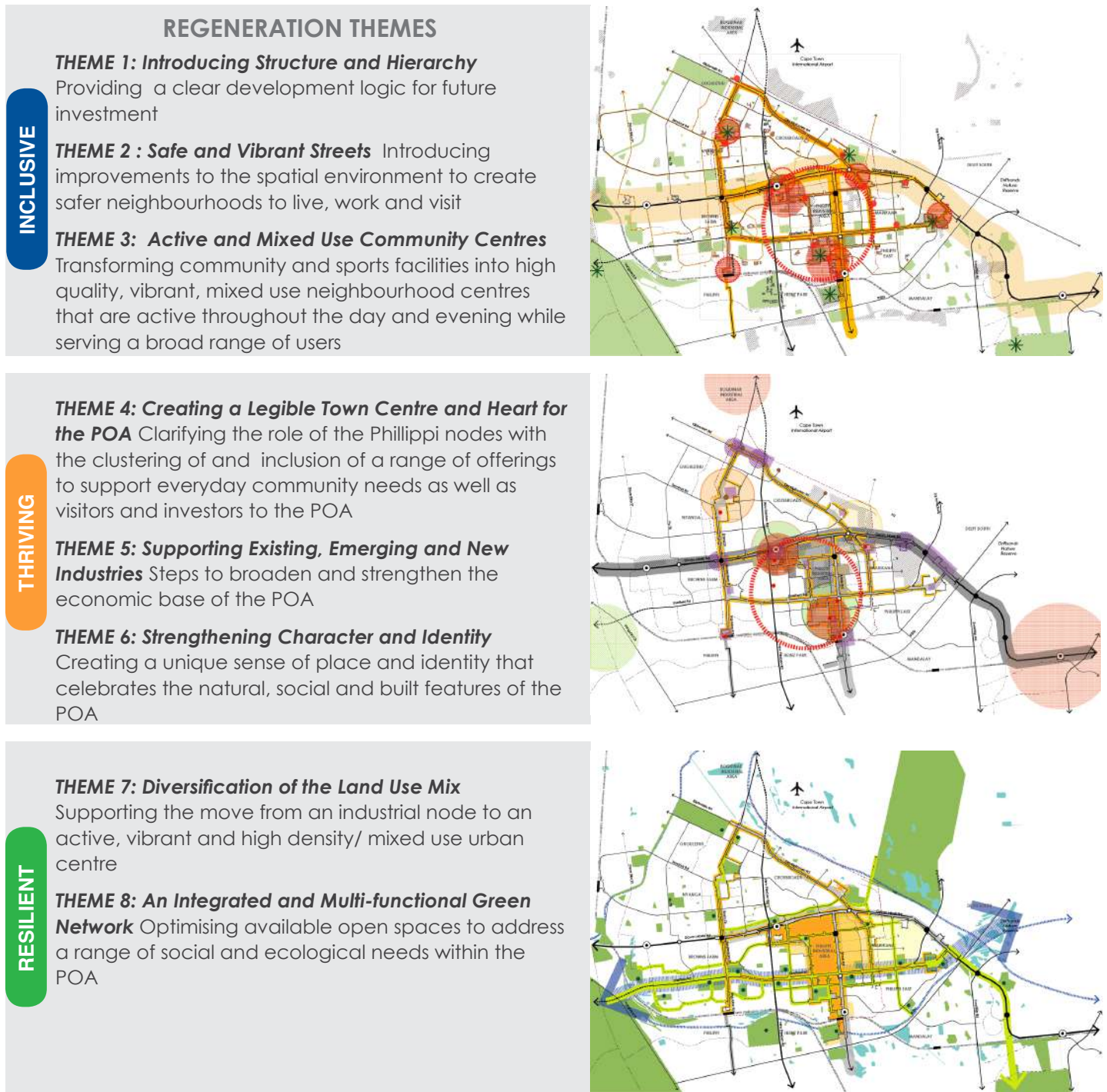


FIGURE 56. PHILIPPI OPPORTUNITY AREA REGENERATION CONCEPT

4.2.1 ACHIEVING AN INCLUSIVE POA

4.2.1.1 THEME 1: INTRODUCING STRUCTURE AND HIERARCHY

Creating a clear development structure and a logic to guide future upgrades and investment.

The following actions are recommended to avoid a duplication of function and roles between key structuring routes within the POA as well as to clarify the role and character between its various nodes.

ACTION 1.1: CONFIRM THE ROLE AND CHARACTER OF KEY STRUCTURING ROUTES WITHIN THE POA

- Confirm the role and character of the key structuring routes within the POA, with the Govan Mbeki and Stock Road functioning as primary activity and public transport corridors. The Emms, Amsterdam/ Ingulube corridor, Old Klipfontein Rd Corridor (which includes its extension into Marikana) and Sheffield Road (between Old Klipfontein Road Extension and Amsterdam Roads) functioning as secondary activity routes in the POA as well as creating a continuous circuit within the POA. Sheffield Road and New Eisleben Road function as mobility corridors that support accessibility on the activity routes in the POA. It should be noted that Sheffield Road has a dual function/ classification within the movement network, being both an activity and mobility route at different sections along route. Its role as an important mobility route within the Metro, especially when its planned extension to Vanguard Drive occurs in the future, is recognised as well as the need to support

improved pedestrian permeability and active street interface conditions at a local scale. Moving forward, the mobility, accessibility and activity requirements along these various routes should be balanced and collectively considered to support the making of an integrated and quality living environment for local communities.

ACTION 1.2: DEVELOP A CLEAR HIERARCHY OF ACTIVITY NODES

- Direct appropriate development within and around Philippi Village and Stock Road Station to confirm their role as the primary activity nodes within the Philippi Cluster. A series of secondary community nodes are to be developed to ensure equitable access to public facilities and services across the POA

ACTION 1.3: DEVELOP AN INTEGRATED MOVEMENT NETWORK

- Complete the missing links and routes within the POA to achieve an integrated access network. This includes the extension of existing roads with the industrial area as well as the development of a complete local street network to support improved internal movement and the making of flexible development blocks. This will need to be achieved in a phased manner as negotiation with private landowners and relocation of informal housing is required.
- Create a structuring logic for the future reblocking/ upgrade of Marikana by extending key structuring routes across the informal settlement

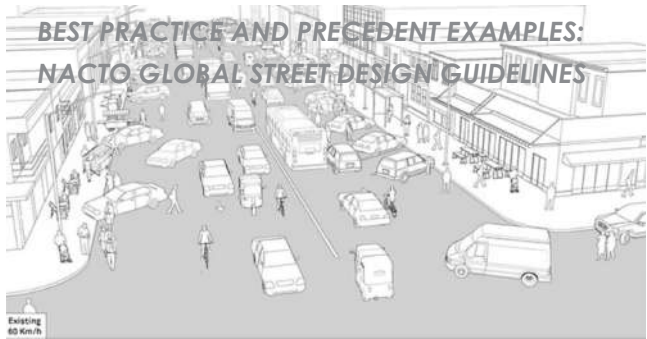


DIAGRAM 1. GUIDELINES FOR THE CONVERSION OF AN ACTIVITY CORRIDOR

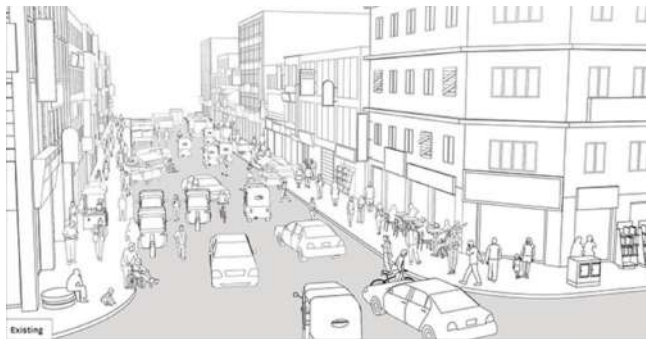


DIAGRAM 2. GUIDELINES FOR THE CONVERSION OF AN ACTIVITY STREET

THE BLVD TRANSFORMATION PROJECT

'Against the backdrop of the nation's worst recession, the Lancaster Redevelopment Agency launched one of its most massive redevelopment projects to date: The BLVD Transformation Project. The Agency's formidable goal was to redevelop and revitalize the downtown area, which had previously served as a thriving commercial and social center, but which had degenerated into a dilapidated area which served as a magnet for increasing blight and crime.'

Revitalization efforts encompassed a complete streetscape redesign of its main street into a vibrant, multi-functional and pedestrian friendly Boulevard (BLVD) that not only supports continued private vehicle requirements but also supports a range of new options for economic and social activity

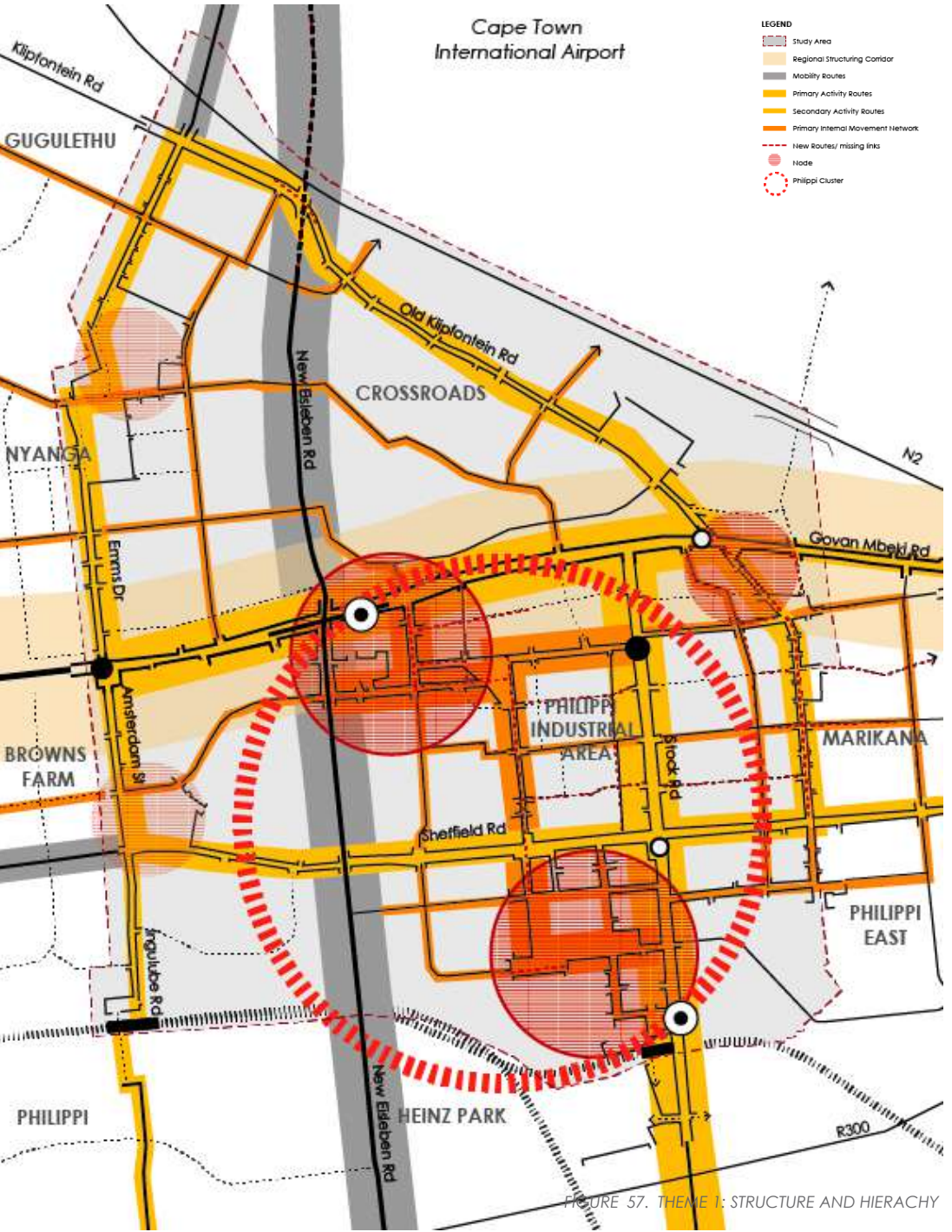


FIGURE 57. THEME 1: STRUCTURE AND HIERACHY

4.2.1.2 THEME 2: SAFE AND VIBRANT STREETS

Creating safer neighbourhoods to live in, work in and visit

In support of creating safer living environments, the following actions are recommended:

ACTION 2.1: DEVELOP A SERIES OF ACTIVE BOXES AT KEY ACTIVITY NODES

- Support an expanded security presence within the POA with the the development of 'active boxes' associated with community facility clusters at key activity nodes to improve safety and surveillance.

ACTION 2.2: DEVELOP A SAFE STREET NETWORK

- Develop a continuous network of 'safe streets and spaces' that connects activity nodes, key destinations and public facility clusters to ensure save NMT movement within the POA. All safe streets should be developed to include sidewalk implementation and or upgrades, pedestrian lighting, tree planting and benches. The interface condition along safe streets will also need to addressed to promote passive surveillance.

ACTION 2.3: ACTIVATE VACANT AND OPEN SPACES

- Prioritise the development and or activation of vacant, underutilized and open spaces within the safe street network

ACTION 2.4: 'WRAP' UNDERUTILIZED PUBLIC FACILITY SITES

- On large and underutilized sites, edge or wrap public facilities such as schools and sports facilities with mixed use high density housing to create

secure boundaries and positive street interface conditions

ACTION 2.5: SAFE PUBLIC TRANSPORT

- Position all new public transport stops at locations with mixed use development and active/ positive ground floor usage. In the case of existing transport stops and stations, mixed use development with active/ positive ground floor usage should be directed to these locations.



PHOTOGRAPH 7. OPTIONS FOR ACTIVE SURVEILLANCE OF THE STREET WITH ENTRANCE AND BALCONIES ON UPPER LEVELS CREATE THE PRE-CONDITIONS FOR SAFER STREETS



PHOTOGRAPH 8. CREATING SAFE ENVIRONMENTS FOR PEDESTRIANS WITH STREET LIGHTING, FURNITURE AND PAVING



PHOTOGRAPH 9. THE DEVELOPMENT OF RECREATION AND SPORTS FACILITIES TO SUPPORT SAFE COMMUNITIES

VIOLENCE PREVENTION THROUGH URBAN UPGRADING (VPUU)

'Active boxes are small multi-functional buildings. An active box is typically a 3 story building acting as a landmark- beacon of hope- in a neighbourhood. There is 24 hour presence in the form of a live-in caretaker and a local Neighbourhood Watch Group to improve safety. It acts as a neighbourhood informationpoint from which NGO's, government and local groups offer a variety of service. the design of Active Boxes is directly informed by local knowledge and local needs expressed by the leadership of a community. The activation of spaces through partnerships is key to co-create safer neighbourhoods' <http://vpvu.org.za/safe-node-area/active-boxes/>

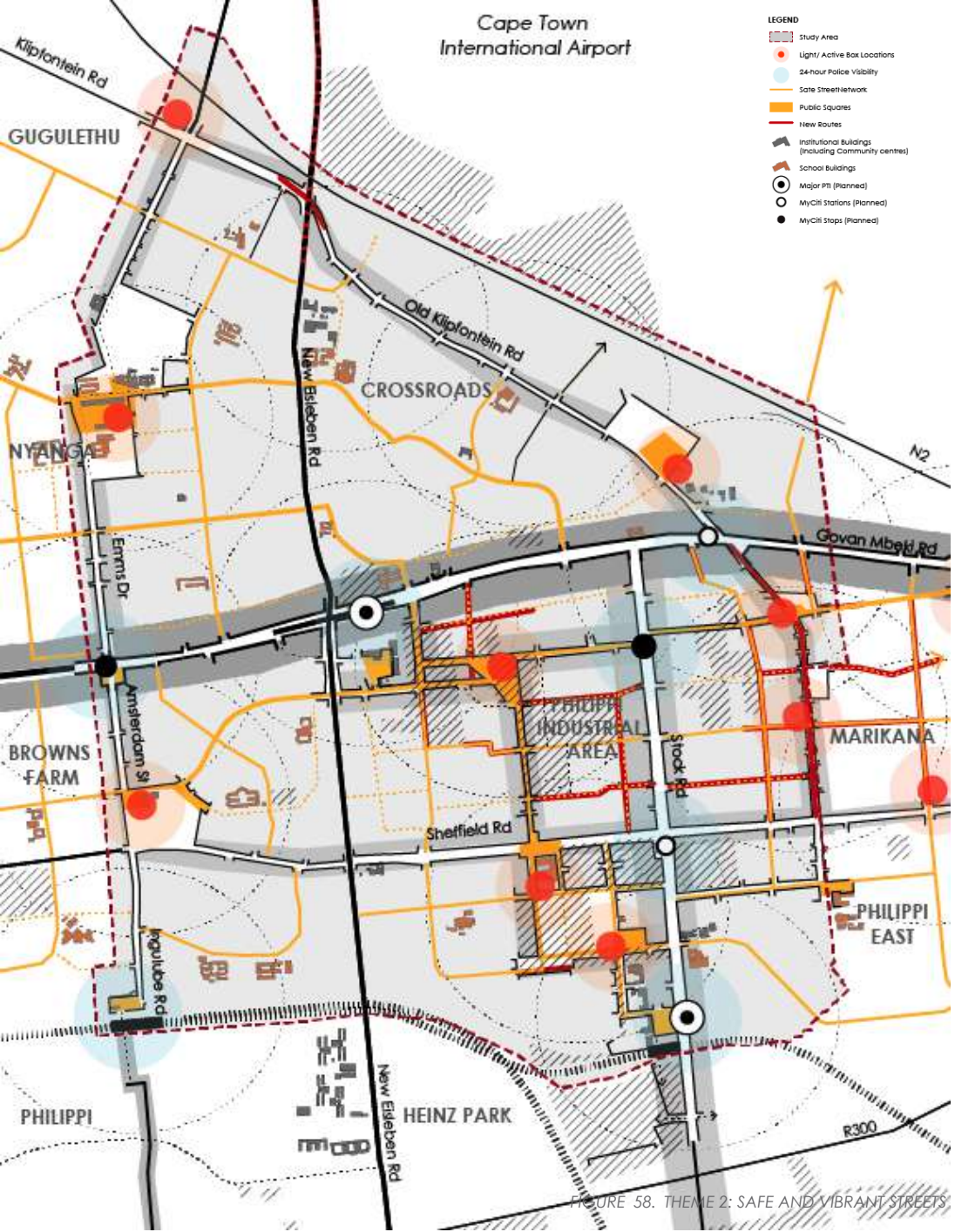


FIGURE 58. THEME 2: SAFE AND VIBRANT STREETS

4.2.1.3 THEME 3: ACTIVE AND MIXED USE
COMMUNITY CENTRES

Transforming community and sports facilities into high quality, vibrant, mixed use neighbourhood centres that are active throughout the day and evening while serving a broad range of users

To address the underprovision and poor resourcing of public and community services in the POA, the following actions are recommended:

ACTION 3.1: CONSOLIDATE AND CLUSTER
COMMUNITY FACILITIES

- Consolidate and cluster community facilities at central and accessible locations within the POA. This approach relies on the development of fewer but much better resourced facilities

ACTION 3.2: DEVELOP MIXED USE
COMMUNITY CENTRES

- Expand and upgrade existing community facilities to include a mix of facilities and uses- including residential and retail uses where possible, to promote increased activity, usage and the potential for sharing of resources. This may require the vertical optimisation of sites to accommodate a range of facilities and uses. In order to optimise existing facilities, a review of the space standards for community facility provision should be undertaken to ensure that all available space is actively used. The sharing and multi-functional

use of facilities reduces costs by minimising unnecessary duplication of services as well as opening up space for additional development

ACTION 3.3: CO-DESIGN AND DEVELOP NEW
PUBLIC FACILITIES WITH COMMUNITY STAKEHOLDERS

- Support community involvement and ownership in the vision, design and construction of community centres and spaces



PHOTOGRAPH 10. KUYASA, KHAYELITSHA: MULTIFUNCTIONAL PUBLIC FACILITY CLUSTER INCLUDING LIBRARY, TRANSPORT AND RECREATION FACILITIES



PHOTOGRAPH 11. MEDELLIN, COLUMBIA: AN AWARD WINNING AND HIGH QUALITY MULTIFUNCTIONAL LIBRARY IN THE CENTRE OF THE FAVELA



PHOTOGRAPH 12. MEDELLIN, COLUMBIA: MULTI STORY GYM- A CREATIVE SOLUTION TO PROVIDE RECREATION FACILITIES IN A LOCATION WITH SPACE CONSTRAINTS

VREDENBURG WESBANK GATEWAY PROJECT

An example of a recent mixed use community facility that is being developed in Vredenburg to support catalytic change and improved spatial integration. Facilities constructed to date include formal and informal trading units, an active box for security, live-work units, recreational facilities as well as public space improvements.



SITE PRIOR TO DEVELOPMENT



NEW WESBANK COMMUNITY PRECINCT



OTHER PHASES OF THE VREDENBURG WESBANK GATEWAY PROJECT

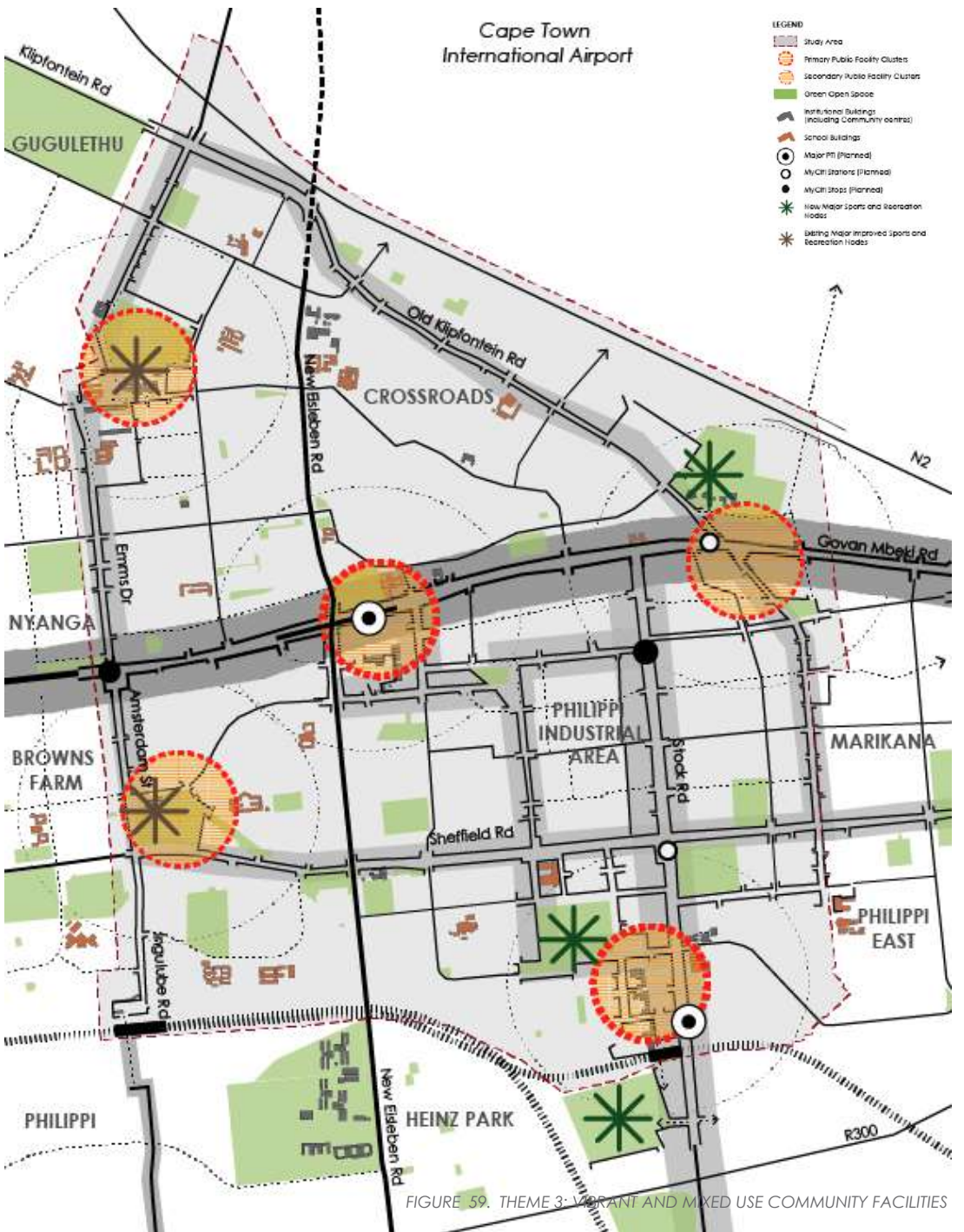


FIGURE 59. THEME 3: VIBRANT AND MIXED USE COMMUNITY FACILITIES

CSIR 2010 Norms & Standards

	Ha
Local market	1
Primary school	3,2
Medium Health care Centre	1
Post office	0,003
ECD Centre	0,05
Neighbourhood Park	2
Total Required Footprint	7,28,34

Traditional Approach:

- Standards promote oversized sites with single storey and horizontally spread facilities
- Mono-functional and fragmented facility provision
- Typically inconvenient and inaccessible for NMT and public transport
- Prone to vandalism and theft due to extensive perimeters that are difficult to secure
- High security costs for security
- Dead street interface and blank walls creating negative public environment
- Limited opportunities for sharing of maintenance and security costs between facilities



CSIR 2015 Norms & Standards

	Ha
Local market	1
Primary school	1,9
Medium Health care Centre	1
Post office	0,02
ECD Centre	0,04
Neighbourhood Park	0,6
Total Required Footprint	4,56

Improved, Infill development Single Storey Clusters:

- Introduction of clustering and shared facilities
- 2015 standards still promote oversized sites, single storey and horizontally spread facilities
- Increased convenience for users due to clustering of facilities
- Improved positive street interface due wrapping of street boundaries with other development like housing
- Reduced maintenance costs on large land parcels
- Reduced costs for security and fencing



Recommended 'Best Practice' Norms and Standards

(National Treasury: Good Design Guide)

	Ha
Local market	1
Primary school	0,3 (3 storeys)
Medium Health care Centre	0,4 (2 storeys)
Post office	0,02 (within MU area)
ECD Centre	0,02 (2 storeys)
Neighbourhood Park	0,6
Total Required Footprint	2,34

Multi-Storey Mixed- Use & Shared:

- Forms part of a MU/ shared facility
- Reduced building footprint and land area take-up
- Convenience for users due to proximity to public transport interchanges
- Active street edges, with positive contribution to the public realm
- Shared maintenance and security costs
- Limited and controlled entrances, requiring less security and fencing



FIGURE 60. PROPOSED CLUSTERING AND CONSOLIDATION OF PUBLIC FACILITIES

4.2.2 ACHIEVING A THRIVING POA

4.2.2.1 THEME 4: A LEGIBLE TOWN CENTRE AND HEART FOR THE POA

Clarifying the role of the Philippi nodes with the clustering and inclusion of a range of offerings to support everyday community needs (live/ work/ learn & play) as well as to attract visitors and investors to the POA

In response to the need for a coherent and legible town centre where the 2 nodes within the Philippi Cluster are better connected and are mutually reinforcing, the following actions are recommended:

ACTION 4.1: STOCK ROAD STATION & SURROUNDS AS A COMMUNITY SERVICES & GREEN ECONOMY NODE

- Leverage existing transport infrastructure investment around the Stock Road Station and Jo Gqabi Long Distance Bus Terminus as well as the existing Philippi market on Erf 5268, to create a **community services and green economy node** by developing the vacant and underutilised land within the area;



ACTION 4.2: PHILIPPI VILLAGE & SURROUNDS AS CULTURAL & CREATIVE NODE

- Expand and consolidate the Philippi Village as the cultural and creative node of the POA. This includes the development of the vacant land around the Philippi Village to optimise the existing and memorable cluster of facilities in this location.

ACTION 4.3 : IMPLEMENT A NEW LINK TO CONNECT THE NODES

- Improve connectivity between the Stock Road and Phillipi Village Nodes with the development of a **new internal spine** that links the nodes. The alignment of this route relates to extensive vacant and underutilised land within the core of the Philippi Town Centre. The implementation of this route will assist with unlocking a range of development opportunities within the Town Centre.

ACTION 4.4: SUPPORT MIXED USE INTENSIFICATION OF THE TOWN CENTRE

- Support the intensification of high density and mixed development between the nodes to support improved integration between the Philippi nodes and create a legible town centre



4.2.2.2 THEME 5: SUPPORTING EXISTING, EMERGING AND NEW INDUSTRIES

Steps to broaden and strengthen the economic base of the POA

In order to expand the potential for sustainable livelihood generation within the POA, the following actions are recommended :

ACTION 5.1: EMERGING GREEN ECONOMY

- Support the development of emerging green economy industries in the POA by clustering similar activities such as in-situ waste recycling and processing, agri-processing and the expansion of Fresh produce market on the Erf 5267 site
- Support sustainable livelihoods with the development of local community waste collection initiatives including a ‘food for waste’ programme

ACTION 5.2: SUPPORT FOR INFORMAL TRADING

- Develop a range and hierarchy of well located markets, hives and temporary trading spaces with adequate resources (electricity, water, lighting, shelter, lock up facilities, seating etc.)to support dignified and sanitary trading conditions. Rentals for the various trading spaces should vary to broaden the ability for entrepreneurs to access a market to trade
- Provide security of tenure for informal trading with the completion of trading plans for key existing trading locations in the POA including along the Ingulube, Amsterdam, Emms High Street. New Eisleben and Sheffield Roads

‘LITTER IS NOT WASTE’

Explore the potential to develop a range of industries and initiatives where litter can be converted into useful products such as building materials or artisan household goods. The collection and production of these goods can be used to support local job creation while also reducing waste on the streets and open spaces in the POA.



Silindokuhle Crèche in Jo Slovo West, Port Elizabeth constructed by the local community, through the ‘Eco-brick Exchange’



Local and international waste recycling programmes to support job creation and improve food security



ACTION 5.3: CREATE AN ECONOMIC LADDER

- Provide support to entrepreneurs by developing a range of business spaces to allow entrants into the economy to move up the ‘economic ladder’ as their business grow. This can be achieved by redeveloping underutilised industrial buildings, wrapping large warehouses with small units and the inclusion of infill spaces within retail precincts

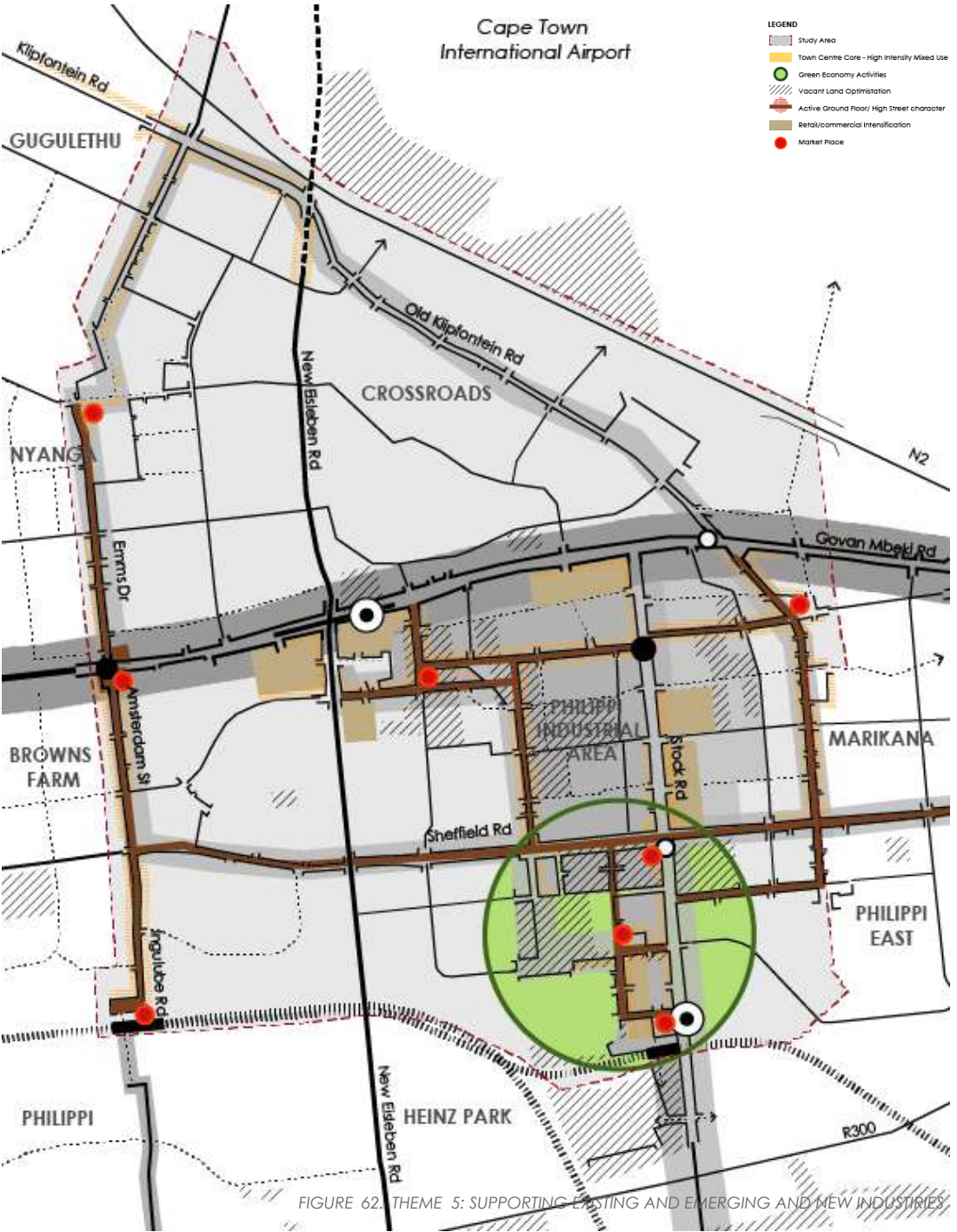
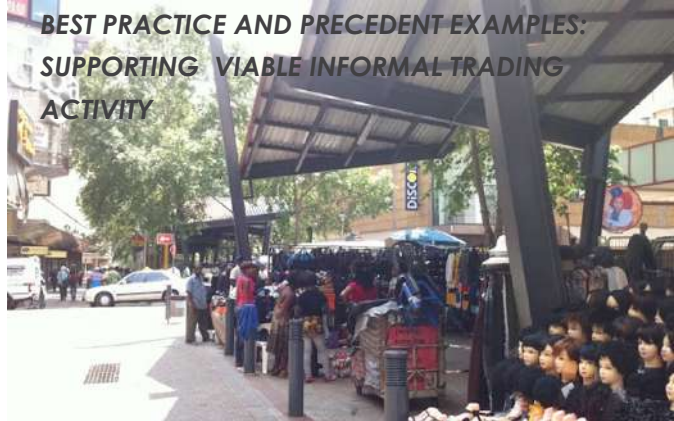


FIGURE 62. THEME 5: SUPPORTING EXISTING AND EMERGING AND NEW INDUSTRIES



PHOTOGRAPH 13. KERK STREET, PRETORIA



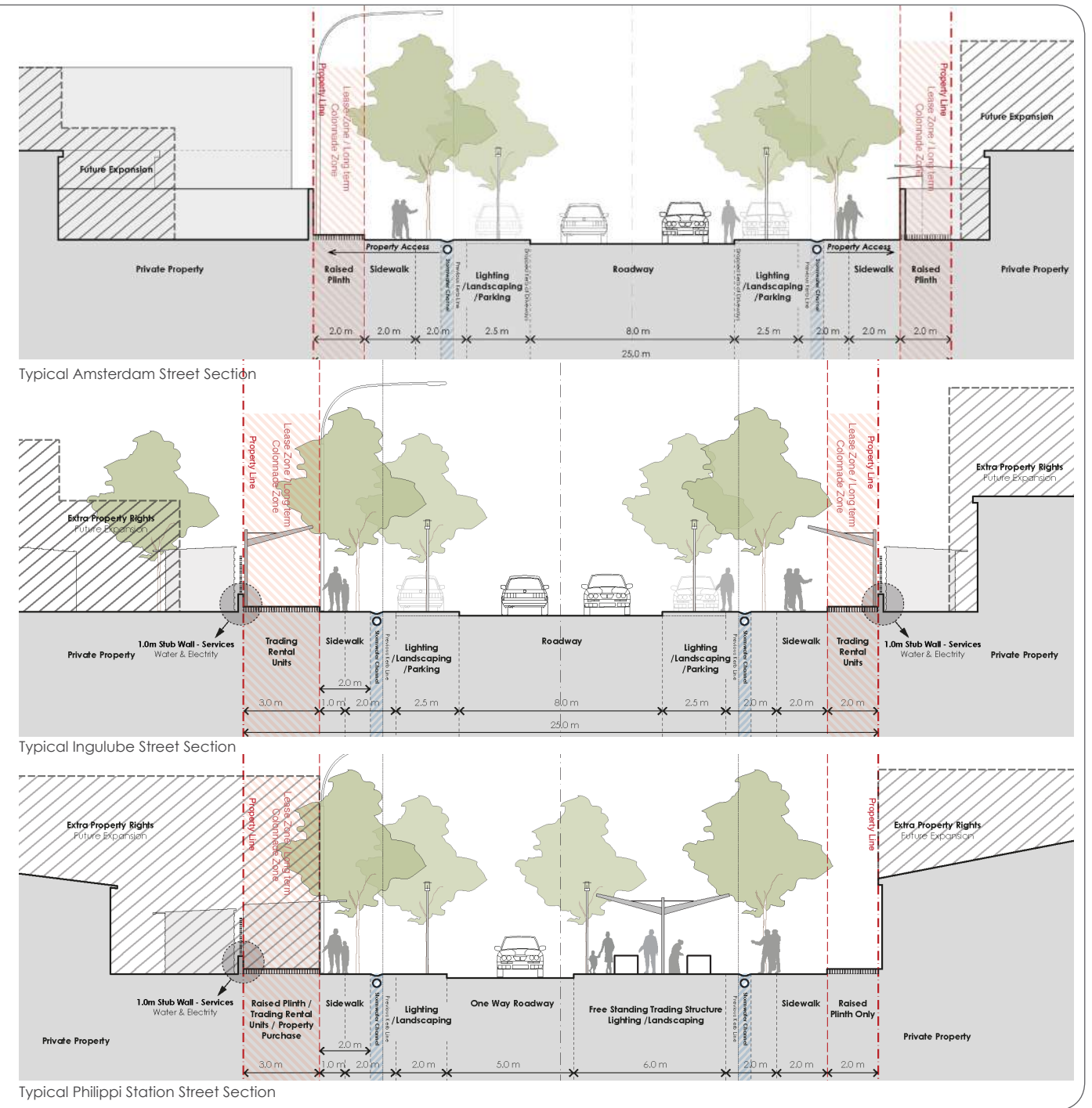
PHOTOGRAPH 14. ATHLONE STADIUM, KLIPFONTEIN ROAD



PHOTOGRAPH 15. ST GEORGES MALL

INGULUBE HIGH STREET REIMAGING

Conceptual proposals to support the regeneration of the Ingulube High Street, an important retail street in the POA that requires a range of interventions to support its continued expansion and growth



4.2.2.3 THEME 6: STRENGTHENING CHARACTER AND IDENTITY

Creating a unique sense of place and identity that celebrates the natural, social and built features of the POA

In order to support improved character and sense of place, the following actions are recommended:

ACTION 6.1: A SERIES OF CHARACTER PRECINCTS

- Develop a series of character precincts that broadly corresponds with the various activity nodes and community clusters within the POA, to celebrate the history and protect the unique features of each area. This includes creating unique features and details where none are present to avoid a sense of sameness and monotony across the POA. Providing specific guidance on possible architectural language, landscaping material and signage for each character precinct will provide identity and a sense of place that is currently missing in many places within the POA.

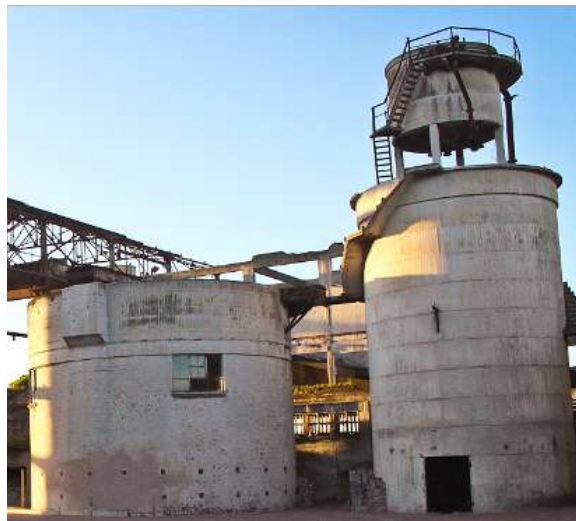
ACTION 6.2: MEMORIALISATION PROJECTS

- Identify locations of heritage and cultural significance and implement a range of memorialisation projects. This includes but is not limited to the Crossroads Trojan horse event, Mayenzeke Street Renaming project, Eisleben Line & Glebe Trust land.



PHILIPPI VILLAGE CHARACTER PRECINCT

Victoria Yards in Johannesburg, a social and retail development in a former textile factory- provides guidance on adaptive reuse of old buildings to create a specific identity and character as well as supporting local creatives, makers and entrepreneurs to develop a thriving creative eco hub



STOCK ROAD- JO GQABI CHARACTER PRECINCT

Expanding on the existing Philippi market activities to develop the Stock Road Node as Green Economy Hub with a clustering of compatible uses to entrench its green identity and character

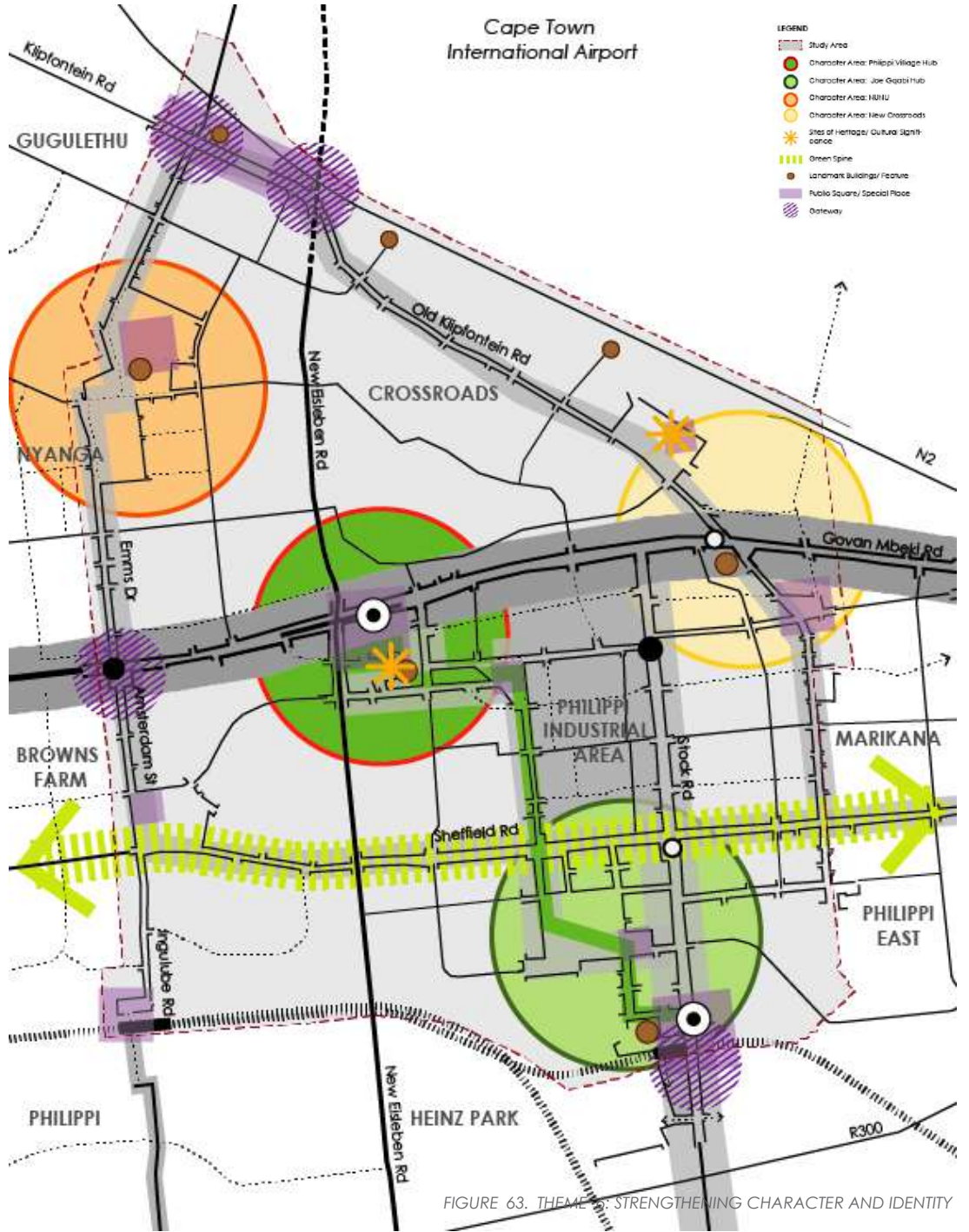


FIGURE 63. THEME 6: STRENGTHENING CHARACTER AND IDENTITY

ACTION 6.3: LANDMARK BUILDINGS AND SPACES

- Develop a series gateway community and public buildings and spaces at strategic locations to orientate people and function as landmarks in the POA. This includes incorporating height within the building structures and the use of memorable architectural and landscaping features to strengthen identity and character within the POA.

**BEST PRACTICE AND PRECEDENT EXAMPLES:
APPROACH TO MEMORIALISATION**

The memorialisation of significant heritage and cultural events within the public environment provides an opportunity to both document the past for future generations, while also giving specific meaning and identity to that place.



PHOTOGRAPH 16. GUGULETHU 7 MEMORIAL, GUGULETHU



PHOTOGRAPH 17. TROJAN HORSE MEMORIAL, ATHLONE



PHOTOGRAPH 18. INTEGRATED PUBLIC SPACE IMPROVEMENT AND MEMORIALISATION PROJECT, USA

LANDMARK BUILDINGS AND SPACES:



INGULUBE HIVES CONCEPT

Redevelopment of the Ingulube Hives as a gateway facility into the POA, with the use of both architectural and social elements like tshisa 'nyama to create a unique and memorable development for both the local community and visitors to the POA



4.2.3 ACHIEVING A RESILIENT POA

4.2.3.1 THEME 7: DIVERSIFICATION OF THE LAND-USE MIX

Supporting the move from an industrial node to an active, vibrant and high density/ mixed use urban centre

In order for the Philippi Node to function as a viable and thriving activity node, a diversification and expansion of the existing landuse mix is required. A confirmation of where future expansion and preferred landuse activities are to occur in the POA is also needed. The following key actions are recommended:

ACTION 7.1: SUPPORT MIXED USE INTENSIFICATION

- Promote the development of vacant and underutilized land and buildings for high density, mixed use development, using building typologies that support adaptive reuse and change over time

ACTION 7.3 : RETENTION AND ACTIVATION OF EXISTING INDUSTRIAL AREAS

- Existing industrial landuses in the POA should be retained. In order to support its better fit within an a mixed use urban context, development incentives and development guidelines to support the activation of existing industrial areas should be undertaken which includes the wrapping of large industrial warehouses with small retail and micro-manufacturing spaces



METRO MALL- example of an integrated mixed use retail development

MIXED USE TYPOLOGIES

The prioritisation of mixed use typologies in the POA will be critical in achieving a diversification of the landuse mix in the POA



Various mixed use residential developments with ground floor retail and living units above

ACTION 7.3: FACILITATE TRANSITIONS BETWEEN VARYING LAND USES

- In the diversification and intensification of the land use mix within the POA, appropriate transitions between varying land uses, particularly between existing Industrial and new residential zones, should be implemented

ACTION 7.4: SUPPORT POSITIVE AND ACTIVE STREET INTERFACE CONDITIONS

- Provide development incentives and development guidelines to support the making of active and positive street interface conditions, which includes active ground floors and limited blank boundary walls along structuring routes and safe streets in the POA

ACTION 7.5: CONVERT SHOPPING MALLS INTO MIXED USE RETAIL PRECINCTS

- Provide development incentives for the intensification and diversification of existing malls into mixed use retail precincts.

ACTION 7.6: EXPAND THE HOUSING MIX

- Develop a range of mixed use housing typologies to provide choice and accommodate a range of income groups and lifestyle options within the POA

ACTION 7.7 : PRIORITISE INFORMAL SETTLEMENT UPGRADES

- Support upgrades to and reblocking of existing informal settlements within the POA including Marikana and along Old Klipfontein Road

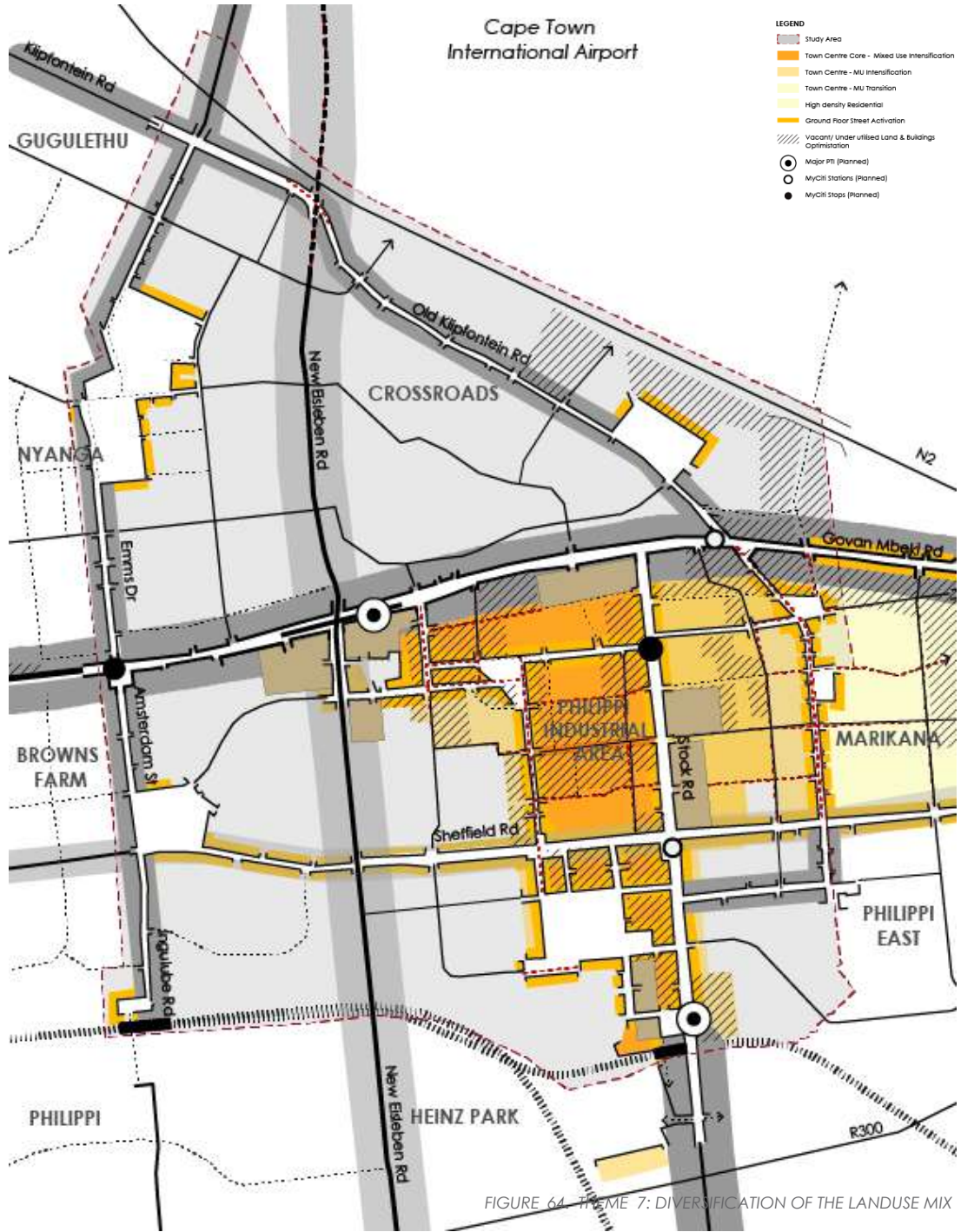


FIGURE 64. THEME 7: DIVERSIFICATION OF THE LANDUSE MIX

4.2.3.2 THEME 8: AN INTEGRATED AND MULTI-FUNCTIONAL GREEN NETWORK

Optimising available open spaces to address a range of social and ecological needs within the POA

In response to the need for improved stormwater management and an increase in quality open spaces in the POA , the following actions are recommended:

ACTION 8.1: DEVELOP AN INTEGRATED GREEN NETWORK

- Integrate and connect existing open spaces including road/ rail reserves, retention ponds, parks, sports facilities and vacant/ underutilised land to form a continuous green network to support a range of social, recreation and ecological uses. This is to be achieved with a system of green streets that connect the various open spaces within the POA and surrounds, including Driftsands Reserve. The green street network, which will include existing and new streets, are to be upgraded to incorporate 'sustainable urban drainage systems' (SUDS) elements to support improved stormwater management and reduce flooding.

ACTION 8.2: CREATE ACTIVE , MULTI-FUNCTIONAL & QUALITY OPEN SPACES

- Add value and activate all open spaces within the POA by designing outdoor spaces, including retention ponds, as multi-functional areas that includes a range of activities. This includes the inclusion of a range of new high quality parks and sports facilities in accessible locations. Open spaces are to be maintained and well resourced to ensure they are optimally used.

ITHEMBA LABANTU MULTIFUNCTIONAL SPORTS FACILITY

A successful example of a retention pond conversion in Philippi into a multifunctional retention and soccer facility.



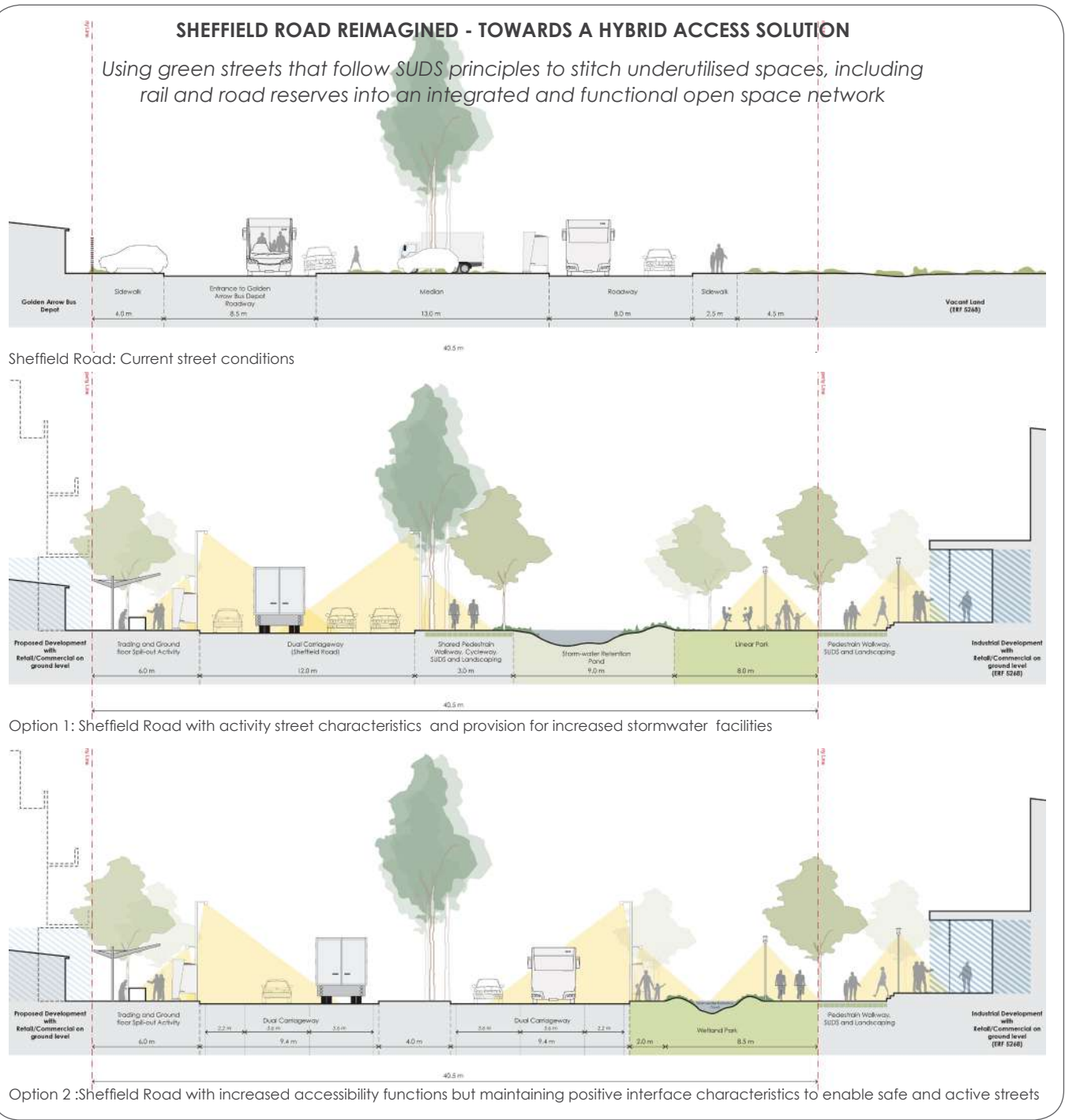
BEST PRACTICE AND PRECEDENT EXAMPLES:
INTEGRATED PARK AND SUDS SPACES IN
AUSTRALIA



FIGURE 65. THEME 8: AN INTEGRATED AND MULTIFUNCTION GREEN NETWORK

ACTION 8.3: CONSOLIDATE AND EXPAND THE LINEAR STORMWATER SYSTEM ON SHEFFIELD ROAD

- Optimise the existing clustering of retention ponds and vacant/ underutilised land along Sheffield Road to develop a Central Green Spine that functions as the primary green link within the POA. It will function as an integrated and multi-functional network of retention ponds, sports, recreation and food garden spaces with active frontage along its length.



CREATING AN INTEGRATED GREEN NETWORK

Using green streets that follow the principles of 'sustainable urban drainage' to stitch underutilised spaces, including rail and road reserves into an integrated and functional open space network.

The streets and routes that connect open and recreational spaces in the POA should function as destinations- and not just as spaces to move through to get to a final end point. This can be achieved with the inclusion of elements to activate streets and encourage greater usage.



4.3 IMPLEMENTATION AND INVESTMENT FRAMEWORK

The locations for future implementation and investment are provided in the adjacent framework.

The recommended distribution and intensification of landuse activities across the POA is provided, which includes a mix and range of development types including new and upgraded:

- locations for new and infill residential - various typologies/ income groups
- industrial space including formal & informal opportunities;
- retail including formal & informal opportunities;
- public facilities; and
- green space including natural, stormwater, public squares and recreational open spaces

A mixed use approach is recommended for all new and infill development in the POA. Development will be intensified within the Town Centre with building typologies ranging between 2 and 6 storeys. The intensification and form of new and upgraded development across the POA will assist in creating a specific character and identity, while being guided by a set of design guidelines to promote appropriate buildings

Changes to the movement network include new and upgraded streets, particularly in the Town Centre, where missing links are proposed to create a finer grain movement network and land parcels that can be developed for mixed use development. New NMT routes and safe streets within the POA to support improved safety is provided, with a focus on primary movement routes and links between key public facilities and amenities.

It should be noted that proposals for Marikana, provide direction on its future redevelopment and indicate a spatial logic for promoting improved integration and permeability with its surrounds.

LAND USE		
Use	Area (sqm)	Area (ha)
Multi - functional Green Open Space (including Stormwater retention)	521448,89	52,14
Town Centre Core - High Intensity/ Mixed Use	668173,55	66,82
MU Industrial	323250,97	32,33
MU Residential	443910,85	44,39
Insitu Upgrading	258545,58	25,85
Retail/Commercaill Consolidation	237176,30	23,72

PROPOSED PUBLIC FACILITIES	
Major Sports & Recreation Nodes	4
Local Sports Facilities, Parks & Food Gardens	17
Markets & Informal trading hives	13
Proposed ECD Centre	1
Proposed Primary Schools	1
Proposed Secondary Schools	2
Proposed Skills Development Centres	5
Proposed District Hospital	1
Proposed Health Care Facilities (Clinics)	2
Planned Regional Library & Relocation	1
Proposed Police Station	1
Proposed Fire Station	1
Proposed Post Office	3



FIGURE 66. IMPLEMENTATION AND INVESTMENT FRAMEWORK

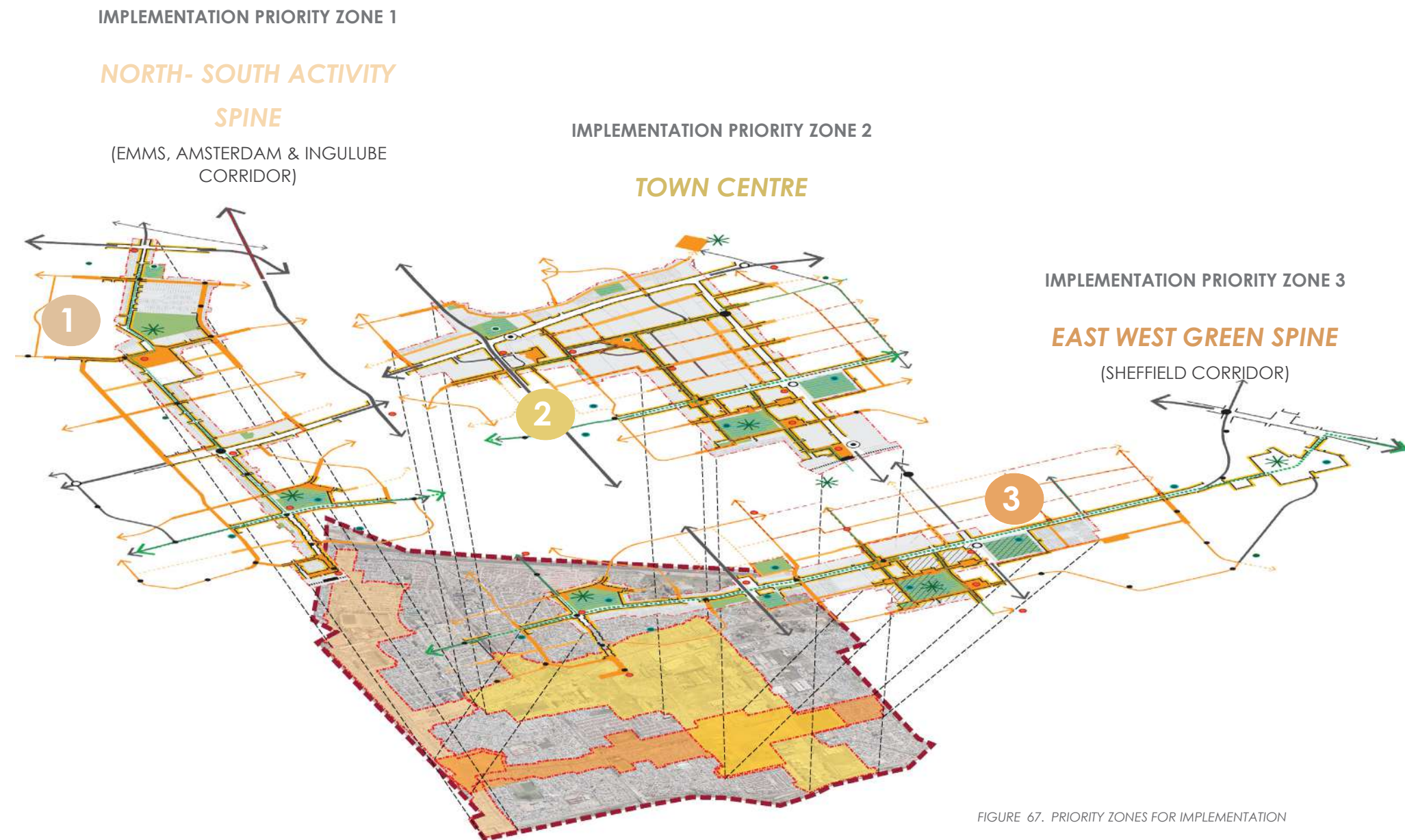


FIGURE 67. PRIORITY ZONES FOR IMPLEMENTATION

4.3.1 PRIORITY ZONES FOR IMPLEMENTATION

In order to support a coherent and logical sequencing of projects, 3 Priority Zones have been identified within the Implementation Framework, which relates to achieving integrated outcomes. Each of the identified priority zones have a specific focus and character; which are as follows:

- **Priority Zone 1:** creating a gateway to the POA, supporting the improved spatial connection between the NUNU town centre and the Philippi Station and the strengthening the high street operations along Emms, Amsterdam and Ingulube Streets;
- **Priority Zone 2:** establishing the town centre of the POA, which includes its intensification and diversification of activity as well as supporting improved connection and functioning between its nodes;
- **Priority Zone 3:** Addressing the stormwater and amenity challenges of the POA, with the upgrading of Sheffield as a multifunctional green spine

To support the implementation of projects in the future, the various projects within the priority zones have been packaged into project clusters. There is a spatial logic to the clusters and includes a range of projects of various kinds.

4.3.1.1 PRIORITY ZONE 1 - NORTH SOUTH ACTIVITY SPINE

The identified project clusters and projects for Priority Zone 1 are as follows:

PROJECTS CLUSTERS:

- A: Ntlangano Gateway
B: Nunu Hub
C: Ingulube Gateway and High Street
D: Philippi Station Hub

PROJECTS:

1. Transport and Infrastructure

- 1.1 Klipfontein Road extension alignment
- 1.2 NUNU public transport upgrade
- 1.3 Emms/Ingulube High Street upgrade
- 1.4 High Street support routes
- 1.5 Philippi Station multi-functional facility upgrade
- 1.6 New Philippi Station access route

2. Stormwater

- 2.1- 2.3 Various stormwater upgrades to existing

3. Green Streets

- 3.1 Green streets improvements

4. Open Space (parks, sports & recreation)

- 4.1 NUNU multi-functional park upgrade

5. Public & Community Facilities

- 5.1 NUNU multi-functional community facility upgrade

6. Safe Streets & Public Space

- 6.1, 6.2, 6.4 Various safe street programme upgrades
- 6.3 Ntlangano Gateway public space
- 6.5 Philippi Station public space improvements

7. MU Economic Development

- 7.1 Ingulube Hives gateway
- 7.3 Philippi Station market and hives
- 7.4 NUNU trading facility upgrade
- 7.5 Gateway market and hive facility

8. Housing Development

- 8.1 Gateway In-situ upgrade
- 8.2 Klipfontein Road Ex Insitu upgrade
- 8.3, 8.4 New MU infill housing
- 8.5, 8.6 MU Insitu Upgrade



FIGURE 68. IMPLEMENTATION PRIORITY ZONE 3 : NORTH SOUTH ACTIVITY SPINE

4.3.1.2 IMPLEMENTATION PRIORITY ZONE 2 - TOWN CENTRE

PROJECT CLUSTERS:

- A: Stock Road Station Node
- B: Philippi Village Node
- C: Town Centre Core
- D: Old Klipfontein Road Spine

PROJECTS:

1. Transport and Infrastructure

- 1.1 Stock Road and Joe Gqabi Station multi-functional facility hub
- 1.2 New Town Centre Linking Route
- 1.3 Town Centre Core- new access roads and street extensions
- 1.4 Park Road ext and upgrade
- 1.5 Philippi Village Node & surrounds- new access roads and street extensions

3. Green Streets

- 3.1,3.2,3.3 Green streets improvements

4. Open Space (parks, sports & recreation)

- 4.1 New Eisleben multifunctional sports development
- 4.2 New Crossroads multifunctional sports development

5. Public & Community Facilities

- 5.1 Ngqwangi library relocation and expansion
- 5.2 Vuyiseka community facility upgrade
- 5.3 Philippi Village community facility consolidation
- 5.4 New secondary school
- 5.5 New MU community facility cluster

- 5.6 New secondary school

6. Safe Streets & Public Space

- 6.1, 6.3, 6.4 Safe street programme upgrades
- 6.5 Stock Road public space upgrade
- 6.6 Vuyiseka public space upgrade
- 6.7 Philippi Village heritage memorial
- 6.8 Portland Road public space
- 6.9 Bristol Road public space
- 6.10 Marikana gateway public space
- 6.11 Crossroads public space and heritage memorial

7. MU Economic Development

- 7.1 Erf 5268 MU industrial development
- 7.2 Philippi Market expansion and upgrades
- 7.3 New Philippi Village/ Eisleben trading facility
- 7.4 MU Industrial infill development
- 7.5 MU industrial & informal institu upgrade
- 7.8 Protea Road informal trading facility
- 7.9 Golden Arrow consolidation

8. Housing Development

- 8.1 New MU high density housing on Terminus and Market Road
- 8.2, 8.4 Stock Road MU infill housing
- 8.3 Joe Gqabi Station MU infill housing
- 8.5 Sheffield Road 2 Insitu upgrade
- 8.6 MU infill housing 1
- 8.7 MU infill housing 2
- 8.8, 8.9 MU Insitu upgrade
- 8.10 MU infill housing 3
- 8.11 MU infill housing 3

- 8.12 New Eisleben/ Mau Mau infill
- 8.13, 8.15 MU Insitu upgrade
- 8.14 MU Infill Housing 3
- 8.15 MU infill Housing 1
- 8.17 Marikana transition development

- 1. Transport & Infrastructure
- 2. Stormwater
- 3. Green Streets
- 4. Open Space (parks, sports & recreation)
- 5. Public/ Community facilities
- 6. Safe Streets & Public Space
- 7. MU Economic Development
- 8. MU Housing Development



FIGURE 69. IMPLEMENTATION PRIORITY ZONE 1: TOWN CENTRE

4.3.1.3 IMPLEMENTATION PRIORITY ZONE 3 - EAST WEST GREEN SPINE

PROJECTS:

1. Transport and Infrastructure

1.1 Sheffield Street Upgrade

2. Stormwater

2.1 Sheffield Street Stormwater management upgrades

3. Green Streets

3.1 -3.3 Green streets improvements

4. Open Space (parks, sports & recreation)

4.1 Vuyiseka multi-functional park upgrade

4.1 Sheffield multi-functional sports development



8.2 Browns Farm phase 5

8.3 Erf 5268- New MU high density on Sports Road

8.4, 8.5 Sheffield Street insitu upgrade

8.6 FAC Litha Labanthu Phase 2

8.7, 8.8 MU infill housing

4.3.2 HOUSING PROGRAMME

A key component and requirement for the success of the POA regeneration strategy is to address housing need and demand with more mixed use and high density typologies. The range and proposed housing options to be provided in the POA are described overleaf with a high level breakdown of potential housing provision.

TYPE	DESCRIPTION	DENSITY	DESIRED BUILT FORM	PROJECT		TIME FRAMES			
				Priority Zone	Project Number	0-2 years	0-5 years	0-10 years	
Mixture of Typologies / Multi - storey Development	• 2 - 4 storey housing • Vast range of typologies	Average (Nett) 100 - 150 Du/Ha		PZ 1A	8.2				
				PZ 1A	8.3				
				PZ 1A	8.17				
3/4 Perimeter Block Development	• 3 - 4 storey housing • Apartment buildings • Designed to allow pedestrians to be served without entering the building • Communal courtyards	Average (Nett) 100 - 125 Du/Ha		PZ 1A	8.4				
				PZ 2	8.2				
Mixture of typologies - 2/3 Storey Walkups & 3/4 Perimeter Block Development	• 2 - 3 & 3 - 4 storey row houses or duplexes • Attached building & Semi-detached buildings • Shared medium frontages unto street with private backyards	Average (Nett) 80 - 100 Du/Ha		PZ 1B	8.14				
				PZ 1C	8.6				
				PZ 1C	8.7				
				PZ 1C	8.10				
				PZ 1C	8.11				
				PZ 1D	8.16				
2/3 Storey Walkup	• 1 - 2 storey townhouse or duplex • Semi-detached buildings • Shared medium frontages unto street with private backyards	Average (Nett) 50 - 80 Du/Ha		PZ 1A	8.1				
				PZ 1B	8.12				
				PZ 2	8.2				
				PZ 2	8.7				
				PZ 2	8.8				
				PZ 3A	8.1				
Single Units & Double Storey Walkups	• 1 - 2 storey detached single residential • Serviced plots • Flexible layout • In-situ upgrading • Incremental housing (In-situ upgrade to existing informal settlement with MU high density housing or existing housing projects which need to be redefined.)	Average (Nett) 30 - 50 Du/Ha		PZ 3A	8.3				
				PZ 3C	8.4				
				PZ 1B	8.13				
				PZ 1B	8.15				
				PZ 1C	8.5				
				PZ 1C	8.8				
				PZ 1C	8.9				
				PZ 2	8.1				
				PZ 2	8.4				
				PZ 2	8.5				
				PZ 2	8.6				
				PZ 3A	8.2				
				PZ 3C	8.5				
				PZ 3C	8.6				

FIGURE 70. IMPLEMENTATION PRIORITY ZONE 2: EAST WEST GREEN SPINE

4.3.3 IMPLEMENTATION AND INVESTMENT PIPELINE

A description, sequencing and prioritisation of all the proposed projects and required studies to support implementation within the priority zones is provided below. Possible income sources as well as potential project owners have also been identified.

Project		Project Description	Proposed Housing Typology	Erf Number	Site Size (Ha)	Average Du/Ha (net)	Estimated Yield (Units)
IMPLEMENTATION PRIORITY ZONE 1: NORTH SOUTH ACTIVITY SPINE (EMMS, AMSTERDAM & INGULUBE CORRIDOR)							
Project Cluster A - Ntlangano Gateway							
PZ 3A	8.1: Gateway In-situ upgrade	In-situ upgrade of existing informal settlement to support upgrading around the Ntlangano Gateway	2/3 Storey Walk-up	RE/113274	4.51	80	361
PZ 3A	8.2: Kiplfontein Road Extension In-situ upgrade	In-situ upgrade of existing informal settlement to support the realignment of Kiplfontein Road Extension	Single and double storey walkups	RE/2849 & RE/2327	6.73	50	337
PZ 3A	8.3: New MU Infill housing	New High density infill housing on a portion of existing open space to support improved safety and activation	2/3 Storey Walk-up	RE/14241	0.44	80	35
Project Cluster B - NUNU Hub							
NO HOUSING PROJECTS							
Project Cluster C - Ingulube Gateway and High Street							
PZ 3C	8.4: New MU Infill housing	New High density infill housing on a portion of existing open space to support improved safety and activation	2/3 Storey Walk-up	Erf 1203 & Erf 1188	2.2	80	176
PZ 3C	8.5: MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Bristol and Debeasa Roads	Single and double storey walkups	Erf 11056, Erf 855, Erf 645 & Erf 646	2.03	50	102
PZ 3C	8.6: MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Singolamithi and Mpolweni Roads	Single and double storey walkups	Erf 18891, Erf 17340, Erf 17339 & Erf 17338	1.71	50	86
Project Cluster D - Philippi Station Hub							
NO HOUSING PROJECTS							
IMPLEMENTATION PRIORITY ZONE 2: TOWN CENTRE							
Project Cluster A - Stock Road Station Node							
PZ 1A	8.1: New MU High density housing on Terminus/Market Road	New MU High density housing on vacant/ public land, 2/3 storey walkups with positive heritage onto public street and ground floor retail/ urban manufacturing where along Terminus Road (Erf 5268 Focus Area 2)	2/3 Storey Walkup	Erf 5268	2.24	80	179
PZ 1A	8.2: Stock Road MU Infill housing	Development of MU Infill housing along Stock Road integrated with Beauflut Gate, above existing Police Station	Multi storey development	Erf 3719	1.88	150	282
PZ 1A	8.3: Joe Gadi Station MU Infill housing	Development of MU Infill housing along Stock Road above the existing long distance bus terminus	Multi storey development	Erf 5268	1.03	150	155
PZ 1A	8.4: Stock Road MU Infill housing	New MU High density on Vacant/ public land with a positive interface onto Stock Road. Potential site for CoCT Infill Housing	3/4 Perimeter Block Development	Erf 3842	3.88	125	485
Project Cluster B - Philippi Village Node							
PZ 1B	8.12: New Balebani/ Mau Mau Consolidation	New MU High density housing on vacant/ public land, 2/3 storey walkups with positive heritage onto public street and ground floor retail	2/3 Storey Walkup	Erf RE/2849 & Erf 70	1.53	80	122
PZ 1B	8.13: MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Single and double storey walkups	Erf 20193, Erf RE/64 & Erf 65	2.69	50	135
PZ 1B	8.14: MU Infill Housing 3	MU High Density Housing on privately owned land	Mixture of typologies- 2/3 storey walkups & 3/4 perimeter block development	Erf 592, Erf 20194 & Erf 20918	3.9	100	390
PZ 1B	8.15: MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Single and double storey walkups	Erf 2902 & Erf 5287	0.7	50	35
Project Cluster C - Town Centre Core							
PZ 1C	8.5: Sheffield Road 2 In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road and the New Town Centre Linking route	Single and double storey walkups	Erf 90, Erf 96, Erf 95, Erf 89 and Erf 20205	3.13	50	157
PZ 1C	8.6: MU Infill Housing 1	MU High Density Housing on privately owned land	Mixture of typologies- 2/3 storey walkups & 3/4 perimeter block development	Erf 20194 and 631	2.84	100	284
PZ 1C	8.7: MU Infill Housing 2	MU High Density Housing on privately owned land	Mixture of typologies- 2/3 storey walkups & 3/4 perimeter block development	Erf 104, Erf 105, Erf 108, Erf 107 and RE/2858	2	100	200
PZ 1C	8.8: MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Single and double storey walkups	Erf 20194 and Erf 72	1.48	50	74
PZ 1C	8.9: MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Single and double storey walk-ups	Erf 12718	1.33	50	67
PZ 1C	8.10: MU Infill Housing 3	MU High Density Housing on publiclty owned land	Mixture of typologies- 2/3 storey walk-ups & 3/4 perimeter block development	Erf 20204	3.43	100	343
PZ 1C	8.11: MU Infill Housing 3	MU High Density Housing on privately owned land	Mixture of typologies- 2/3 storey walk-ups & 3/4 perimeter block development	Erf 20918	3.2	100	320
Project Cluster D - Old Kiplfontein Road Spine							
PZ 1D	8.16: MU Infill Housing 1	MU High Density Housing adjacent to Crossroads public space & heritage memorial on vacant land	Mixture of typologies- 2/3 storey walkups & 3/4 perimeter block development	Erf 113205, Erf 113204, Erf 113201 & Erf 161572	2.49	100	249
PZ 1D	8.17: Markiana Transition Development	Development of vacant land for MU housing	Mixture of typologies	126, Erf RE/120, Erf 20889, Erf 589, Erf 143, Erf 135, Erf 532, Erf 584, Erf 585, Erf 586, Erf 416, Erf 3367, Erf 4115	6.64	85	566
IMPLEMENTATION PRIORITY ZONE 3: EAST- WEST GREEN SPINE (SHEFFIELD CORRIDOR)							
NO HOUSING PROJECTS							
PZ 2	8.1: Erf140 Old Boys Town	Existing housing project/ informal settlement upgrade- needs to be aligned/ integrated with P2 project 2.1 & 2.3 Sheffield Street Stormwater study and MU retention facility upgrades	Single units	Erf 140	3.67	30	110
PZ 2	8.2: Browns Farm Phase 5 housing	Existing CoCT TRA housing project- needs to be aligned/ integrated with P2 project 2.1 & 2.3 Sheffield Street Stormwater study and MU retention facility upgrades	2/3 Storey Walk-up	RE/3105	2.32	30	70
PZ 2	8.3: New MU high density housing on Erf 5268/ Sports Rd	New MU High density on Vacant/ public land. Requires existing sports and retention pond facilities to be rearranged on the site	3/4 Perimeter Block Development	Erf 5268	2.67	100	267
PZ 2	8.4: Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road	Single and double storey walkups	4/680	2.63	50	132
PZ 2	8.5: Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road	Single and double storey walkups	Erf 1997, Erf 2012 & Farm 1/479	1.45	50	73
PZ 2	8.6: FAC Litha Labantu Phase 2	Existing housing project which needs to be redefined as a MU project to support the Sheffield Street Green link concept	Single units			30	0
PZ 2	8.7: MU Infill Housing	New MU Infill housing to activate an existing open/ retention pond space	2/3 Storey Walk-up	Erf 1552	1.31	80	105
PZ 2	8.8: MU Infill Housing	New MU Infill housing to activate an existing open/ retention pond space	2/3 Storey Walk-up	Erf 2424	1.84	80	147
Estimated Total:					78 ha		6400 units

Project	Project Description	Related Projects	Required Studies	Project Stage	Time Frames	Project Owner	Implementing Agent / Department U liaison	Existing Funding Sources	Possible Funding Sources	Cost	Value	Risk	Effort	Need	Total	Priority
IMPLEMENTATION PRIORITY ZONE 1: NORTH SOUTH ACTIVITY SPINE (EMMS,AMSTERDAM & INGULUBE CORRIDOR)																
Project Cluster A - Ntlangano Gateway																
PZ 3A	1.1: Kiplfontein Road Extension Realignment	Realignment of the Kiplfontein Extension Road to support improved connection with Kiplfontein Road	Borchards Quarry Extension	Traffic Study		MEDIUM TO LONG TERM: 5+ years			CoCT Capital Budget/ NDPG Funding							
PZ 3A	2.1 & 2.2: Stormwater management upgrades	Upgrades of various existing retention ponds to multifunctional stormwater and recreational spaces	Sheffield Street stormwater management/ upgrade programme	Stormwater study for the entire Sheffield Road catchment area	New	SHORT TO MEDIUM TERM: 5 years	CoCT Water & Sanitation & UIC	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP	CoCT Capital Budget/ NDPG Funding	5	5	5	5	5	25	Priority 4
PZ 3A	3.1: Green Streets Improvements	Green Street improvements on Ntlangano Road including landscaping, SUDS and NMT to support improved integration of green and recreational spaces	Sheffield Street stormwater management/ upgrade programme	Stormwater management plan for the entire catchment area	New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PEDI		CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 2
PZ 3A	6.1: Safe Street Programme	Safe Street Programme: street upgrades on various existing and new streets with a focus on NMT facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PEDI	CoCT Safety & Security / CoCT Urban Integration / PEDI	CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 2
PZ 3A	6.3: Ntlangano Gateway Public Space	Redesign of the corner of Ntlangano and Kiplfontein to create a new gateway public space	Borchards Quarry Extension	Traffic Study		SHORT TERM: 0-2 years			CoCT Capital Budget/ NDPG Funding							
PZ 3A	7.5: Gateway market and hive facility	New MU informal trading and hives facilities	CoCT on New Balebani	Trader stakeholder engagement	New/ Concept to be completed in 2020-2021 financial year	SHORT TO MEDIUM TERM: 5 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / PEDI	CoCT Capital Budget/ NDPG Funding	2	1	2	2	1	8	Priority 2
PZ 3A	8.1: Gateway In-situ upgrade	In-situ upgrade of existing informal settlement to support upgrading around the Ntlangano Gateway		Implementation/ management strategy required to facilitate appropriate development typology		SHORT TO MEDIUM TERM: 5 years	CoCT Housing	CoCT Housing	CoCT Capital Budget/ NDPG Funding	4	1	5	7	1	18	Priority 2
PZ 3A	8.2: Kiplfontein Road Extension In-situ upgrade	In-situ upgrade of existing informal settlement to support the realignment of Kiplfontein Road Extension	WCPG- H2 Gateway housing project			MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT Housing	CoCT Capital Budget/ NDPG Funding	4	1	5	7	1	18	Priority 2
PZ 3A	8.3: New MU Infill housing	New High density Infill housing on a portion of existing open space to support improved safety and activation	Sheffield Street stormwater management/ upgrade programme	Implementation/ management strategy required to facilitate appropriate development typology		MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT Housing	CoCT Capital Budget/ NDPG Funding	4	1	5	7	1	18	Priority 2
Project Cluster B - NUNU Hub																
PZ 3B	1.2: NUNU public transport upgrade	Upgrades to the existing Nyanga taxi rank and market - to align with existing proposals	NUNU Urban design framework/ support to Orto process		Concept	SHORT TO MEDIUM TERM: 5 years	CoCT Transport	CoCT Infrastructure Implementation	CoCT Capital Budget/ NDPG Funding/ Orto	6	5	5	5	5	26	Priority 4
PZ 3B	4.1: NUNU Multifunctional Park upgrade	Upgrades and expansion to existing Sports facility	NUNU Urban design framework		Concept	SHORT TO MEDIUM TERM: 5 years	CoCT Community Services & Health	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP	Partial Approved Capex Budget	5	1	4	4	1	15	Priority 3
PZ 3B	5.1: NUNU Multifunctional Community Facility upgrade	Upgrades and expansion to existing Community Facility - including upgraded library	NUNU Urban design framework		Concept	SHORT TO MEDIUM TERM: 5 years	CoCT Community Services & Health	CoCT Library & Information Services	Approved Capex Budget	5	1	4	4	1	15	Priority 3
PZ 3B	7.4: NUNU trading facility upgrade	Upgrades to existing trading facility	NUNU Urban design framework/ support to Orto process		Concept	SHORT TO MEDIUM TERM: 5 years	CoCT Area Economic Development	CoCT Area Economic Development	Approved Capex Budget from CoCT Planning & Development & PMO	2	1	2	2	1	8	Priority 2
PZ 3B	6.2: Safe Street Programme	Safe Street Programme: street upgrades on various existing and new streets with a focus on NMT facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PEDI	CoCT Safety & Security / CoCT Urban Integration / PEDI	CoCT Capital Budget/ NDPG Funding/ Orto	2	1	1	1	1	6	Priority 2
Project Cluster C - Ingulube Gateway and High Street																
PZ 3C	1.1: Emms / Ingulube High Street upgrade	Upgrades to the existing street section including sidewalk widening as well as the inclusion of SUDS, NMT, landscaping, and trader facility improvements		Traffic Study		SHORT TERM: 0-2 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / PEDI	CoCT Capital Budget/ NDPG Funding	5	5	5	5	5	25	Priority 4
PZ 3C	1.4: High Street support routes	Upgrades to existing access routes Singolamithi / Tywaka Rd upgrades to support improved integration of Emms/Ingulube into a functional High Street				SHORT TERM: 0-2 years	CoCT Transport	CoCT Infrastructure Implementation	CoCT Capital Budget/ NDPG Funding	6	5	5	8	5	29	Priority 4
PZ 3C	2.3: Stormwater management upgrades	Upgrades to existing retention pond to support multifunctional use	NUNU Urban design framework		Concept	SHORT TO MEDIUM TERM: 5 years	CoCT Community Services & Health	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP	Partial Approved Capex Budget	5	1	4	4	1	15	Priority 3
PZ 3C	4.4: Safe Street Programme	Safe Street Programme: street upgrades on various existing and new streets with a focus on NMT facilities, street lighting, public space, landscaping & seating				SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PEDI	CoCT Safety & Security / CoCT Urban Integration / PEDI	CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 2
PZ 3C	7.1: Ingulube Hives Gateway	Ingulube Gateway Hives Development - expanded and upgraded MU hive facility				SHORT TERM: 0-2 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / PEDI	CoCT Capital Budget/ NDPG Funding	2	1	2	2	1	8	Priority 2
PZ 3C	8.4: New MU Infill housing	New High density infill housing on a portion of existing open space to support improved safety and activation	Sheffield Street stormwater management/ upgrade programme	Implementation/ management strategy required to facilitate appropriate development typology	New/ Concept to be completed in 2020-2021 financial year	SHORT TO MEDIUM TERM: 5 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / CoCT Planning & Development & PMO / PEDI	CoCT Capital Budget/ NDPG Funding	4	1	5	7	1	18	Priority 3
PZ 3C	8.5: MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Bristol and Debersa Roads				MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT Housing	CoCT Capital Budget	4	1	7	7	1	20	Priority 2
PZ 3C	8.6: MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Singolamithi and Mpolweni Roads				MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT Housing	CoCT Capital Budget	4	1	7	7	1	20	Priority 2
Project Cluster D - Philippi Station Hub																
PZ 3D	1.2: Philippi Station Multifunctional Facility Upgrade	Upgrades and expansion to the existing infrastructure to support multifunctional use of the Philippi Station building and surrounds		Transport Study		MEDIUM TO LONG TERM: 5+ years	PRASA/ CoCT Transport	Various - including PRASA & CoCT Transport & Urban Catalytic Investment	CoCT Capital Budget/ NDPG Funding	9	5	8	8	5	35	Priority 4
PZ 3D	1.3: New Philippi Station access route	New Philippi Station access route via Mboornvane St extension and will include land reclamation		Traffic Study & land purchase agreement process		SHORT TO MEDIUM TERM: 5 years	CoCT Transport	CoCT Infrastructure Implementation	CoCT Capital Budget/ NDPG Funding	6	5	8	8	5	32	Priority 4
PZ 3D	6.5: Philippi Station public space improvements	Upgrades to existing public space			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Design		CoCT Capital Budget/ NDPG Funding	1	1	2	2	1	7	Priority 1
PZ 3D	7.3: Philippi Station Market and Hives	Philippi Station upgraded market and hive facility			New	SHORT TO MEDIUM TERM: 5 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / PEDI	CoCT Capital Budget/ NDPG Funding	3	3	5	5	4	20	Priority 2
NO HOUSING PROJECTS																

Project	Project Description	Related Projects	Required Studies	Project Stage	Time Frames	Project Owner	Implementing Agent / Department Liaison	Existing Funding Sources	Possible Funding Sources	Cost	Value	Risk	Effort	Need	Total	Priority
IMPLEMENTATION PRIORITY ZONE 2: TOWN CENTRE																
Project Cluster A - Stock Road Station Node																
PZ 1A	1.1: Stock Road and Joe Qabi Station Multifunctional Facility Hub	Multi-disciplinary project including the consolidation of existing buildings and infrastructure and development of underutilised land for MU public facility use. Explore options to incorporate new magistrates office, library, tertiary and retail facilities.	MyCIL Stock Road Station	Business case and feasibility study, including a review of the possible relocation and/or reduction of the Long Distance Bus Facility on Joe Qabi Long Distance Bus Terminus.	Guiding Vision Complete (Ef 5268 UD Concept) 1.1	MEDIUM TO LONG TERM: 5+ years	PRASA/ CoCT Transport	Various - inclu. PRASA & CoCT Transport & Urban Capital Investment	CoCT Capital Budget/ NDPG Funding	5	5	5	8	5	28	Priority 3
PZ 1A	1.5: Park Road extension and upgrade	New street connecting Stock and Vietnam Roads- Forms part of the safe & green street network and should be designed following the safe and green street design approach.	• Relocation of detention pond • PZ1A-6.1: Safe Streets Programme	Concept and Detail Design	New	MEDIUM TERM: 5 years	CoCT Transport	CoCT Transport / PPP (Industrial Business Owners), CoCT Water & Sanitation	CoCT Capital Budget/ NDPG Funding	5	4	7	7	5	28	Priority 3
PZ 1A	5.1: Ngwagwi Library relocation and expansion	Relocation of the existing library facility from its current location on Ngwagwi Dr to form part of the new MU facility in the Stock Road/ Joe Qabi Multifunctional Community Facility Hub		Relates to the existing MURR-Community Facility Upgrade Project which includes improvements to the existing informal building / Sheffield Stormwater management upgrade study/ CoCT Sheffield Rd MyCIL Investigation	Guiding Vision Complete (Ef 5268 UD Concept) 1.1	SHORT TO MEDIUM TERM: 5 years	CoCT Community Services & Health/ CoCT Transport	CoCT Library & Information Services / PED	CoCT Capex budget	5	5	7	1	1	11	Priority 2
PZ 1A	5.2: Vuyiseka community facility upgrade	Upgrades and expansion to the existing community facility. Explore options to include a sub council office, safety/security and ECD and/or skills development facilities.		Relates to the existing MURR-Community Facility Upgrade Project which includes improvements to the existing informal building / Sheffield Stormwater management upgrade study/ CoCT Sheffield Rd MyCIL Investigation	Guiding Vision Complete (Ef 5268 UD Concept) 1.1	SHORT TERM: 0-2 years	CoCT Community Services & Health / PED	CoCT Library & Information Services / PED	NDPG Treasury	4	5	4	1	1	15	Priority 2
PZ 1A	6.1: Safe Street Programme	Upgrades to new and existing streets with a focus on NMT facilities, street lighting, public space, landscaping & seating	Re-visioning of Ef 5268, Philippi		New	SHORT TO MEDIUM TERM: 5 years	CoCT Transport / Urban Design	CoCT Transport, CoCT Safety & Security / CoCT Urban Integration / PED	CoCT Capital Budget/ NDPG Funding	1	1	2	2	1	7	Priority 1
PZ 1A	6.5: Stock Road public space upgrade	Public space upgrades to existing including the development of informal trading facilities			New	SHORT TERM: 0-2 years	CoCT Urban Design		CoCT Capital Budget/ NDPG Funding	3	3	3	3	3	15	Priority 2
PZ 1A	6.6: Vuyiseka public space upgrade	Expansion and upgrades to the existing public space associated with the Vuyiseka Community Facility. Proposals to support improved NMT crossing over Stock Road and integration with the New Town Centre Linking Route to be explored	• PZ1C-1.2: New Town Centre Linking Route • PZ1A-6.1: Safe Streets Programme		New	SHORT TERM: 0-2 years	CoCT Urban Design		CoCT Capital Budget/ NDPG Funding	5	5	4	1	1	16	Priority 2
PZ 1A	7.1: Ef 5268 - MU Industrial development	Development of publicly owned vacant land for MU industrial development. To include a waste recycling depot and trading hive facilities	Sheffield Stormwater management upgrade study/ CoCT Sheffield Rd MyCIL investigation	Detailed Waste Management Strategy	Guiding Vision Complete (Ef 5268 UD Concept) 1.1	SHORT TERM: 0-2 years	PEDI	PEDI / Private Stakeholders	NDPG Treasury	0	0	0	0	0	0	Priority 1
PZ 1A	7.2: Philippi Market Expansion and upgrades	Expansion and upgrades to the existing Philippi Market facility. To include a range of facilities including an upgraded Green Academy for skills development and indoor agriculture growing spaces and agri processing facilities.			Guiding Vision Complete (Ef 5268 UD Concept) 1.1	SHORT TERM: 0-2 years	PEDI	PEDI / Private Stakeholders	NDPG Treasury	0	0	0	0	0	0	Priority 1
PZ 1A	8.1: New MU High density housing on Terminus Market Road	New MU High density housing on vacant/ public land, 2/3 storey walkups with positive frontage onto public streets and ground floor retail/ urban manufacturing where along Terminus Road (Ef 5268 Focus Area 2)		Implementation/ management strategy required to facilitate appropriate development typology	Guiding Vision Complete (Ef 5268 UD Concept) 1.1	SHORT TO MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	3	1	3	5	1	13	Priority 2
PZ 1A	8.2: Stock Road MU Infill housing	Development of MU Infill housing along Stock Road integrated with beautiful Gate, above existing Police Station		Implementation/ management strategy required to facilitate appropriate development typology	New	SHORT TO MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	4	2	5	7	1	19	Priority 2
PZ 1A	8.3: Joe Qabi Station MU Infill housing	Development of MU Infill housing along Stock Road above the existing long distance bus terminus		Long Distance Bus Facility on Joe Qabi Long Distance Bus Terminus Site Consolidation- Review	New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	6	5	7	7	1	26	Priority 3
PZ 1A	8.4: Stock Road MU Infill housing	New MU High density on Vacant/ public land with a positive interface onto Stock Road. Potential site for CoCT Infill Housing	Sheffield Street Stormwater management Study		New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	5	2	4	4	1	16	Priority 2
Project Cluster B - Philippi Village Node																
PZ 1B	1.4: Philippi Village Node & Surrounds- New routes, roads and street extensions	Various new access roads and streets extensions to existing streets surrounding the Philippi Village Node to support improved block consolidation and internal access. Many of the routes forms part of the safe & green street network and should be designed following the safe and green street design approach.	MyCIL New Eiseben Road PE (Big Daddy)	Consultation with private property owners	New	SHORT TERM: 0-2 years	CoCT Transport		CoCT Capital Budget	5	3	5	6	5	24	Priority 3
PZ 1B	3.1: Green Street Improvements	Green Street improvements on new and existing streets to support improved sustainable urban drainage management, greening		Stormwater Management Study and feasibility of detention pond relocation	New	MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PED	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PPP	CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 1
PZ 1B	4.1: New Eiseben Multifunctional Sports Development	Development of a new multifunctional park, including the exploration of options to include MU development on Govan Mbeki & Stock Road to support activation on key structuring routes		Identified Project- Listed in CoCT Community Services & Health Infrastructure Plan	• Sheffield Street Stormwater upgrade management study • Concept and Detail Design	MEDIUM TERM: 5 years	CoCT Community Services & Health	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP	CoCT Capex budget	3	3	3	3	3	15	Priority 2
PZ 1B	5.3: Philippi Village Community Facility Consolidation	Optimisation of vacant and underutilised land for MU community facilities including a District health facilities		Project Feasibility Study	New	MEDIUM TERM: 5 years	CoCT Community Services		CoCT Capital Budget	3	3	3	3	3	15	Priority 2
PZ 1B	5.4: New Secondary School	New secondary school exploring the application of urban school principles including shared community facilities			New	MEDIUM TERM: 5 years	CoCT Community Services	WCFG: Department of Education	WCFG: Department of Education	8	1	1	5	1	16	Priority 2
PZ 1B	6.3: Safe Street Programme	Upgrades to new and existing streets with a focus on NMT facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PED	CoCT Transport, CoCT Safety & Security / CoCT Urban Integration / PED	CoCT Capital Budget/ NDPG Funding	1	1	2	2	1	7	Priority 1
PZ 1B	6.7: Philippi Village heritage memorial	Philippi Village heritage memorial		Heritage study inclu. Stakeholder participation	Concept	SHORT TERM: 0-2 years	CoCT Heritage	PEDI	CoCT Capital Budget/ NDPG Funding	3	2	1	4	4	14	Priority 2
PZ 1B	6.8: Portland Road public space	New Public Space and open space associated with the reconfiguration of ex publicly owned and vacant land			New	MEDIUM TERM: 5 years	CoCT Urban Design	CoCT Urban Design	CoCT Capital Budget/ NDPG Funding	3	3	3	3	3	15	Priority 2
PZ 1B	6.9: Bristol Road public space	New Public Space and informal trading facility associated with the reconfiguration of ex privately owned and vacant land			New	MEDIUM TERM: 5 years	CoCT Urban Design	CoCT Urban Design	CoCT Capital Budget/ NDPG Funding	3	3	3	3	3	15	Priority 2
PZ 1B	7.3: New Philippi Village/ Eiseben trading facility	New Philippi Village / New Eiseben market and trading facility			New	SHORT TERM: 0-2 years	CoCT Economic Development / PED	CoCT Economic Development / PED	CoCT Capital Budget/ NDPG Funding	3	3	3	5	2	16	Priority 2
PZ 1B	7.4: MU Industrial Infill Development	Development of privately owned land for MU industrial development, including the provision of trading facilities	MyCIL New Eiseben Road PE (Big Daddy)		New	MEDIUM TERM: 5 years	CoCT Urban Capital Investment	PEDI/ Private Stakeholders	CoCT Capital Budget/ NDPG Funding/ Private Sector	6	4	4	4	1	19	Priority 2
PZ 1B	7.5: MU Industrial & Informal Infill Upgrade	Informal Infill Upgrade and development of privately owned land for MU industrial development with a positive interface onto Govan Mbeki			New	MEDIUM TERM: 5 years	CoCT Urban Capital Investment	PEDI/ Private Stakeholders	CoCT Capital Budget/ NDPG Funding/ Private Sector	6	4	4	4	1	19	Priority 2
PZ 1B	8.2: New Eiseben/ May May Consolidation	New MU High density housing on vacant/ public land, 2/3 storey walkups with positive frontage onto public streets and ground floor retail		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	6	3	6	7	1	23	Priority 3
PZ 1B	8.13: MU Infill Upgrade	Infill upgrade to existing informal settlement with MU High density housing			New	MEDIUM TERM: 5 years	CoCT Housing		CoCT Capital Budget	5	1	6	7	1	20	Priority 2
PZ 1B	8.14: MU Infill Housing 3	MU High Density Housing on privately owned land			New	MEDIUM TO LONG TERM: 5+ years	Private Sector	Private Sector	Private Sector	6	3	6	6	3	24	Priority 3
PZ 1B	8.15: MU Infill Upgrade	Infill upgrade to existing informal settlement with MU High density housing			New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget	6	3	6	7	1	23	Priority 3

Project	Project Description	Related Projects	Required Studies	Project Stage	Time Frames	Project Owner	Implementing Agent / Department Liaison	Existing Funding Sources	Possible Funding Sources	Cost	Value	Risk	Effort	Need	Total	Priority
Project Cluster C - Town Centre Core																
PZ 1C	1.2: New Town Centre Linking Route	New structuring street connecting Stock Road/ Joe Qabi Node with the Philippi Village Node - Forms part of the safe & green street network and should be designed following the safe and green street design approach.		Property ownership and acquisition study to resolve ownership issues for sections of route in private ownership.	New	SHORT TO MEDIUM TERM: 5 years	CoCT Transport / PEDI	CoCT Transport / PPP (Industrial Business Owners)	CoCT Capital Budget/ NDPG Funding	1	1	5	2	1	10	Priority 2
PZ 1C	1.3: Town Centre Core- New access roads and street extensions	Various new access roads and streets extensions to existing streets within the New Town Centre core including Portland and Rochester Roads to support improved block consolidation and internal access. Many of the routes forms part of the safe & green street network and should be designed following the safe and green street design approach.		Property ownership and acquisition study to resolve ownership issues for sections of street in private ownership.	New	SHORT TO MEDIUM TERM: 5 years	CoCT Transport	CoCT Transport / PPP (Industrial Business Owners)	CoCT Capital Budget/ NDPG Funding	5	1	4	4	3	17	Priority 3
PZ 1C	3.2: Green Street Improvements	Green Street improvements on new Town Centre Linking Route to support improved sustainable urban drainage management, greening	Sheffield Street Stormwater management Study		New	MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PED	CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 2
PZ 1C	4.2: Safe Street Programme	Upgrades to new and existing streets with a focus on NMT facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PED	CoCT Transport, CoCT Safety & Security / CoCT Urban Integration / PED	CoCT Capital Budget/ NDPG Funding	1	1	2	2	1	7	Priority 2
PZ 1C	7.6: Urban Core MU Infill	New MU high density Infill development on privately owned land		1.1: Property acquisition and implementation study 2.1: Concept Design to confirm development yield and value	New	MEDIUM TERM: 5 years			CoCT Capital Budget/ NDPG Funding	3	3	3	3	3	15	Priority 3
PZ 1C	7.7: Golden Arrow Consolidation	New MU high density Infill development on the Sheffield Road and the New Linking Route edges of the Golden Arrow Site	Sheffield Stormwater management upgrade study/ CoCT Sheffield Rd MyCIL investigation		New	MEDIUM TERM: 5 years			CoCT Capital Budget/ NDPG Funding	3	3	3	3	3	15	Priority 3
PZ 1C	8.5: Sheffield Road 2 Infill Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road and the New Town Centre Linking route		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TERM: 5 years	CoCT Public Housing/ Properly Development / PED / Affordable Housing Developer	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	7	1	7	7	1	23	Priority 4
PZ 1C	8.6: MU Infill Housing 1	MU High Density Housing on privately owned land		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TO LONG TERM: 5+ years	Private Sector	Private Sector	Private Sector	6	3	6	6	1	22	Priority 3
PZ 1C	8.7: MU Infill Housing 2	MU High Density Housing on privately owned land		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TO LONG TERM: 5+ years	Private Sector	Private Sector	Private Sector	6	3	6	6	1	22	Priority 3
PZ 1C	8.8: MU Infill Upgrade	Infill upgrade to existing informal settlement with MU high density housing			New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	6	2	7	7	1	23	Priority 3
PZ 1C	8.9: MU Infill Upgrade	Infill upgrade to existing informal settlement with MU high density housing		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TERM: 5 years	CoCT Housing	CoCT Housing	CoCT Capital Budget	6	2	7	7	1	23	Priority 3
PZ 1C	8.10: MU Infill Housing 3	MU High Density Housing on publicly owned land		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	6	3	6	7	1	23	Priority 3
PZ 1C	8.11: MU Infill Housing 3	MU High Density Housing on privately owned land		Implementation/ management strategy required to facilitate appropriate development typology	New	MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	6	3	6	7	1	23	Priority 3
Project Cluster D - Old Kliptown Road Spine																
PZ 1D	3.3: Green Street Improvements	Green Street improvements on new and existing streets to support improved sustainable urban drainage management, greening	Sheffield Stormwater management upgrade study/ CoCT Sheffield Rd MyCIL investigation		New	MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PED	CoCT Capital Budget/ NDPG Funding	2	1	1	1	1	6	Priority 2
PZ 1D	4.2: New Crossroads Multifunctional Sports Development	Development of a new multifunctional park, including the exploration of options to include MU development on Govan Mbeki & Stock Road to support activation on key structuring routes	Sheffield Street Stormwater management upgrade Study		Identified Project- Listed in CoCT Community Services & Health Infrastructure Plan	MEDIUM TERM: 5 years	CoCT Community Services & Health	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP	CoCT Capex budget	4	2	5	7	1	19	Priority 2
PZ 1D	5.5: New MU Community Facility Cluster	New MU Community Facility Cluster including Health, police, skills development and post office facilities.	My CIL Old Kliptown Road Station			MEDIUM TO LONG TERM: 5+ years			CoCT Capital Budget/ NDPG Funding							
PZ 1D	5.6: New Secondary School	New secondary school exploring the application of urban school principles			New	MEDIUM TERM: 5 years	CoCT Community Services	WCFG: Department of Education	WCFG: Department of Education							
PZ 1D	4.4: Safe Street Programme	Upgrades to new and existing streets with a focus on NMT facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5 years	CoCT Urban Integration, CoCT Transport / PED	CoCT Transport, CoCT Safety & Security / CoCT Urban Integration / PED	CoCT Capital Budget/ NDPG Funding	1	1	2	2	1	7	Priority 2
PZ 1D	6.10: Mankana Gateway public space cluster	Development of a new public space associated MyCIL stop and new community facility cluster	Old Kliptown Road Station Stop	Heritage study including stakeholder participation	New	MEDIUM TERM: 5 years			CoCT Capital Budget/ NDPG Funding							
PZ 1D	6.11: Crossroads public space/ heritage memorial	New Public Space improvements and heritage memorialisation associated with the Crossroads Train House		Heritage study including stakeholder participation	Concept (PEDI Trading survey completed 2018)	SHORT TO MEDIUM TERM: 5- years			CoCT Capital Budget/ NDPG Funding							
PZ 1D	7.8: Protea Road Informal Trading Facility	The development of informal trading facilities on publicly owned land to support existing trading activities in the area			Concept (PEDI Trading survey completed 2018)	SHORT TERM: 0-2 years			CoCT Capital Budget/ NDPG Funding							
PZ 1D	8.16: MU Infill Housing 1	MU High Density Housing adjacent to Crossroads public space & heritage memorial on vacant land		Implementation/ management strategy required to facilitate appropriate development typology	MEDIUM TERM: 5 years	MEDIUM TERM: 5 years	CoCT Housing		CoCT Capital Budget	6	4	4	5	1	20	Priority 2
PZ 1D	8.17: Mankana Transition Development	Development of vacant land for MU housing	Related to current CoCT land acquisition process		New	SHORT TERM: 0-2 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capital Budget/ NDPG Funding/ Implementation Agent Funding	5	1	7	7	1	21	Priority 3

Project		Project Description	Related Projects	Required Studies	Project Stage	Time Frames	Project Owner	Implementing Agent / Department Liaison	Existing Funding Sources	Possible Funding Sources
IMPLEMENTATION PRIORITY ZONE 3: EAST- WEST GREEN SPINE (SHEFFIELD CORRIDOR)										
PZ 2	1.1: Sheffield Street Upgrade	Sheffield Street road upgrade to include road geometric changes as well the inclusion of SUDS, NMI, landscaping improvements	Sheffield Stormwater management upgrade Study/ CoCT Sheffield Rd MYCII Investigation	Transport Study on Sheffield Road	High Level Concept Developed	SHORT TO MEDIUM TERM: 5- years	CoCT Transport	CoCT Infrastructure Implementation / CoCT Water & Sanitation	Partly Approved Capex Project CoCT Infrastructure Implementation / CoCT Water & Sanitation	CoCT Capital Budget/ NDPG Funding
PZ 2	2.1 - 2.1.1: Sheffield Street Stormwater management upgrades	Sheffield Street stormwater upgrade programme, including upgrades to various open spaces that will complete a mix of retention ponds, SUDS, park, urban agriculture and sporting facilities where appropriate. A review of existing projects where development has been identified on open spaces, along Sheffield Road will be required to ensure an integrated approach to addressing the flooding, housing and lack of community/ recreational needs in the area. The following sites have been identified as housing projects: 2.1, 2.2, 2.8	CoCT Sheffield Rd MYCII Investigation Project/ Green Street Improvement/	Stormwater management plan for the entire catchment area	New	SHORT TO MEDIUM TERM: 5- years	CoCT Water & Sanitation & UCI	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP		CoCT Capital Budget/ NDPG Funding
PZ 2	3.1 - 3.3: Green Streets Improvements	Green Street improvements on a range of new and existing streets, including landscaping, SUDS and NMI	Sheffield Street stormwater management upgrade programme	Stormwater management plan for the entire catchment area	New	SHORT TO MEDIUM TERM: 5- years	CoCT Urban Integration, CoCT Transport	CoCT Urban Integration, CoCT Transport, CoCT Water & Sanitation / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	4.1: Vuyeloka Multifunctional Park upgrade	Vuyeloka Multifunctional Park upgrade - including the relocation/ upgrade of existing sports facilities and the development of new recreational spaces on an existing retention facility	Sheffield Street stormwater management upgrade programme	Stormwater management plan for the entire catchment area	New	SHORT TO MEDIUM TERM: 5- years	MURP / PEDI	MURP / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	4.2: Sheffield Multifunctional Sports Development	Sheffield Multifunctional Park upgrade including new sports facilities on an existing retention pond facility	Sheffield Street stormwater management upgrade programme	Stormwater management plan for the entire catchment area	New	SHORT TO MEDIUM TERM: 5- years	CoCT Community Services & Health	CoCT Recreation & Parks / CoCT Water & Sanitation / PPP		CoCT Capital Budget/ NDPG Funding
PZ 2	5.1: Vuyeloka Community Facility upgrade	- including a new forecourt on Sheffield Road and public space upgrades around the facility			New	SHORT TO MEDIUM TERM: 5- years	CoCT MURP	MURP / PEDI	Approved Capex Project	CoCT Capital Budget/ NDPG Funding
PZ 2	5.2: Sheffield Multifunctional Community Facility upgrade	Upgrades to existing facilities to support multifunctional use including skills development, ECD facilities and the provision for expanded trading/ five and facilities	Sheffield Street Market and five projects/ Ingulube High Street		Ingulube High Street Concept and Vision complete	SHORT TERM: 0-2 years	CoCT Economic Development / PEDI	CoCT Economic Development / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	6.1: Safe Street Programme	Safe Street Programme: street upgrades on various existing and new streets with a focus on NMI facilities, street lighting, public space, landscaping & seating			New	SHORT TO MEDIUM TERM: 5- years	CoCT Urban Integration, CoCT Transport / PEDI	CoCT Transport, CoCT Safety & Security / CoCT Urban Integration / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	6.2: Street Renaming Project	Complete Street renaming process for various locations in the POA	Existing incomplete street renaming project	Heritage study including stakeholder participation	Concept	SHORT TERM: 0-2 years	CoCT Heritage/ PEDI	CoCT Heritage/ PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	6.3 Sheffield Street Public Space Upgrades	Upgrades and expansion to existing public space			New	SHORT TERM: 0-2 years				CoCT Capital Budget/ NDPG Funding
PZ 2	7.1: New Esleben market and five facility	New MU informal trading and five facilities	route on New Esleben	Trader stakeholder engagement	New/ Concept to be completed in 2020-2021 financial year	SHORT TERM: 0-2 years	CoCT Area Economic Development / PEDI	CoCT Economic Development / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	7.2: Sheffield Road market and five facility	New MU informal trading and five facilities	stop on Sheffield/ Ingulube streets	Trader stakeholder engagement	Ingulube High Street Concept and Vision complete	SHORT TERM: 0-2 years	CoCT Economic Development / PEDI	CoCT Economic Development / CoCT Planning & Development & PMO / PEDI		CoCT Capital Budget/ NDPG Funding
PZ 2	8.1: Bfl 60 Old Boys Town	Existing housing project/ informal settlement upgrade needs to be aligned/ integrated with PZ 2 project 2.1 & 2.3 Sheffield Street Stormwater study and MU retention facility upgrades	Sheffield Stormwater management upgrade Study/ CoCT Sheffield Rd MYCII Investigation		Identified Project	MEDIUM TERM: 5 years	CoCT Housing	CoCT Housing	CoCT Capex budget	CoCT Capital Budget/ NDPG Funding
PZ 2	8.2: Browns Farm Phase 5 housing	Existing CoCT TRA housing project- needs to be aligned/ integrated with PZ 2 project 2.1 & 2.3 Sheffield Street Stormwater study and MU retention facility upgrades	Sheffield Stormwater management upgrade Study/ CoCT Sheffield Rd MYCII Investigation		Identified Project	MEDIUM TERM: 5 years	CoCT Housing	CoCT Housing	CoCT Capex budget	CoCT Capital Budget/ NDPG Funding
PZ 2	8.3: New MU high density housing on Erf 5268/ Sports Rd	New MU high density on Vacant/ public land. Requires existing sports and retention pond facilities to be rearranged on the site	Sheffield Street stormwater management upgrade programme	Implementation/ management strategy required to facilitate appropriate development typology	Guiding Vision Complete (Bfl 5268 UD Concept)	MEDIUM TERM: 5- years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent		CoCT Capital Budget/ NDPG Funding /Implementation Agent Funding
PZ 2	8.4: Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road	Sheffield Stormwater management Upgrade Study/ CoCT Sheffield Rd MYCII Investigation		New	MEDIUM TERM: 5 years	CoCT Housing	CoCT Housing		CoCT Capital Budget/ NDPG Funding
PZ 2	8.5: Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road				MEDIUM TERM: 5 years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent		CoCT Capital Budget/ NDPG Funding /Implementation Agent Funding
PZ 2	8.6: FAC Utha Labantu Phase 2	Existing housing project which needs to be redefined as a MU project to support the Sheffield Street Green link concept	Sheffield Street stormwater upgrade programme	Stormwater Investigation	Identified Project	MEDIUM TO LONG TERM: 5+ years	CoCT Housing	TBC- CoCT / HDA or alternate Affordable Housing implementing Agent	CoCT Capex budget	CoCT Capital Budget/ NDPG Funding
PZ 2	8.7: MU Infill Housing	New MU infill housing to activate an existing open/ retention pond space	Sheffield Street stormwater upgrade programme	Stormwater Investigation		MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent		CoCT Capital Budget/ NDPG Funding /Implementation Agent Funding
PZ 2	8.8: MU Infill Housing	New MU infill housing to activate an existing open/ retention pond space	Sheffield Street stormwater upgrade programme	Stormwater Investigation	New	MEDIUM TO LONG TERM: 5+ years	CoCT Housing	CoCT / HDA or alternate Affordable Housing implementing Agent		CoCT Capital Budget/ NDPG Funding /Implementation Agent Funding

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