

PHILIPPI OPPORTUNITY AREA

Local Spatial Development Framework



December 2023



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
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List of Acronyms, Terms & Definitions

Acronym	Definition
ACSA	Airports Company South Africa
AED	Area Economic Development
BNG	Breaking New Ground
CBA	Critical Biodiversity Area
CBD	Central Business District
CITP	Comprehensive Integrated Transport Plan
CLDP	Catalytic Land Development Programme
CoCT	City of Cape Town
CPUT	Cape Peninsula University of Technology
CSIR	Council for Scientific and Industrial Research
CSP	Cities Support Programme
CTIA	Cape Town International Airport
DFA	Development Focus Areas
DSDf	District Spatial Development Framework
du/ha	Dwelling Units per Hectare (Density Measure)
ECD	Early Childhood Development
EMF	Environmental Management Framework
EPWP	Expanded Public Works Programme
GABS	Golden Arrow Bus Service
ha	Hectare
HAD	Housing Development Agency
HWC	Heritage Western Cape
IDP	Integrated Development Plan
IPTN	Integrated Public Transport Network
KMBD	Khayelitsha Mitchells Plain Greater Blue Downs
KPA	Key Performance Areas
LAO	Local Area Overlay

LSDF	Local Spatial Development Framework
MBT	Mini Bus Taxi
MoU	Memorandum of Understanding
MSDF	Municipal Spatial Development Framework
MTIIF	Medium-term Revenue and Expenditure Framework
MU	Mixed Use
MURP	Mayoral Urban Renewal Programme
NDA	New Development Areas
NHRA	National Heritage Resources Act
NLTA	National Land Transport Act
NMT	Non-Motorised Transport
NUNU	Nyanga Urban Node Upgrade
PEDI	Philippi Economic Development Initiative
PHA	Philippi Horticultural Area
PHRA	Provincial Heritage Resources Authority
PMO	Project Management Office
PMT	Project Management Team
PMU	Project Management Unit
POA	Philippi Opportunity Area
PPP	Public-Private Partnership
PRASA	Passenger Rail Agency of South Africa
PTI	Public Transport Interchange
RDP	Reconstruction and Development Programme
SAHRA	South African Heritage Resources Agency
SDG	Sustainable Development Goals
SLA	Service Level Agreement
SMME	Small, Medium and Micro Enterprise
SOE	State Owned Enterprises
SPE	Spatial Planning and Environment

SUDS	Sustainable Urban Drainage Systems
TOD	Transit Orientated Development
UCI	Urban Catalytic Investment
UPD	Urban Planning and Design
USA	Urban Support Areas
UWC	University of the Western Cape
VPUU	Violence Prevention through Urban Upgrading
WC	Western Cape
WCPG	Western Cape Provincial Government

Term	Definition
Cluster	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity to one another. Various scales depending on the role and function within the locational context.
New Routes	Creation or modification of transport routes within the POA.
Primary Development Routes	Roads that are characterised by direct access and uninterrupted movement flows, especially at bus and taxi stops and traffic lights. These routes usually comprise of medium to high mixed-use development in the identified urban nodes.
Secondary Development Routes	Corridors/routes that are inclusive of integration zones and link diverse economic nodes. These lower priority routes still contribute to the overall development goals.
Philippi Cluster	Refers to the Philippi Opportunity area cluster of two nodes (Philippi Village and Joe Gqabi nodes).
Primary Civic Cluster	Concentration of public facilities located in close proximity to each other allowing ease of access. This activity can happen on various scales depending on location.
Secondary Civic Cluster	A smaller concentration of public facilities located in close proximity to each other

	allowing ease of access. This activity can happen on various scales depending on location.
Green Economic Activities	Green economic activities refer to economic practices and initiatives that prioritize environmental sustainability and the responsible use of natural resources while promoting economic growth and development.
Vacant Land Optimisation	Process of developing unused land in order to make it as effective and efficient as possible, to contribute to the overall development initiatives of the area.
Active Ground floor/ High Street Character	Positive and Visually permeable building facades to create active and pedestrian friendly building frontages. Inclusion of pedestrian friendly lighting also contributes to an active ground floor. Multiple storey buildings also provide a framing of streets as well as overhead visuals.
Retail/ Commercial Intensification	Increasing the density and activity of commercial or business-related land uses with a specific area or district.
Market Place	Specific area or space within the Philippi region designated for various economic activities such as buying and selling of goods and services.
Public Square	Land which is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
Gateway	Designated entrances or notable landmarks at strategic locations to orientate people in the POA.
Town Centre	The clarification of the role of Philippi precincts by making use of clustering and inclusion to support everyday community needs.

Ground Floor Street Activation	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street, and also where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building uses including cafes/restaurants, shops, offices etc.
Green Spine	Linear green space or corridor that runs through an urban area characterised by its focus on natural elements such as parks, gardens, trees etc.
Green Streets	Roadways or streets designed with a strong emphasis on sustainability, while also connecting various green open spaces within the POA.
Green Development Corridor	This refers to the strategic approach to sustainable development focusing on specific linear corridors or geographic routes within the area. This concept aims to emphasise environmental sustainability within designated corridors in the POA.

EXECUTIVE SUMMARY



Executive Summary

EXECUTIVE SUMMARY: PHILIPPI OPPORTUNITY AREA (POA) LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

1. Introduction and background

The Philippi Opportunity Area (POA) is located in the City's Metro South East straddling the Cape Flats and Khayelitsha, Mitchells Plain and Greater Blue Downs districts, as depicted in Figure 1 below. The POA is well located in the metropolitan area in close proximity to the Philippi Horticultural Area (PHA), the Cape Town International Airport (CTIA), and key access routes, including the N2 and R300.

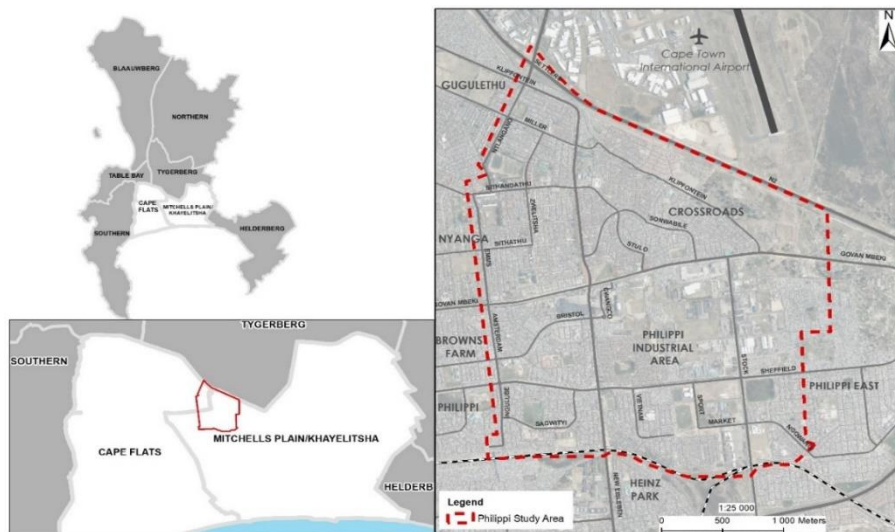


Figure 1: Philippi Opportunity Area Locality

The LSDF seeks to unlock the POA's catalytic potential by leveraging the area's leading sectors and unique locational advantages including: high levels of accessibility potential and proximity to surrounding assets. It presents a vision for the areas' development and transformation into

an inclusive, thriving and resilient place, and delivers on the Integrated Development Plan's (IDP) vision of a 'City of Hope' for all, tangibly demonstrating how South African cities can be places where conditions progressively improve, and poverty is overcome.

The LSDF supports the realisation of the City's spatial vision, policy objectives and development priorities by delivering on the Municipal Spatial Development Framework's (MSDF) three spatial strategies, namely:

Spatial Strategy 1: Plan for inclusive economic growth and improve access to economic opportunities.

Cape Town's spatial form and function is a significant factor inhibiting the city's immediate and longer-term economic prospects. The regeneration of the POA into a dense, mixed-use precinct will create a liveable, safe, vibrant and productive urban environment with accompanying infrastructure investment in support of its leading economic sectors to attract and retain investment, create jobs and provide for a variety of housing needs.

Spatial Strategy 2: Manage urban growth, create a balance between urban development, food security and environmental protection

In support of the City's strategy for managed urban growth, the MSDF has identified four Spatial Transformation Areas (STAs) where development is prioritised. The POA is one of five metropolitan nodes of the MSDF, and falls within the Urban Inner Core which is a City investment priority area where City capital and operating expenditure is prioritised. It is also identified largely as an Urban Support Focus Area with parts of it designated as Development Focus Area in terms of the Spatial Targeting Framework of the two district plans.

Spatial Strategy 3: Build an inclusive, integrated, vibrant and healthy city

The regeneration of the POA contributes to the MSDF's objective to promote a more spatially inclusive, integrated and vibrant Cape Town capable of addressing the persistent economic and social exclusions entrenched by the legacy of apartheid. The inclusion of significant housing as well as new job opportunities from the public, industrial, retail

and cultural sectors will result in Philippi residents remaining local, also positively impacting commuting and sustainability.

The POA is key to achieving the following desired spatial outcomes: -

- ❖ Inwardly focused growth and connectivity;
- ❖ Diversification and intensification to support the objectives and aspirations of various City objectives including the TOD Strategic Framework; and
- ❖ Leveraging TOD opportunities via integration, density and mixed-use development around intermodal interchanges.

An important point of departure for the proposals contained in the LSDF is the planned realignment of the Cape Town International Airport runway, which will shift the noise cones to provide opportunity for intensified residential and other land uses within the POA. The LSDF is borne from a wealth of previous analytical research and environmental, technical and social due diligence studies and extensive public participation undertaken, including the POA Regeneration Framework, the overarching spatial strategy for the study area.

2. Challenges and opportunities

Although the area presently appears unattractive as a priority catalytic precinct, suffering from high levels of unemployment, low education attainment, low household incomes and plagued by crime; the POA benefits from a number of competitive economic sectors and unique locational attributes that present significant opportunities to unlock the socio-economic potential of the area.

Although the heritage research suggests the area as originally undesirable for habitation during the early 19th century, it overcame the environmental constraints and developed into a productive agricultural and latterly industrial area. In more recent times, the POA has also been the subject of struggle and contestation, and continues to be a space where the City's black African population has sought to claim its rights to the City.

Among many, the challenges and constraints of the POA include: high levels of crime (often violent); a lack of accessibility caused by an

incomplete movement network and unclear urban structure; poor environmental quality and unsafe public realm; the under-provision of critical public facilities and basic infrastructure; and insufficient housing. However, along with its key economic sectors, the area's central location is a key asset and presents opportunities for the POA to become better connected to the rest of the city, including key linkages north to the employment breadbasket of the Voortrekker Road Corridor via Airport Industria and Borchers Quarry, and the South Peninsula via the R300 extension westwards. The existing industrial area and the diverse informal economy, all present opportunities for the POA's local economy to thrive. A synthesis of the challenges and opportunities presented by the POA are tabled below:

Table 1: POA Challenges and Opportunities

CONSTRAINTS AND CHALLENGES	ASSETS AND OPPORTUNITIES
<ul style="list-style-type: none"> • Safety and security concerns - high violent crime and poor personal safety; • Poor public realm and environmental quality that contribute to poor safety and character experienced in the POA; • 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 in 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 precincts and centres in the POA; • Limited vacant land availability for competing needs for housing, storm water, sports and recreation; • A fragmented open space network that does not adequately support ecological processes or provide quality recreation and social space; • Various infrastructure backlogs (including stormwater among others) and an underprovision 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- and informal trading industries as well as the lack of mixed-use, high density housing options; • Insufficient and lack of diverse housing offering; • An unstructured public investment and implementation programme that is not leading to meaningful change or a good return on investment for local residents and businesses in the POA. 	<ul style="list-style-type: none"> • Leveraging 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 development routes; • Build on and consolidate the existing public facility clustering logic within the POA; • Optimise strategically located vacant and underutilised land in public ownership in the POA to address local needs and diversify the land use 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, especially relating to the area's leading economic sectors; • Build on the existing linear retention pond system occurring on Sheffield Road; • Build on existing local precedent for multifunctional solutions to addressing competing challenges like stormwater management and recreational space.

3. The concept

The LSDF's vision for the POA development is outlined as follows: -

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

The vision is realised through eight spatial themes, which together present the overall development concept of the LSDF as presented in Figure 2: -

1. Introducing structure and hierarchy;
2. Safe and vibrant streets,
3. Active and mixed-use community centres;
4. Creating a legible nodal core (town centre);
5. Supporting existing, emerging and new industries;
6. Strengthening character and identity;
7. Diversification of the land use mix;
8. An integrated and multifunctional green network.

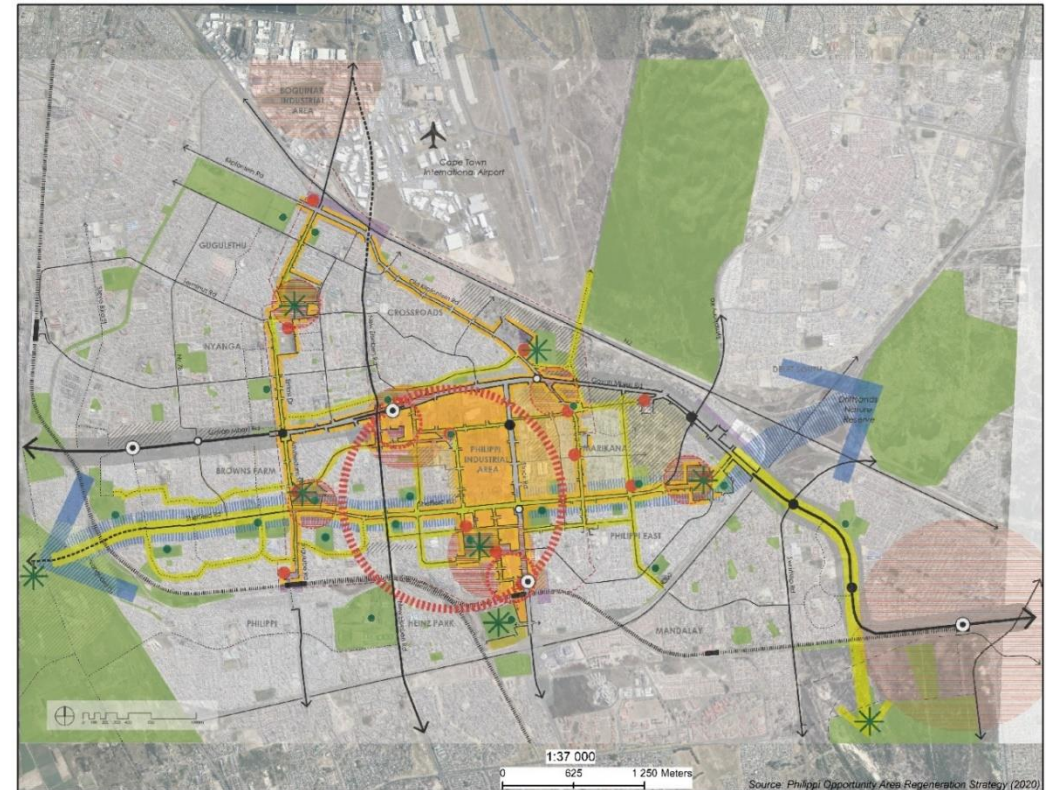


Figure 2: POA Development Concept

The POA's vision is premised on the principles of Transit-Oriented Development (TOD), which seeks to create urban spaces with a vibrant mix of higher density residential development, retail and recreational spaces, within walkable precincts anchored by transit facilities, and serviced by high quality social amenities. The vision aligns with the MSDF's spatial vision.

The existing and planned Public Transport Interchanges (PTI's) at Stock Road Station, and Govan Mbeki/ New Eisleben intersection (as part of the City's roll-out of the Metro South-east corridor MyCiTi Phase 2A network), together with the opportunity to leverage the considerable vacant and underutilised publicly-owned land between these two station precincts, form the basis for this development concept. The LSDF thus proposes strengthening and creating new road connections between these two precincts, while diversifying and intensifying land uses in order to support the transit infrastructure, creating the framework for a discernible town centre for the POA and unlocking the potential of the area. The diversification and intensification of land uses open up opportunities to address the housing shortage (including through innovative programmes such as stimulating small-scale rental development by emerging entrepreneurs) while supporting the development of non-residential employment land uses in the area.

One of the key components to unlocking the locational potential of the POA is the extension of New Eisleben Road/Borcherds Quarry north (a provincial road infrastructure project), across the N2 into Airport Industria. The other key movement link is the extension of the R300 and Sheffield Road west, across the central rail line to the PHA and Ottery Road, to improve access to these industrial and commercial complexes.

The LSDF comprises three priority implementation zones for which specific development guidelines for the realisation of the envisioned urban form are outlined (see Figure 3). Central to these development guidelines is the creation of an urban form that, together with significantly improved public realm and Non-Motorised Transport (NMT) facilities, promotes social interaction and safety, and celebrates the area's heritage (to leverage economic opportunities and employment). An implementation plan identifying projects and

initiatives across the three priority zones along with timeframes, project leads and implementing partners charting the way forward for the City in realising the POA vision, is presented in Chapter Five.

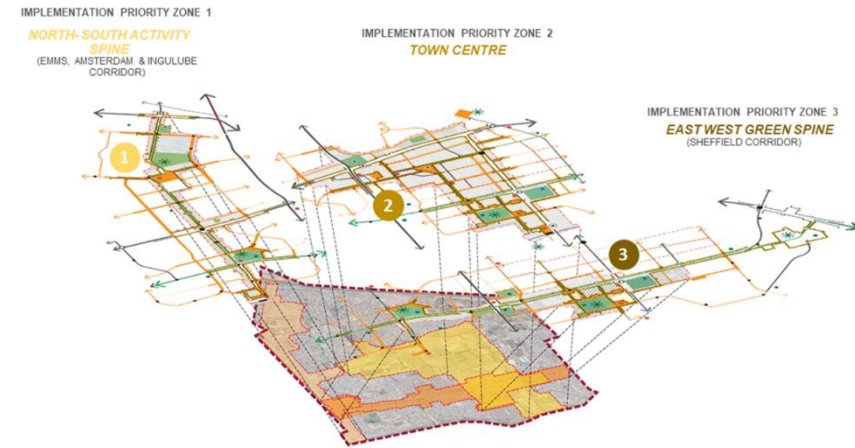


Figure 3: POA priority implementation zones

4. The development framework

Key spatial structuring elements and the recommended distribution and intensification of land use activities across the POA are presented in the consolidated spatial plan for the POA depicted in

Figure 4. It builds on the development concept from Figure 2 and includes a mix and range of development proposals including:

- a. New road connections;
- b. Locations for new and infill development;
- c. Industrial space;
- d. Retail including formal and informal opportunities;
- e. Public facilities; and
- f. Green space including natural, stormwater, public squares and recreational open spaces.

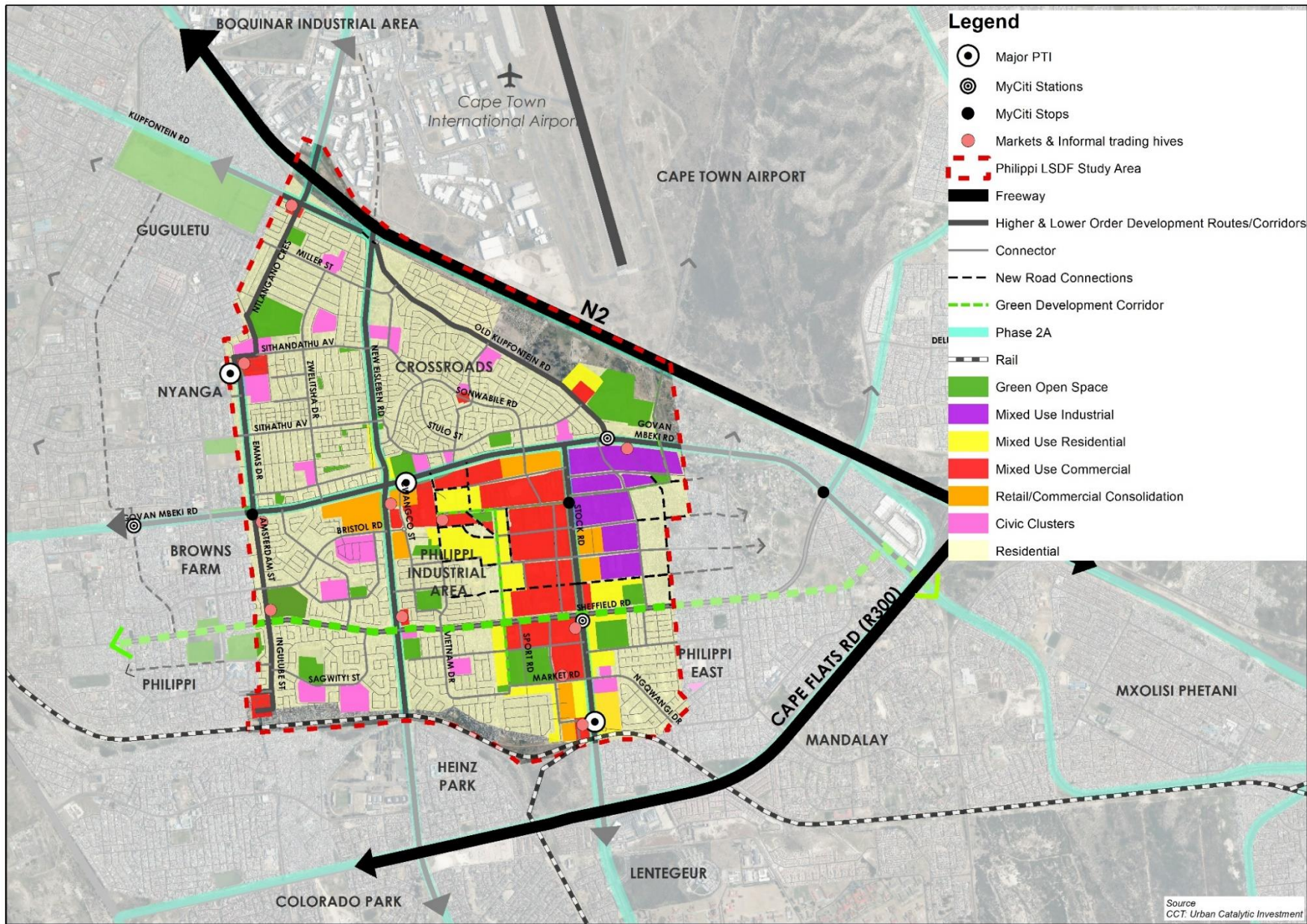
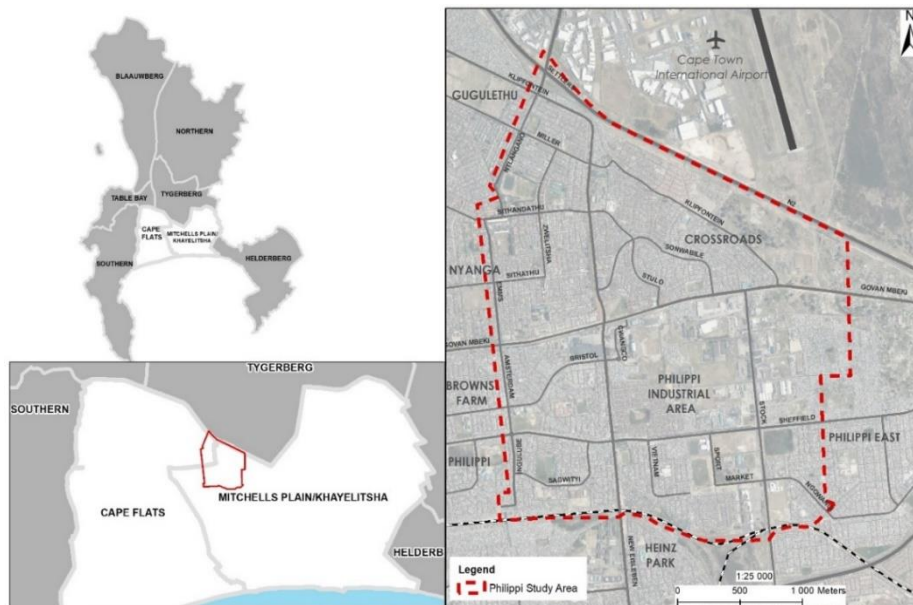


Figure 4: POA LSDF

ISISHWANKATHELO SESIGQEBA SESAKHEKO SOPHUHLISO lwemihlaba engamabala (LSDF) soMmandla wamaThuba wasephilippi (POA)

1. Intshayelelo nemvelaphi

IPOA ikwiSixeko esikuMbindi oseMazantsi Mpuma phakathi kweCape Flats; kunye neKhayelitsha, iMitchells Plain, kunye nezithili zeGreater Blue Downs, njengoko kubonisiwe kuMfanekiso 1 ongezantsi. IPOA imi kakuhle kwinqila kufutshane neNdawo yezolimo yasePhilippi (PHA), iSikhululo seeNqwelomoya saMazwe ngaMazwe saseKapa (CTIA), kunye neendlela eziphambili zokungena kuqukwa iN2 kunye neR300.



Umfanekiso 1: Umandla wamaThuba weNgingqi yasePhilippi

ILSDF ifuna ukuvula amandla ePOA ngokusebenzisa amacandelo ahamba phambili kwindawo kunye neenzuzo ezizodwa zendawo ezibandakanya: amanqanaba aphezulu okufikeleleka kunye nokusondela kwiiasethi ezikufutshane. Inikezela ngombono wophuhliso

lwemimandla kunye nenguquko ibe yindawo ebandekanyekayo ekhulayo nezinzileyo, kwaye inikezela ngombono weIDP 'weSixeko seThemba' kumntu wonke, ubonisa ngokubonakalayo ukuba izixeko zoMzantsi Afrika zingaba ziindawo apho iimeko ziphucuka ngokuthe ngcembe kunye nentlupheko yoyiswe.

ILSDF iya kuxhasa ukufezekiswa kombono wemihlaba engamabala weSixeko, iinjongo zomgaqonkqubo kunye nezinto eziphambili ngophuhliso ngokunikezela ngeSakheko soPhuhliso seMihlaba engamabala kaMasipala (MSDF) izicwangciso ezintathu zemihlaba engamabala, ezizezi:

ISicwangcisobuchule seMihlaba engamabala soku1: isiCwangciso sengqesho nokuphucula ukufikelela lula kunye nokufikelela kumathuba oqoqosho.

Ubume nomsebenzi wemihlaba engamabala yaseKapa ngumba obalulekileyo othintela amathemba oqoqosho lwanguku nolwexesha elide. Ukuhlaziywa kwePOA ibe yindawo exineneyo, esetyenziselwa izinto ezahlukeneyo kuya kudala indawo yokuhlala ekhuselekileyo, edlamkileyo, nenemveliso, kunye notyalomali olukhaphayo lweziseko ezingundoqo ukuxhasa amacandelo aphambili ezoqoqosho, ukutsala kunye nokugcina utyalomali, ukudala imisebenzi kunye nokubonelela kwiimfuno zezindlu ezahlukeneyo.

ISicwangcisobuchule seMihlaba engamabala sesi2: Yakha iSixeko esiqakayo, esidibeneyo nesidlamkileyo

Uhlaziyo lwePOA lunegalelo kwinjongo yeMSDF yokukhuthaza iKapa eliquka umhlaba wonke, elihlangeneyo nelidlamkileyo elikwaziyo ukusombulula ukungabandakanywa kwezoqoqosho nezentlalo okuzingisileyo okumiliselwe lilifa localucalulo. Ukubandakanywa kwezindlu ezibalulekileyo kunye namathuba amatsha emisebenzi evela kuluntu, amashishini entengiso kunye namacandelo enkubeko kuya kubangela ukuba abahlali basePhilippi bahlale engingqini, kananjalo kube nefuthe elihle ekuhambeni nakuzinzo.

ISicwangcisobuchule seMihlaba engamabala sesi3: Ukulawula ukukhula kwedolophu kunye nokudala ulungelelwaniso phakathi kophuhliso lwedolophu kunye nokhuseleko lokusingqongileyo.

Ukuxhasa isicwangcisoqhingha seSixeko solawulo lohlumo lwedolophu, iMSDF ichonge iMimandla yoTshintsho lweMihlaba emine (STA's) apho uphuhliso lukhuthazwa khona. IPOA yenye yeendawo ezintlanu zeMSDF, kwaye iwela kwiUrban Inner Core, eyindawo ephambili yotyalomali lweSixeko (apho inkunzi yeSixeko kunye nenkcitho yokusebenza ibekwe phambili), kwaye ichongwe ubukhulu becala njengeNkalo ekuGxilwe kuyo kwinkxaso yeDolophu enenxalenye yePOA echongwe njengeMimandla ekuGxilwe kuyo kuPhuhliso ngokweSikhokelo sokuJonga uMhlaba kwizicwangciso zezithili ezimbini. IPOA ingundoqo ekuphumezeni ezi ziphumo zilandelayo ezinqwenelekayo zomhlaba:-

- ❖ Ukukhula okugxile ngaphakathi kunye noqhagamshelwano;
- ❖ Ukwahluka kunye nogxininiso ukuxhasa iinjongo kunye neminqweno yeenjongo zeSixeko eziquka iNkqubosikhokelo yeQhinga leTOD; kwaye
- ❖ Ukusebenzisa amathuba eTOD, ngokudityaniswa, ingxinano kunye nophuhliso oluxubeneyo malunga notshintshiselwano lweendlela.

Inqaku elibalulekileyo lokuqala lwezindululo eziqulathwe kwiLSDF lulungelelwaniso ngokutsha olucetywayo lomgaqo weenqwelomoya wesikhululo seenqwelomoya saMazwe ngaMazwe saseKapa, oza kushenxisa iikhowuni zengxolo ukubonelela ngamathuba okuqiniswa kwendawo yokuhlala kunye nokunye ukusetyenziswa komhlaba ngaphakathi kwePOA. ILSDF ithathwe kubutyebi bophando lohlalutyolwangaphambili; kunye nezifundo zokusingqongileyo kwezobugcisa nezentlalo, kunye nentathoxaxheba ebanzi yoluntu ethathiweyo, kubandakanywa iNkqubosikhokelo yoHlaziyo yePOA, isicwangcisoqhingha esibanzi somhlaba kwindawo yophononongo.

2. Imingeni kunye namaThuba

Nangona lo mmandla ubonakala ngoku ungathandeki njengeyona ndawo iphambili, ethwaxwa ngamanqanaba aphezulu abantu abangaphangeliyo, abafumana imfundo ephantsi, imivuzo ephantsi yekhaya, kunye nolwaphulomthetho; iPOA ixhamla kwiqela lamacandelo oqoqosho akhuphisanayo kunye neempawu

ezikhethekileyo zendawo ezibonisa amathuba abalulekileyo okuvula amandla oqoqosho lwentlalo lwalo mmandla.

Nangona uphando lwelifa lemveli lucebisa ukuba le ndawo ekuqaleni yayingafuneki ukuba kuhlalwe kuyo ekuqaleni kwenkulungwane ye19, yoyisa imiqobo yokusingqongileyo yaza yaphuhla yaba yindawo yezolimo enemveliso, kunye nendawo yemizimveliso. Kutshanje, iPOA ikwangumxholo womzabalazo kunye nosukuzwano, kwaye isaqhubeka iyindawo apho abemi abaNtsundu beSixeko babefuna ukubanga amalungelo abo kwiSixeko.

Phakathi kwemininzi, imingeni kunye nemiqobo yePOA ibandakanya; amazinga aphezulu olwaphulomthetho (oludla ngokubanobundlobongela); ukungabikho kokufikeleleka okubangelwa luthungelwano lwentshukumo olungaphelanga kunye nolwakhiwo lwedolophu olungacacanga; umgangatho ombi wokusingqongileyo kunye nommandla woluntu ongakhuselekanga, ukubonelelwa okuphantsi kwezibonelelo zoluntu ezibalulekileyo neziseko ezingundoqo; kunye nezindlu ezingonelanga. Kunye namacandelo ayo angundoqo ezoqoqosho, indawo esembindini wendawo nangona kunjalo, yeyona asetshi ingundoqo kwaye kwaye inika amathuba okuba iPOA idityaniswe ngcono nesixeko siphela, kubandakanywa amakhonkco onxibelelwano angundoqo asemantla kwibhaskithi yengqesho yendlela iVoortrekker edlula eAirport Industria kunye neBorcherds Quarry; kunye noSingasiqithi osemaZantsi ngokudlula kuR300 owandisiweyo ukuya ngasentshona. Ummandla wemizimveliso okhoyo kunye noqoqosho olwahlukeneyo olungekho sikweni, zonke zibonelela ngamathuba okuba uqoqosho lwengingqi lwePOA luqhubele phambili. Ukudityaniswa kwemingeni kunye namathuba abonakaliswe yiPOA kuboniswe apha ngezantsi:

Itheybhile 1: Imingeni yePOA kunye namaThuba

IMIQOBO KUNYE NEMINGENI	IIASETHI NAMATHUBA
<ul style="list-style-type: none"> • Iinkxalabo zokhuselo nokhuseleko – ulwaphulomthetho olunobundlobongela obuphezulu kunye nokhuseleko loluntu olulambathayo • Umgangatho wendawo zoluntu kunye nokusingqongileyo onegalelo kukhuseleko olulambathayo kunye nobuntu obufunyenwe kwiPOA; • Uthungelwano lwentshukumo olungaphelelanga olunamakhonkco angekhoyo anciphisa uqhagamshelo lwePOA kwiindawo ezingqonge iindawo zemisebenzi ekwinqanaba eliphezulu kunye namaziko ezoqoqosho kunye namandla anxulumene nawo okwandisa nokukhula; • Ulwakhiwo lwedolophu olubhidekileyo olunothungelwano lweendlela kunye noohola beendlela abanokuthi basebenze njengemiqobo eyahlulayo kwiPOA, ukuba ukuhamba kwengingqi kubekwe phambili ngendleko zokufikeleleka kwindawo; • Uthungelwano lwangaphakathi lwesitalato olungaphelelanga olukhokelela kuyilo lwesitalato olungafanelekanga ukulungiselela uphuhliso olumanyeneyo noluhlangeneyo, • Umbindi wedolophu ongefundekeyo kunye nokungaqiniseki ngendima kunye noluhlu lweendawo zokuhlala kunye namaziko ngaphakathi kwePOA; • Ukunqongophala kokufumaneka komhlaba ongenabantu ukulungiselela iimfuno ezikhuphisanayo zezindlu, amanzi emvula enkulu, imidlalo, nolonwabo. • Uthungelwano lwamabala avulekileyo olwahlulwahlulwayo olungaxhasi ngokwaneleyo iinkqubo zeikholoji okanye ukubonelela ngolonwabo olusemgangathweni kunye nendawo yentlalo; • Ukusilela kweziseko ezingundoqo ezahlukeneyo (kubandakanywa amanzi emvula enkulu phakathi kwezinye) kunye nokungabonelelwa kakuhle kwezibonelelo zoluntu ezibalulekileyo eziquka imfuno, ulonwabo, imidlalo nokhuseleko; • Iindidi zophuhliso ezingavumelekanga kunye nohlobo lokwakha olungafanelekanga ukujongana neemfuno zoluntu lwasekuhlaleni. Oku kuquka iibhokisi ezinkulu / iintlobo zodederhu lweevenkile eGovan Mbeki ezibekelwe umva ukusuka esitalatweni kwaye zingabandakanyi amashishini amancinci / angekho sikweni kwakunye nokungabikho kosetyenziso oluxubeneyo, ukhetho lwezindlu ezixinene kakhulu; • Ukungoneli kunye nokunqongophala kwezindlu ezahlukeneyo; • Utyalomali lukawonkewonke olungacwangciswanga kunye nenkqubo yomiliseliso engakhokeli kutshintsho olunentsingiselo okanye imbuyekezo entle kutyalomali kubahlali basekuhlaleni kunye namashishini kwiPOA. 	<ul style="list-style-type: none"> • Ukusebenzisa indawo esebindini yePOA kunye namathuba avelayo ngophuhliso oluxhasayo ukuphucula amakhonkco ayo kwiindawo ezingqongileyo kunye neendawo zemisebenzi, kubandakanywa iSikhululo seenqwelomoya, iPHA kunye nesiza saseSwaartklip; • Ukwakha kufutshane nePOA kunye nokubonakala kweendlela ezihamba phambili zokuhamba; • Ukwakha nokuhlanganisa ingqiqo ekhoyo yentlanganisela yamaziko oluntu ngaphakathi kwePOA; • Ukwandisa umhlaba obekwe ngobuchule ongenamntu nongasetyenziswa kakuhle kubunini boluntu ngaphakathi kwePOA ukuze kulungiswe iimfuno zasekuhlaleni kunye nokwahluka kokuxubana komhlaba kwiPOA; • Ukuxhasa kunye nokongeza ixabiso kumashishini asele ekhona nasakhlulayo kunye nemisebenzi yemizimveliso; • Ukuxhasa kunye nokongeza ixabiso kwimisebenzi yezoqoqosho esakhlulayo efana nemveliso yezolimo kunye nemveliso yokutya, ngakumbi ngokunxulumene namacandelo aphambili ezoqoqosho; • Ukwakha kwindlela esele ikho yocino lwedama eyenzeka eSheffield Road; • Yakha kumzekelo wasekhaya osele ukho wezisombululo ezinemisebenzi emininzi yokulungisa imingeni efana nolawulo lwamanzi emvula enkulu kunye nendawo yokuzonwabisa.

3. Umbono

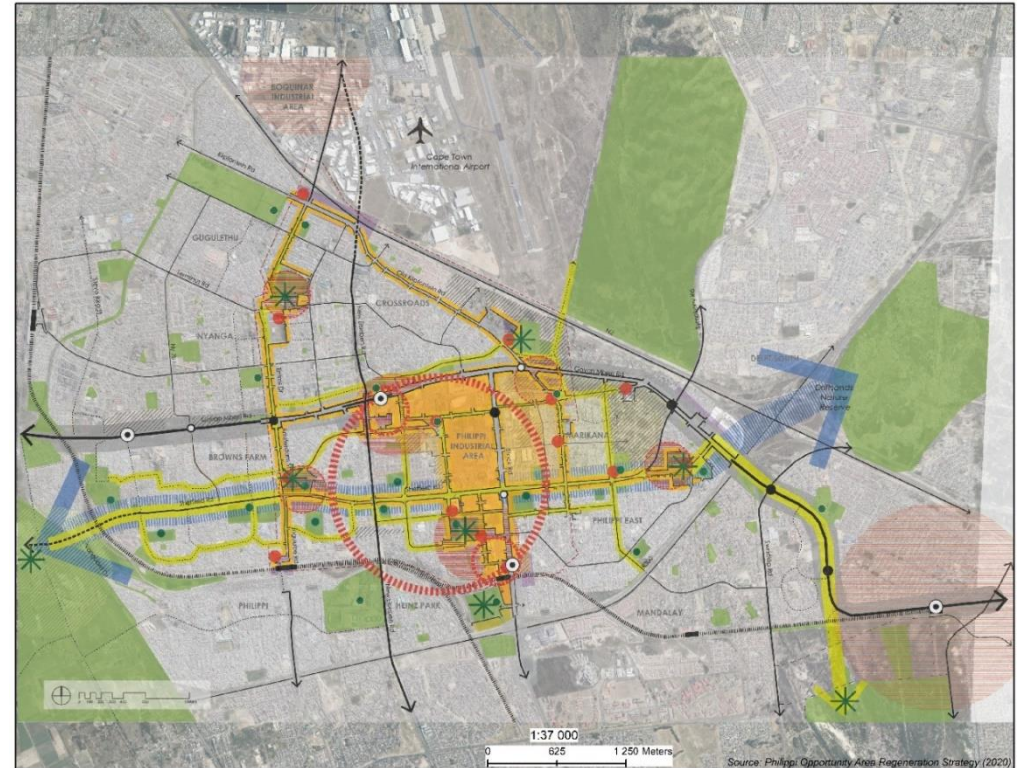
Umbono weLSDF wophuhliso lwePOA uchazwe ngolu hlobo lulandelayo: -

“Ukusetyenziselwa izinto ezahlukeneyo “ezintsha” kunye nendawo ekhuselekileyo yedolophu enophawu oluluhlaza nolwemizimveliso olwakha kufutshane neN2 kunye nesikhululo seenqwelomoya kwaye idale, kwaye idale amakhonkco aphuculiweyo kwiPHA kunye nemisebenzi ekhoyo yemizimveliso yophuhliso loqoqosho olwandisiweyo ngelixa ibonelela ngoluhlu olupheleleyo amathuba okuxhasa ukwenziwa kweendawo zokuhlala ezipheleleyo zokuhlala, ukusebenza nokutyelela”.

Umbono uphunyezwa ngemixholo esibhozo yendawo, ethi xa idibene ibonise ingqikelelo yophuhliso yeLSDF njengoko ibonisiwe kuMfanekiso 2: -

1. Ukwazisa ubume kunye noluhlu lwemigangatho;
2. Izitalato ezikhuselekileyo nezidlamkileyo,
3. Amaziko oluntu asebenzayo nasetyenziswa ngeendlela ezahlukeneyo;
4. Ukumisela ummandla obonakalayo osembindini (umbindi wedolophu);
5. Ukuxhasa amashishini akhoyo, asakhulayo kunye namatsha;
6. Ukuqinisa ubuntu kunye nokuzazi;
7. Ukwahluka kokusetyenziswa komhlaba;
8. Uthungelwano lokusingqongileyo okuhlangeneyo kunye nemisebenzi emininzi.

Umbono wePOA usekelwe kwimigaqo yoPhuhliso oluJolise kwezoThutho (TOD), efuna ukudala iindawo zasezidolophini ezinendawo ezahlukeneyo zophuhliso lweendawo zokuhlala ezixineneyo, iivenkile kunye neendawo zokuzonwabisa, ngaphakathi kweendawo ezinokuhanjwa ezimiswe zizibonelelo zothutho, kwaye zibonelelwa ngeenkonzo ezisemgangathweni ophezulu woluntu. Umbono uhambelana nombono womhlaba weMSDF.



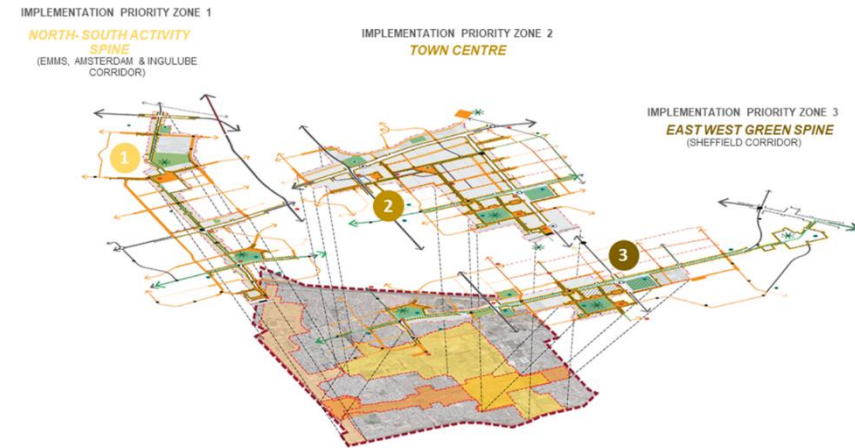
Umfanekiso 2: Ingcamango yoPhuhliso lwePOA

liRenki eziNkulu zeeTeksi (iiPTI) ezikhoyo nezicetyiweyo kwimigaqo iStock Road Station, kunye neGovan Mbeki/ eNew Eisleben enqumlayo (njengenxalenye yokuqaliswa kweSixeko kuthungelwano lwendlela yeMyCiTi yesigaba se2A seMetro ekumaZantsi eMpuma) kunye nethuba lokusebenzisa umhlaba omkhulu ongenamntu nongasetyenziswa ngokwaneleyo phakathi kwezi ndawo zezikhululo zimbini zenza isiseko sale ngcamango yophuhliso. ILSDF ke ngoko iceba ukomelezwa nokudala uqhagamshelo olutsha lweendlela phakathi kwezi ndawo zimbini ngeli lixa isenza izinto ezahlukeneyo kwaye iqinisa ukusetyenziswa komhlaba ukuze kuxhaswe iziseko zothutho, kudalwe ubume bombindi wedolophu obonakalayo wePOA, kunye nokuvula amandla ommandla. Ukwahluka kunye nokuqiniswa kokusetyenziswa komhlaba kuvula amathuba okujongana nokunqongophala kwezindlu

(kubandakanywa neenkqubo ezintsha ezifana nokukhuthaza uphuhliso oluncinane lwerenti ngoosomashishini abasakhasayo) ngeli lixa kukhaswa uphuhliso losetyenziso lomhlaba ongaqeshwanga kwiindawo zokuhlala.

Elinye lamacandelo angundoqo ekuvuleni amandla okuhlala ePOA kukwandiswa kweNdlela eNtsha iEisleben Road/ iBorcherds Quarry emntla (iprojekthi yeziseko ezingundoqo zephondo), ukunqumla uN2 ukuya eAirport Industria. Elinye ikhonkco elingundoqo lentshukumo kukwandiswa kweR300 kunye neSheffield Road ngaseNtshona. Ukunqumla uMzila kaLoliwe oseMbindini ukuya kwiPHA kunye neOttery Road, ukuze kuphuculwe ukufikelela kwezi ndawo zoshishino nezorhwebo.

ILSDF ineezowuni ezintathu eziphambili ngokubaluleka apho izikhokelo zophuhliso ezithe ngqo zokufezekiswa koyilo lwedolophu olucetywayo luchaziwe (jonga umfanekiso wesi3 ngezantsi). Okusembindini kwezi zikhokelo zophuhliso kukuyilwa kwendlela yasezidolophini ethi, kunye nokuphuculwa kakhulu kommandla woluntu kunye noncedo lweNMT, ikhuthaza unxibelelwano loluntu nokhuseleko, kwaye ibhiyozele ilifa lemveli lendawo (ukunyusa amathuba ezoqoqosho kunye nengqesho). ISicwangciso sokuPhumeza esichonga iiprojekthi namanyathelo kuzo zonke izowuni ezintathu eziphambili ngokubaluleka kunye namaxesha, iinkokheli zeprojekthi kunye nokuphumeza amahlakani achaza indlela eya phambili yeSixeko ekufezekiseni umbono wePOA ichazwe kwiSahluko sesiHlanu.

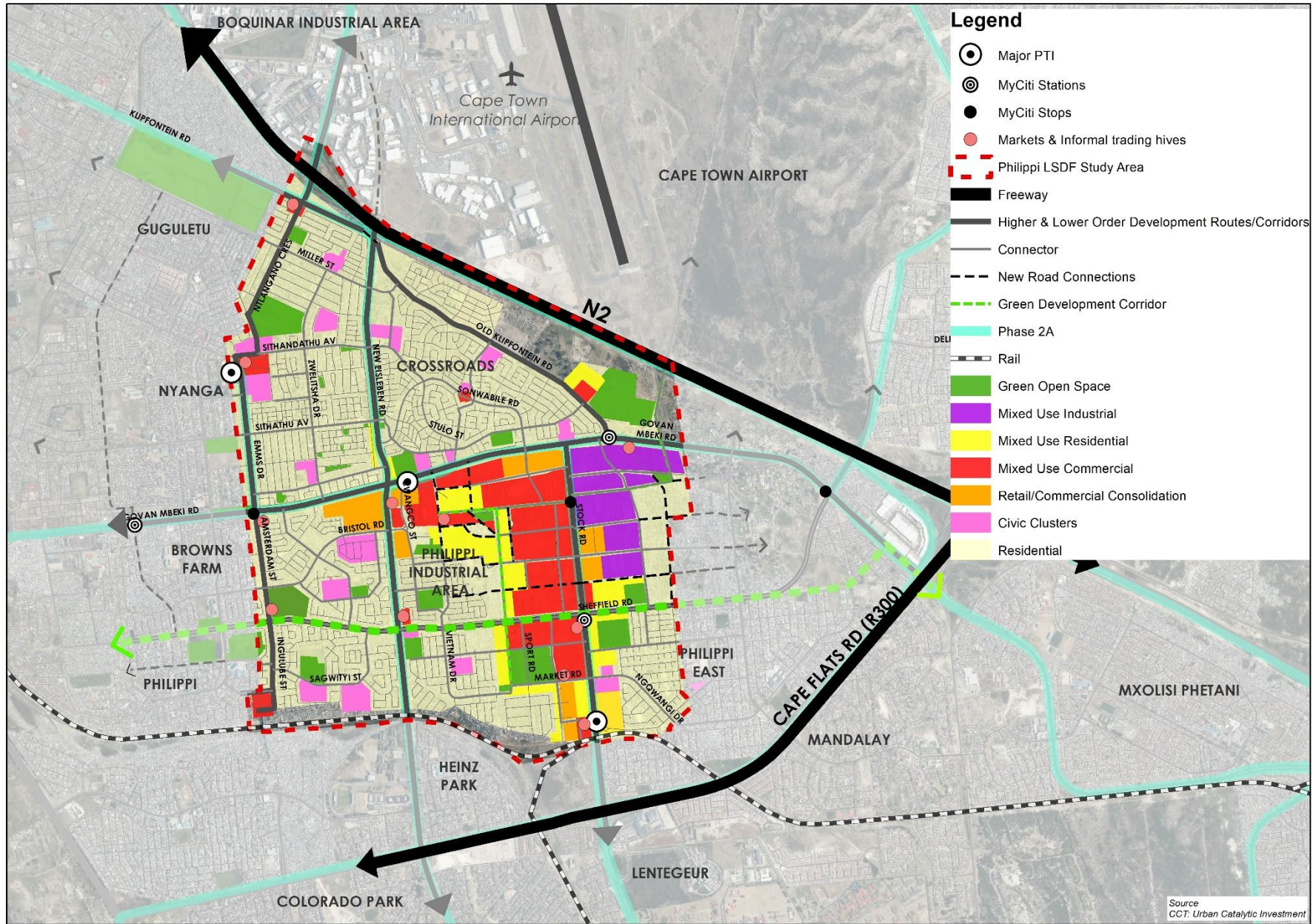


Umfanekiso 3: Iindawo zokusebenza eziPhambili zePOA

4. Ubume boPhuhliso

Imiba engundoqo yolwakhiwo lomhlaba kunye nonikezelo olucetyiswayo kunye nogxininiso lwemisebenzi yokusetyenziswa komhlaba kwiPOA iphela ichazwe kwisicwangciso somhlaba esidityanisiweyo sePOA esiboniswe kumfanekiso wesi4 kuquka:

- a. Uqhagamshelwano lwendlela entsha;
- b. Iindawo zophuhliso olutsha nezingaphuhlisiwanga ngokupheleleyo
- c. Iindawo yoshishino;
- d. Ukuthengisa kuquka namathuba asesikweni nangekho sikweni;
- e. Amaziko oluntu; kwaye
- f. Iindawo eziluhlaza kuquka indalo, amanzi emvula enkulu, iindawo zikawonkewonke kunye neendawo zokuzonwabisa ezivulekileyo.



Umfanekiso 4: iPOA LSCF

Ter ondersteuning van die Stad se strategie van bestuurde stedelike groei, identifiseer die MSDF vier ruimtelike transformasiegebiede waar ontwikkeling aangemoedig word. Die POA is een van vyf metropolitaanse nodusse van die MSDF en val in die stedelike binnekern, 'n prioriteitsgebied vir Stadsinvestering (waar die Stad kapitaal- en bedryfsbesteding prioritiseer). Daarbenewens word dit oorwegend as 'n stedelike ondersteuningsfokusgebied beskou, met dele van die POA wat ingevolge die ruimtelike toespitsingsraamwerk van die twee distriksplanne as ontwikkelingsfokusgebiede geïdentifiseer word. Die POA is belangrik in die strewende na:

- ❖ inwaarts gerigte groei en konnektiwiteit;
- ❖ meer diverse en intense grondgebruike om die doelwitte en aspirasies van verskillende Stadstrategieë, waaronder die strategiese raamwerk vir vervoergerigte ontwikkeling, te ondersteun; en
- ❖ meer geleenthede vir vervoergerigte ontwikkeling deur middel van integrasie, digtheid en gemengdegebruikontwikkeling rondom wisselaars waar verskillende vervoertipes bymekaarkom.

'n Belangrike uitgangspunt vir die voorstelle in die LSDF is die beplande heraanlê van die aanloopbaan van die Kaapstadse internasionale lughawe, wat lugvaartgeraas in 'n ander rigting sal stuur om geleenthede vir meer intense residensiële en ander grondgebruike in die POA te bied. Die LSDF is gegrond op 'n aantal vorige analitiese navorsingstudies, omgewings-, tegniese en maatskaplike omsigtigheidsondersoeke en uitgebreide openbare deelname. Een van die hoekstene van die LSDF is die POA-vernuwingsraamwerk, as oorhoofse ruimtelike strategie vir die gebied.

2. Uitdagings en geleenthede

Die gebied lyk nie tans aantreklik as 'n katalitiese prioriteitsgebied nie, en gaan gebuk onder hoë vlakke van werkloosheid, lae kwalifikasies, lae huishoudelike inkomste en misdaad. Nogtans het die POA die voordeel van 'n aantal mededingende ekonomiese sektore en unieke liggingskenmerke, wat aansienlike geleenthede bied om die sosio-ekonomiese potensiaal van die gebied te ontsluit.

Die erfenisnavorsing dui daarop dat die gebied in die vroeë 19de eeu 'n ongewenste woongebied was, maar dat dit die omgewingsbeperkings te bowe gekom en in 'n produktiewe landbou- en later ook nywerheidsgebied ontwikkel het. Die POA is die afgelope tyd ook die onderwerp van heelwat struweling, en is veral 'n ruimte waar die swart Afrikaan-bevolking van Kaapstad op bepaalde regte aandring.

Die vele uitdagings en beperkings van die POA sluit in hoë vlakke van (dikwels gewelds-) misdaad, 'n gebrek aan toeganklikheid, 'n onvolledige vervoernetwerk en onduidelike stedelike struktuur, swak omgewingsgehalte en 'n onveilige openbare domein, te min kritieke openbare fasiliteite en basiese infrastruktuur, en onvoldoende behuising. Tesame met die kern- ekonomiese sektore van die gebied, is die sentrale ligging van die POA egter 'n groot bate en hou dit geleenthede in om die gebied beter met die res van die stad te verbind, onder meer deur aansluitings noordwaarts na die werkskeppingsmekka van die Voortrekkerwegkorridor via die lughawe-industria en Borchards Quarry, en weswaarts na die suidelike skiereiland via die R300-verlenging. Boonop bied die bestaande nywerheidsgebied sowel as die florerende informele ekonomie geleenthede vir die plaaslike ekonomie van die POA om te floreer. 'n Samevatting van die uitdagings en geleenthede van die POA word in die tabel hier onder aangebied:

Tabel 1: Uitdagings en geleenthede van die POA

BEPERKINGS EN UITDAGINGS	BATES EN GELEENTHEDE
<ul style="list-style-type: none"> • Kommer oor veiligheid en sekuriteit – hoë geweldsmisdaadsyfers en swak persoonlike veiligheid • Swak openbare domein en omgewingsgehalte, wat tot 'n gevoel van onveiligheid en swak karakter in die POA bydra • 'n Onvolledige vervoernetwerk met ontbrekende skakels, wat die POA se aansluiting by omliggende hoëorde-aktiwiteitsnodusse en ekonomiese sentrums, en dus ook die gebied se potensiaal om uit te brei en te groei, beperk • 'n Onduidelike stedelike struktuur met 'n netwerk paaie en hoofweë wat moontlik as skeidslyne in die POA kan funksioneer indien streeksmobiliteit ten koste van plaaslike toeganklikheid geprioritiseer word • 'n Onvolledige interne straatnetwerk, wat lei tot 'n ongunstige straatuitleg vir samehangende en geïntegreerde ontwikkeling • 'n Onduidelike middedorp en onsekerheid oor die rol en hiërargie van nodusse en sentrums in die POA • Beperkte beskikbaarheid van onbeboude grond vir wedywerende behoeftes soos behuising, stormwater, sport en ontspanning • 'n Gefragmenteerde oopruimtenetwerk wat nie ekologiese prosesse voldoende ondersteun of ontspannings- en sosiale ruimtes van gehalte voorsien nie • Verskeie infrastruktuuragterstande (onder meer stormwater) en 'n tekort aan kritieke openbare fasiliteite, waaronder onderwys, ontspanning, sport en sekuriteit • Onvanpaste ontwikkelingsvorme en boutipologieë wat nie in plaaslike gemeenskapsbehoefte voorsien nie. Dit sluit in die groot boksagtige/winkelsentrumtipologieë in Govan Mbekiweg, wat teruggeset is van die straat en mikro- en informele handelsbedrywe uitsluit, sowel as die gebrek aan gemengdegebruik- en hoëdigtheidsbhuising • Onvoldoende bhuising én bhuisingsdiversiteit • 'n Ongestruktureerde openbare belegging- en implementeringsprogram wat nie sinvolle verandering óf 'n goeie opbrengs op belegging vir plaaslike inwoners en ondernemings in die POA tot gevolg het nie 	<ul style="list-style-type: none"> • Optimaliseer die sentrale ligging en ontlukende geleenthede van die POA met ondersteunende ontwikkeling wat die gebied se aansluitings by omliggende bestemmings en aktiwiteitsnodusse, waaronder die lughawe, die Philippi-tuinbougebied en die Swartklipterrein, verbeter • Bou voort op die nabyheid en sigbaarheid van hoëorde-mobiliteitsroetes • Bou voort op en konsolideer die strategie vir die saamgroepering van bestaande openbare fasiliteite in die POA • Optimaliseer strategies geleë onbeboude en onderbenutte grond in openbare besit in die POA om in plaaslike behoeftes te voorsien en grondgebruik te diversifiseer • Ondersteun en voeg waarde toe tot bestaande en ontlukende sake- en nywerheidsaktiwiteite • Ondersteun en voeg waarde toe tot ontlukende ekonomiese aktiwiteite soos landbouverwerking en voedselproduksie, veral ten opsigte van die kern- ekonomiese sektore in die gebied • Bou voort op die bestaande lineêre retensiedamstelsel langs Sheffieldweg • Bou voort op bestaande plaaslike voorbeelde van multifunksionele oplossings vir wedywerende uitdagings, soos stormwaterbestuur en ontspanningsruimte

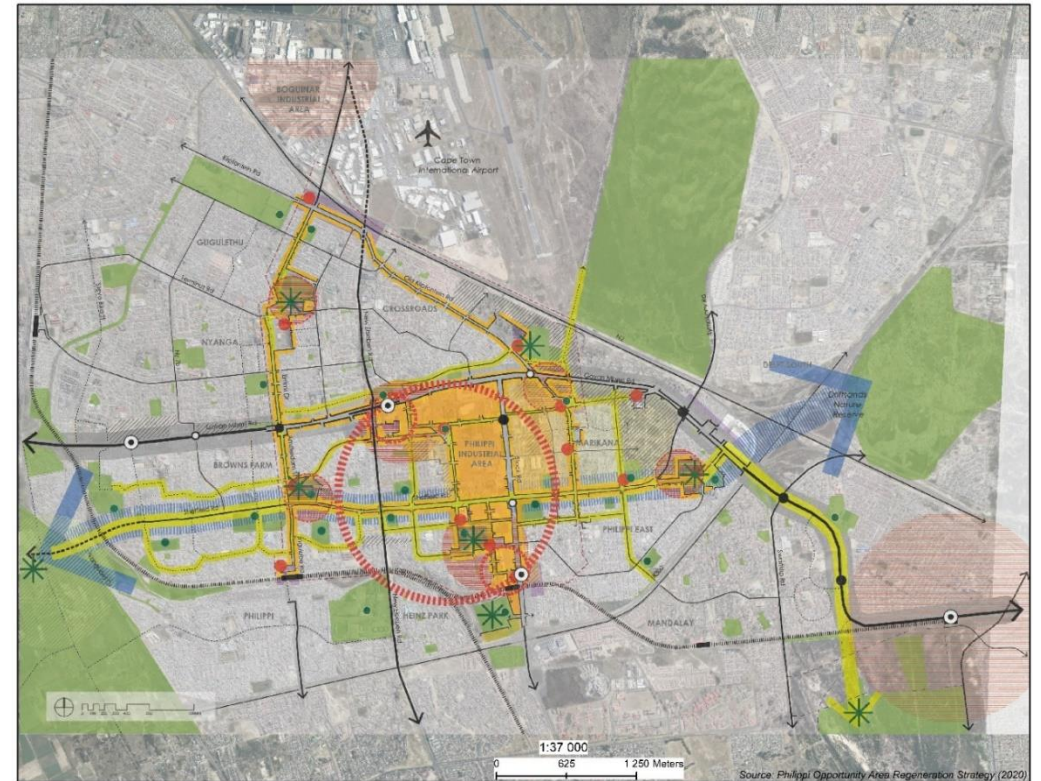
3. Die konsep

Die LSDF se visie vir die ontwikkeling van die POA is soos volg:

“'n ‘Nuwe’ gemengdegebruik- en veilige stedelike nodus met 'n groen en nywerheidskarakter wat voordeel trek uit die nabyheid van die N2 en die lughawe, en sterker aansluit by die Philippi-tuinbougebied en bestaande nywerheidsaktiwiteite om ekonomiese ontwikkeling te verhoog, en terselfdertyd verskeie geleenthede bied vir die skep van volwaardige buurte waar mense kan woon, werk en kuier.”

Die visie word verweselik deur die volgende agt ruimtelike temas, wat gesamentlik die oorhoofse ontwikkelingskonsep van hierdie LSDF uitmaak (sien Figure 2):

1. Die voorsiening van struktuur en hiërargie
2. Veilige en lewendige strate
3. Aktiewe en gemengdegebruikgemeenskapsentrums
4. Die skep van 'n duidelike noduskern (midedorp)
5. Die ondersteuning van bestaande, ontluikende en nuwe bedrywe
6. Die versterking van karakter en identiteit
7. Die diversifisering van grondgebruike
8. 'n Geïntegreerde en multifunksionele groen netwerk



Figuur 2: POA- ontwikkelingskonsep

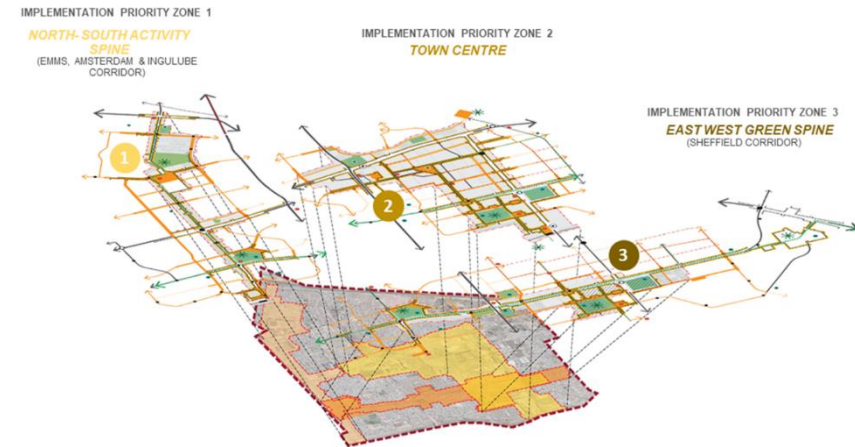
Die POA-visie berus op die beginsels van vervoergerigte ontwikkeling, wat beoog om stedelike ruimtes te skep met 'n lewendige kombinasie van hoëdigheids- residensiële ontwikkeling en kleinhandel- en ontspanningsruimtes in 'n voetgangervriendelike gebied, met ankervervoerfasiliteite en sosiale geriewe van gehalte. Dié visie strook met die ruimtelike visie van die MSDF.

Die bestaande en beplande openbare vervoerwisselaars by Stockwegstasie en die kruising van Govan Mbeki- en New Eislebenweg (as deel van die fase 2A-uitbreiding van die MyCiTi-netwerk na die suidooste van die metro), tesame met die geleentheid verbonde aan die groot stukke onbeboude en onderbenutte openbare grond tussen hierdie twee stasiegebiede, maak die grondslag van die ontwikkelingskonsep uit. Die LSDF stel dus voor dat bestaande padaansluitings tussen hierdie twee gebiede versterk en nuwe aansluitings geskep word, en dat grondgebruik meer divers en intens gemaak word om die vervoerinfrastruktuur te ondersteun, die raamwerk vir 'n duidelik onderskeibare middedorp te skep, en die potensiaal van die POA te ontsluit. Meer diverse en intense grondgebruik bied geleentheid om in die behuisingstekort te voorsien (onder meer deur innoverende programme soos die stimulering van kleinskaalse huureenheidontwikkeling deur ontluikende entrepreneurs), en ondersteun terselfdertyd die ontwikkeling van nieresidensiële werkskeppende grondgebruik in die omgewing.

Een van die kernkomponente om die liggingpotensiaal van die POA te ontsluit is die verlenging van New Eislebenweg/Borcherds Quarry noordwaarts ('n provinsiale padinfrastruktuurprojek) oor die N2 tot by die lughawe-industria. Die ander belangrike vervoerskakel is die verlenging van die R300 en Sheffieldweg weswaarts oor die sentrale spoorlyn tot by die Philippi-tuinbougebied en Otteryweg om toegang tot die nywerheids- en kommersiële kompleks te verbeter.

Die LSDF bestaan uit drie implementeringsprioriteitsones waarvoor spesifieke ontwikkelingsriglyne uiteengesit word om die beoogde stedelike vorm te verkry (sien Figure 3 hier onder). Die kern van hierdie riglyne is die skep van 'n stedelike vorm wat, saam met 'n aansienlik beter openbare domein en niegemotoriseerde vervoergeriewe, sosiale interaksie en veiligheid sal bevorder en die erfenis van die gebied sal

vier (om ekonomiese geleentheid en werkverskaffing in die hand te werk). 'n Implementeringsplan, wat projekte en inisiatiewe sowel as tydraamwerke, projekleiers en implementeringsvennote in elk van die drie prioriteitsones identifiseer, dien as die Stad se rigsnoer om die POA-visie te verwezenlik en word in hoofstuk 5 aangebied.



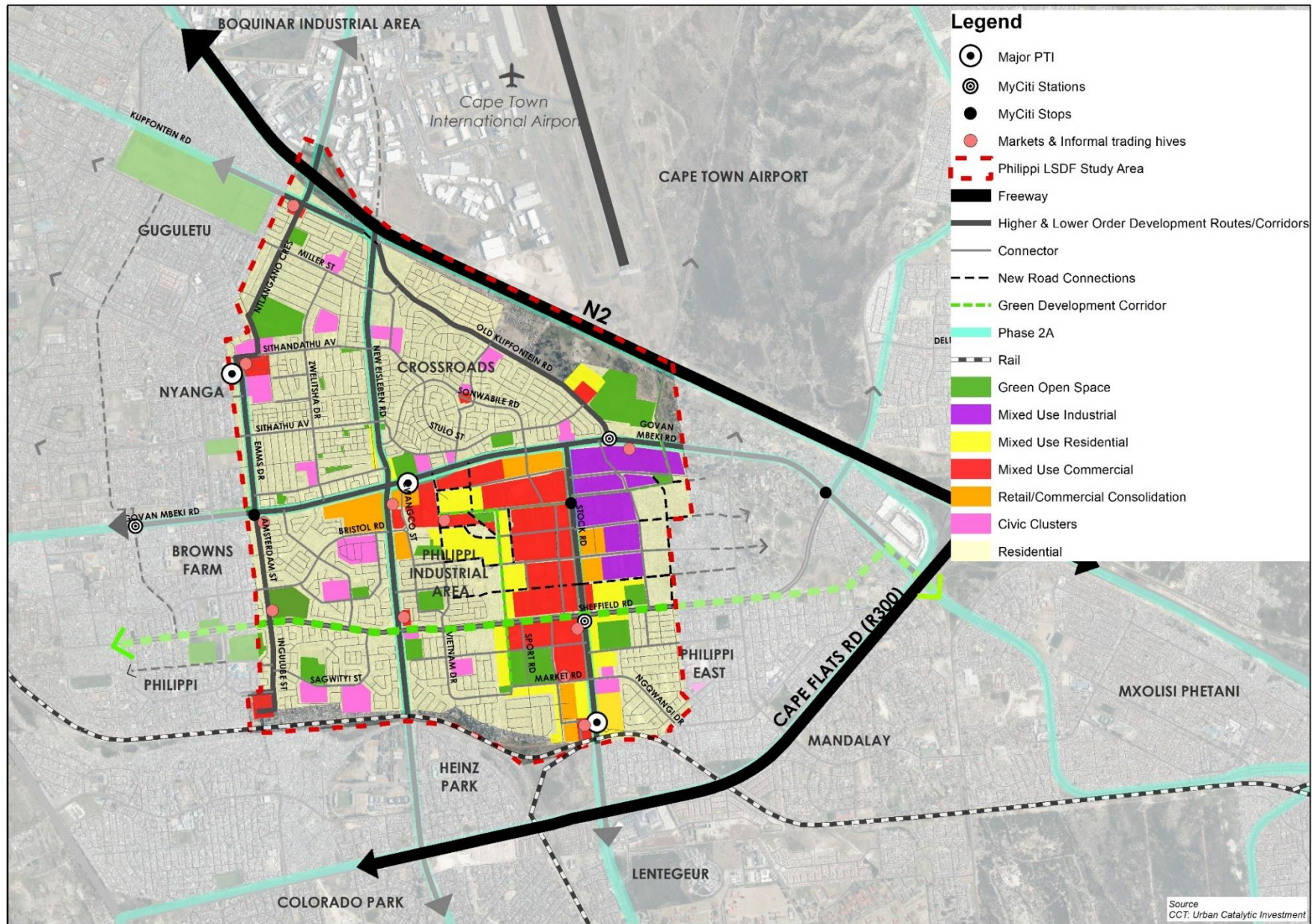
Figuur 3: POA-implementeringsprioriteitsones

4. Die ontwikkelingsraamwerk

Die vernaamste ruimtelike strukturelemente en aanbevole verspreiding en intensivering van grondgebruikaktiwiteite in die POA word in die gekonsolideerde ruimtelike plan vir die gebied in

Figure 4 aangebied. Dit bou voort op die ontwikkelingskonsep in Figure 2 en sluit 'n kombinasie van verskeie ontwikkelingsvoorstelle in, waaronder:

- a. nuwe padaansluitings
- b. ligging vir nuwe ontwikkeling en tussenbou (invulbehuising)
- c. nywerheidsruimte
- d. kleinhandel, waaronder formele en informele geleentheid
- e. openbare fasiliteite, en
- f. groen ruimtes, onder meer natuurgebiede, stormwater, dorpspleine en oop ontspanningsruimte



Figuur 4: LSDF vir die POA

1. INTRODUCTION



1 Introduction

1.1 Purpose of the POA LSDF

The Local Spatial Development Framework (LSDF) for the Philippi Opportunity Area is developed and approved, in terms of Sections 12, 13 and 14 of the Municipal Planning By-law (2015). It seeks to give effect to the Cape Town Municipal Spatial Development Framework (MSDF), 2023 and the Khayelitsha Mitchells Plain & Greater Blue Down and Cape Flats District Plans, 2023.

The POA LSDF will guide spatial development and both public and private investment within the Philippi sub-district. It provides guidance on infrastructure investment to unlock development opportunities in the POA.

1.2 Structure of this document

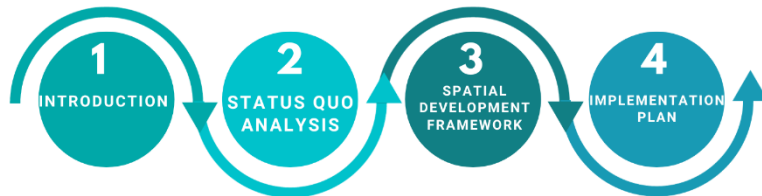


Figure 5: Document Structure

This document has four main sections: an introduction, which covers the background and policy context of this LSDF; an analysis of the status quo, identifying key challenges and opportunities; LSDF proposals which present the overall framework and policy guidelines; and lastly an implementation plan which outlines some tools, mechanisms and strategies for the implementation of this LSDF.

1.3 Study Area Context

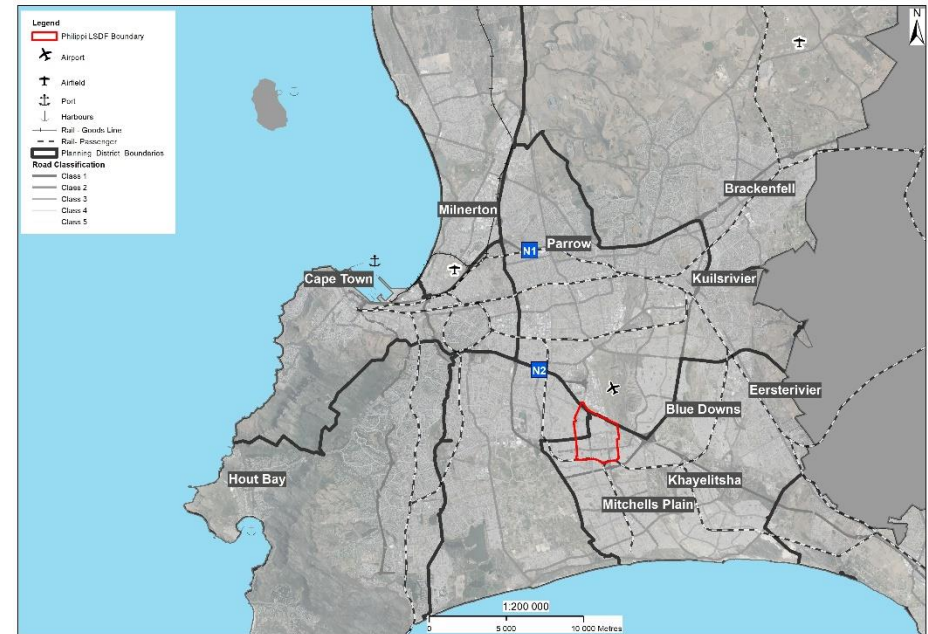


Figure 6: Philippi Opportunity Area Locality

The POA, as shown in Figure 6 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 the POA 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. It is one of the City's five designated Metropolitan nodes; located in close proximity to key economic infrastructure (the Cape Town International Airport); the central rail line, and high order roads, the N2 and R300.

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 CBD, to the metropolitan node of Wynberg/Kenilworth/Claremont, along the Govan Mbeki high order development corridor. Along the Symphony Way/ Blue Downs Corridor, it connects the Bellville CBD, an established metropolitan node and high order economic attractor with the Mitchells Plain CBD. It also serves as the convergence point of several rail and road based public transport routes. The realignment of the airport runway opens up opportunity to consider land uses of a mixed use nature within the node, over and above the industrial uses. A mix of land uses in the area can aid in addressing the housing and economic challenges.

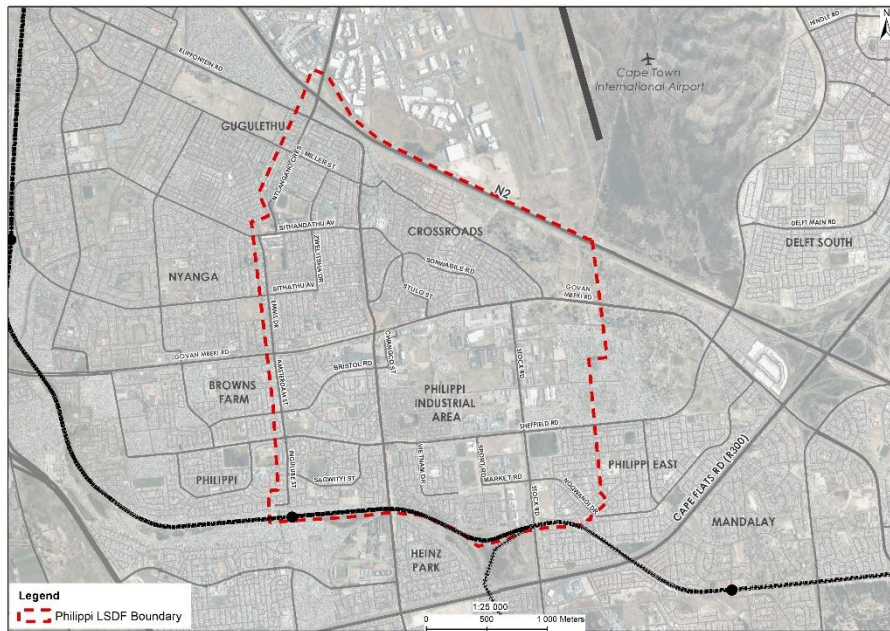


Figure 7: Philippi Opportunity Area

The Philippi LSCF targets a predefined notional study area that is referred to as the Philippi Opportunity Area (POA). As indicated in Figure 7, it includes portions of Philippi East, the Philippi Industrial Area, Heinz Park, Nyanga, Crossroads and a small portion of Gugulethu. The POA is approximately 817,32 ha in extent. The northern and southern edges of

the POA are clearly delineated by high order infrastructure elements: 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 cluster 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.

1.4 Background

This LSCF emanates from the recognition and prioritisation of Philippi as a catalytic precinct in the Catalytic Land Development Programme (CLDP); as a key strategic informant. This prompted the development of a Regeneration Framework for the area to catapult it as a catalytic precinct for development and positive change in the Metro South-East.

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. The re-alignment of the Cape Town International Airport runway also unlocks further development opportunities for the POA.

1.4.1 Catalytic Land Development Programme (CLDP)

The City's Council mandated the Urban Catalytic Investment (UCI) Department to plan, coordinate and drive the implementation of the City's Catalytic Land Development Programme (CLDP) across multiple City departments and functions. The purpose of the CLDP programme is to:

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

Amongst the various project areas and interventions identified in the CLDP, Council prioritised the Philippi Catalytic Precinct as a priority focus area in the shorter term.

1.4.2 Philippi Opportunity Area (POA) Regeneration Framework, 2020

In facilitating a development vision and investment framework for the Philippi Catalytic precinct, a Philippi Opportunity Area (POA) Regeneration Framework was developed and completed in August 2020 by UCI. The Regeneration Framework sought to achieve the following objectives:

- Defining and confirming an approach to sustainable regeneration with the identification of the key objectives to support growth and change in the POA;
- Completing an analysis and scoping of the POA to confirm the status quo;
- Developing a vision to guide the sustainable regeneration of the POA; and
- The completion of an implementation and investment framework, which identifies the required locations and priority zones for change and investment.

The development of the Regeneration Framework sought 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.

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

The process of developing this regeneration framework was thus collaborative and consultative and included: consultations with key stakeholders and organisations through workshops; engagements with line departments through a project steering committee; focused meetings with key line departments as well as reporting to Sub-councils 13 & 14 and the Spatial Planning and Environment (SPE) and, Transport Portfolio Committees.

This LSDF is based on and builds on the work developed in this POA Regeneration Framework.

1.5 Process & Methodology

This LSDF was drafted internally based significantly on preceding work done through the POA Regeneration Framework. The LSDF focused on the further development of some of the content of the Regeneration Framework by addressing any identified gaps or shortcomings from that work.

The development of this LSDF was facilitated through a Project Management Team (PMT) comprising other Spatial Planning and Environment (SPE) departments as well as a Key Stakeholder Plenary comprised of internal City departments, relevant departments from other spheres of government, relevant State Owned Enterprises (SOE's) and other key stakeholder organisations.

The LSDF drafting process was focused on the following items:

ADDRESSING CONTENT GAPS

A gap analysis of the existing work was undertaken to identify aspects or areas that had not been adequately covered and required strengthening from the POA Regeneration Framework document. This gap analysis was guided by the content requirements as set out in the City's Municipal Planning By-Law, 2015 as the benchmark.

Initial analysis identified a significant gap in the technical infrastructure components of the Regeneration Framework with a particular focus on identifying the existing capacity of the bulk infrastructure network and required additional capacity given the proposals. Engagements with line departments were conducted in seeking to address this gap.

CONDUCTING PUBLIC ENGAGEMENTS ACCORDING TO STATUTORY REQUIREMENTS

Whilst various engagements involving a range of key stakeholders and a community workshop were held in developing the POA Regeneration Framework, the public participation of the work was not done according to any statutory requirements and the Regeneration Framework is not a Council approved document. As such, the focus in

this process was placed on undertaking public engagements that are required in terms of the statutory processes.

INCORPORATING ADDITIONAL INFORMATION

While the preceding work provided a very strong base from which to progress the LSDF, additional studies and strategies identified in the POA Regeneration Framework were underway during the drafting of this document. These included a heritage study, an economic strategy and a housing study. The outcomes of these studies presented additional information which then was incorporated into sections of this LSDF as appropriate.

1.6 Policy and Strategy Context

This LSDF is developed within the context of the following policies and strategies:

the City of Cape Town's Integrated Development Plan (IDP); Municipal Spatial Development Framework (MSDF) 2023; Khayelitsha Mitchells Plain Greater Blue Downs (KMGBD) Spatial Development Framework 2023; Cape Flats Spatial Development Framework 2023 and; other spatial and strategic policies within the City that have direct implications for the development of the POA. The key informant policies and strategies are outlined in this section.

1.6.1 Integrated Development Plan (IDP) 2022-2027

Cape Town has the potential to be a tangible demonstration of what is possible in South Africa. It can offer proof that South African cities can be places where opportunities steadily improve and poverty is overcome. Where each resident can hope, secure in the knowledge that their city government is capable and accountable to deliver on the services they need. A city built on good governance, where the economy can thrive and bring investment and jobs, without being weighed down by public infrastructure failure and corruption.

To turn Cape Town into such a place of hope, the City must provide the foundation necessary and use the public resources entrusted to it to co-create a city that is more caring, more inclusive, more prosperous, more united, more respectful, safer and more free.

Figure 8 highlights the IDP's strategic plan, priorities and foundations that support the City's vision. This LSDF responds for the following IDP Objectives and programmes:

Objective 1- Increased jobs and investment in the Cape Town Economy

Programme 1.4 -Targeted Urban Development Programme;

Objective 15- A more spatially integrated and inclusive city

Programme 15.1- Spatial Integration and transformation programme.

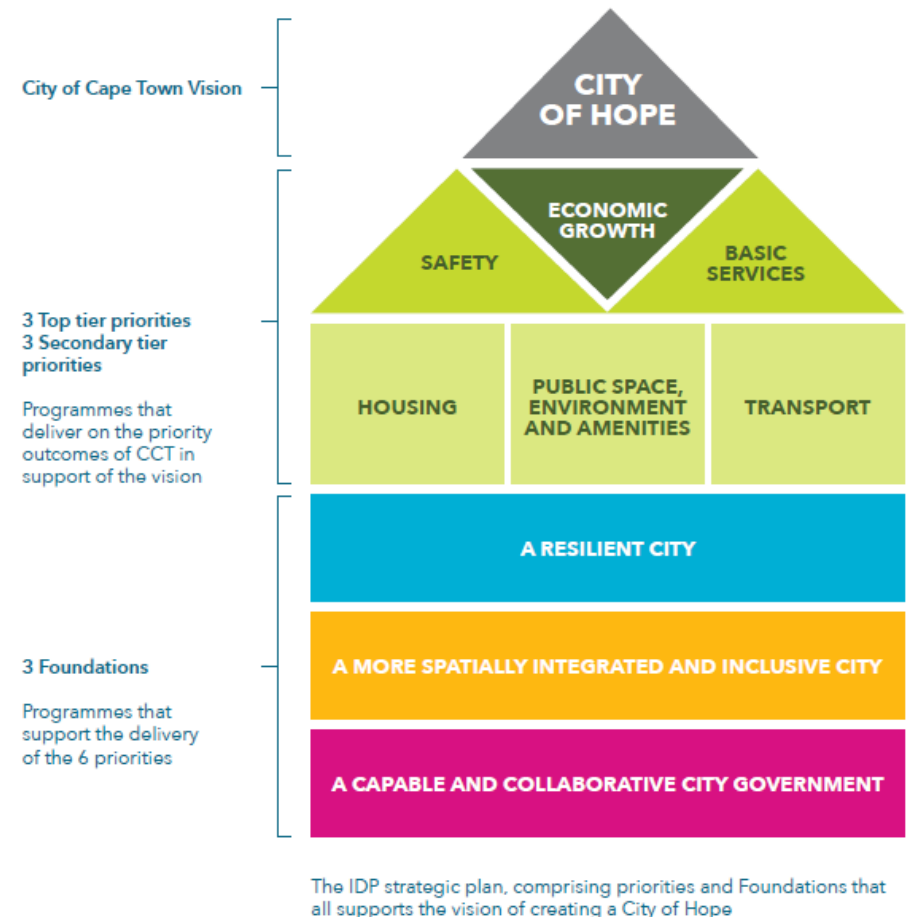


Figure 8: The IDP strategic plan, priorities and foundations that support the City Vision

1.6.2 Municipal Spatial Development Framework (MSDF, 2023)

The three main strategies that inform policy guidelines in the MSDF and DSDP's and now this LSDP are as follows:

Strategy 1 - Plan for inclusive economic growth and improve access to economic opportunities:

Strategy 2 - Manage urban growth, create a balance between urban development, food security and environmental protection:

Strategy 3 - Build an inclusive, integrated, vibrant and healthy city

These strategies provide the supporting framework for the MSDF spatial vision and concept as described below. The spatial vision of the City of Cape Town has been formulated to support the City's spatial transformation objectives to better serve all residents and businesses. It recognises the historical and regional context, legal and policy environment, guiding principles for development and the opportunities and constraints that the City currently faces. The resulting spatial vision is a city committed to:

- Working in partnerships with the private and public sector;
- Addressing spatial injustice, inequality and avoiding the creation of new structural imbalances in the delivery of services or the availability of economic and residential opportunities; and
- Meeting sustainability obligations while responding to social, economic, climate and resource shocks and stresses.

To achieve this the MSDF divides the City into four areas: the Urban Inner Core (the blue zone /Blue Turtle); Consolidation Areas; Critical Natural Areas, and Discouraged growth areas. It identifies the "Urban Inner Core" (the blue zone) as the area where public investment should focus and it is the area where dense and diverse, transit-oriented development, is prioritised.

The objective is that investment in this area will accelerate spatial transformation 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.

The POA falls within this Urban Inner core and is designated as a Metropolitan Node, which makes it a focus for high intensity, mixed land uses at points of high accessibility, exposure, convenience and urban opportunity in terms of the MSDF land use intensification guidelines.

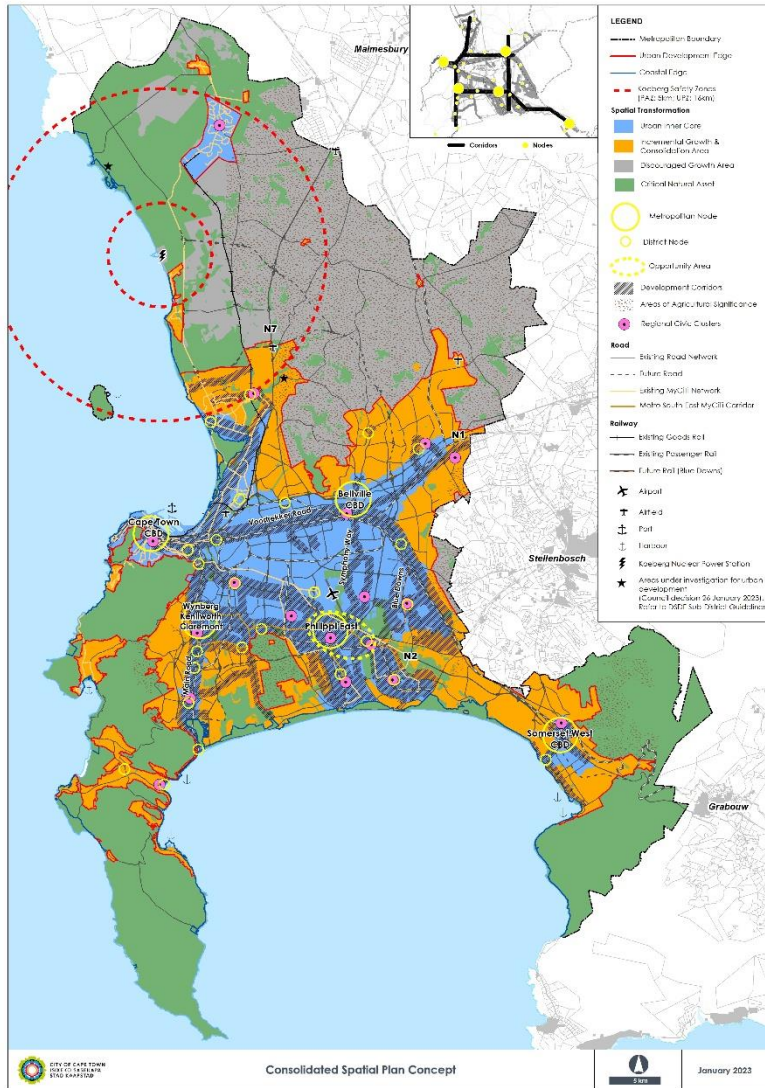


Figure 9: Consolidated Metropolitan Spatial Development Framework
Source: Municipal Spatial Development Framework, 2023

1.6.3 Khayelitsha, Mitchells Plain & Greater Blue Downs (KMGBD) and Cape Flats District SDFs (2023)

The POA falls within two districts: the Khayelitsha Mitchells Plain, Greater Blue Downs (KMGBD) district and the Cape Flats district as shown in Figure 10 below. A significant part of the POA falls within the KMGBD district, with a small portion on the north-western corner of the POA area falling within the Cape Flats district. It is thus important to contextualise the POA within these districts and their development objectives.

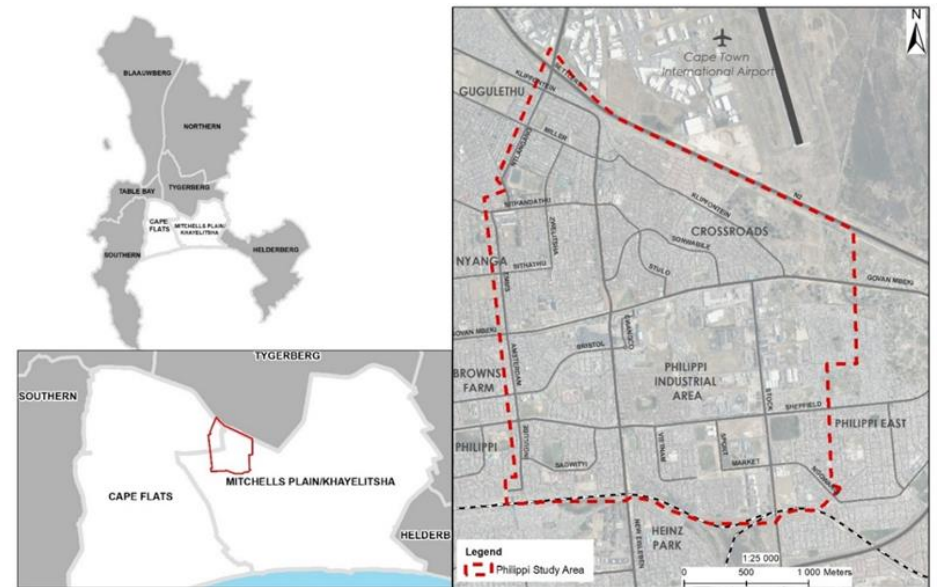


Figure 10: POA in relation to KMGBD and Cape Flats district

The POA also falls within three sub-councils, 12, 13 and 17; covering six wards, as shown in below.

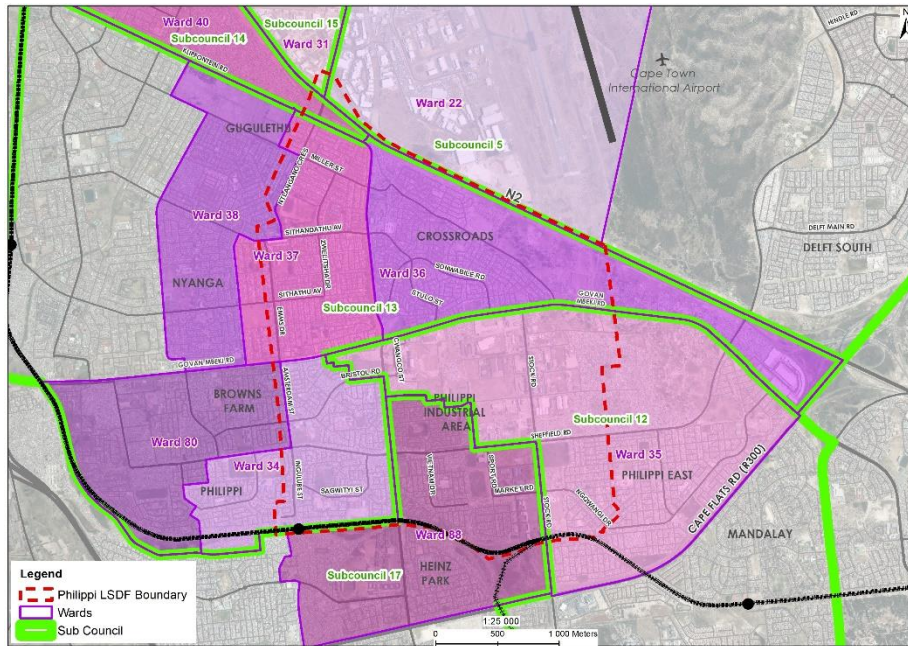


Figure 11: Sub-Council & Ward Boundaries

The 2023 District Spatial Development Frameworks & Environmental Management Frameworks (DSDF & EMFs), introduce a spatial targeting approach to development in an effort to aid economic recovery post the Covid19 pandemic. The spatial targeting is also used as a prioritisation framework for implementation. Development Focus Areas (DFA), Urban Support Areas (USA) and New Development Areas (NDA) are identified as part of this spatial targeting and are spatial planning categories that should be prioritised for investment. A significant part of the POA is identified as an USA with small pockets of NDAs.

1.6.4 KMGBD District SDF & EMF (2023)

The POA falls within Sub-District 1 of the KMGBD DSDF & EMF as shown in Figure 12. The significance of this sub-district is that it forms part of the Metro South-East Integration Zone and hosts the Philippi node which is identified as a Metropolitan Node (i.e a high order node) in the MSDF. It thus acknowledges the focus on high intensity, mixed land uses at

strategic locations, based on the MSDF land use intensification guidelines. The sub-district development guidelines provide further detail and direction for achieving the desired spatial form at a local level. The local objectives for the area include:

- A high intensity, mix and clustering of urban activities or land uses at points of very high accessibility, exposure, convenience and urban opportunity;
- Promoting appropriate urban infill development;
- Encouraging intensification and densification along development routes and around station areas;
- Infrastructure upgrading and maintenance;
- Maintaining and improving the quality of existing public open spaces; and
- Identifying alternative housing opportunities for informal settlements.

This LSDF provides further detail to this at the level of the defined study area and begins to unpack interventions required to realise the area's potential as a catalyst for development within the City's Metro South-East.

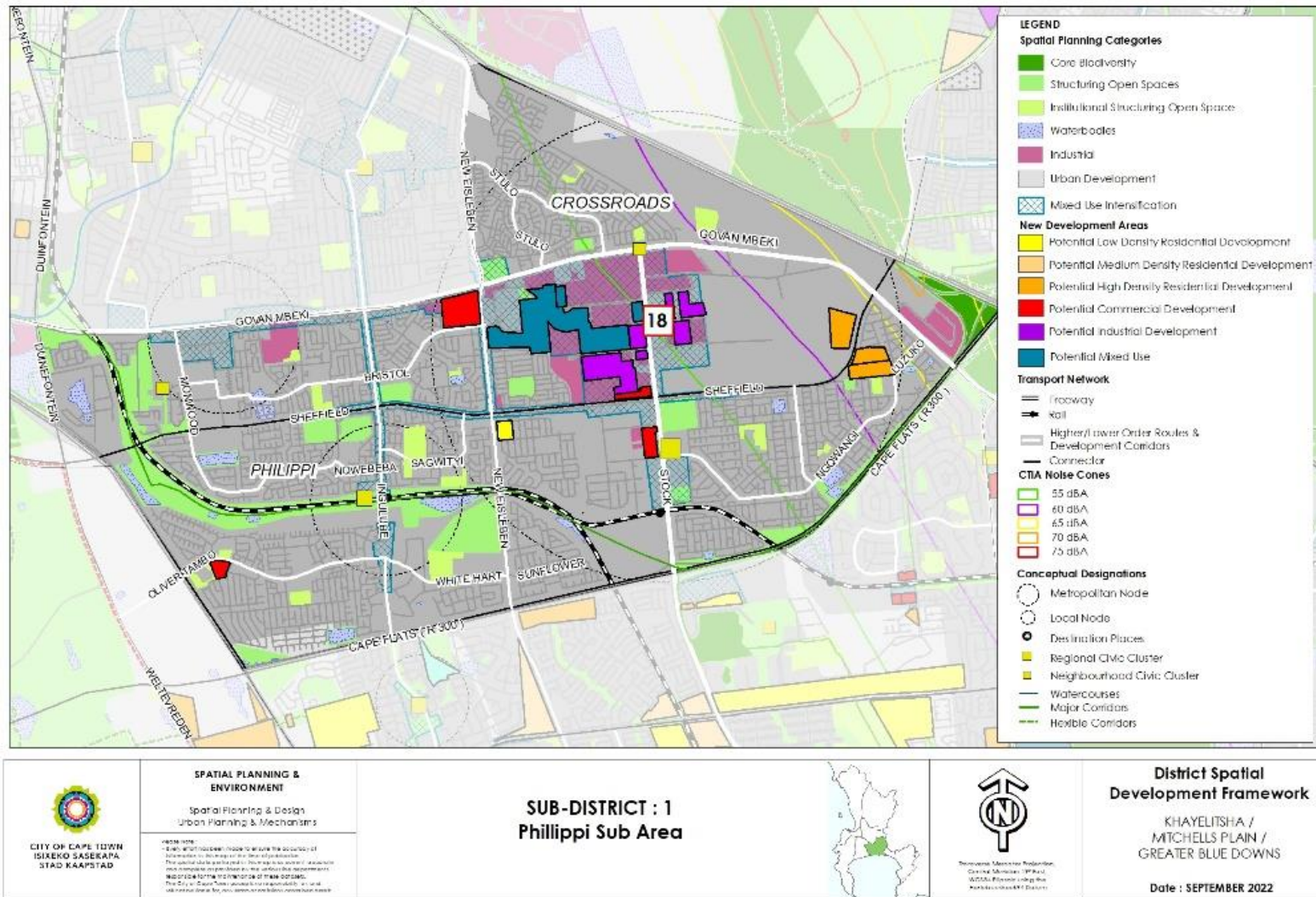


Figure 12: KMBD Sub-district 1 - Philippi Sub Area
 Source: KMBD DSDf & EMF, 2023

1.6.5 Cape Flats DSDF & EMF (2023)

The recently council approved Cape Flats District Spatial Development Framework 2023 highlights that the north-western portion of the POA falls within the Cape Flats District as illustrated in Figure 13. Additionally it hosts the Nyanga urban node which is anchored by the Nyanga PTI which also had significant plans for its upgrading at the time of the POA LSDF drafting.

The vision for the Cape Flats district is: 'A district that is focused on protecting and managing its natural assets to leverage sustainable economic, social and environmental benefits; prioritises its limited undeveloped land for land use intensification; and supports urban renewal and optimisation of the associated infrastructure.'

The POA falls within Sub-district 2 (see Figure 13) of this DSDF& EMF: Manenberg - Gugulethu – Nyanga. The spatial development objectives of this sub-district which must be drawn into the POA proposals include:

- Reinforcement and further development of the Nyanga urban node and civic precinct, including the development of new public facilities/ new parks;
- Upgrading of informal settlements and relocation of inhabitants from areas where settlement presents significant risk to health and safety;
- Encourage intensification and densification at intersections of development routes and activity routes as well as along activity routes and streets;
- Development of a functional network of open spaces, including active and passive open spaces such as sport fields and parks respectively.

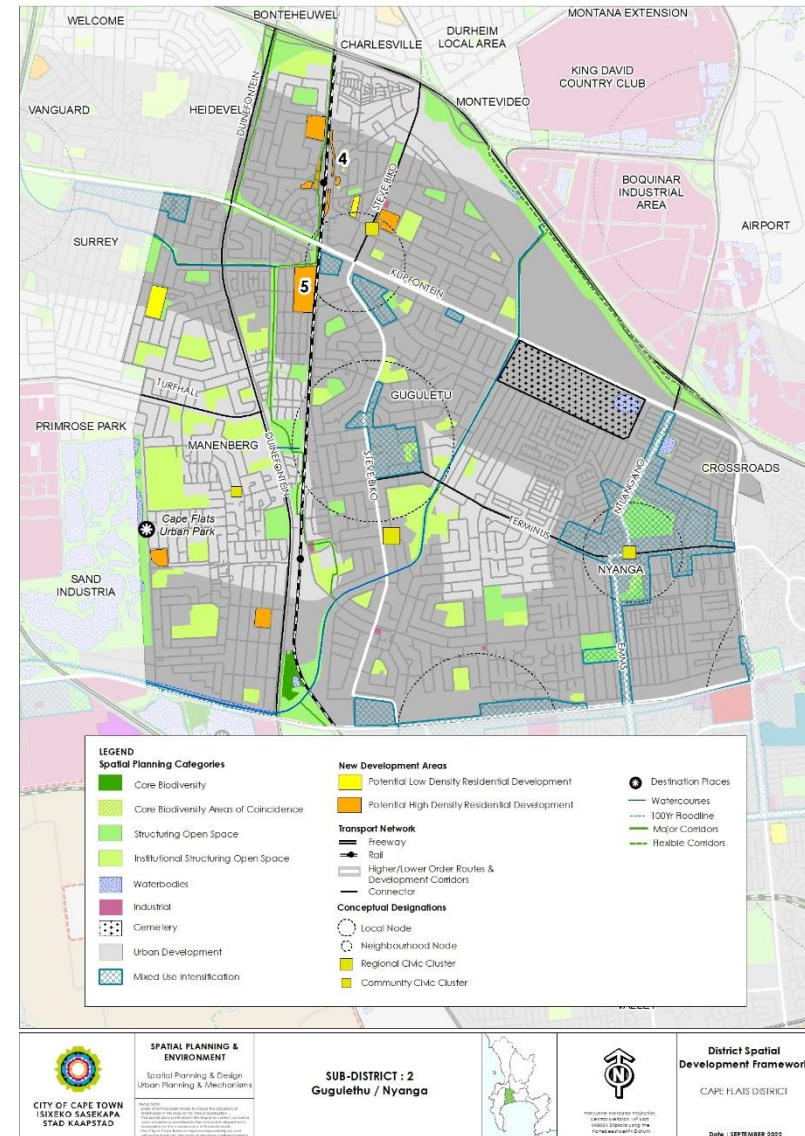


Figure 13: Cape Flats Sub-District 2 - Gugulethu/Nyanga
Source: Cape Flats DSDF & EMF 2023

1.6.6 Transit Orientated Development (TOD) Strategic Framework (2016)

As outlined in section 1.4.1, the concept of TOD is integral to the Catalytic Land Development Programme (CLDP). 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.

The POA forms part of the My Citi Phase 2A development corridor, houses the Nyanga PTI and the Philippi and Stock Road stations. These transit stations therefore present the opportunity to realise the vision for TOD in the city.

1.6.7 Inclusive Economic Growth Strategy (2021)

The Inclusive Economic Growth Strategy is a road map to a more inclusive Cape Town economy over the next five years, for both the formal and informal economy. Its principal objective is to grow the economy and create jobs.

This strategy is a short-medium- and long-term plan for addressing the economic crisis facing Cape Town within the greater South African context, and for identifying comparative advantages that can be leveraged (Cape Town, 2021). The Covid-19 pandemic has exacerbated pre-existing economic challenges –characterised by inadequate economic growth, entrenched inequality and widespread unemployment - that are prevalent throughout the country.

This strategy rests on the six core principles of inclusivity, competitiveness, accessibility, resilience, sustainability and collaboration. These principles encourage inclusive, sustainable and resilient development that will contribute significantly to reducing vulnerability.

Economic Growth is particularly important for Area South, which includes sub councils 12, 13, 18, 19, 20 and 23 and stretches from Rondebosch in the north to Cape Point in the south; and from Kommetjie and Ocean in the west to Mitchell's Plain and Philippi in the east.

1.6.8 Densification Strategy (2012)

Urban sprawl has created long travel distances with fragmented and isolated urban activity patterns, which make it challenging to develop a viable public transport system. This has a negative impact on the mobility of poorer people, who are dependent on public transport (travel and fuel costs), and is unsustainable in an oil-constrained world. The Densification Strategy provides the framework for promoting densification and guides decision making with regard to the appropriate location, form, scale and height for densification (City of Cape Town, 2012). The goal of the strategy is to improve the city's sustainability and to enhance the quality of the built environment by ensuring optimal and efficient use of infrastructure, services, facilities and land. It also aims to protect, manage and enhance the natural and built environment and support the development of a viable public transport system, and to improve levels of access to the city's resources and amenities. The idea is to create a denser city that operates well for everyone and offers more choices for different income groups.

Generally, the strategy aims to increase the average density of the city as a whole, and to identify those locations that are more suited to higher-density development. Densification does not only target residential areas but consists of the densification of development and activity routes. These are areas that are suitable for higher-density development (up to 15-storey buildings). Major economic opportunity zones which are near to public transport routes, as well as social facilities and public open spaces can also be densified. Densification presents opportunities for more integrated, mixed use development and for more housing opportunities which is particularly important for the Metro South –East and a major informant to this LSDF given the significant housing and economic needs in the Philippi area.

1.6.9 Human Settlements Strategy (2021)

This strategy recognises the extent of informal housing prevalent within Cape Town. It argues that informality is partly due to market failure, whereby the cost to produce a house in well-located areas has outstripped the ability of a household to afford it. It also considers the inability of the government's national housing programmes to

adequately meet the widespread housing needs of low-income households.

The strategy sets out an approach to respond to affordability and informality, interpreting informality as a form of private sector response to the deficit of affordable formal housing provision.

The City's response to informality is detailed through approaches to:

- Inclusive design of informal settlements and emergency housing;
- The provision of basic service infrastructure;
- The recognition of informal building practices; and
- The opportunities for supporting informal structure compliance and tenure.

The Human settlements strategy attempts to address the weaknesses of the current housing system, enable integrated communities, and support sustainable city development. It supports density and land-use intensity within the urban environment. It is intended to work in conjunction with the principles of the Municipal Spatial District Framework (MSDF), the Transit Oriented Development (TOD) strategic framework, and the different District Spatial Plans. It intends to prioritise housing interventions and present an implementation plan that will be revised on an on-going basis by the City's administration.

Central to the Strategy is a response to "affordability and informality" by unpacking how the City will influence its role and functions to enable and incentivise the formal property market to develop affordable housing that is "safe, diverse and well located" (City of Cape Town, 2021). The City of Cape Town has three important roles within human settlements development: to act as an "enabler", a "provider" and a "regulator". As an enabler, the City will encourage agency amongst residents, civil society partners, and communities to enable co-created urban solutions. And also, facilitate sustainable urban environments and urban design to inform urban development. By assuming the role of a provider, it will use accessible resources effectively and efficiently to deliver as many subsidised housing opportunities as possible, which are well-located, integrated, and of good quality. Given the high housing demand in the Metro south-east and in the POA in particular, housing

solutions aimed at realising the vision of the human settlements strategy at the local context are particularly important.

1.6.10 Community Services & Health Infrastructure Plan (2019)

Community Services & Health facilities are fundamental in providing opportunities to improve quality of life related to health, learning, recreation and social support that assist community development and social cohesion. Future investment in the social facilities will be guided by an integrated approach to planning and facility provision, aligning to City spatial priorities, while driving integration across community/social services sectors and programmes.

The Community Services and Health Infrastructure Plan quantifies and locates community services and infrastructure needs, sets out an approach and implementation framework for identified development priorities and, guides resource allocation towards meeting said needs.

For future investment in social facilities, the plan proposes a focus on driving investment in strategic locations which address greatest need as well as capitalise on other city infrastructure and development and, developing new models of co-location and clustering among other things.

The plan identifies Philippi as one of the 24 precincts and priority areas for investment. Key projects identified in the CSHIP for the Philippi precinct include major upgrading or replacement of an existing clinic, expansion or replacement of the community library, as well as the development of a new sportsground and ECD centre of excellence/support centre.

1.6.11 Urban Design Policy (2013)

Urban Design is crucial in realising good urban form and place making. The Urban Design Policy, which was also under review during the drafting of this LSDF, 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.

The following key principles extracted from the policy, have informed approaches to regenerating the POA:

- Contribute to the development of an integrated and legible urban structure - by creating a 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;
- 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.

This LSDF will incorporate these principles in its proposals.

1.6.12 Resilience Strategy (2019)

In August 2019, Cape Town became the third city in Africa to approve a resilience strategy. The Resilience Strategy was developed in the aftermath of the worst drought Cape Town has faced in recent history. The strategy is a roadmap for a 21st century metropolis which aims to strengthen the city against sudden potential shocks in future, from storms and heat waves, to cyber-attacks, global financial crises and other unforeseen challenges. The Strategy will guide Cape Town, inclusive of its households, communities and institutions, to build collective responses to the current and future social, environmental and economic challenges.

Resilience is one of the guiding principles of the IDP and the strategy is fully aligned with the Sustainable Development Goals (SDG), and Cape Town's commitment to achieving carbon neutrality by 2050 in line with the Paris Climate Agreement which aims to limit the increase in global average temperature to 1,5°C above pre-industrial levels.

1.6.13 Comprehensive Integrated Transport Plan 2018-2023 (CITP) & Integrated Public Transport Network 2032 (IPTN)

The National Land Transport Act 5 of 2009 (NLTA) requires that each Metropolitan Municipality prepare a Comprehensive Integrated Transport Plan (CITP). The CITP is a five-year statutory plan which gives the City of Cape Town and the Transport Directorate its mandate to manage the transport network and everything that moves on it. The CITP sets out what the Transport Directorate is committed to and is accountable for and how they will go about the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network.

An Integrated Public Transport Network (IPTN) is defined as a system in a particular area that integrates public transport services between modes, with through-ticketing and other appropriate mechanisms to provide users of the system with optimal solutions to travel between origins and destinations in a seamless manner. The IPTN encompasses all modes of public transport, including rail and road-based technologies, as well as proposals for improving non-motorised transport (bicycle and pedestrian) access and park and ride facilities at modal interchange locations.

Given the TOD focus of the CLDP, consideration of future transport plans is at the core of development proposals of CLDP precincts. Philippi houses two rail stations and the Nyanga PTI and will also be impacted by Phase 2A of the MyCiTi IRT. Phase 2A of the MyCiTi IRT will extend services from Khayelitsha and Mitchells Plain through the POA to Wynberg and Claremont. Land use proposals supportive of this public transport infrastructure investment are therefore a key consideration in the POA development proposals.

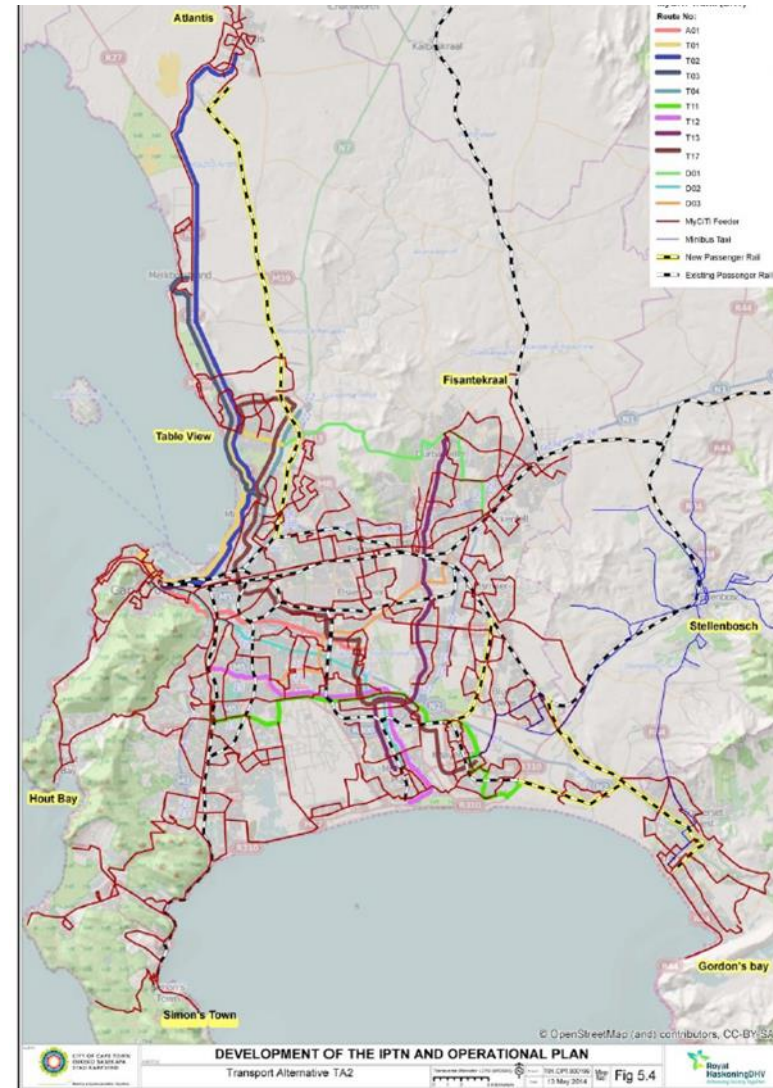


Figure 14: Integrated Public Transport Network
Source: IPTN Plan 2032, Network Plan, 2014

1.7 Other Informants Strategies/Studies

Various other studies and strategies have to be taken into consideration to guide and influence the development of the POA.

1.7.1 Metro South East Urban Accelerator Concept (2017)

The Urban Accelerator concept was a holistic approach to the comprehensive planning of the Metro South East (MSE) and makes planning a pro-active steering tool for decision makers to create tangible measures that lead to actual improvements in the urban realm. These measures will have ripple effects on their surroundings. The concept looks for the ripple effects coming from a core catalyst that can actually change a much wider city area.

Workshops were held in 2017 to identify accelerating elements in the Metro South-East and to determine how these areas can develop and to what extent they can become an urban accelerator for the wider region and play an important role for the metropolis of Cape Town.

Several locations within the metro south-east were identified as having the potential to become urban accelerators. These include the Nolongile node in conjunction with the Swartklip area, Philippi East and Stock Road station areas. As a result, the approach to regeneration is guided by the concept of "three nodes, two clusters and one accelerator". 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 three nodes of Philippi- East, Stock Road Station and Swartklip/Nolongile Station are seen to collectively function as a mutually reinforcing and interlinked system. The nodes of Philippi East and Stock Road form a cluster and there is only one integrated node that can result in a ripple effect touching the lives of almost everyone living in the Metro South-East that is Nolongile, in conjunction with opening up the north of Swartklip.

"THREE NODES, TWO CLUSTERS AND ONE ACCELERATOR"

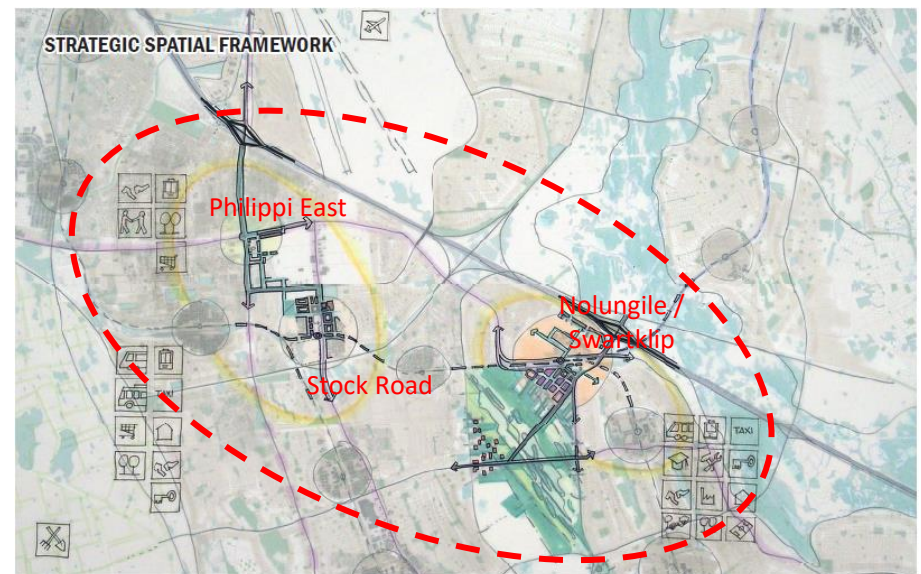


Figure 15: Metro South East Accelerator Concept
Source: POA Regeneration Framework, 2020

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 development of the POA therefore should support and reinforce the development of Swartklip/ Nolongile in order for the accelerator concept to be realized.

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 opportunities in Philippi and increased industrial land uses at Swartklip.

1.7.2 Metro South East Integration Zone

An Integration Zone is a branch of an Urban Network aimed at spatial transformation. Integration Zones are considered in the context of the urban network as types of regionally significant walkable places (National Treasury, 2017). It consists of a mass transit spine and a number of targeted “anchor” and “intermediate” nodes as well as transport feeder linkages to secondary township nodes, marginalised residential areas (informal settlements) and employment nodes (commercial and industrial nodes) (Department of National Treasury, 2017). The Metro South-east Integration Zone, shown in Figure 16, is identified and prioritised based on its primary public transport linkages that connect emerging urban nodes with established ones such as Cape Town and Bellville.

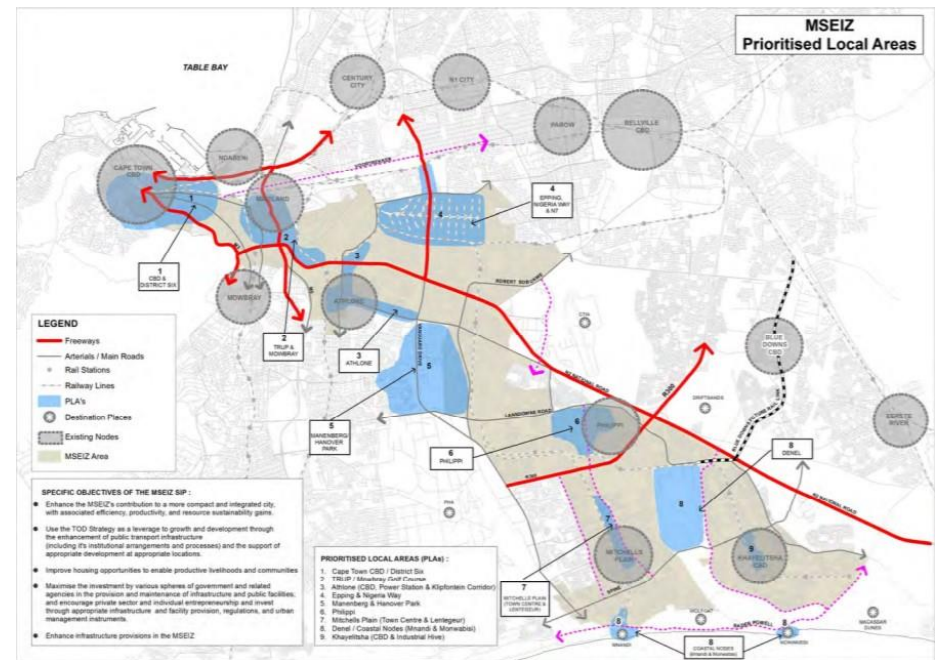


Figure 16: Metro South-East Integration Zone
Source: Built Environment Performance (BEP) Plan 2018/19, 2018

1.7.3 Nyanga Urban Node Upgrade (NUNU)

The Nyanga Urban Node Upgrade (NUNU) project, a collaboration between local stakeholders and the City aims to create a vision of community life in and around the Nyanga PTI precinct. The projects identified and prioritised for implementation are based on the stakeholders' preferences, the City's mandate and IDP, and in response to the short-term needs of traders (formal and informal), commuters and the local community. The CoCT focused on the infrastructure needs of the traders, public transport and surrounding area of the Nyanga PTI Precinct.

In 2013 -2015 the City and Violence Prevention through Urban Upgrading (VPUU) conducted extensive planning with NUNU stakeholders to develop ideas and plans for the upgrading of the Nyanga Public Transport Interchange (PTI) and Nyanga as a whole.

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 particularly along Emms and Sitandathu Roads;
- Locations for mixed use development and intensification including the bus terminus site;
- Location for Informal trading; and
- Upgrades to public facilities including the Zolani Centre.

Detailed design proposals for the Nyanga PTI itself (Figure 17) and informal trading in around the PTI are currently underway and are at advanced stages. As such, these proposals have been taken into consideration in this LSDF's proposals.



Figure 17: Nyanga Urban Node Upgrade Public Transport Interchange

1.7.4 Livable Urban Waterways Implementation Plan

In addition to the catchments external to the City, 21 river catchments consisting of rivers, streams engineered canals and channels, and hundreds of seasonal wetland and vleis form an important part of the City's stormwater system. Yet our waterways are generally not suitable for recreation, in places like Philippi they are unsightly, regarded as unsafe and undesirable public spaces.

The Framework aims to alter the manner in which citizens perceive and interact with the City's water bodies as these water bodies can significantly contribute towards city place-making, amenity, ecosystem service provision and urban recreation while also building property value, improving neighbourhood attractiveness and contributing towards liveability, community health and wellbeing.

1.7.5 Stakeholder Inputs

As part of the development of the Regeneration Framework, 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, and 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 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:

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

The stakeholder engagements also aided in identifying the challenges, assets and opportunities of the POA as presented in Table 2 below.



Figure 18: Workshop participants in discussion during a mapping exercise
Source: POA Regeneration Framework, 2020



Figure 19: Workshop outcomes and report back on mapping exercise
Source: POA Regeneration Framework, 2020

1.7.5.1 Regeneration Informants

Table 2: POA Challenges, Assets and Opportunities

<p style="text-align: center;">CHALLENGES</p> <p><i>The key challenges identified by the workshop participants that need to be addressed in the regeneration of the POA were mapped and relate to the following points:</i></p>	<p style="text-align: center;">ASSETS</p> <p><i>The key assets identified and mapped by the workshop participants to support regeneration are as follows:</i></p>	<p style="text-align: center;">OPPORTUNITIES</p> <p><i>The various opportunities identified and mapped by the workshop participants to build on to support regeneration are indicated below:</i></p>
<p>CRIME</p> <ul style="list-style-type: none"> • 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. <p>INADEQUATE PUBLIC FACILITIES</p> <ul style="list-style-type: none"> • Clinic and Health facilities overburdened; and • Lack of police visibility and police stations. <p>POOR URBAN FORM AND CHARACTER</p> <ul style="list-style-type: none"> • Large scale mono-functional shopping centres 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) 	<p>LOCATION</p> <ul style="list-style-type: none"> • Central position of Philippi in the Greater Metropolitan area, creates potential for it as a new CBD; and • Proximity to R300, Settlers Way and the PHA <p>EXISTING INFRASTRUCTURE, LAND AND BUILDINGS IN THE STUDY AREA</p> <ul style="list-style-type: none"> • Glebe trust land as high value with its 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. 	<p>LOCATION AND SURROUNDS</p> <ul style="list-style-type: none"> • The proximity of POA to the PHA; • The proximity of the POA to major freeways; and • Future development in surrounding area: ACSA Swartklip site, King David Industrial development and the Airport. <p>EXISTING INFRASTRUCTURE, LAND AND BUILDINGS</p> <ul style="list-style-type: none"> • 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

1.7.5.2 Identified Priorities for Regeneration

In the same 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. From this exercise, a few consistent themes emerged as well as the identification of specific projects for implementation.

a. KEY FOCUS AREAS FOR INTERVENTION

- i. Identification of four focus precincts for intervention: 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;
- ii. Embracing informal settlements, finding a way to positively occupy the negative space with re-blocking and service provision;
- iii. Government 'business as usual' approach not working, a new, creative and context specific creative response for the area is needed
- iv. Use storm water retention ponds as multi-functional spaces, especially geared towards education and youth programmes;
- v. Make sure all pieces of land are productive – 'don't leave anything vacant, to avoid land invasion';
- vi. Use under-utilised land off of Stock Road for housing;
- vii. Provision of play and recreation spaces for the youth; and
- viii. Provision of training and development centres to support job seekers/ out of work.

b. PROMOTE ECONOMIC GROWTH AND LIVELIHOOD GENERATION

- i. Creation 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);
- ii. Creation of a stronger spatial and economic connection between the PHA and the POA

- iii. Take advantage of the energy of the Philippi village as a mixed-use node and encourage more trading and activity; and
- iv. Creating appropriate trading environments (storage, ablutions and wash facilities) in appropriately designated trading areas.

c. SUPPORT IMPROVED SAFETY

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

d. SUPPORT IMPROVED ACCESS

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

e. SUPPORT COMMUNITY BUILDING AND STRENGTHENING OF LOCAL IDENTITY AND CULTURE

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

1.7.5.3 Regeneration Objectives and Outcomes

Building on international best practice and policy directive the essential objectives for supporting the sustainable regeneration of 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 inclusivity. 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 have been used in the POA Regeneration Framework to sum up the status quo of the POA, guide regeneration and support the identification of appropriate proposals to enable change. The performance characteristics of an inclusive, thriving and resilient POA are identified in the following table.

Table 3: Performance Characteristics of an Inclusive, Thriving and Resilient place

INCLUSIVE	THRIVING	RESILIENT
<p>Definition: Complete</p> <p>Wide ranging & all encompassing</p>	<p>Definition: Flourishing</p> <p>prosperous, healthy & blossoming</p>	<p>Definition: Flexible</p> <p>Elastic, hardy, durable & robust</p>
<p>COMMUNITY:</p> <ul style="list-style-type: none"> 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 <p>MOVEMENT:</p> <ul style="list-style-type: none"> Transit [people] orientated development focus-priority for NMT and public transport access solutions; Walkable street network <p>URBAN ENVIRONMENT:</p> <ul style="list-style-type: none"> 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 	<p>IDENTITY AND SENSE OF PLACE:</p> <ul style="list-style-type: none"> 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. <p>ECONOMY:</p> <ul style="list-style-type: none"> 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 	<p>NATURAL SYSTEMS AND OPEN SPACE:</p> <ul style="list-style-type: none"> Functioning and healthy natural system; and Closed loop systems that conserve resources, reduce waste and sustain and improve natural systems <p>LAND AND ACTIVITY:</p> <ul style="list-style-type: none"> 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.

Source: POA Regeneration Framework, 2020

2. STATUS QUO ANALYSIS



2 Status Quo Analysis

To obtain a thorough understanding of the POA, a collation of the available baseline information was undertaken. A synthesis of this information was used to assess the POA against the proposed regeneration objectives/ themes. This provided a useful guide to identify proposals to support sustainable regeneration.

2.1 Setting the Scene

The area now known as Philippi was undesirable for habitation in the early 19th century due to shifting dunes. Farming commenced in the area around 1877 through the subdivision of land for farming lots which were allocated to German immigrants who transformed the area into farm productive land. Due to the post-World War One building-boom witnessed by Cape Town, Nyanga and surrounds, the area became an important source of building sand, and to a lesser extent lime and clay. By 1941 one of the largest operational sand quarrying operations was located in the central portion of Nyanga, Smit's quarry. The cement factory (later Portland Cement) was constructed between 1938 and 1941 on the corner of Lansdowne and New Eisleben Roads. Those who worked on the farms, mines, and emerging industries lived in small informal settlements or, rudimentary housing on surrounding farms. The first recorded reference to black people living in the Philippi area dates to 1932.

When the National Party came into power in 1948, there were an estimated 100 000 people living in informal settlements across the city. From then onwards the apartheid government went on the offensive to segregate space in Cape Town along racial lines and limit the city's black African population. With the passing of the Group Areas Act, 1950 (Act 41 of 1950) the city was divided into prescribed areas based on apartheid racial classifications, resulting in a sustained period of removals from the inner city to new housing developments across the Cape Flats. The Prevention of Illegal Squatting Act, 1951 (Act 52 of 1951) instituted the main instrument enabling the physical demolition of shacks and informal areas later in the decade, and the establishment of the Nyanga Transit Camp (1956) and later the Gugulethu Emergency

Camp (1958). Between 1955 and 1956 hundreds of black African women and men with a "legal" right to live and work in the city were relocated from informal settlements across the city to the newly established Nyanga Emergency Camp in Nyanga West, now Gugulethu. Those with no "legal" rights were endorsed out of the Cape to the already poverty-stricken rural areas of the Eastern Cape.

Any appreciation of present-day Crossroads-Philippi area needs to understand the violent displacement of black Africans, social disruption, and trauma that accompanied it in and around the Crossroads Complex between 1985 and 1986. It unfolded against the backdrop of one of the most violent periods in South African history in which thousands of political leaders and anti-apartheid activists were arrested, detained, or killed across the country in the shadow of a State of Emergency. In Old Crossroads, one of the most brutal and violent forced removals in Cape Town's history took place, symbolised by what many refer to as "The Fires" of 1986.

By the time democratic transition arrived (1994) the Crossroads-Philippi-Khayelitsha area was the epicentre of black African settlement in Cape Town, most still living in informal housing. Between 1995 and 2004 the Provincial Cape Administration, began to incrementally formalise informal settlement areas in the Crossroads-Philippi area. Beginning with the provision of basic services and bulk infrastructure on 16,938 sites in Old Crossroads, Samora Machel (Weltevreden Valley), Browns Farm, and Lower Crossroads (Philippi East). Followed by the construction of RDP houses. The project included the construction of primary and secondary schools, libraries, community halls, and health facilities.

The major construction and housing project was a chief intervention, setting the template for future housing and community infrastructure in the Crossroads-Philippi area, and by default rather than by design, the bricks and mortar laid obscured the multiple narratives of social agency, displacement, violence, and inter-generational trauma that lies behind present-day Crossroads and Philippi. Importantly, very few remnants or traces of the tangible markers of past social, political, economic, or cultural history survived.

The pattern of informal settlement, has however, continued into the 1990s and has continued to present as a result of a lack of well-located affordable housing options and the socio-economic disposition of the area.

2.2 Environmental Context

Given the history of the Cape Flats environment, it is important to get a good understanding of the environmental context of the Philippi area prior to proposing any form of development.

2.2.1 Hydrology, Biodiversity Network and Green Infrastructure

There are no biodiversity network fragments of natural vegetation found in the study area, however south west of the study area is the Philippi Horticultural Area (PHA), which contains significant tracts of land which have critical biodiversity and ecological support areas. There is also a significant amount of critical biodiversity and ecological support areas found north of the N2 adjacent to the airport.

There are limited open watercourses within the study area, however north-east (along the N2) and south west of the study area boundary some wetlands do exist. The POA is a low-lying flood prone area and is vulnerable to storm surges. This explains the existence of man-made retention ponds in the area that are designed to catch rainwater runoff from higher elevation areas. A linear network of retention ponds occurs along Sheffield Road. The primary water catchment areas are located along the rail line.

New large-scale developments, such a shopping centres with substantial outdoor parking areas are also contributing to flooding in the POA. A key finding from the an Infrastructure Study done by a HH0, an infrastructure engineering company, 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 and therefore an additional 14ha of detention pond capacity is required.

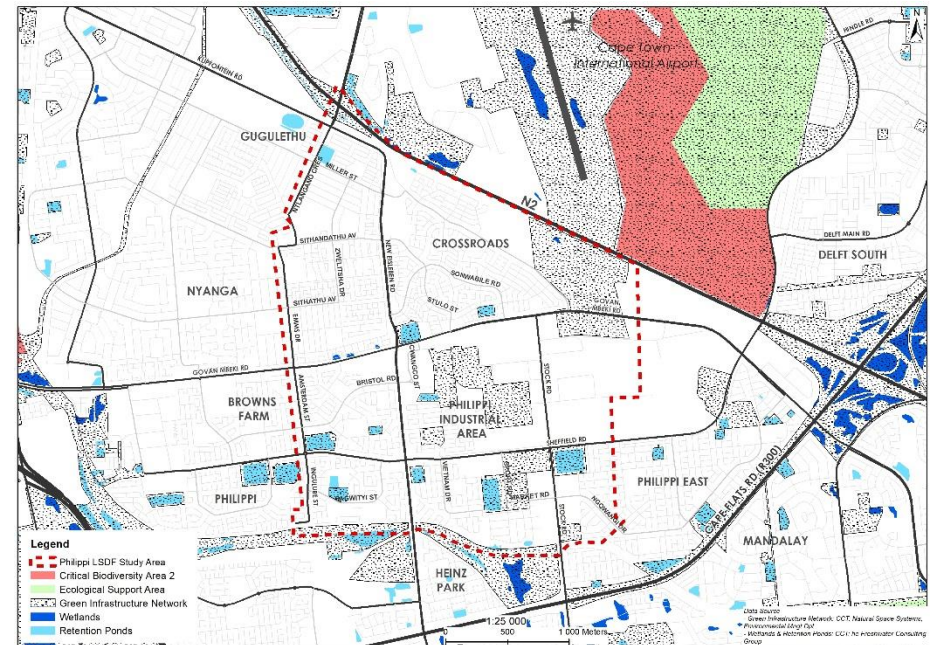


Figure 20: Hydrology, Biodiversity & Green Infrastructure Network

Green infrastructure is a patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. It provides an eco-friendly way to manage water resources that seek to imitate the natural cycle that is seen in nature. Green infrastructure plays a vital role in providing ecosystem services to cities. These services benefit urban residents directly but are also key to cities' adaptation and mitigation strategies, given the increase of climate change-related risks within cities. The study area has substantial green infrastructure ranging in value, and there is a significant amount of this green infrastructure with potential for improvement.

The green infrastructure in the POA is an important asset given its flood prone nature. The Philippi Horticultural area, south-east of the study area is the most valuable land within the Metro South-East, it is a large green lung for the surrounding residential area.

2.2.2 Geology, Topography and Soils

The Witsand and Langebaan Groups are the main geological formations in the study area. Witsand covers most of the study area, with Langebaan featuring on the South Eastern extent of the study area, along parts of Stock Road up to Sheffield Road.

Figure 21 depicts the Philippi area in two metre contour intervals. This shows that the POA is, largely a flat plain. The highest area within the POA is 42 metres above sea level, with the lowest being 32 metres above sea level. This makes the area highly prone to flooding and highlights the importance of a network of green infrastructure to balance the impacts of flooding in the area.

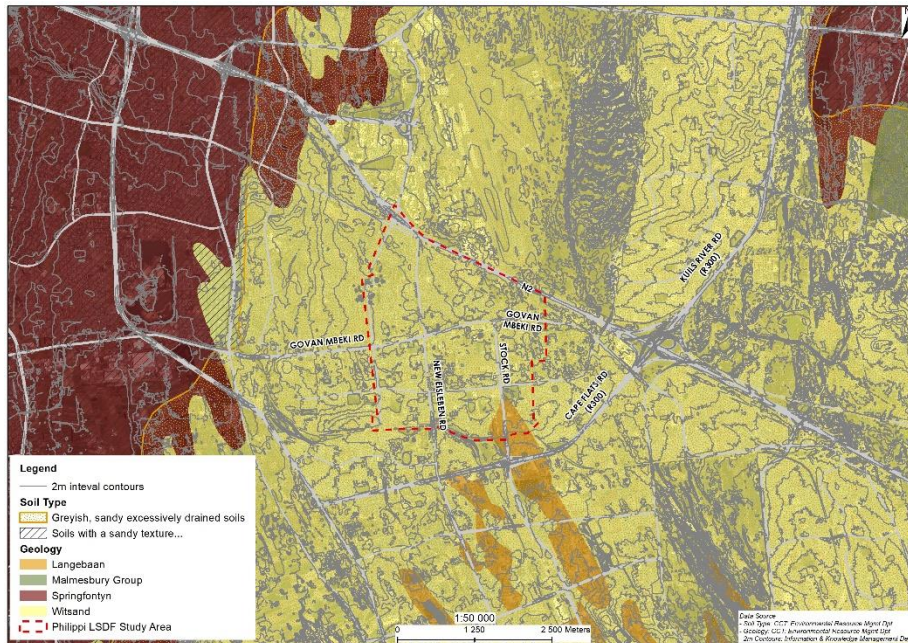


Figure 21: Geology, Topography and Soils

2.3 Demographic Profile

As at 2021, based on the City's projections, the estimated population for Philippi was 173 998, with 51 988 households. These projections use the 2011 Census data as a base. It must be noted, however, that although the impact of Covid 19 was considered when deriving the population estimates, the full extent of the pandemic may not be fully reflected in these figures.

The demographic profile presented in Figure 22 was developed using 2011 Census data. This information will have changed significantly given the development of new informal settlements like Marikana and potential job losses as a result of the Covid 19 pandemic. Nevertheless 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 in order to determine the POA area profile.

A summary of the POA profile per ward, as at 2011, is shown in Figure 22. Notable aspects include the very low levels of employment and household income which is expected to have significantly increased since 2011 and with the onset of the Covid-19 pandemic, which has had adverse effects on the economy and employment across the country. 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.

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 relative to the estimated average of 9-12du/ha for Cape Town as a whole.

Philippi is characterised by a very young population that is largely unemployed, with low levels of education and with significant amounts of informal habitation as a result. Historically, however, the Philippi area was a space where the black population sought to claim its rights to the City. The history of the place is telling on the levels of informality and poor service infrastructure that is seen in the area today. There is also a close correlation between the socio-economics of the POA and the high levels of crime reported for the area

Gugulethu (Ward 39) - 2011 Census Data



Philippi Opportunity Area - 2011 Census Data



Crossroads (Ward 36) - 2011 Census Data



Browns Farm (Ward 80) - 2011 Census Data



Philippi (Ward 34) - 2011 Census Data



Heinz Park (Ward 88) - 2011 Census Data



Philippi East (Ward 35) - 2011 Census Data



Source: Philippi Opportunity Area Regeneration Strategy (2020)

Figure 22: POA Demographic Profile per Ward
Source: POA Regeneration Framework, 2020

2.4 Housing

The demographic data shows that more than 50% of households in the POA are housed informally. This is indicative of the significant housing need in the area. Based on information extracted from the City's housing waiting list database in 2022 as presented in Table 4, there are potentially 24 920 housing claimants in the POA. Most of the claimants on the database are in the lowest income category group and would therefore be eligible for the Upgrading of Informal Settlements Programme (UISP), Breaking New Ground (BNG), Integrated Residential Development Programme (IRDP) and Community Residential Unit (CRU) forms of state housing support. It should be noted that the current housing demand as per the City's housing database significantly exceeds the estimated number of housing opportunities identified in the POA Housing Framework which is approximately 9000 housing opportunities. The housing typologies provided via the UISP, BNG and IRDP funding mechanisms also generally do not support higher density options. This misalignment between housing demand and a lack of state-funded, high-density housing options typologies limits the ability to optimise the benefits of well-located land.

Table 4: Housing Waiting List Extract for the POA as at 2022

HOUSING WAITING LIST *								
Average age: 39 years								
Total no.	% of Total	INCOME GROUP	FUNDING MECHANISM					
20 462	82.1%	0 -R1500	UISP	BNG	IRDP	CRU		
3 440	13.8 %	R1501- R3500					SOCIAL HOUSING	
780	3.1 %	R3 501 - R7 500						FLISP
105	0.4%	R7 501 - R10 000						
133	0.6%	R10 001 +						
24 920	TOTAL							
19 867	79.7%	35 years and older						
110	0,44%	Disabled: all						
84	0,33%	Disabled: 35 years and older						

2.5 Access and Movement Networks

The primary public structure of the POA is generated by the network of structuring routes which include: Stock Road, New Eisleben Road, Emms Drive, Sheffield Road and Govern Mbeki Road; and associated emerging activity clusters located at the intersections.

There are few landmarks resulting in 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 to the area include the entrance to the POA from the Klipfontein Rd/Borcherds Quarry Extension and at the elevated position on the rail crossing at Stock Road.

2.5.1 Road and Accessibility Network

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. There is a planned MyCiti trunk route that is proposed to run along this primary network (as shown in the Figure 23). There is also a planned realignment of Bocherds Quarry and upgrade of New Eisleben Road. Such road and transportation plans present new development opportunities and upgrades to the public realm and infrastructure in the POA.

The POA is also closely situated by the N2 (Settlers Way) to the North and the R300 to the south. Access to these roads is limited which contributes to inhibiting investment and growth of the area.

An incomplete road network within the POA creates large and imperious development blocks that contribute to poor accessibility for both vehicles and Non-Motorised Transport (NMT).

2.5.2 Public Transport & Non-Motorised Transport (NMT)

The rail network is the backbone of the city's public transport network. The POA benefits from its location on the central line with two train stations that serve it; Stock Road and Philippi Stations. Philippi Station is one of the busiest stations in Cape Town with more than 30 000 passengers using the station daily. The railway line is connected to other railway stations such as Mandalay and Nyanga. The current crisis of erecting informal settlements along railway lines undermines this transport asset in the area and needs to be urgently addressed. In 2019, residents erected shacks on the railway lines near Philippi. The Eyadini informal settlement on the railway lines in Philippi has also grown as backyarders from Samora Machel, Kosovo, Marikana, Philippi East and other areas flock to the site.

Other modes of public transport available in the area include the Golden Arrow Bus Services (GABS), micro-minibus taxis (amaphela) and minibus taxis. Both services operate extensive networks along the main routes in the area, notably along New Eisleben Road, Bristol Road, Sheffield road, Jakes Gerwel Drive and the Joe Gqabi precinct. Jakes Gerwel Drive services multiple destinations in all the other districts via the N2, and Main Rd.

Public transport infrastructure provision in the POA is as follows:

- Govan Mbeki MyCiTi trunk route with planned IRT Phase 2 routes and two major Public Transport Interchanges (PTI's) at the Philippi Village and Stock Road Station. Designs for the Phase 2 route are under review to explore cost saving options, while current designs for the Philippi Village PTI, indicate a substantial facility that could extend between New Eisleben and Stock Road in the road median.
- Rail, located south of the POA with 2 stations, including Stock Road station and Philippi Stations.
- 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 Joe 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. Non-Motorised Transport (NMT) includes all forms of movement that do not rely on an engine or motor for movement.

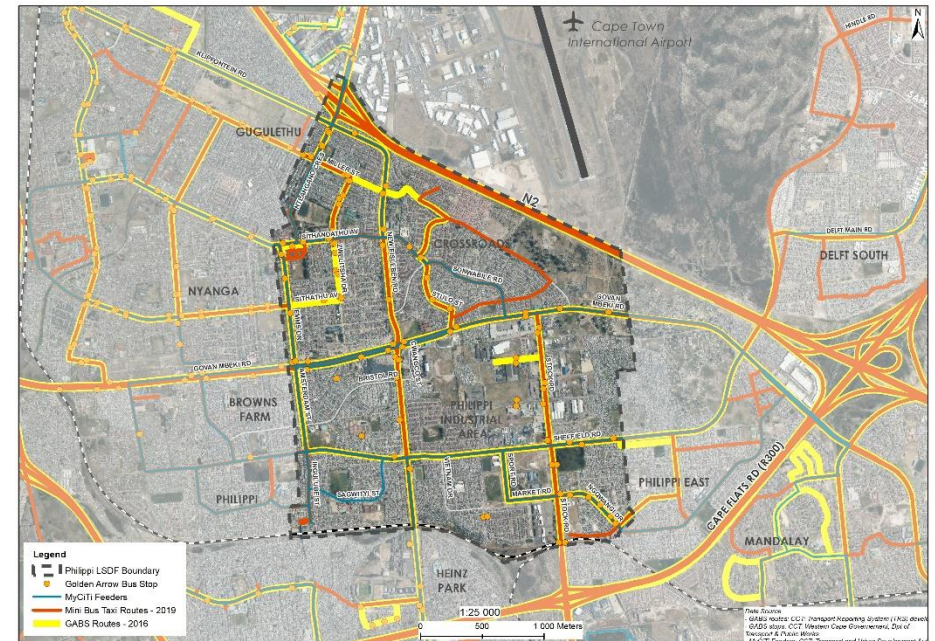


Figure 24: Public Transport

2.5.3 Open Space/Public Space

Open Space can be categorised into urban open spaces (such as squares and promenades), recreational green spaces (such as parks and sports fields) or natural open space (such as nature reserves and beaches). Among these, there are public open spaces and, institutional open spaces.

Public open spaces have been defined as: land under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses. Institutional open space on the other hand is defined as; green open spaces within existing institutional areas that may not be zoned public open space but provide open space services (KMGBD DSDf& EMF, 2023).

Open spaces can have an ecosystem, social, economic or movement function. 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.

The City's Urban Waste Management 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.

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:

- a. Public spaces associated with the Zolani community facility;

- b. Ingulube Hives forecourt space on the intersection of Amsterdam and Govan Mbeki Roads;
- c. 'Little Grand Parade' forecourt space on Amsterdam;
- d. Forecourt and multifunctional space at the Philippi Station;
- e. Forecourt space at the Stock Road Station; and
- f. The public space and amphitheatre area at the Philippi Village Hub. This space is the most well-maintained and has restricted access.

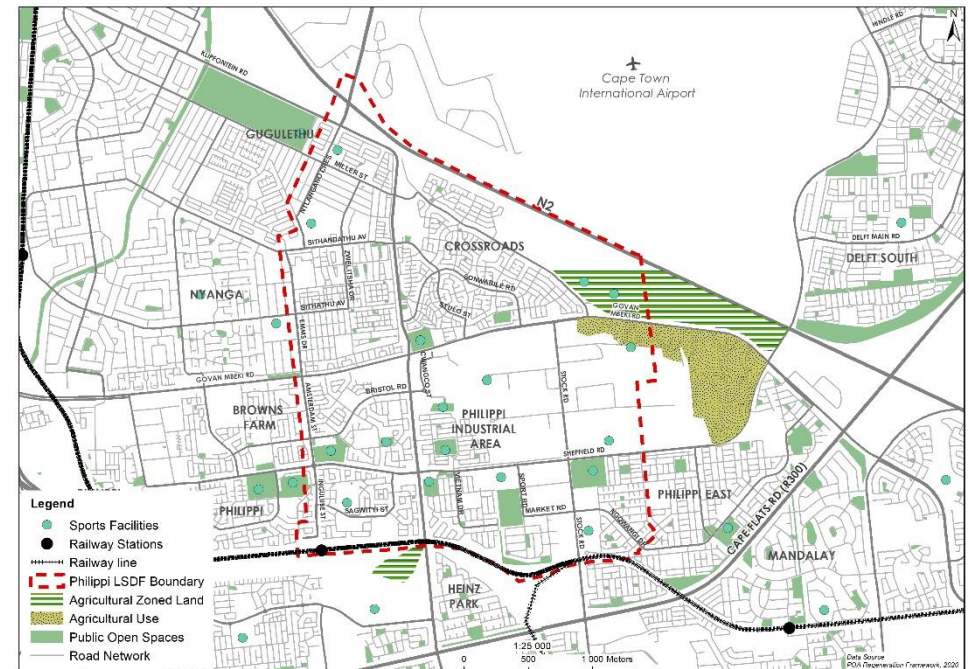


Figure 25: Open Space Environment

2.5.4 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 precincts. There are several isolated facilities and it is noted that existing facility clusters are not completely aligned to the hierarchy of activity clusters or locations with greatest accessibility. Most significantly, a lack of clustering occurs at the Joe Gqabi/Stock Road proposed PTI.

A series of educational institutions ranging from early childhood development institutions, primary institutions to secondary institutions exist in the area. The region has a mix of both public and independent (private) institutions.

On health facilities, the broader area has nine clinics in total with four located within the POA study area. Health facilities located outside the POA study area include; Gugulethu Clinic, Masincedane Clinic, Weltevreden Valley Clinic, Mandalay Clinic and Delft South Clinic. Although a number of sports facilities do exist in the study area, there is a need and opportunity for more across the available open spaces.

A review of public facility provision with CSIR standards (and 2011 census info) found that there is an under provision of public facilities in Philippi particularly for parks, health facilities & education, but 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 the 2011 census.

Philippi is also identified as a backlog area in the Community Services & Health Infrastructure Plan (CSHIP, 2019), which identifies the following key projects for the precinct: major upgrading or replacement of an existing clinic, expansion or replacement of the community library, as well as the development of a new sportsground and ECD centre of excellence/support centre.

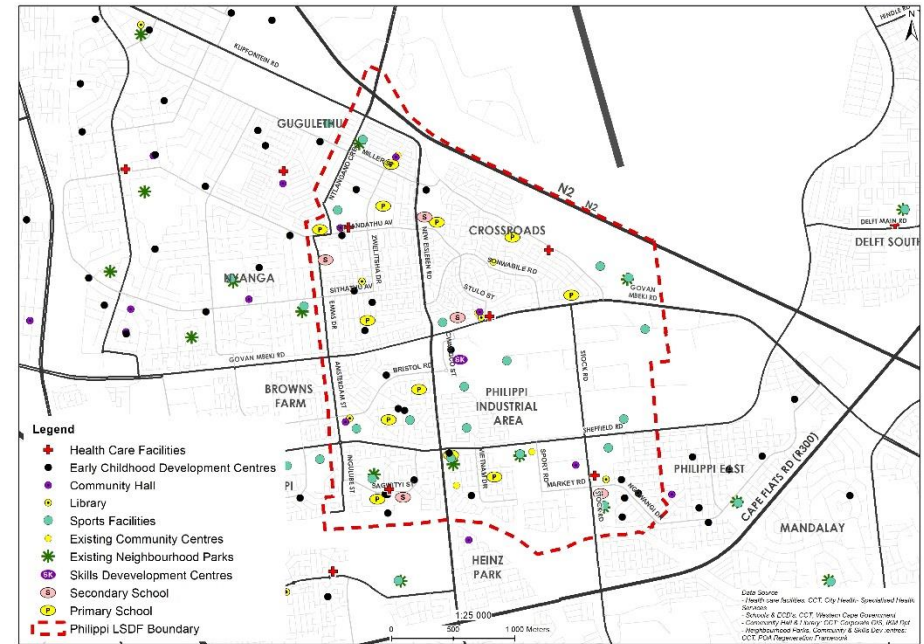


Figure 26: Public Facilities

COMMUNITY FACILITIES NORMS AND STANDARDS

Table 5: Community Facility Norms and Standards

	CSIR 2010 Norms & Standards (Ha)	CSIR 2015 Norms & Standards (Ha)	Guidelines and Standards for Planning of the City of Cape Town Social Facilities and Recreational Spaces (4th Revision) 2020 (Ha)	Recommended 'Best Practice' Norms and Standards (National Treasury: Good Design Guide)
Local market	1	1	0.02–4 informal market	1
Primary school	3.2	1.9	-Min 2.8 (including sports fields & recreational facilities) -1.9 (If sharing community sports fields)	0,3 (3 storeys)
Medium Health care Centre	1	1	0.2 -Small to medium sized clinic: 5 000 – 20 000 people threshold;	0,4 (2 storeys)
Post office	0,003	0,02	-0,01 shop space - 0,03ha land	0,02 (within MU area)
ECD Centre	0,05	0,04	Min of 0,02 could accommodate 100 children	0,02 (2 storeys)
Neighbourhood Park	2	0,6	Min 0,6	0,6
Total Required Footprint	7,28,34	4,56	Min 3,65 – 7,65	2,34

The community facilities norms and standards presented in Table 5 illustrate the change in requirements of community facility provision over time, in line with densification objectives. The change in requirements has shifted from a traditional approach to more infill development and multi-storey, mixed use shared facilities which take up a smaller land footprint which is what this LSDF seeks to achieve.

A. Traditional Approach:

- i. Standards promote oversized sites with single storey and horizontally spread facilities.
- ii. Mono-functional and fragmented facility provision.

- iii. Typically, inconvenient and inaccessible for NMT and public transport.
- iv. Prone to vandalism and theft due to extensive perimeters that are difficult to secure
- v. High security costs.
- vi. Dead Street interface and blank walls creating negative public environment.
- vii. Limited opportunities for sharing of maintenance and security costs between facilities.

B. Improved, Infill development Single Storey Clusters:

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

C. Multi-Storey Mixed- Use & Shared:

- i. Forms part of a mixed use shared facility.
- ii. Reduced building footprint and land area take-up.
- iii. Convenience for users due to proximity to public transport interchanges
- iv. Active street edges, with positive contribution to the public realm.
- v. Shared maintenance and security costs.
- vi. Limited and controlled entrances, requiring less security and fencing

2.5.5 Bulk Utility Infrastructure: Electricity, Water, Waste Water & Stormwater

An assessment of the current level of supply of bulk electrical, water, sanitation and stormwater infrastructure in the Khayelitsha, Mitchells Plain, Greater Blue Downs District reveals the following in relation to the POA:

- a. A slight lack of electrical capacity in the eastern part of Philippi and Crossroads; the affected areas are primarily residential, including large informal settlements in Philippi and adjacent to the N2, but also touches on the industrial area. A slight lack of capacity has been defined as 90%-100% of firm substation capacity.
- b. The vast majority of the district has adequate or spare capacity in the bulk water infrastructure system. Spare capacities are found in a variety of populated areas, including the N2-bordering edge of Crossroads – formal and informal residential.
- c. Wastewater infrastructure on the other hand, is lacking. The majority of Philippi has a slight lack of capacity, with a severe lack of capacity in the western and eastern edges of Philippi.
- d. Based on the MTIF 2017 data, there appears to be adequate capacity in the stormwater infrastructure in Philippi. Evidence on the ground, however, reveals stormwater as a major challenge in the area, and the proliferation of informal settlements and illegal dumping that takes place in the area are the likely contributors to this strain on the stormwater infrastructure.

Bulk service infrastructure is a challenge in the POA and a lot of investment into its upgrading will be required to support current and future populations and the development of the area. Service departments are to confirm how much additional capacity will be required to adequately support current populations and any future development proposals.

2.6 Land Legal Aspects

2.6.1 Zoning and Land Use

The existing land use split in the POA is presented 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% of the land area. Retail and industrial activities comprise 11% of the total area with the industrial zoning concentrated in the central parts of the POA study area where there is currently evidence of large underutilized/underdeveloped land parcels. 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.

Table 6: POA Land Use Distribution

Philippi Opportunity Area- Existing Land Use Distribution		
Land Use	Area (Ha)	Percentage of Total (%)
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/ Underdeveloped	50.91	6
Vacant Land	45.19	6
Road/ Rail Reserve	252.04	31
TOTAL	817.32	100

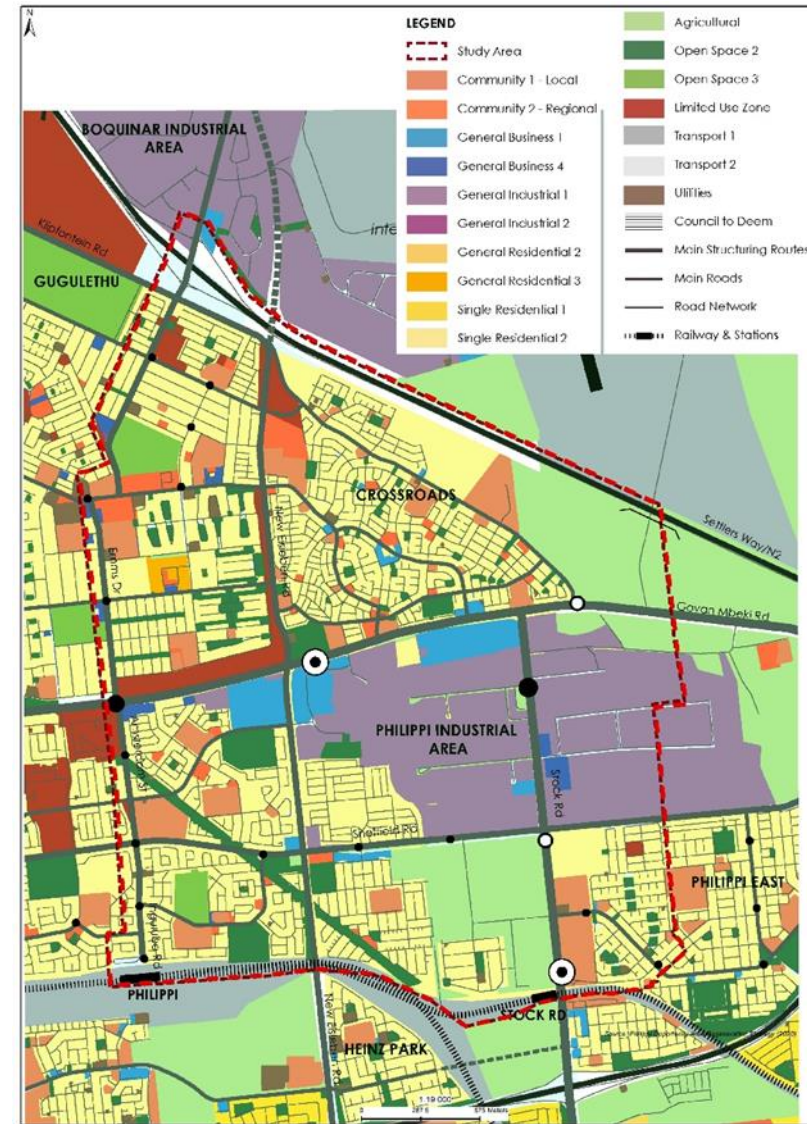


Figure 27: Zoning

A comparison between the zoning plan and existing land use activities in the POA indicates a significant misalignment with the intended use of land versus its actual use with large areas of the envisioned industrial area 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 in the area to more mixed use, high density forms of development.

Investment by existing property owners and new investors is being constrained by the growth uncertainty of the area due to its unclear future land use role within metro; and high crime levels. Potential threats of illegal land invasion are also creating uncertainty and limiting options for new and ongoing investment.

2.6.2 Publicly Owned Land

There is 45ha of vacant land in the POA with approximately 35% in public ownership. Much of this land (see Figure 28) is located in a central position between Philippi Village at the intersection of New Eisleben and Govan Mbeki Roads, and the Joe Gqabi/Stock Road station. It includes the Erf 5268 property which is a City owned property edging Sheffield and Stock Road, that currently houses the Philippi Fresh Produce Market, the long distance bus terminus and Vuyiseka.

Large tracts of privately owned land also remain either under-utilised or completely vacant, providing immediate potential for land acquisition and development. Some of this land forms part of the New Development Areas (NDA's) identified in the Sub-District 1 of the Khayelitsha Mitchells Plain Greater Blue Downs District Plan as presented in Figure 12 in section 1.6.4 of this document.

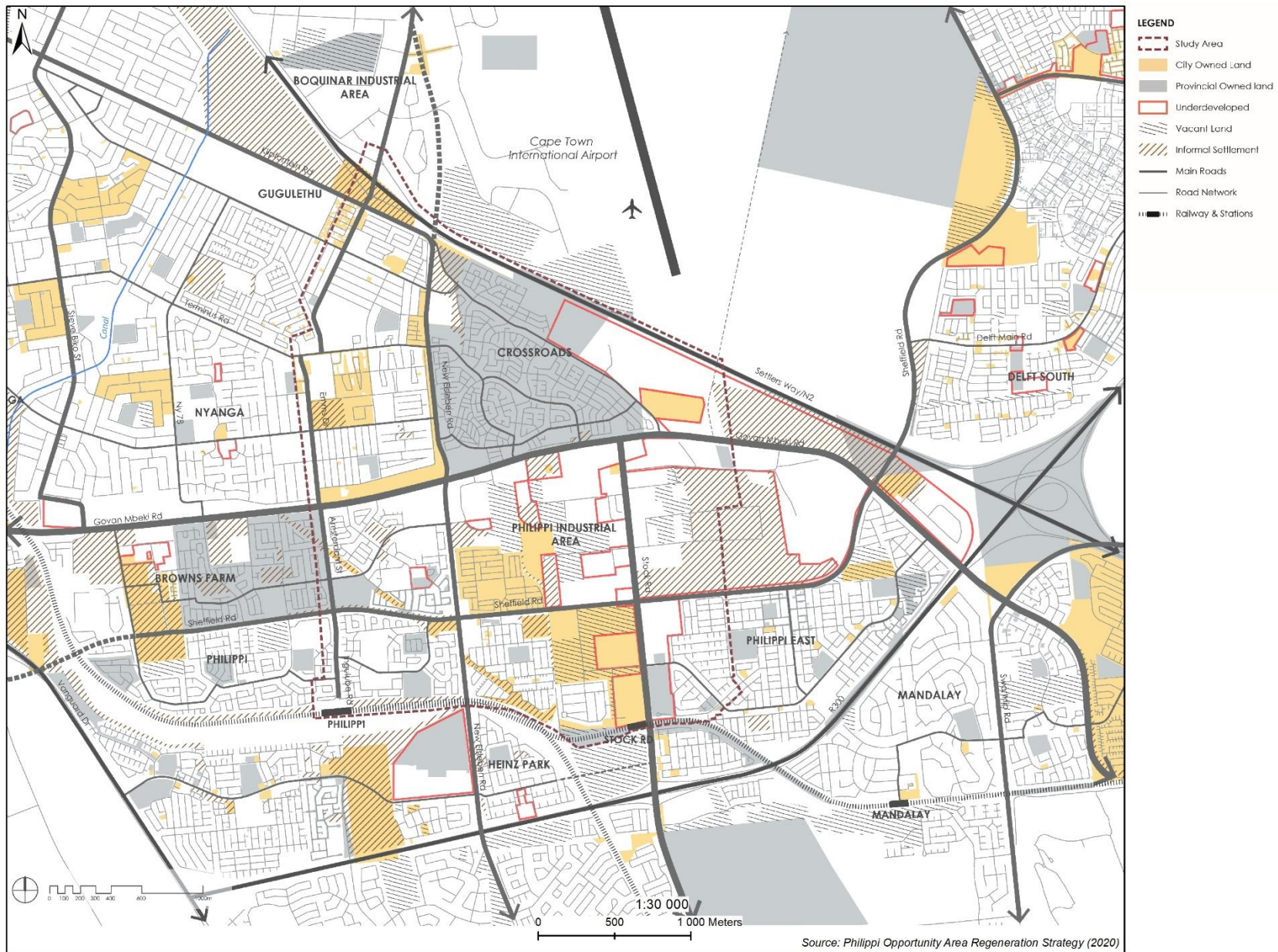


Figure 28: Land Ownership, Underdeveloped and Vacant Land

2.7 Developments Around the POA

A range of large-scale development initiatives are planned in and around the Philippi Opportunity Area as depicted in Figure 29. Notable is the development of the Philippi Fresh Produce Market located on City owned Erf 5268. The development of this site has unlocked funding to support the expansion of the Agri-Hub and Fresh Produce Market. The purpose of the project is to revitalise small and medium-business urban farming, offer training, and increase job opportunities in Philippi, with the Philippi Economic Development Initiative (PEDI) as the local implementing partner of the City of Cape Town.

There are also residential projects underway, typically of a low density and single storey. The most notable residential development being the City and Housing Development Agency's (HAD) Sheffield Road Housing Development with a yield of 390 units made up of single storey free-standing units and double storey semi-detached units. Retail developments are ongoing with one new proposed retail development at the intersection of Stock Road and Sheffield Road. This will add to the retail provision in the area currently served by the fairly recently developed Junxion Mall and, the GOAL supermarket.

Potential other private investment includes the expansion of the airport which will support increased economic activity in the local area. This aligns with the Airports Company South Africa (ACSA) vision to develop the Airport and surrounding area into an Aerotropolis. The Swartklip site owned by ACSA is also proposed for development, along with the City's upgrades of the PTI at Nolongile. The vision for the Swartklip site is to create a new mixed use node that contributes to the economic growth and improved spatial integration. New industrial development is also proposed in the King David and Boquinar industrial area (City of Cape Town, 2020).

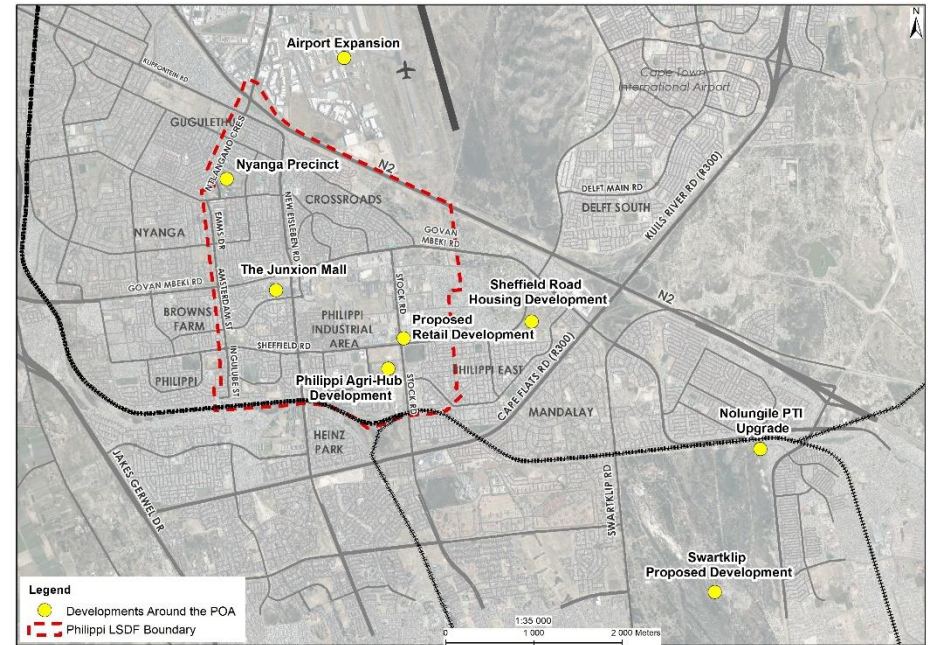


Figure 29: Current & Planned Developments Around the POA

2.8 Heritage Resources

Heritage resources celebrate our diversity, and form an integral part of our identity. Heritage includes tangible and intangible cultural, as well as natural heritage resources inherited and valued by society. These can be any place, space or object that has cultural significance or special value to present communities, and should be protected for the benefit of future generations (POA Heritage Study, 2021).

Heritage resources may be significant because of their cultural, aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value. A heritage resource may be considered significant because of any one or more of the preceding values, by different groups. Therefore, it is important that all these values are considered when assessing significance.

Among others, heritage resources may include:

- a. Places, buildings, structures and equipment of cultural significance;
- b. Places that are associated with oral traditions or living heritage;
- c. Historic settlements and/or townscapes;
- d. Landscapes and natural features of cultural significance;
- e. Geological sites of scientific or cultural importance;
- f. Archaeological and paleontological sites;
- g. Graves and burial grounds; and
- h. Sites of significance relating to the history of slavery.

The National Heritage Resources Act (NHRA), 1999 (Act 25 of 1999) makes provision for a three tier system for grading heritage resources. These three tiers are managed at national, provincial and local level: The South African Heritage Resources Agency (SAHRA) is responsible for the identification and management of Grade I heritage resources. Heritage Western Cape (HWC) is responsible for the identification and management of Grade II heritage resources. The City as a competent local authority, is responsible for the identification and management of Grade III heritage resources. Grade III heritage resources are conservation worthy heritage resources which do not fulfil the criteria of being of national or provincial significance.

2.8.1 Places Protected Under Section 34 of NHRA in the POA

Buildings and structures are protected under section 34 of the NHRA when they reach 60 years of age, and alterations or demolitions require permission from the heritage resources authority.

Based on the findings of the POA Heritage Study, structures within the study area that are older than 60 years (i.e. were constructed in 1961 or earlier) include the following:

In Nyanga:

- a. Hlengisa Primary School on Hlathi Street
- b. Various residential buildings on Sakkiesdorp Crescent, Emms Drive, Hangana Street
- c. The African Methodist Episcopal Church on Emms Drive
- d. Buildings constructed as part of Nyanga Scheme 1, the Mau-Mau Scheme, the 1953 hostel development, the 1958 hostel development, and the 1958-1960 hostels developments
- e. The original Nyanga Bus Terminus building on Emms Drive
- f. Eucalyptus lane remnants on Mahobe Drive, Zwelishia Drive, and Emms Drive.

In Crossroads:

- g. Nine buildings, including the Duinendal farmhouse dated 1912, on erf 113170 (FOSA / Boys Town / Mfesane site)
- h. Four buildings in the Klipfontein mission settlement
- i. Eucalyptus lanes and tree groupings on Klipfontein Road, Mpungutye Street, and in the Klipfontein mission settlement.

In Philippi:

- j. The Cement Factory
- k. The Neu Eisleben Lutheran Church
- l. A converted dwelling at 149 Govan Mbeki Road (Philippi Junction)
- m. Eucalyptus lanes and tree groupings on Sheffield Road, Stock Road.

These structures fall within the areas proposed for grading in Chapter 5 of this LSDF as well as the Heritage study report.

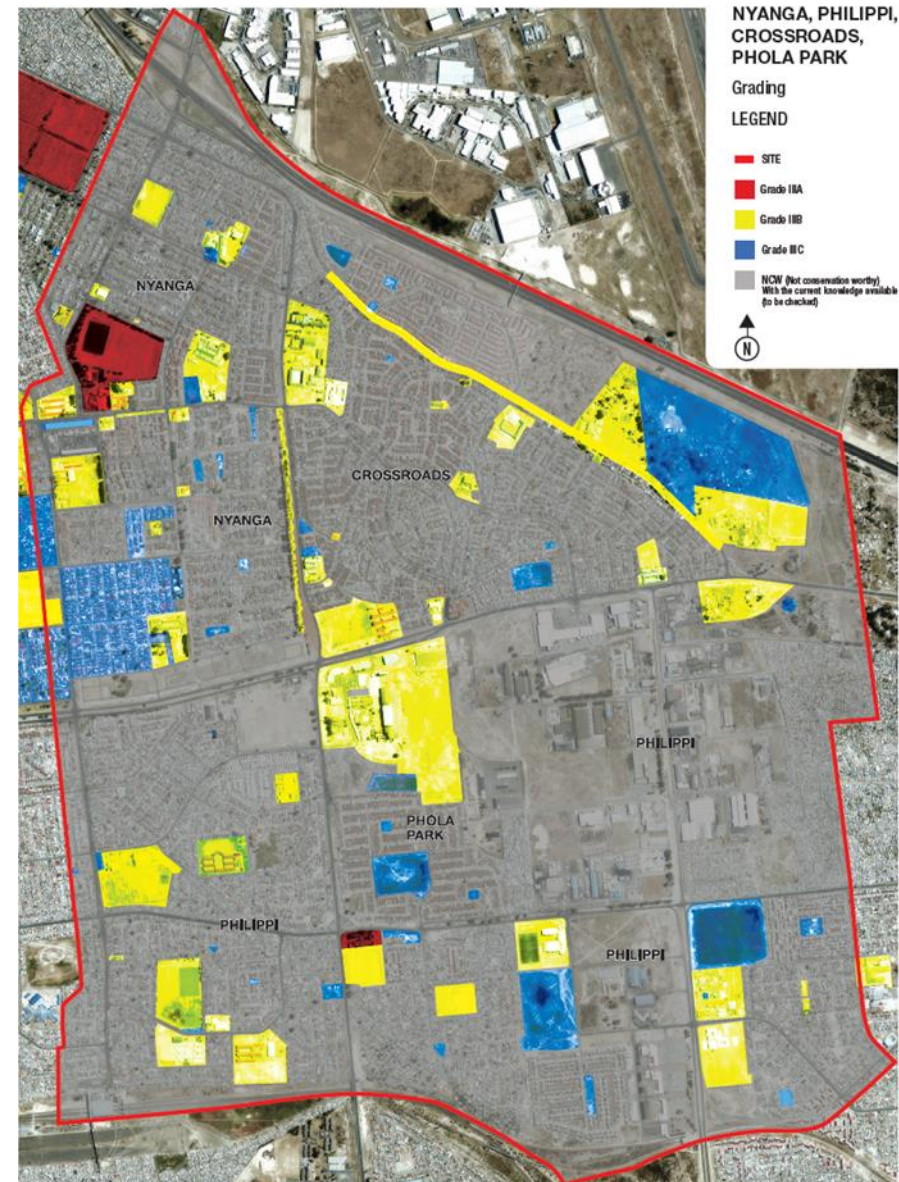


Figure 30: Heritage Grading in the POA

2.9 Economic Context

Philippi is characterised by both formal and informal development and high population densities across residential, industrial, and commercial land uses. Key sectors in the Philippi economy include: agriculture, the informal enterprise, waste and recycling, industry and manufacturing and, transport and logistics. 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.

The Philippi community experiences high levels of unemployment and low household income levels. The mark of deep social challenges including persistent poverty, high crime rates, gender-based violence and food insecurity, make a clear case for improving the basic living environment of the Philippi communities and the local economy, it's traders and business.

Despite its social challenges, the POA is also viewed as an area of potential opportunity – being strategically located at the centre of Cape Town in proximity of the PHA, CTIA and key access routes including the N2, R300, Sheffield Road and Govan Mbeki Road. The Philippi East industrial node includes vacant, zoned land at relatively affordable prices. Numerous previous policies and studies highlight this potential. On the surface, the key preconditions for economic activity and attracting investment are present (location, access, and zoned land), however, in reality, these locational advantages are undermined by poor urban management, and inadequate public facilities and services. Urban management issues include safety and security, land, and public space management as well as the provision of basic services.

Crime rates experienced in the area are some of the highest in Cape Town as well as nationally and affect both businesses and communities. Visual evidence shows striking infrastructure and urban management shortcomings that have historically led to Philippi's reputation as a "no-go area" for investors: Cleansing and waste management are insufficient and illegal dumping is common, with pervasive accumulation of uncollected waste on public streets and open spaces.

In some areas, such as Marikana informal settlement area, municipal refuse collection is insufficient and limited to the periphery of the settlement.

There are area issues with water pressure and quality issues, affecting farmers in the nearby PHA, while future bulk electricity supply by Eskom was at capacity in 2015. Illegal electrical connections associated with informal settlements threaten supply to businesses. While stormwater management capacity is currently adequate for a 10-year storm interval, the area is ill-equipped to handle larger storm events. Flooding is experienced annually due to poor management of litter and pollutants (these reduce infrastructure efficiency), and the high water table.

The local road network is impacted by potholes, degraded curb side environments along key arterials (particularly those with wide road reserves), and limited traffic management and public transport ranking infrastructure resulting in congestion along key access routes such as Govan Mbeki Road and New Eisleben Road. This impacts the movement of both local and freight traffic, negatively impacting economic activities linked to freight and logistics which require ease of movement.

A significant issue is the occurrence of large-scale land invasions that have taken place in the recent past and remain a threat to undeveloped vacant land in the area, thereby affecting investment. Many of these settlements remain underserved with basic infrastructure. Cumulative infrastructural and land management issues, underpinned by safety issues, have discouraged investment by the private sector, making Philippi a "no-go" zone. Crime is cited as a significant challenge for business, residents and especially, informal settlements where densities are high and there is limited lighting or policing.

Poor urban management continues to place a cost burden on both formal and informal economic activity in the POA. The current situation is not sustainable and without stabilisation of the area from an urban management perspective, existing businesses may eventually choose to relocate if the costs of doing business outweigh the cost of relocating. Retail and informal enterprises are likely to remain because of the

market demand created by the residential population, however the cost of doing business will continue to be high, threatening the sustainability particularly of low margin, livelihood focussed enterprises.

Despite the current poor state of urban management, some industrial and manufacturing businesses continue to operate in the area. New private sector retail investments, together with existing and new informal enterprises, continue to respond to, and service, the growing residential population. The highest number of businesses active in the POA are informal businesses, which are generally responsive to footfall, and often cluster around the formal retail developments, and transportation hubs such as the MBT and Amaphela. There are currently three major retail precincts, namely GOAL, the Philippi Plaza, and the Junxion Mall, around which informal and transport businesses cluster. There are strong linkages between the PHA and informal traders evident in the supply and sale of fresh produce. PEDI also has ongoing several agricultural initiatives, which invest in value chain activities and training programmes. Integration of the informal sector, such as connections to local farmers, has been identified as a key area needing support.

The spatial dimensions of economic activity are a key determinant of development potential in the POA. In addition to urban management, access has been identified by stakeholder groups as a key economic enabler for the POA and includes both improved road access and improved public transport services. The area is currently serviced by Mini-Bus Taxis, Golden Arrow Bus and Rail Services, with proposals to extend the rail network and implement Phase 2 of the MyCiTi that will substantially improve integration with the Greater Metro. Proposed road upgrades will significantly improve both north-south and east-west access to the POA and include the Borchard's Quarry upgrade, Symphony Way upgrade, Sheffield Road extension and R300 extension. Consideration needs to be given to the prioritisation and fast tracking of road upgrades that will have the greatest economic impact for the POA.

In particular, upgrades related to the MyCiTi will impact on informal trading taking place in affected road reserves if current design approaches proceed¹⁰. Stakeholders have indicated that consideration needs to be on balancing transport upgrades with

informal trading needs. Designs need to be responsive to the access provided by roads and public transport services so to mitigate the potential negative impacts on economic activity and existing traders.

2.10 Synthesis of Analysis

2.10.1 Regeneration Performance Assessment

A performance assessment against the objectives of an inclusive, thriving resilient place of the POA was undertaken 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 this LSDF.

Table 7: Inclusive - Challenges and Constraints - Assets and Opportunities

AN INCLUSIVE POA	
CHALLENGES & CONSTRAINTS	ASSETS & OPPORTUNITIES
<p>AN INCOMPLETE MOVEMENT AND ACCESS NETWORK WITH:</p> <ul style="list-style-type: none"> - Missing high order mobility links to the airport (Borcherds 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 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. <p>HIGH VIOLENT CRIME & POOR PERSONAL SAFETY WITH:</p> <ul style="list-style-type: none"> - 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. <p>INSUFFICIENT CLEANSING AND MANAGEMENT INCLUDING:</p> <ul style="list-style-type: none"> - 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. <p>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.</p> <p>INSUFFICIENT AND POORLY RESOURCED PUBLIC FACILITIES AND OPEN SPACE</p> <ul style="list-style-type: none"> - 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 	<p>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.</p> <p>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.</p> <p>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, Joe Gqabi long distance bus terminus, Nyanga taxi rank and various MyCiti stations.</p> <p>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.</p>

Table 8: Thriving - Challenges and Constraints - Assets and Opportunities

A THRIVING POA	
CHALLENGES & CONSTRAINTS	ASSETS & OPPORTUNITIES
<p>ILLEGIBLE TOWN CENTRE</p> <ul style="list-style-type: none"> - 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. <p>INVESTMENT UNCERTAINTY</p> <ul style="list-style-type: none"> - 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. <p>POOR FIT BETWEEN BUILT FORM TYPOLOGIES AND THE CONTEXT</p> <ul style="list-style-type: none"> - 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 position near high order public transport routes and stations. <p>POOR ALIGNMENT AND INTEGRATION BETWEEN FORMAL AND INFORMAL ECONOMIES</p> <ul style="list-style-type: none"> - 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. <p>INADEQUATE SUPPORT FOR INFORMAL ECONOMIES AND SUSTAINABLE LIVELIHOOD GENERATION</p> <ul style="list-style-type: none"> - 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. <p>LOCATIONS WITH NO STREET NAMES</p> <ul style="list-style-type: none"> - Several locations in the POA do not have street names. Street naming is important for creating a sense of belonging, attachment and pride. 	<p>GOOD PROXIMITY TO A RANGE OF SURROUNDING HIGH ORDER NODES & DESTINATIONS</p> <ul style="list-style-type: none"> - 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. <p>CHANGE IN ACSA NOISE CONTOURS</p> <ul style="list-style-type: none"> - 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 <p>EXISTING AND EMERGING LOCAL DESTINATIONS & PRECINCTS</p> <ul style="list-style-type: none"> - Existing and emerging precincts in the POA include the Philippi Village, NUNU town centre and Philippi and Stock Road Stations <p>A RANGE OF EMERGING LOCAL INDUSTRIES WITH MINIMAL BARRIERS TO ENTRY</p> <ul style="list-style-type: none"> - 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 <p>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</p> <ul style="list-style-type: none"> - 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.

Table 9: Resilient - Challenges and Constraints - Assets and Opportunities

A RESILIENT POA	
CHALLENGES & CONSTRAINTS	ASSETS & OPPORTUNITIES
<p>INSUFFICIENT STORMWATER CAPACITY</p> <ul style="list-style-type: none"> - 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; <p>FRAGMENTED AND DEGRADED GREEN AND OPEN SPACE NETWORK</p> <ul style="list-style-type: none"> - Existing green open and recreational spaces are fragmented and do not 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. <p>POOR LAND USE MIX AND DIVERSIFICATION</p> <ul style="list-style-type: none"> - A limited mix of landuse 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 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. <p>LIMITED VACANT LAND</p> <ul style="list-style-type: none"> - 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. 	<p>SURROUNDING HIGH ORDER GREEN ASSETS</p> <ul style="list-style-type: none"> - 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. <p>EMERGING GREEN CORRIDOR ALONG SHEFFIELD</p> <ul style="list-style-type: none"> - 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. <p>LOCAL PRECEDENT TO ADDRESS STORMWATER AND SPORTING/ RECREATIONAL NEEDS IN AN INTEGRATED MANNER</p> <ul style="list-style-type: none"> - The iThemba Labanthu multi-functional sports facility provides local direction on how to address stormwater challenges in the area. <p>AVAILABLE VACANT AND UNDERUTILISED LAND FOR MIXED USE DEVELOPMENT</p> <ul style="list-style-type: none"> - 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 - Underutilised land along major movement corridors, including road reserves, medians and wide sidewalks can be optimised.

2.10.2 Summary of Assessment

Based on the analysis, the key constraints and challenges and, assets and opportunities of the POA to inform proposals for development can be summarized as follows:

CONSTRAINTS AND CHALLENGES:

- a. Safety and Security Concerns- High violent crime & poor personal safety
- b. High levels of unemployment and social deprivation;
- c. Poor environmental quality that contributes to poor safety and character experienced in the POA;
- d. 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;
- e. 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;
- f. An incomplete internal street network leading to unfavourable street layouts for cohesive and integrated development;
- g. An illegible town centre and uncertainty on the role and hierarchy of precincts and centres within the POA;
- h. Limited vacant land availability for competing needs for housing, stormwater, sports and recreation;
- i. A fragmented open space network that does not adequately support ecological processes or provide quality recreation and social space;
- j. An under-provision of critical public facilities including education, recreation, sports and security;
- k. 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;

- l. Insufficient housing
- m. 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:

- n. Optimisation of the POA's central location and emerging opportunities with supportive development to improve its links to surrounding destinations and activity clusters, including the Airport, PHA and Swartklip site;
- o. Build on the POA's proximity and visibility to high order roads;
- p. Build on and consolidate the existing public facility clustering logic within the POA;
- q. 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;
- r. Support and add value to existing and emerging business and industrial activities;
- s. Support and add value to emerging economic activities such as agri-processing and food production;
- t. Build on the existing linear retention pond system occurring on Sheffield Road;
- u. Build on existing local precedent for multi-functional solutions to addressing competing challenges like stormwater management and recreational space.

3. THE LOCAL SPATIAL DEVELOPMENT FRAMEWORK



3 Local Spatial Development Framework

3.1 Development Principles

To achieve the inclusive, thriving and resilient desired outcomes, this LSDF has been informed by the application of the following guiding design principles:

A. A Flexible and incremental design approach

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

B. Integrate and connect

- i. Support continuous connections with its surrounds;
- ii. Prioritise NMT and linkages that connect public and community facilities and amenities;
- iii. Cluster activities and public facilities in prominent and highly accessible locations.

C. High density and multi-functional

- i. With limited space in the POA to adequately address various and competing demands between uses, a collaborative approach with the identification of solutions that support the sharing of available land is required; and
- ii. Optimisation of available land requires intense and higher density options to be prioritised.
- iii. Start small in the biggest way possible
 - i. Consolidate and cluster new development around existing landmarks, precincts, industries and activities; and
 - ii. Where possible, attempt to build on and use what we have - reuse existing buildings, infrastructure, tree planting etc.

D. Designing for safety at all times

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

E. Resilient and green

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

F. Support place-making and identity

- i. Support the creation of vibrant, mixed use and active environments;
- ii. Celebrate cultural and heritage sites, activities and events; and
- iii. Identify and protect natural and built elements to provide an authentic sense of place and character.

3.2 Spatial Vision

The guiding vision for the POA was informed by the Metro South East Accelerator outcome that proposed principles to guide future development in the area. The POA forms a key cluster of activity in the Metro South East, in addition to the POA being prioritized as a priority catalytic precinct of the CLDP.

The Philippi Village and Joe Gqabi/Stock Road Station Area are identified as separate but mutually supportive precincts. Collectively these precincts function as the focus and core investment area in Philippi that form the POA as depicted in Figure 31. Together, the POA and the Swartklip district node have the potential to act as accelerators for investment in the Metro South East. The role and guiding vision for the regeneration of the POA is:

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.

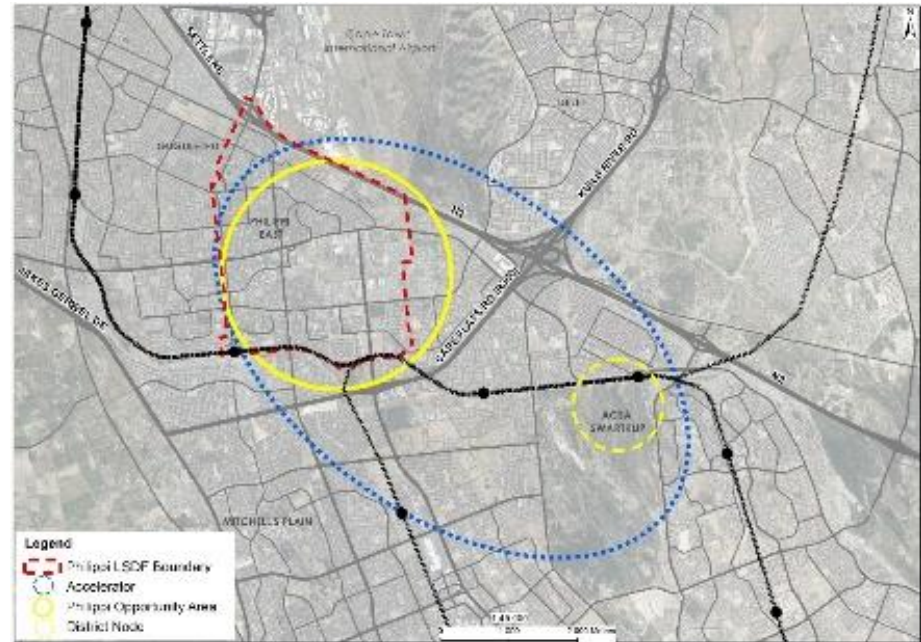


Figure 31: Philippi Opportunity Area Guiding Vision

3.3 Spatial Concept

The spatial concept presented in Figure 32 depicts the key development interventions to transform the POA. The conceptual framework for the POA is framed around eight regeneration themes drawn from the POA Regeneration Framework. These themes 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 of the POA's economy, environment, community, movement network as well as the land use mix and land assembly.

The conceptual framework for the regeneration of the POA 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 outlined below with the identification of the key actions required to support their realisation. The Implementation Framework and Project Pipeline, outlined in Chapter 5, 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.

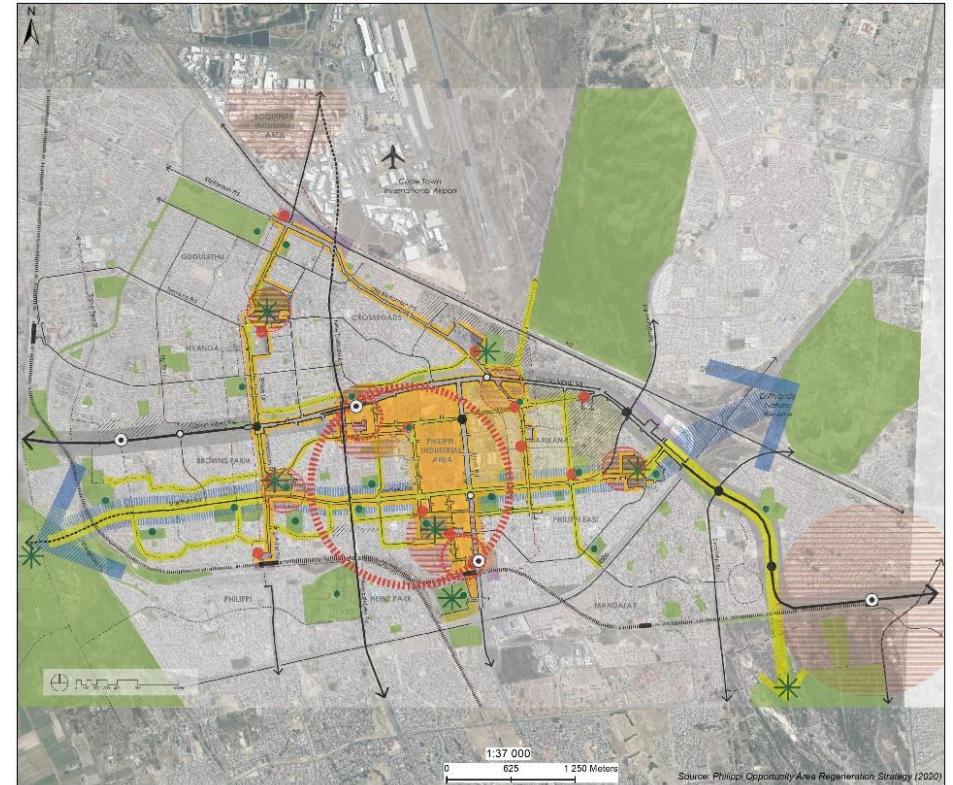


Figure 32: Philippi Opportunity Area Spatial Concept

3.4 Development Themes, Policy Statements & Guidelines

Eight key themes have been identified in terms of how the POA should be developed. Each theme outlines key policy statements and unpacks these through guidelines and illustrations in the accompanying maps.

Table 10: Development Themes

INCLUSIVE
THEME 1: Introducing Structure and Hierarchy - Providing a clear development logic for future investment
THEME 2: Creating Safe and Vibrant Streets - Introducing improvements to the spatial environment to create safer neighbourhoods to live, work and visit
THEME 3: Developing 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
THRIVING
THEME 4: Creating a Legible Town Centre and Heart for the POA - Clarifying the role of the Philippi precincts with the clustering of and inclusion of a range of offerings to support everyday community needs as well as visitors and investors to the POA
THEME 5: Supporting Existing, Emerging and New Industries - Steps to broaden and strengthen the economic base of the POA
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
RESILIENT
THEME 7: Diversifying Land Use Mix - Supporting the move from an industrial node to an active, vibrant and high density/mixed use urban centre
THEME 8: Developing an Integrated and Multi-Functional Green Network - Optimising available open spaces to address a range of social and ecological needs within the POA

3.4.1 Achieving an Inclusive POA

The following interventions are proposed to avoid a duplication of functions and roles between key structuring routes within the POA as well as to clarify the role and character between its various precincts.

THEME 1 INTRODUCING STRUCTURE AND HIERARCHY: Providing a clear development structure and a logic to guide future upgrades and investment as illustrated in Figure 33.	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
1.1 ESTABLISH THE ROLE AND CHARACTER OF KEY STRUCTURING ROUTES WITHIN THE POA	<ul style="list-style-type: none"> a. Develop Govan Mbeki and Stock Roads as primary development and public transport corridors. b. Develop the Emms, Amsterdam/Ingulube corridor, Old Klipfontein Road Corridor (which includes its extension into Marikana) and Sheffield Road (between Old Klipfontein Road Extension and Amsterdam Roads) as secondary development routes. c. Support improved pedestrian permeability and active street interface conditions at a local scale.
1.2 DEVELOP A CLEAR HIERARCHY OF ACTIVITY NODES	<ul style="list-style-type: none"> a. Direct development within and around Philippi Village and Stock Road Station as the primary activity node within the Philippi Opportunity Area. b. Facilitate the clustering of community and public facilities within the POA.
1.3 DEVELOP AN INTEGRATED & SAFE MOVEMENT NETWORK	<ul style="list-style-type: none"> a. 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. b. Create a structuring logic for the future re-blocking/upgrade of Marikana by extending key routes that provide across the informal settlement. c. Develop transport infrastructure that supports informal enterprises

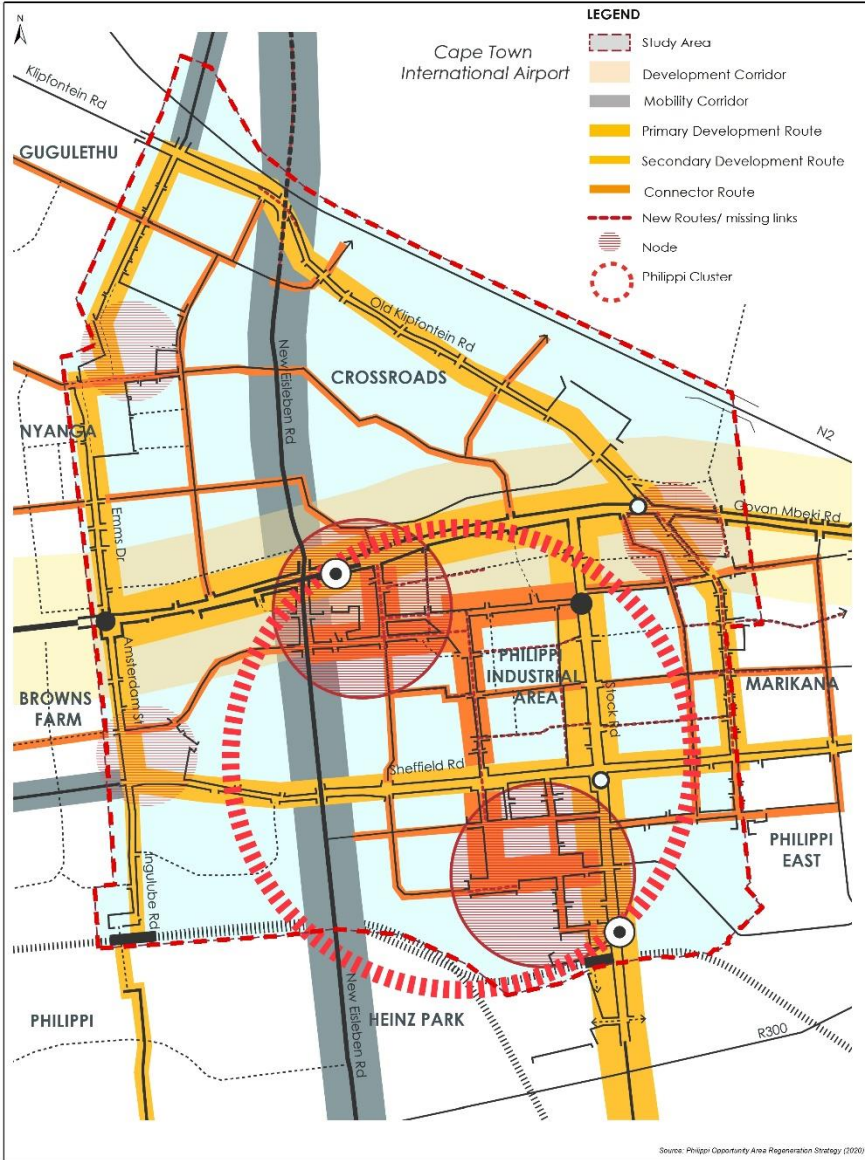


Figure 33: Theme 1 - Structure and Hierarchy

THEME 2: CREATING SAFE AND VIBRANT STREETS: Creating safer neighbourhoods to live in, work in and visit.	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
2.1 DEVELOP A SERIES OF ACTIVE BOXES AT KEY ACTIVITY PRECINCTS	a. Support an expanded security presence within the POA with the development of 'active boxes' associated with community facility clusters at key activity precincts to improve safety and surveillance. An 'active box' is a small multi-functional building and orientation landmark within the community with 24-hour presence.
2.2 ACTIVATE VACANT AND OPEN SPACES	a. Prioritise the development and or activation of vacant, underutilized and open spaces within the safe street network. b. The interface condition of buildings along streets will also need to be addressed to promote passive surveillance
2.3 'WRAP' UNDERUTILIZED PUBLIC FACILITY SITES	a. 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.
2.4 SAFE PUBLIC TRANSPORT	a. Position all new public transport stops at locations with mixed use development and active/positive ground floor usage. b. Support mixed use development with active/positive ground floor usage at existing public transport stations/stops.

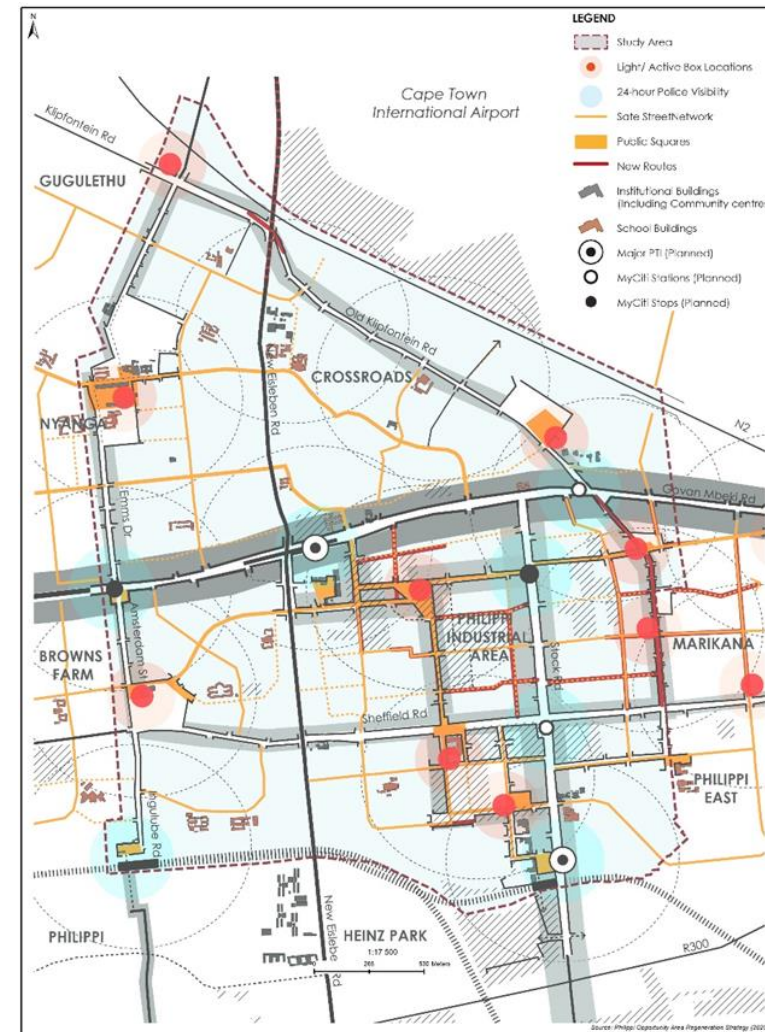


Figure 34: Theme 2- Safe and Vibrant Streets

3 DEVELOPING 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	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
3.1 CONSOLIDATE AND CLUSTER COMMUNITY FACILITIES	a. Consolidate and cluster community facilities at central and accessible locations within the POA (refer to map on the proposed clustering & consolidation of community facilities). This approach relies on the development of fewer but much better resourced facilities.
3.2 CO-DESIGN AND DEVELOP NEW PUBLIC FACILITIES WITH COMMUNITY STAKEHOLDERS	a. Support community involvement and ownership in the vision, design and construction of community centres and spaces.
3.3 DEVELOP MIXED USE COMMUNITY CENTRES	<p>a. 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.</p> <p>b. To optimise existing facilities, undertake a review of the space standards for community facility provision 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 - refer to the community facility norms & standards presented below.</p>

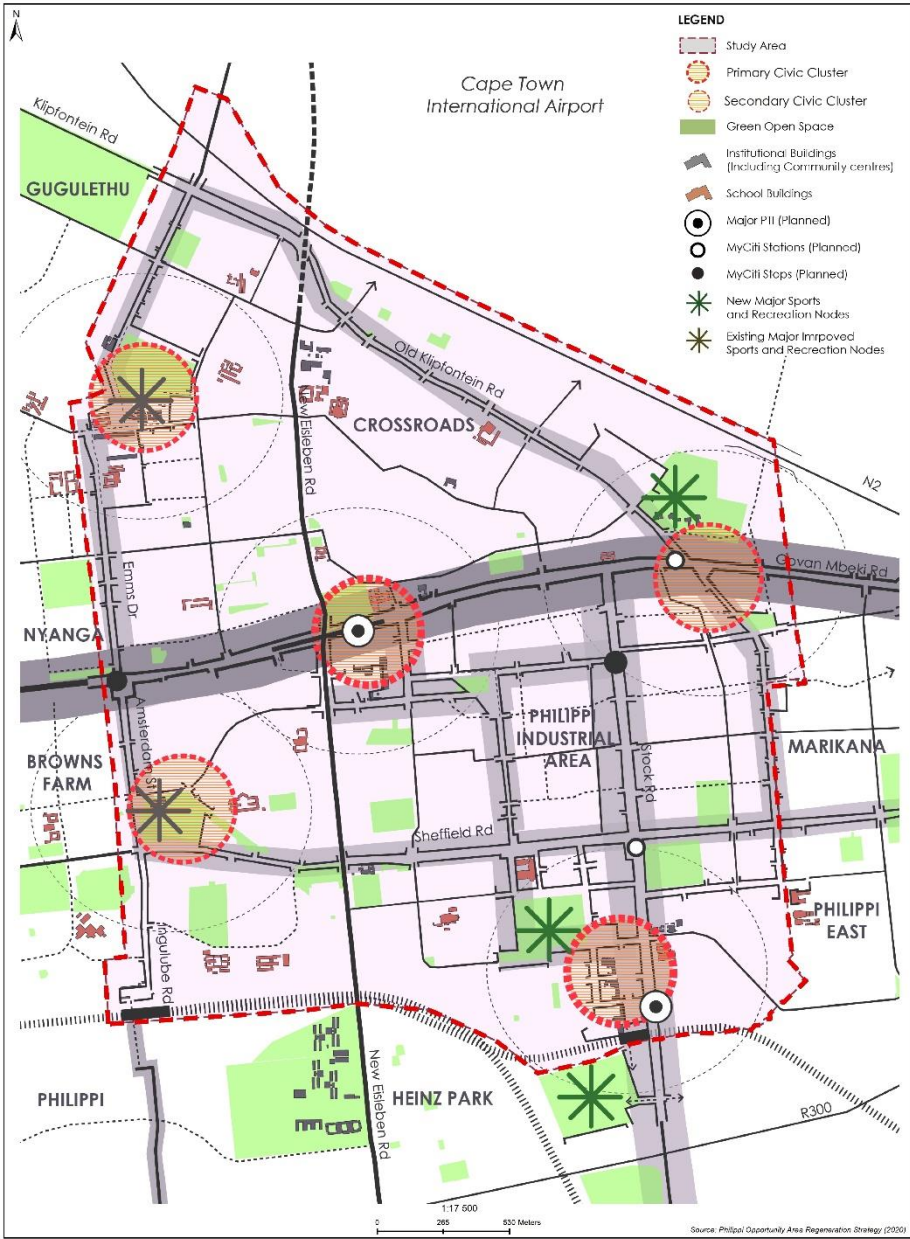


Figure 34: Theme 3 - Vibrant and Mixed Use Community Facilities

3.4.2 Achieving a Thriving POA

THEME 4 CREATING A LEGIBLE TOWN CENTRE AND HEART OF THE POA:	
Clarifying the role of the Philippi activity clusters/ precincts as illustrated in Figure 35 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	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
4.1 STOCK ROAD STATION & SURROUNDS AS A COMMUNITY SERVICES & GREEN ECONOMY NODE	a. Create a community services and green economy node by developing the vacant and underutilised land around the Stock Road Station and Jo Gqabi Long Distance Bus Terminus as well as the existing Philippi Fresh Produce Market and Agri-Hub on City owned Erf 5268.
4.2 PHILIPPI VILLAGE & SURROUNDS AS A CULTURAL & CREATIVE PRECINCT	a. Expand and consolidate the Philippi Village node as the cultural, educational and creative cluster of the POA. b. Support the development of the vacant land around Philippi Village to optimise the existing cluster of facilities in this location. c. Acknowledge the built heritage of the area and historic remnants where possible.
4.3 IMPLEMENT A NEW LINK TO CONNECT THE MAJOR ACTIVITY PRECINCTS	a. Improve connectivity between the Stock Road and Philippi Village precincts with the development of a new internal spine linking the precincts. 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.
4.4 SUPPORT MIXED USE INTENSIFICATION OF THE TOWN CENTRE	a. Support the intensification of high density and mixed use development between activity clusters to improve integration between them and create a legible town centre.

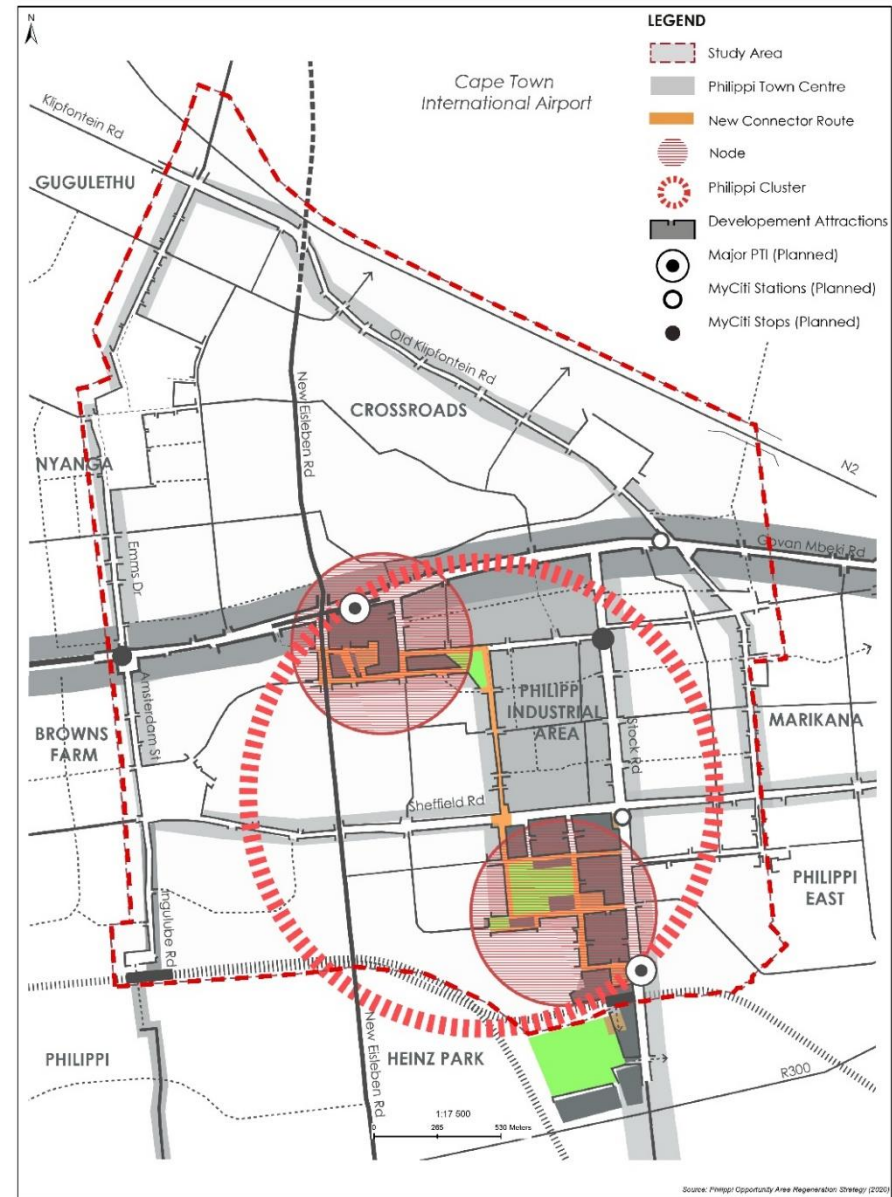


Figure 35: Theme 4 - Legible Town Centre and Heart of the POA

THEME 5: SUPPORTING EXISTING, EMERGING AND NEW INDUSTRIES: Steps to broaden and strengthen the economic base of the POA	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
5.1 EMERGING GREEN ECONOMY	<p>a. 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 and Agri-hub on the Erf 5268 site;</p> <p>b. Support sustainable livelihoods with the development of local community waste collection initiatives including a 'food for waste' programme.</p>
5.2 SUPPORT FOR INFORMAL TRADING	<p>a. 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 SMME entrepreneurs to access a market to trade;</p> <p>b. 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.</p>
5.3 CREATE AN ECONOMIC LADDER	<p>a. Provide support to SMME entrepreneurs by developing a range of business spaces to allow entrants into the economy to move up the 'economic ladder' as their businesses grow.</p> <p>b. Support the redevelopment of underutilised industrial buildings, wrapping large warehouses with small units and the inclusion of infill spaces within retail precincts.</p>

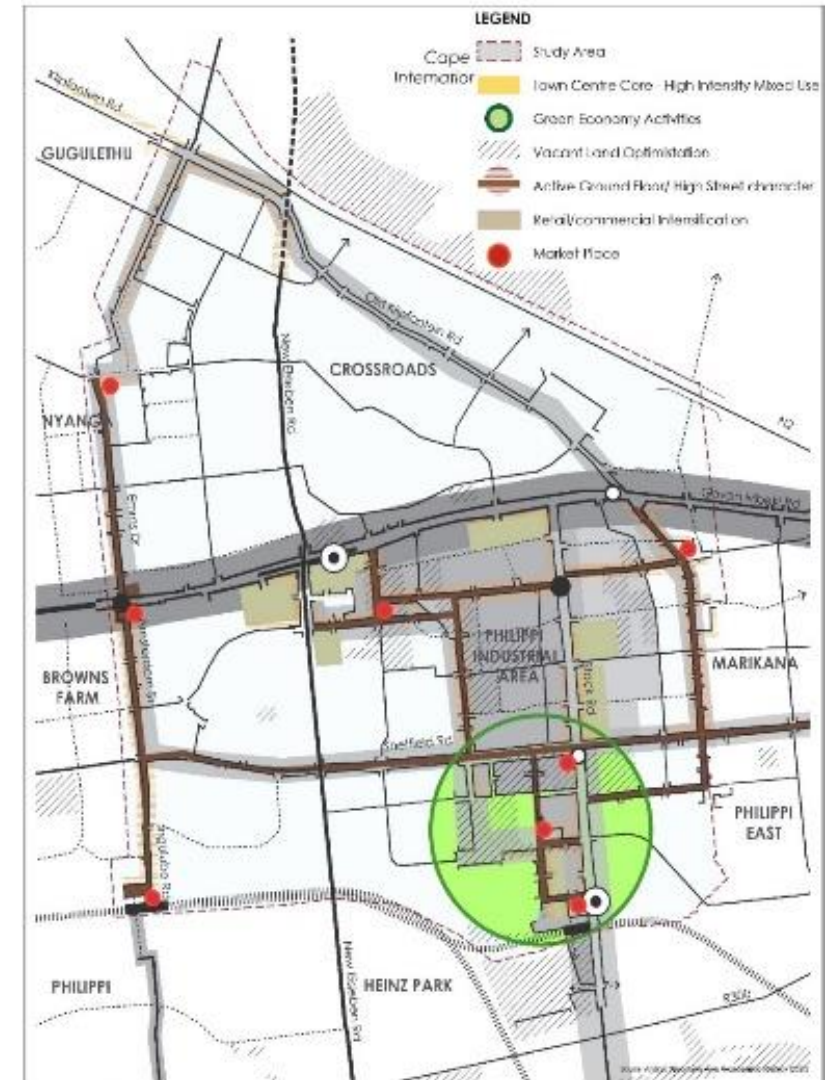
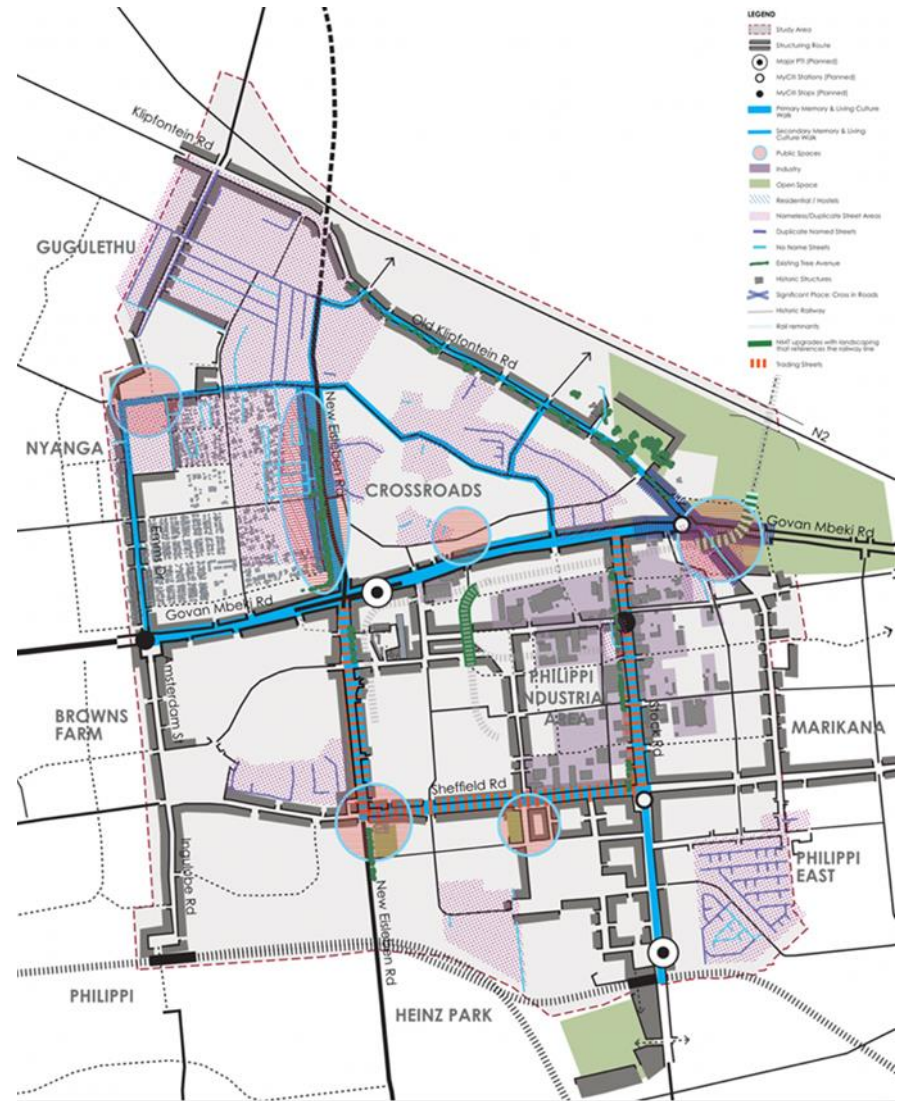
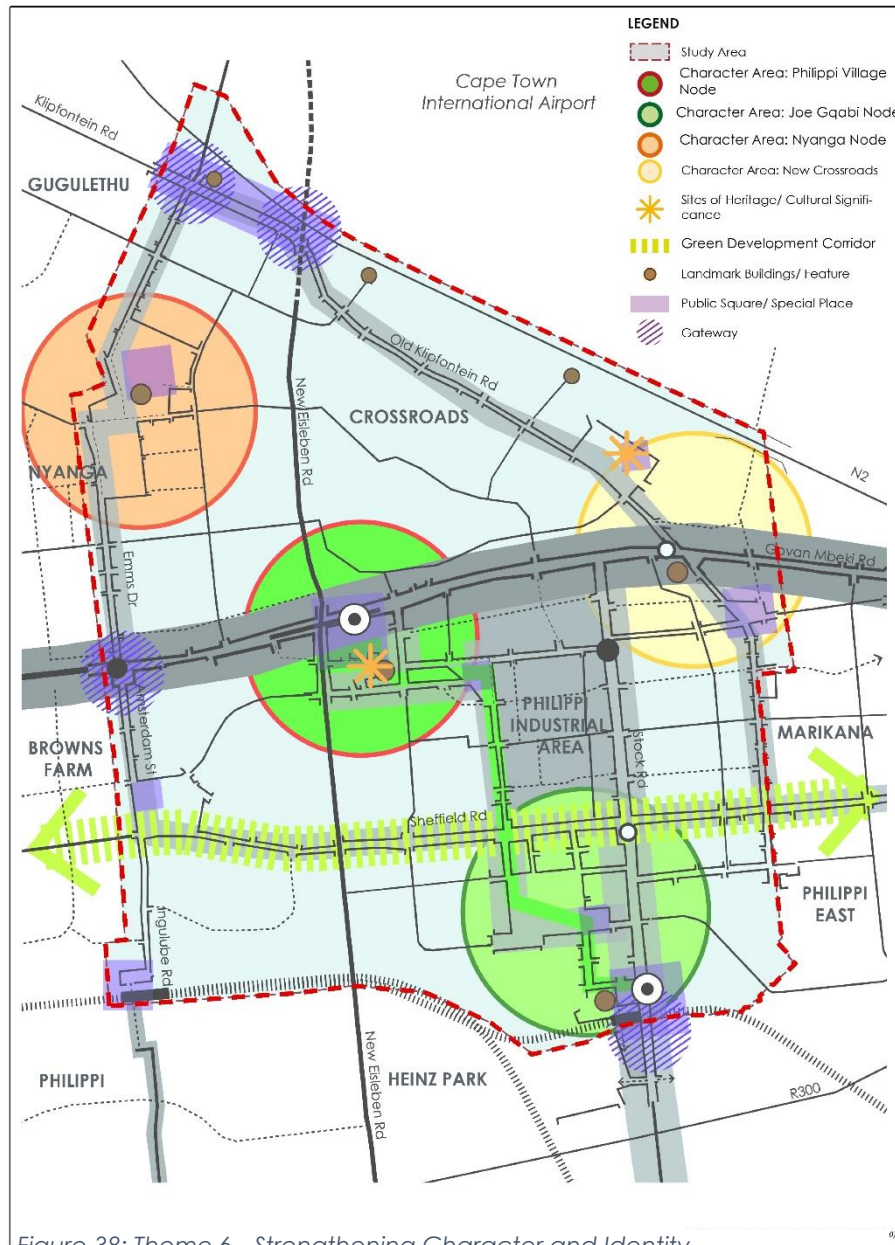


Figure 36: Theme 5 - Supporting Existing and Emerging and New Industries

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

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	
POLICY STATEMENT	DEVELOPMENT GUIDELINE
6.1 DEVELOP A MEMORY & LIVING CULTURE WALK	<ul style="list-style-type: none"> a. Encourage and support memorialization interventions along the identified Memory & Living culture walk (depicted in Figure 38) b. Support the use of special paving treatment along the sidewalks to denote this route.
6.2 PUBLIC ENVIRONMENT UPGRADING	<ul style="list-style-type: none"> a. Encourage the development of public spaces and historic remembrance spaces at these locations: Zolani Community Hall Square; Ikamva Labantwana School Square; Vuyiseka Multipurpose Centre Forecourt; iThembalabantu Forecourt; the Crossroads Public Square; and the Mahobe Drive Linear Park. b. Support the re-establishment of historic tree avenues. c. Support existing street trading and market streets, specifically New Eisleben Road; Sheffield Road and Stock Roads - the character of these upgrades should align with the theme of the Memory and Living Culture Route.

6.3 A SERIES OF CHARACTER PRECINCTS	<ul style="list-style-type: none"> a. Support the development of character precincts at the following identified locations of heritage significance (Figure 37): NUNU and the Hostel buildings in Nyanga, Duinendal/FOSA settlement, Industrial buildings within the existing industrial area of the POA, Philippi Village, iThemba Labantu. 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. b. Support and recognize Stock Road Initiation reserve c. Support the process of naming unnamed streets and renaming of streets which are duplicated.
6.4 LANDMARK BUILDINGS AND SPACES	<ul style="list-style-type: none"> a. Develop a series of 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



3.4.3 Achieving a Resilient POA

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

THEME 7: DIVERSIFYING LAND-USE MIX: Supporting the move from an industrial node to an active, vibrant and high density/mixed use urban centre	
POLICY STATEMENT	DEVELOPMENT GUIDELINES
7.1 SUPPORT MIXED USE INTENSIFICATION	a. 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.
7.2 RETENTION AND ACTIVATION OF EXISTING INDUSTRIAL AREAS	a. Existing industrial land uses in the POA should be redeveloped to mixed use. b. Development incentives and development guidelines to support the activation of existing industrial areas should be supported which includes the wrapping of large industrial warehouses with small retail and micro-manufacturing spaces.
7.3 FACILITATE TRANSITIONS BETWEEN VARYING LAND USES	a. 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. Managing such transitions is critical not to create a conflict in the land use mix.
7.4 SUPPORT POSITIVE AND ACTIVE STREET INTERFACE CONDITIONS	a. 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 development routes and streets in the POA.

7.5 CONVERT SHOPPING MALLS INTO MIXED USE RETAIL PRECINCTS	a. Provide development incentives for the intensification and diversification of existing malls into mixed use retail precincts.
7.6 EXPAND THE HOUSING MIX	a. Develop a range of mixed use affordable housing typologies per the Philippi Housing Framework to provide choice and accommodate a range of income groups and lifestyle options within the POA.
7.7 PRIORITISE INFORMAL SETTLEMENT UPGRADES	a. Support upgrades to and reblocking of existing informal settlements within the POA including Marikana and along Old Klipfontein Road.

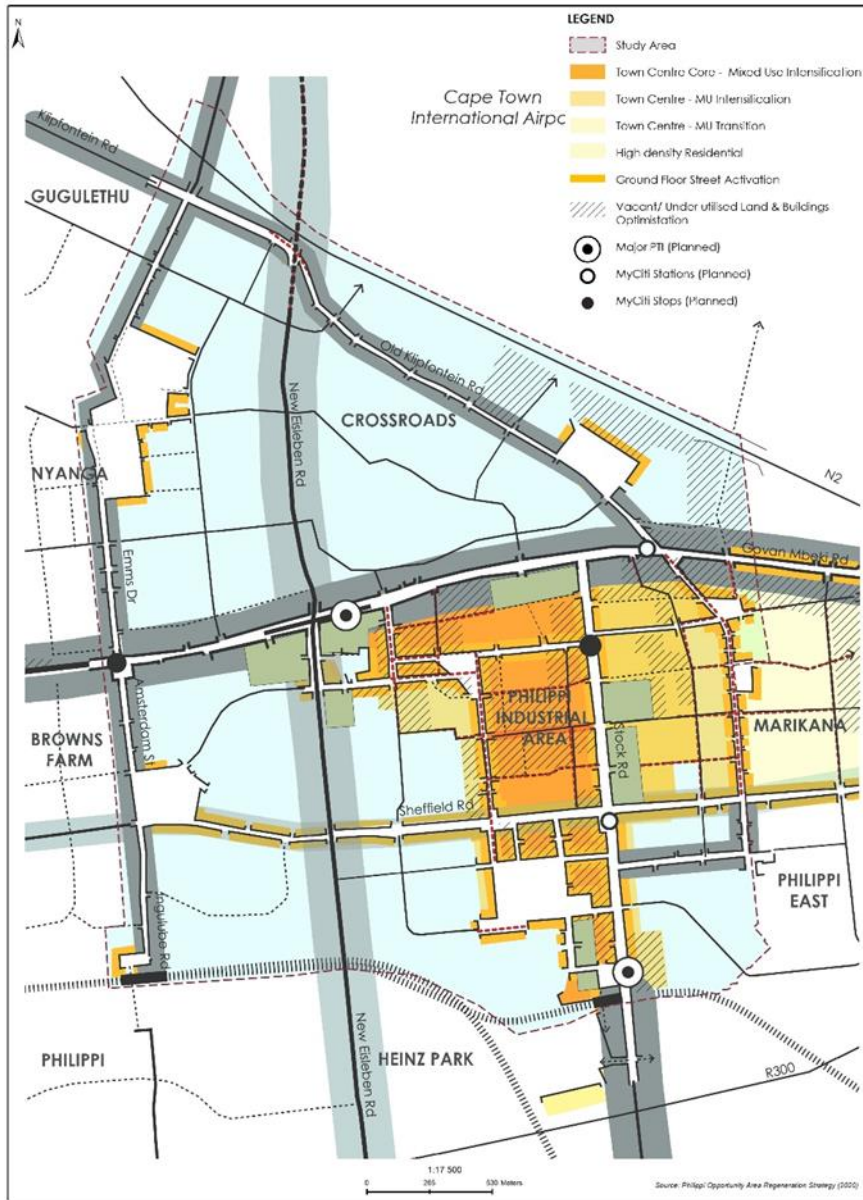


Figure 39: Theme 7 - Diversification of the Land use Mix

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

THEME 8: DEVELOPING AN INTEGRATED AND MULTI-FUNCTIONAL GREEN NETWORK	
Optimising available open spaces to address a range of social and ecological needs within the POA	
POLICY STATEMENT	DEVELOPMENT GUIDELINE
8.1 DEVELOP AN INTEGRATED GREEN NETWORK	a. 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.
8.2 CREATE ACTIVE, MULTI-FUNCTIONAL & QUALITY OPEN SPACES	a. 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.
8.3 CONSOLIDATE AND EXPAND THE LINEAR STORMWATER SYSTEM ON SHEFFIELD ROAD	a. 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.

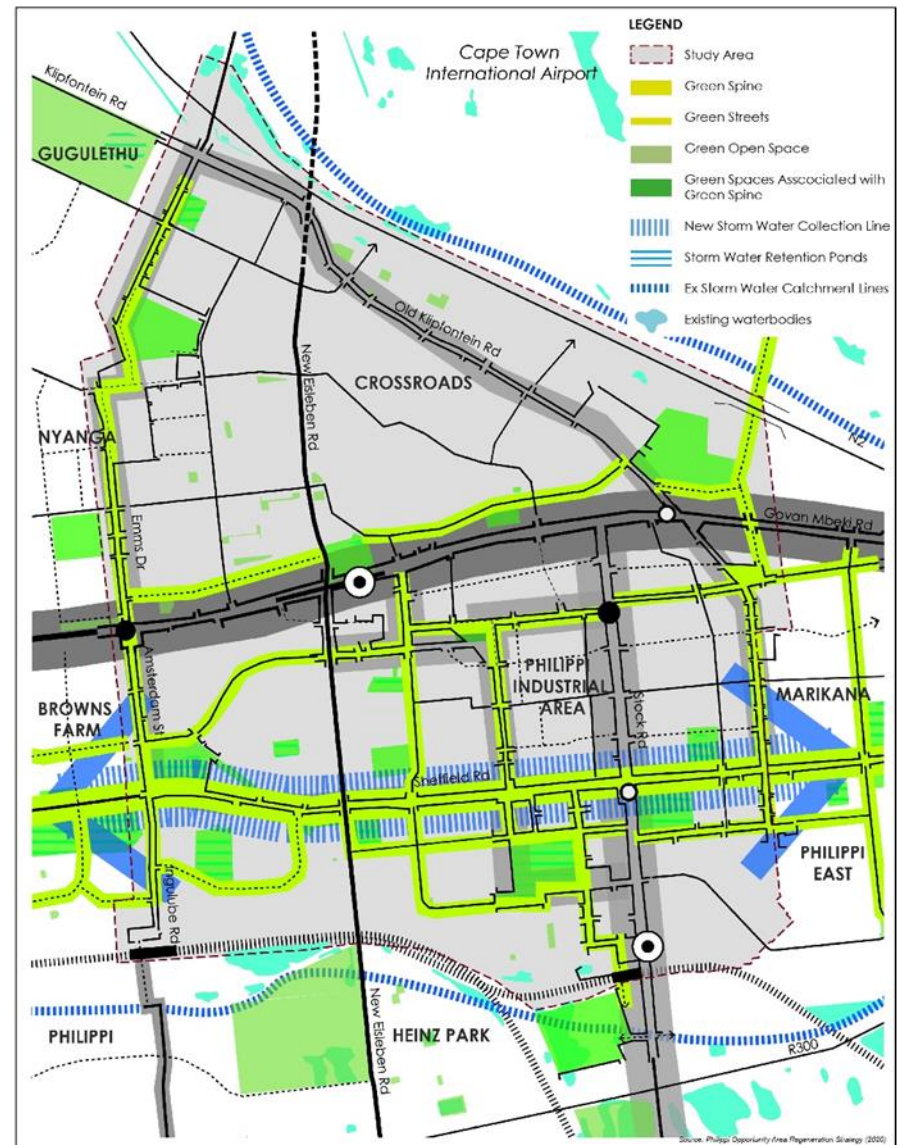


Figure 40: Theme 8 - An Integrated and Multi-functional Green Network

3.5 Consolidated Spatial Development Framework

The preceding analysis and development themes culminate in the LSDF that is presented in this section.

The locations for future implementation and investment are provided in the development framework depicted in Figure 41. This development framework has been further broken down into implementation priority zones as depicted in Figure 42 in order to guide all public investments.

The recommended distribution and intensification of land use activities across the POA is presented in Figure 41, which includes a mix and range of development types including:

- a. New Road connections;
- b. Locations for new and infill residential development - various typologies and income groups ;
- c. Industrial space including formal & informal opportunities;
- d. Retail including formal & informal opportunities;
- e. Public facilities; and
- f. Green space including natural, stormwater, public squares and recreational open spaces.

A mixed-use approach is proposed for all new and infill development in the POA. Development will be intensified within the Town Centre (priority zone 2) with multistorey building typologies. The intensification and form of new and upgraded development across the POA will assist in creating a specific character and identity for the area, while being guided by a set of design guidelines that 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, with a focus on primary movement routes and links between key public facilities and amenities.

The three distinct priority implementation zones are:

- a. The key north-south link of Amsterdam, Emms, Ingulube Drive
- b. The Town Centre which is the core of the POA and includes the major north-south link created by New Eisleben Road;
- c. The Sheffield Road development corridor which is a major East-West connector within the node.

The development guidelines presented in the following subsection seek to present clear development guidance for the implementation of this LSDF.

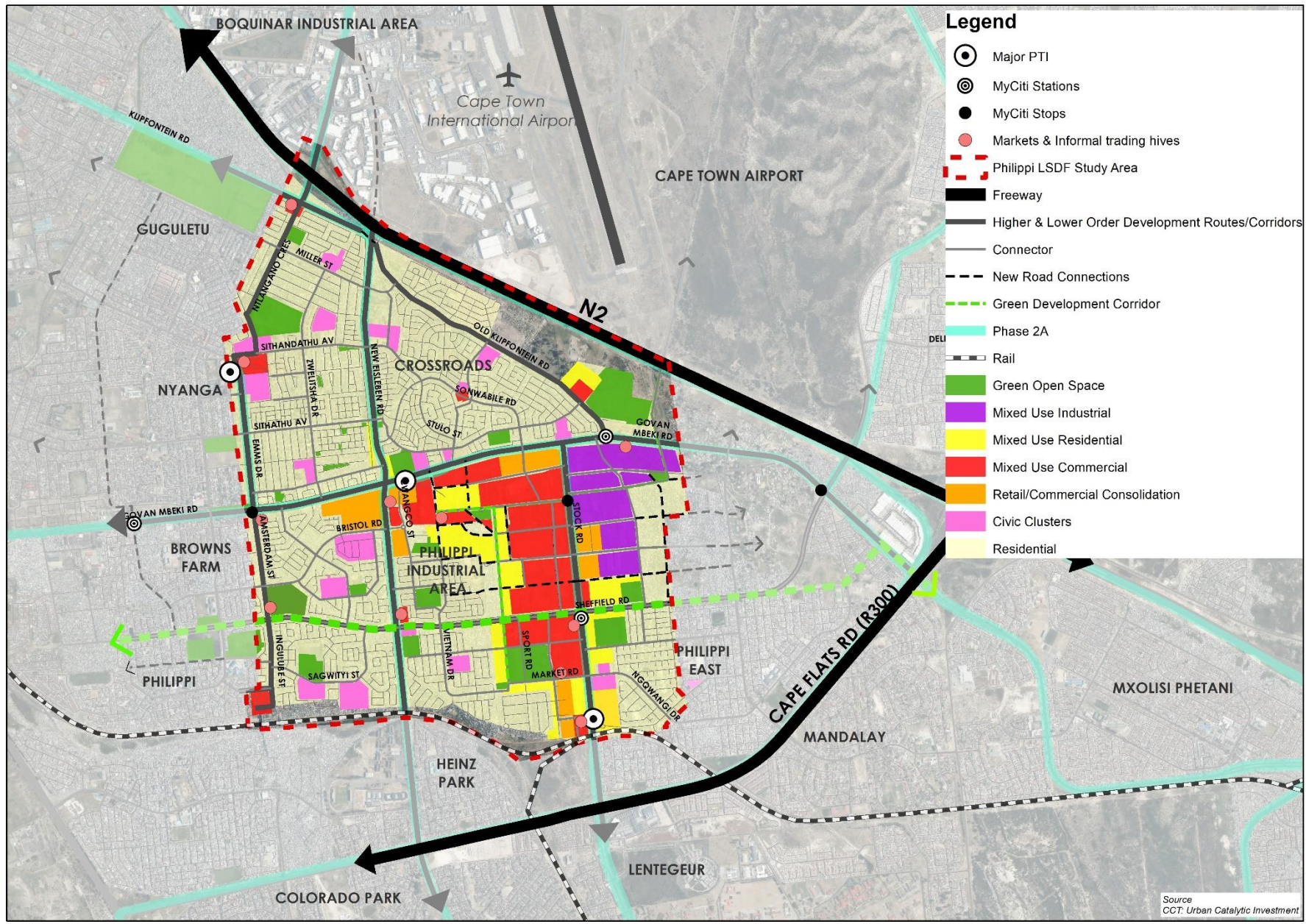


Figure 41: Consolidated Spatial Development Framework

IMPLEMENTATION PRIORITY ZONE 1

NORTH-SOUTH ACTIVITY SPINE

(EMMS, AMSTERDAM & INGULUBE CORRIDOR)

IMPLEMENTATION PRIORITY ZONE 2

TOWN CENTRE

IMPLEMENTATION PRIORITY ZONE 3

EAST WEST GREEN SPINE

(SHEFFIELD CORRIDOR)

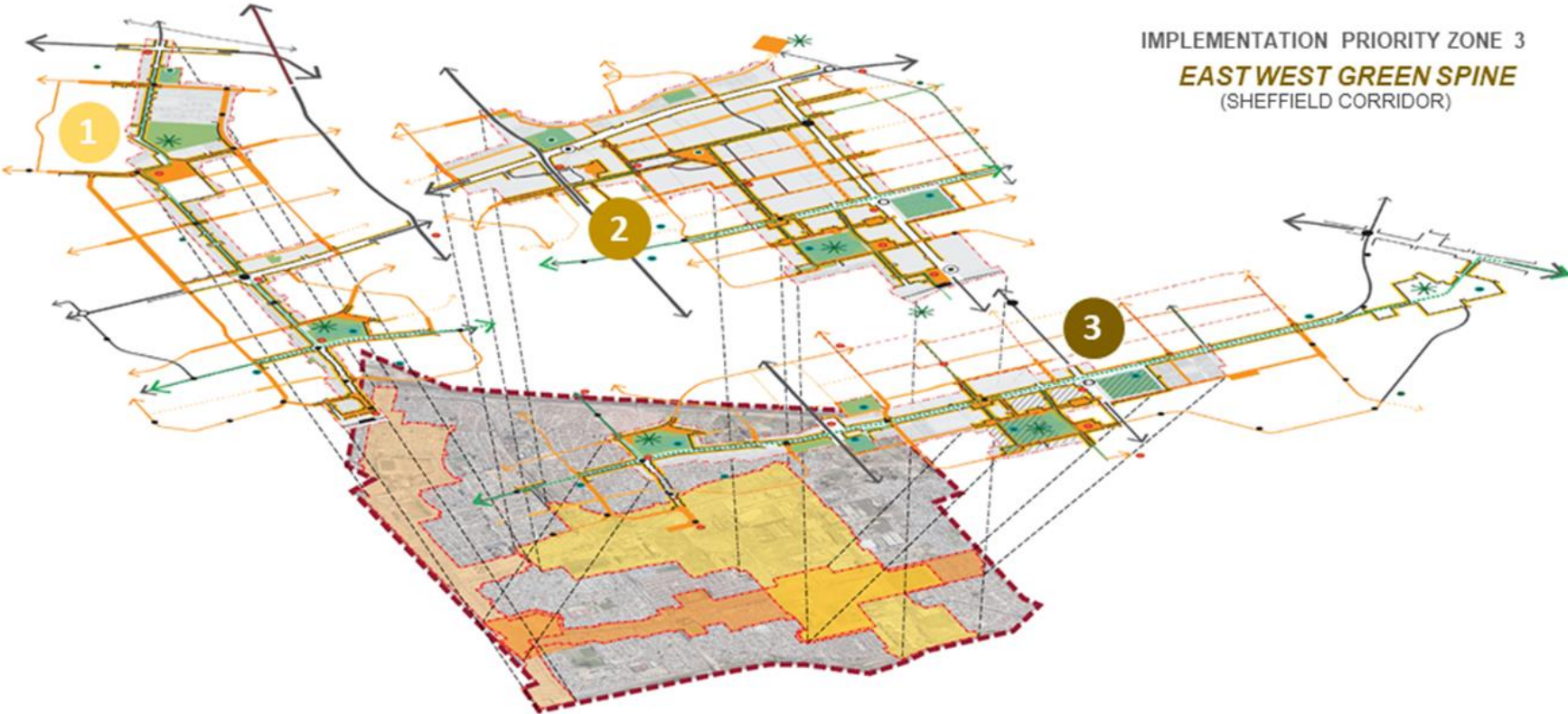


Figure 42: POA Implementation Priority Zones
Source: POA Regeneration Framework, 2020

3.6 Development Guidelines

Each of the identified priority zones presented in Figure 42 have a specific focus and character and thus the following broad objectives are sought for each zone and the rest of the POA:

Table 11: Priority Zone Objectives

Priority Zones	Broad objectives
Priority Zone 1	<ul style="list-style-type: none"> - Create a northern gateway into the POA, supporting improved spatial connection between the Nyanga town centre and the Philippi Station (with proposed long term connections north to Airport Industria); - Support and strengthen the high street operations along Emms, Amsterdam and Ingulube Streets.
Priority Zone 2 (Development Focus Area)	<ul style="list-style-type: none"> - Intensify and diversify land uses and activity within this zone to support the establishment of a new town centre; - Support improved connection between local precincts; - Support residential densities of up to 150du/ha and 3/4 storey developments - Manage the interface of between the industrial and residential land uses
Priority Zone 3	<ul style="list-style-type: none"> - Upgrade Sheffield Road as a multifunctional green spine. - Supporting the development of a government/civic precinct
Other	<ul style="list-style-type: none"> - Improve public realm - Infill residential development/ densification

The development and urban design guidelines presented in this section articulate a vision for the built form and a set of interventions to ensure that new development is compatible with the existing built fabric, creates an attractive and safe pedestrian realm, maximises land uses and is environmentally sustainable.

New buildings within the POA should be designed to address and frame streets and open spaces and develop a new urban language that promotes social interaction. Development within Priority Zone 2- the Town Centre must take careful consideration of the potential conflict in the industrial and residential land uses. Access and movement within this zone must be carefully considered such that it does not impede business activity but also not create safety concerns for residents.

Public spaces and streets should have well designed edges, and specific buildings or spaces should serve as landmarks by celebrating the heritage of the POA. Generally, new buildings should be appropriately massed and provide appropriate transitions into the inner neighbourhood streets. It is also important that all developments and upgrades cater for residents with disabilities, through the incorporation of ramps, railings etc.

These are factors which will realise a regenerated inclusive, thriving and resilient POA and the specific design guidelines presented in this section are aim to achieve this.

The different LSDF land use zones are detailed in the table below. Please note that the designations described in this Table 12 are those specific to this LSDF and not defined in the District Plan.

Table 12: Consolidated Spatial Plan Land Use Descriptions

Land Use	Description
Higher & Lower Order Development Routes/ Corridors	This comprises (should comprise) medium- to high-intensity mixed-use development. As is defined in District Plan.
New Road Connections	Proposed new road connections.
Green Development Corridor	A development corridor that includes NMT, informal trading and stormwater management infrastructure - connecting stormwater ponds as multifunctional green spaces.
Mixed Use Industrial	Area of existing or proposed horizontal or vertical integration of suitable and compatible residential and industrial land uses within the same area; implies contextually appropriate intensity of land uses, among others. The focus of development of these areas is mostly on industrial uses.
Mixed Use Residential	Area of existing or proposed horizontal or vertical integration of suitable and compatible residential and non residential land uses within the same area or on same parcel of land;implies contextually appropriate intensity of land uses, among others. The focus of development in these areas is mostly residential
Mixed Use Commercial	Area of existing or proposed horizontal or vertical integration of suitable and compatible Commercial and other land uses. The focus of development of these areas is mostly commercial uses.
Retail/Commercial Consolidation	General business activity of a medium to high intensity. the focus of development of these areas is mostly office and retail development, a mix of uses including high- and medium-density residential development could be appropriate in these areas.
Civic Clusters	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity to one another.

	Various scales depending on the role and function within the locational context.
Residential	Residential development with for small scale rental units as infill development.Including upgraded informal settlement areas.

3.6.1 Emms, Amsterdam, Ingulube Development Route (Priority Zone 1)

Figure 43 illustrates how infill and more vertical development could develop along these routes.

- Support local precinct/cluster development at major intersections along the routes
- Support gross densities averaging >75du/ha along these routes;
- Support the increased use of floor space vertically within existing properties
- Support the redevelopment of single storey residential into multi-storey development blocks along Ingulube/Amsterdam Drive;
- Support the activation of the street by supporting the development of retail uses on the ground floor;
- Support the re-orientation of buildings on the street frontage;
- Support a 0m building line on the street frontage;
- Support pedestrian permeability through improved, widened sidewalks with space for street traders;
- Support high intensity mixed use development as well as street trading around the Nyanga PTI- supporting the implementation of the Nyanga Urban Node Upgrade (NUNU) Trading Plan.



Figure 43: Ingulube Drive Concept Street Sections
Source: POA Regeneration Framework, 2020

3.6.2 New Eisleben Road

New Eisleben Road

- a. Support overall public environment upgrades with a focus on street trading activities and the development community facilities such as parks and heritage commemoration spaces; and
- b. Support street trading by providing designated trading spaces, storage and related trading facilities along New Eisleben Road with the MyCiti infrastructure/ Road upgrades;
- c. Develop a Trading Management Plan.



Figure 44: New Eisleben Road Proposed Trading Plan - Service Containers

Source: New Eisleben Development Plan



Figure 45: New Eisleben Road Proposed Trading Plan - Painted & Sheltered Trading Spaces

Source: New Eisleben Development Plan



Figure 46: New Eisleben Road Proposed Trading Plan - Meat Market; Source

Source: New Eisleben Development Plan

Figure 47: New Eisleben Road Proposed Trading Plan

3.6.3 Development Routes & Corridors

Development Guidelines:

Support the development of Govan Mbeki Road, New Eisleben Road, Stock Road and Sheffield Road as the primary development corridors by:

- Supporting higher intensity development along these routes
- Support gross densities averaging >150du/ha along these routes;
- Supporting the increased use of floor space vertically as depicted in Figure 48;
- Supporting mixed use, multi-storey development;
- Supporting the activation of the street by supporting the development of retail uses on the ground floor;
- Supporting a 0m building line on the street frontages;
- Supporting pedestrian permeability through improved, wide sidewalks and street lighting;
- Building's main entrances should be directly accessible from public sidewalks.

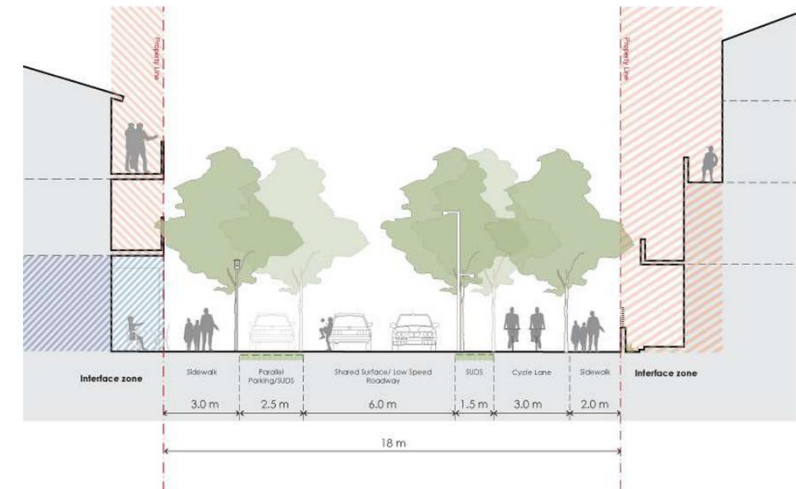


Figure 48: Development Route & Corridor Typology

Parking policy statements:

- Parking to be significantly reduced in along development routes and corridors in the POA, upon consideration of site specific conditions
- The overall number of parking spaces should be minimized by sharing the parking between adjacent properties – especially in the evenings, weekends and other off-peak times.

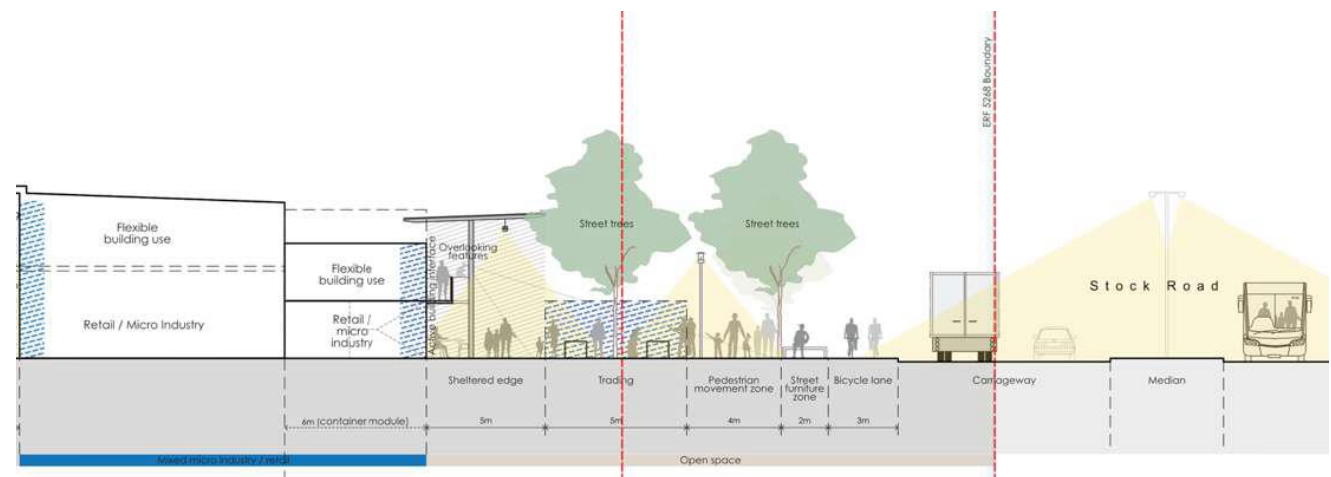


Figure 49: Proposed Stock Road - Philippi Fresh Produce Market Section
PFPM Focus Area Plan, 2021

3.6.4 Sheffield Road (Priority Zone 3)

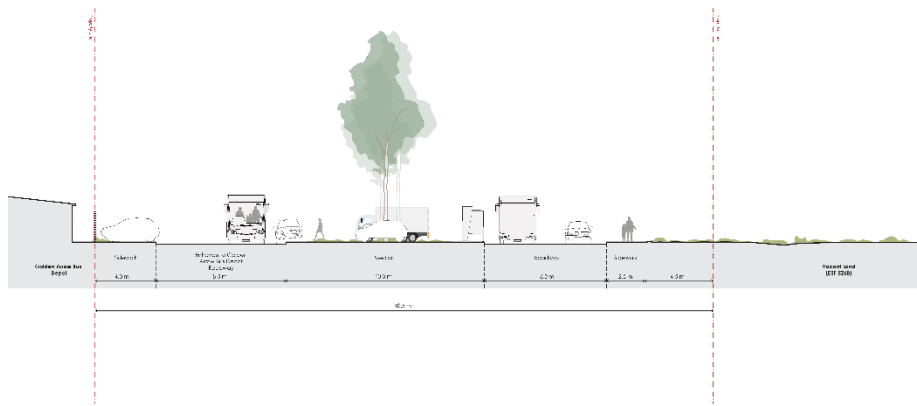


Figure 50: Sheffield Road Current Conditions

Source: POA Regeneration Framework, 2020

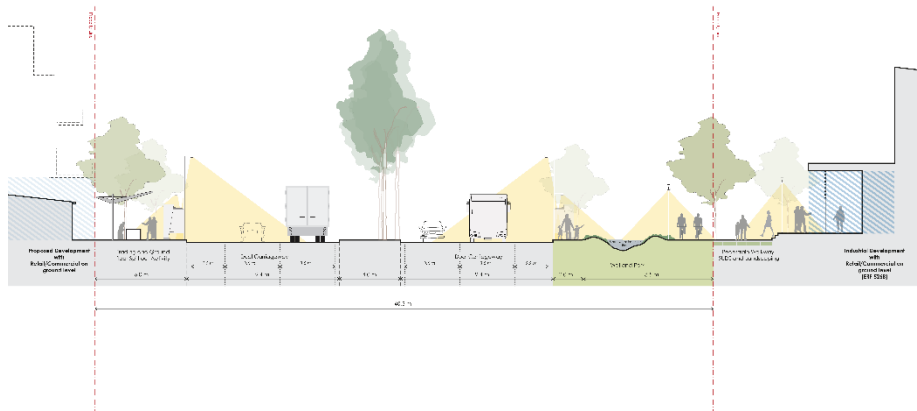


Figure 51: Sheffield Road with increased accessibility functions and positive interface characteristics to enable safe & active streets

Source: POA Regeneration Framework, 2020

Development Guidelines:

- Support the development of Sheffield Rd as a development corridor as well as green development route per the Sheffield Road Concept Review;
- Support ground floor activation by supporting active land uses (e.g retail);
- Support street facing development/buildings;
- Support the development of green open spaces;
- Encourage building orientation towards open spaces; and
- Support multi-purpose green infrastructure (e.g Ithemba Labantu);
- Support multi-storey housing development;
- Support trading spaces and linear markets.

3.6.5 An Integrated, Safe Movement Network

Development Guidelines:

Create 'safe streets and spaces' along the internal connector routes through:

- a. Sidewalk implementation and or upgrades;
- b. Street lighting, tree planting and benches; and
- c. Supporting in new and redevelopment applications, the interface condition of buildings along streets to promote passive surveillance.

Encourage developers to contribute to completing the missing links and routes within the POA to achieve an integrated road network:

- d. Develop and complete the local street network as proposed in the consolidated spatial development framework 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;
- e. Create a structuring logic for the future re-blocking/ upgrade of Marikana by extending key connector routes across the informal settlement; and
- f. Support the development of transport infrastructure that supports the informal enterprises.

3.6.6 Stock Road/ Joe Gqabi Node (Priority Zone 2)

Development Guidelines:

- c. Support the subdivision and release of City owned erf 5268 land parcels as per the Erf 5268 development vision (Figure 52);
- d. Support high density mixed use Transit Oriented Development;
- e. Support the clustering of community facilities within this node, adding onto the existing Vuyiseka Multi-Purpose Centre; and
- f. Support the enhancement of the Agri-hub and related uses at the Philippi Fresh Produce Market.



Figure 52: Erf 5268 Development Vision

4. IMPLEMENTATION PLAN



4 Implementation Plan

This chapter aims to guide the City's interventions in the POA and develop appropriate institutional responses, mechanisms and implementation programme that can be refined over time to realise the vision of the LSDF. The LSDF (chapter 3) provides a spatial vision and guidance for physical interventions – but the implementation of this LSDF requires the collaboration and efforts of the all stakeholders and implementing agencies, including residents and communities.

In order to support a coherent and logical sequencing of projects, three Priority Zones have been identified, which relate to achieving integrated outcomes.

To support the implementation of projects in future, projects within these priority zones have been packaged into project clusters. The project clusters include a range of projects across various categories from transport and infrastructure to economic development and housing, from which implementation plans are to be developed. This chapter maps and describes implementation projects across the three priority zones based on the analysis, local and provincial plans and the emerging spatial vision. It also presents interventions related to heritage, the economy and housing which is based on the detailed studies of each of these which were concluded.

It must also be noted that, in terms for the Khayelitsha Mitchells Plain Greater Blue Downs DSDF, the Philippi Opportunity Area's priority zone 2 is identified as a Development Focus Area which are those areas that are targeted for urban restructuring and planning focus in the short-medium term and having the highest potential spatial transformative impact. The Nyanga Urban Node is also classified as a Development Focus Area. The rest of the Philippi Opportunity Area is an Urban Support Focus area.

4.1 Implementation and Investment Pipeline

A description, sequencing and prioritisation of all the proposed projects and required studies to support the implementation of this LSDF across the broader area and within the identified priority zones is presented in this sub-section. Potential project owners have also been identified. The timeframes are defined as follows: short term is 0-5 years, medium term is 5-10 years, and long term is 10+years.

Table 13: Implementation and Investment Pipeline

No.	Project	Description	Timeframe	Project Owner/ Lead	Supporting Departments
Roads & Infrastructure					
1.	Re-Alignment of Borchers Quarry	Implement the extension of New Eisleben/Borchers Quarry over the N2 to the airport industrial area to support the integration of the Airport industrial area with the Philippi industrial area.	Medium	CoCT Urban Mobility; WC Transport; NDPWI	WC Public Works; Sub-Councils
2.	New Eisleben Road Upgrade	Proceed with implementation of New Eisleben Road design upgrades, with a focus on supporting the informal trade along this route.	Medium-Long	Urban Mobility	Enterprise & Investment; Urban Regeneration; Urban Catalytic Investment; Sub-Councils
3.	Conceptual design revision of Sheffield Rd for dual functionality & extension of Vanguard Drive	Proceed with detailed design and implementation of Sheffield Rd to become a multifunctional green spine with a dual role in accordance with the POA Regeneration Framework.	Medium	Urban Mobility	Urban Catalytic Investment; Enterprise & investment; Urban Regeneration; Sub-Councils
4.	Symphony Way Corridor	Progress the planning and implementation of a link from POA to Bellville along the planned T13 alignment, including CTIA and the CPUT/UWC.	Medium	Urban Mobility	Urban Planning & Design; UCI; Sub-Councils
5.	Develop Trading and Market Streets	In the upgrading of street and pedestrian environments, focus should be given to supporting existing street trading and market streets that are not only economic drivers but are also cultural assets.	Short	Area Economic Development; Urban Catalytic Investment; Urban Mobility	Urban Regeneration; Sub-Councils
6.	Implement NMT interventions/ informal trading facilities along: New Eisleben Rd; Ntlangano, Emms, Amsterdam, Ingulube Rd; Govan Mbeki Rd, Stock Rd & Sheffield Road.	Street upgrades with a focus on NMT facilities, street lighting, public space, landscaping & seating; SUDS; including informal trading facilities.	Medium	Urban Mobility	Urban Planning & Design; Urban Catalytic Investment; Enterprise & Investment; Urban Mobility; Water & Sanitation; PEDI; Sub-Councils
7.	Implement the recommendations of POA Stormwater Masterplan	Proceed with detailed design towards implementation of recommendations on stormwater and public realm improvements emanating from the Stormwater Masterplan review.	Short	Water & Sanitation	Urban Mobility; Urban Catalytic Investment; Sub-Councils
8.	Investigate & Implement Solid Waste Management Solutions	Conduct a feasibility study towards a pilot project for: <ul style="list-style-type: none"> - The establishment of a materials recovery and processing facility - Solid waste cleansing rationalisation which entails solid waste hot spot mapping and problem 	Short	Urban Waste Management	PEDI; Urban Waste Management; Sub-Councils

		identification and rationalisation of municipal bins and skip placement			
9.	Public Lighting	<ul style="list-style-type: none"> - Pilot solar public lighting initiative for unlit settlements - Undertake investigation to establish status quo towards improving general Public Lighting upgrades of public spaces and NMT routes 	Short	Sustainable Energy Markets	Urban Catalytic Investment; Urban Regeneration; Human Settlements; Sub-Councils
10.	Sewerage System Investigation	Investigate the overall capacity and functioning of the sewerage system in the POA	Short	Water & Sanitation	Urban Catalytic Investment
11.	Central Line informal structure removal & relocation	Facilitating the removal of informal settlements on the Central line for the re-opening of the that line.	Medium-Long	PRASA	WC Human Settlements
Human Settlements					
12.	Informal Settlement Upgrading	<ul style="list-style-type: none"> - Re-blocking & incremental improvement of informal settlements, including relocating informal settlements encroaching on public infrastructure. - Community Led pilot (refer to concept note) 	Medium	Human Settlements	Urban Planning & Design; Urban Catalytic Investment; Sub-Councils
13.	High Density Public Housing infill Development	Facilitate acquisition of land/property identified in the POA Housing Framework and development of public housing initiatives in accordance with proposals emanating from the housing framework.	Medium	Human Settlements	Urban Catalytic Investment; Property Management; Sub-Councils
14.	Public Land Release Strategy	Package selected land parcels in accordance with the POA Housing Framework; to be released for private development.	Short	Property Management	Urban Catalytic Investment; Human Settlements; Sub-Councils
15.	Develop incentives to support micro-developers/home entrepreneurs in affordable housing development	Support micro-developers with land use application processes, building plans and facilitating access to finance; in support of incremental infill densification.	Short	Urban Catalytic Investment	Urban Planning & Design; Enterprise & Investment; Sub-Councils; Human Settlements; WG Human Settlements; NHFC
16.	Demand Side (bottom up) Debt/ Housing Finance Origination	<ul style="list-style-type: none"> - Loans/Credit to individuals/groups of individuals for dwelling construction - Mortgage Access to qualifying enfranchised homeowners for improvements/backyard expansion 	Short	Urban Catalytic Investment; Human Settlements	Urban Planning & Design; Enterprise & Investment; Sub-Councils
Economic Development					
17.	Detailed Informal Trading Area Design guidelines	Develop Context Relevant Transport Infrastructure and Land Use Regulatory Responses to Support Informal Enterprises	Short	Enterprise & Investment; Urban Catalytic Investment	Urban Mobility; Urban Planning Design; Sub-Councils
18.	Institutionalise Urban Management	Commit to funding and implementing the piloted Precinct Management Unit as per Urban Management Action Plan	Short	Urban Regeneration	Enterprise & Investment; Law Enforcement; PEDI; Sub-Councils
19.	Community Partnerships for Urban Management	Explore the establishment of partnerships with community organisations for improved urban management and safety. Thematically.	Short	Urban Regeneration; Safety & Security	Area Economic Development; Safety & SEcurity; PEDI; Sub-Councils

20.	Develop Trading Plans	Trading plans addressing basic requirements of informal traders in the area, such as improved security of tenure, storage and ablutions must be developed and implemented.	Short	Area Economic Development	Urban Management; Urban Planning & Design; Urban Catalytic Investment; Sub-Councils; Enterprise & Investment
21.	Develop the Philippi Agri-Hub	Continue to support the upgrade and expansion of the Philippi Fresh Produce Market into an Agri-Hub linking with emerging farmers in the PHA and elsewhere.	Short	UCI	Enterprise & Investment; Sub-Councils
Heritage & Placemaking					
22.	Heritage Exemption from S34 of NHRA	Undertake further investigations towards pursuing protection and possible exemption of heritage resources in Nyanga in terms S34 of NHRA. Conduct detailed survey to identify buildings within Nyanga that should be preserved.	Short	Environment & Heritage Management	Sub-Councils
23.	Undertake Street Naming initiative	Undertake a stakeholder engagement process to identify possible new street names and renaming towards implementation.	Short	Urban Catalytic Investment	Urban Regeneration; PEDI; Sub-Councils
24.	Develop urban design guidelines for identified heritage character precincts: 1. NUNU and the Hostel Buildings in Nyanga, 2. Duinendal/ FOSA settlement 3. Industrial buildings in the existing industrial area 4. Philippi Village 5. Ithemba Labantu	A range of buildings/areas have been identified as having heritage and/or character significance in the area. The spaces around these buildings should be developed in a manner that preserves this heritage and creates precincts, thus detailed urban design guidelines for these spaces are required.	Short	Urban Planning & Design; Urban Catalytic Investment	Urban Catalytic Investment; Sub-Councils
25.	A Memory & Living Culture Walk along: Stock Rd, Sheffield Rd, Govan Mbeki Rd and New Eisleben Rd and secondary route along Emms drive, Old Klipfontein Rd and some of the internal POA Roads as outlined in the POA Heritage Study	The design and implementation of a memorialisation route including thorough community engagements to identify events to memorialise along the proposed route, to boost local tourism and economic opportunities.	Short	Urban Planning & Design	Urban Catalytic Investment; Enterprise & Investment; Sub-Councils
26.	Tree Replacement Programme	Re-establish the tradition of creating tree avenues on the key structuring routes in the POA: Govan Mbeki Rd, New Eisleben Rd, Stock Rd and Old Klipfontein Road	Medium	Environment & Heritage Management; Urban Mobility; Recreation & Parks	PEDI; Sub-Councils
27.	Develop heritage remembrance spaces at identified locations: - Zolani Community Centre - iKamva Labantwana School Square - Vuyiseka Multipurpose Centre forecourt - iThemba Labantu forecourt - The Cross Roads public square - Mahobe Drive Linear Park	The development/improvement of public spaces as remembrance spaces which will also foster community interaction, including dance, performances storytelling and sport. Some locations exist and need upgrading while others are new spaces.	Short-Medium	Community Services & Health;	Environment & Heritage Management; Enterprise & Investment; Sub-Councils

Safety & Security					
28.	Safety Plan	<ul style="list-style-type: none"> - A safety strategy/ plan mapping hot-spots and identifying resources, including improved Metro Police presence in the area. - Satellite offices, neighbourhood watches & police visibility. 	Short	Safety & Security; Urban Regeneration	Urban Catalytic Investment; PEDI, Philippi Village

Table 14: Priority Zone 1 Implementation Project Pipeline

NO	PROJECT	DESCRIPTION	TIMEFRAME	PROJECT LEAD	IMPLEMENTING PARTNERS
Project Cluster A - Ntlangano Gateway					
101	Klipfontein Road Extension & Realignment	Realignment of the Klipfontein Extension Road to support improved connection with Klipfontein Road	Medium - Long	Urban Mobility	WC Transport & Public Works
201	Stormwater management upgrades	Upgrades of various existing detention ponds to multifunctional stormwater and recreational spaces	Short - Medium	Water & Sanitation; UCI	Recreation & Parks; Water & Sanitation
601	Ntlangano Gateway Public Space	Redesign of the corner of Ntlangano and Klipfontein Rd to create a new gateway public space	Short	Recreation & Parks	Urban Mobility
701	Gateway market and hive facility (Ingulube)	New MU informal trading and hives facilities	Short - Medium	Enterprise & Investment	UCI; PEDI
801	Gateway In-situ upgrade	In-situ upgrade of existing informal settlement to support upgrading around the Ntlangano Gateway	Short - Medium	Human Settlements	Human Settlements
802	Klipfontein Road Extension In-situ upgrade	In-situ upgrade of existing informal settlement to support the realignment of Klipfontein Road Extension	Medium - Long	Human Settlements	Human Settlements
803	New MU Infill housing	New High density infill housing on a portion of existing open space to support improved safety and activation	Medium - Long	Human Settlements	UCI
115	Klipfontein Traffic Calming Projects/Speed bump projects (x4)	Pedestrian linkages, safe walkways – direct link between Public transport and POS. Traffic calming measures important around POS.	Short	Urban Mobility	Urban Mobility
511	Mvula School Upgrade	The upgrade of existing school facility	Short	Western Cape Department of Education	Western Cape Department of Transport & Public Works
Project Cluster B - NUNU Hub					
102	NUNU public transport upgrade	Implement the upgrades to the existing Nyanga taxi rank and market - to align with existing proposals	Short - Medium	Urban Mobility	Urban Mobility; UCI; Urban Regeneration
401	NUNU Multifunctional Park upgrade	Upgrades and expansion to existing Sports facility	Short - Medium	Recreation & Parks	Water & Sanitation
501	NUNU Multifunctional Community Facility upgrade	Upgrades and expansion to existing Community Facility – including upgraded library	Short - Medium	Community Services & Health	Community Services & Health
502	Ngqwangi Library relocation and expansion	Relocation and expansion of the existing library facility from its current location on Ngqwangi Dr to Great Dutch Street adjacent to Zolani Centre and Nyanga Family Park.	Short - Medium	Community Services & Health	Community Services & Health
602	Zolani Community Hall Square Upgrade	Reinstate the lost public square outside the community hall as a mixed-use space including a performance area. This space would also reinforce and integrate with the existing sports fields	Medium - Long	Recreation & Parks	UCI

603	Memory & Living Culture Walk	Support the development of a secondary heritage memory and living culture walk along Emms Drive	Medium - Long	UCI; UPD	Urban Mobility; Environment & Heritage Management; Enterprise & Investment
116	IRT Station Design review		Short - Medium	Urban Mobility	Urban Mobility
713	Trading plan for Nyanga	The development of a trading plan for the Nyanga node	Short	Enterprise Investment &	Enterprise & Investment
512	City Health Clinic	Minor additions to the City Health Clinic	Short - Medium	Property Management	Property Management
617	Hlengisa Primary School	Heritage project - Cultural Site	Long	Environment & Heritage Management	Enterprise & Investment; UCI; UPD
618	African Methodist Episcopal Church	Heritage project - Cultural Site	Long	Environment & Heritage Management	Enterprise & Investment; UCI; UPD
619	Nyanga Scheme 1 Buildings	Heritage project - Mau-Mau Scheme, 1953 hostel development, 1958 hostel development, 1958-1960 hostels developments	Medium - Long	Environment & Heritage Management	Enterprise & Investment; UCI; UPD
620	Eucalyptus Lane	Heritage project - Eucalyptus lane remnants on Mahobe Drive, Zwelitsha Drive, and Emms Drive	Medium - Long	Environment & Heritage Management	Enterprise & Investment; UCI; UPD
Project Cluster C - Ingulube Gateway and Development Route					
103	Emms / Ingulube Development Route upgrade	Upgrades to the existing street section including sidewalk widening as well as the inclusion of SUDS, NMT, landscaping, and trader facility improvements	Short	Urban Mobility	Enterprise & Investment; PEDI; Environment & Heritage Management; UCI
104	Development Route support routes	Upgrades to existing access routes Singolamthi / Tywaka Rd upgrades to support conversion of Emms/Ingulube into a functional Development Route	Short	Urban Mobility	Urban Mobility
201	Stormwater management upgrades	Upgrades to existing retention pond to support multifunctional use	Short - Medium	Water & Sanitation; Recreation & Parks	UCI
702	Ingulube Hives Gateway	Ingulube Gateway Hives Development - expanded and upgraded MU hive facility	Short	Enterprise Investment &	UCI; PEDI
803	New MU Infill housing	New High density infill housing on a portion of existing open space to support improved safety and activation	Short - Medium	Human Settlements	Human Settlements
804	MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Bristol and Debeza Roads	Medium - Long	Human Settlements	Human Settlements
805	MU In-situ Upgrade	In-situ upgrade of existing informal settlement to support safe street upgrading, corner Singolamthi and Mpolweni Roads	Medium - Long	Human Settlements	Human Settlements
117	Nyanga PTI – Wynberg Nyanga PTI - Claremont	Phase 2A Station Locations	Short - Medium	Urban Mobility	Urban Regeneration; UPD; UCI

118	Govan Mbeki Corridor	Govan Mbeki corridor development linked to planned Phase2A MyCiti services. NMT etc.	Medium	Urban Mobility	UPD
407	Upgrade of Public Open Space (POS)	The upgrade of existing public open space.	Medium	Recreation and Parks	UPD; UCI; Urban Regeneration
517	Relocation of Nyanga Library	Libraries should be easily accessible - linked to public transport and directly linked to public open space	Medium	Community Services & Health	Property Management
519	Hostel Upgrade	Nyanga hostel development framework	Medium-Long	Human Settlements	Property Management; UPD; Environment & Heritage Management
520	Slaughter House/Abattoir	The development of a slaughter house/ abattoir to serve the existing meat traders and address health and safety concerns	Medium-Long	Enterprise Investment &	Community Services & Health
714	Gunya Safety Plan	There has been a GUNYA Safety Plan done that is supposed to be reviewed in 2022. Community wants support for NHW and increase of cameras, more police presence	Short	Safety & Security	Urban Regeneration
Project Cluster D - Philippi Station Hub					
105	Philippi Station Multifunctional Facility Upgrade	Upgrades and expansion to the existing infrastructure to support multifunctional use of the Philippi Station building and surrounds	Medium - Long	PRASA	Urban Mobility; UCI
106	New Philippi Station access route	New Philippi Station access route via Mbomvane St extension and will include land expropriation	Medium - Long	Urban Mobility	
604	Philippi Station public space improvements	Upgrades to existing public space	Short - Medium	Recreation & Parks	Urban Mobility; UPD; UCI
703	Philippi Station Market and Hives	Philippi Station upgraded market and hive facility	Short - Medium	Enterprise Investment &	

Table 15: Priority Zone 2 Implementation Project Pipeline

No	Project	Description	Timeframe	Project Lead	Implementing Partners
Project Cluster A - Stock Road Station Precinct					
107	Stock Road and Joe Gqabi Station Multifunctional Facility Hub	Consolidation of existing buildings and infrastructure and development of underutilized land for a mixed-use public facility. Explore options to incorporate library, tertiary and retail facilities.	Medium - Long	PRASA; Urban Mobility	Urban Mobility; UCI
108	Park Road extension and upgrade	New street connecting Stock and Vietman Roads - Forms part of the safe & green street network and should be designed following the safe and green street design approach.	Medium	Urban Mobility	Urban Mobility; Industrial Business Owners, Water & Sanitation
503	Vuyiseka community facility upgrade	Complete the 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. – including a new forecourt on Sheffield Road and public space upgrades around the facility	Short	Community Services & Health	Urban Regeneration
605	Stock Road public space upgrade	Public space upgrades to existing including the development of informal trading facilities	Short	Recreation & Parks	Enterprise & Investment
606	Sport Road Public space upgrade	Expansion and upgrades to the existing public space associated with the Vuyiseka Community Facility. Proposals to support improved NMT crossing over Sport Road and integration with the New Town Centre Linking Route to be explored	Short	Recreation & Parks	Urban Mobility
504	Vuyiseka Multipurpose Centre Forecourt	Upgrades to the existing forecourt area to activate the space and create a multifunctional community area onto Sheffield Road. It has been identified as a location to celebrate the history of Lower Crossroads.	Short - Medium	Community services & health	Urban Regeneration
505	iThemba Labantu Forecourt	A new forecourt space to augment the entrance to iThemba Labantu and the existing soccer fields on the corner of Sheffield and New Eisleben Roads	Medium	Community services & health	iThemba Labantu
704	Erf 5268 - MU Industrial development	Undertake further studies to facilitate the development of publically owned vacant land for MU industrial development. To include a waste recycling depot and trading hive facilities (amongst others, supplementing the Fresh Produce Market).	Short	Urban Management; Waste Management; UCI	PEDI; Private Stakeholders
705	Philippi Market Expansion and upgrades	See similar item in main POA wide table. 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.	Short	UCI	PEDI; Private Stakeholders
806	New MU high density housing on Terminus/ Market Road	New MU high density housing on vacant/ public land. 2/3 storey walk-ups with positive frontage onto public streets and ground floor retail/ urban manufacturing along Terminus Road (Erf 5268 Focus Area 2)	Short - Medium	Human Settlements; UCI	HDA or alternate Affordable Housing implementing Agent

807	Stock Road MU Infill housing	Development of MU Infill housing along Stock Road integrated with Beautiful Gate, above existing Police Station	Short - Medium	Human Settlements; UCI	HDA or alternate Affordable Housing implementing Agent
808	Joe Gqabi Station MU Infill housing	Development of MU Infill housing along Stock Road above the existing long distance bus terminus	Medium	Human Settlements; UCI	HDA or alternate Affordable Housing implementing Agent
809	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	Medium	Human Settlements; UCI	HDA or alternate Affordable Housing implementing Agent
Project Cluster B - Philippi Village Precinct					
109	Philippi Village Precinct & Surrounds - New access roads and street extensions	Various new access roads and street extensions to existing streets surrounding the Philippi Village Precinct to support improved block consolidation and internal access. Many of the routes form part of the safe & green street network and should be designed following the safe and green street design approach	Short	Urban Mobility	
301	Green Street Improvements	Green Street improvements along Bristol and Portland Roads to support improved sustainable urban drainage management, greening	Medium	Urban Mobility	Urban Mobility; Water & Sanitation; PEDI
302	Tree replacement programme	Re-establish the tradition of creating tree avenues on the key structuring routes in the POA: Govan Mbeki Rd, New Eisleben Rd, Stock Rd and Old Klipfontein Road	Medium	Recreation & Parks; Environment & Heritage Management	Urban Regeneration
402	New Eisleben 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	Medium	Community Services & Health	Water & Sanitation
506	Philippi Village Community Facility Consolidation	Optimisation of vacant and underutilised land for MU community facilities. Including a District health facility.	Medium	Community Services & Health	UCI; UPD
507	New Secondary School	Explore New secondary school based on the application of 'school of the future' principles including shared community facilities.	Medium	WC Department of Education	WC Department of Transport and Public Works
607	Philippi Village heritage memorial	Philippi Village heritage memorial	Short	Environment & Heritage Management	Philippi Village
608	Portland Road public space	New Public Space and open space associated with the reconfiguration of existing publically owned and vacant land	Medium	UPD	
609	Bristol Road public space	New Public Space and informal trading facility associated with the reconfiguration of existing privately owned and vacant land	Medium	UPD	
610	Ikamva Labantwana School Square	A new public space associated with the existing school	Medium - Long	Recreation & Parks; WC Department of Education	UPD; Urban Regeneration
611	Mahobe Drive Linear Park	Upgrades to the existing servitude space as a Linear Park that would include NMT facilities and a range of memorialisation opportunities	Medium - Long	Recreation & Parks	UPD; Urban Regeneration

612	Memory & Living Culture Walk	Support the development of a secondary heritage memory and living culture walk along Emms Drive, New Eisleben and Govan Mbeki	Medium - Long	Enterprise & Investment; Urban Mobility	UPD; UCI; Urban Regeneration
705	New Philippi Village/ Eisleben trading facility	New Philippi Village / New Eisleben market and trading facility	Short	Enterprise & Investment; PEDI	Enterprise & Investment; PEDI
706	MU Industrial Infill Development	Development of privately owned land for MU Industrial development, including the provision of trading facilities	Medium	UCI	PEDI; Private Stakeholders
707	MU Industrial & Informal Insitu Upgrade	Informal In-situ Upgrade and development of privately owned land for MU Industrial development with a positive interface onto Govan Mbeki	Medium	UCI	PEDI/ Private Stakeholders
810	New Eisleben/ Mau Mau Consolidation	New MU high density housing on vacant/ public land. 2/3 storey walk-ups with positive frontage onto public streets and ground floor retail	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
811	MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Medium	Human Settlements	Human Settlements
812	MU Infill Housing 3	MU High Density Housing on privately owned land	Medium - Long	Private Sector	Private Sector
811	MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
Project Cluster C - Town Centre Core					
110	New Town Centre Linking Route	New structuring street connecting Stock Road/ Joe Gqabi precinct with the Philippi Village precinct - Forms part of the safe & green street network and should be designed following the safe and green street design approach.	Short - Medium	Urban Mobility; PEDI	Urban Mobility; Industrial Business Owners
111	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.	Short - Medium	Urban Mobility	Urban Mobility; Industrial Business Owners
112	Upgrade & extension of Sports Road all the way up to Portland Road	Green Street improvements on new Town Centre Linking Route to support improved sustainable urban drainage management, greening	Medium	Urban Mobility	Water & Sanitation; PEDI
708	Urban Core MU Infill	New MU high density Infill development on privately owned land	Medium	Private	UCI; Development Management
709	Golden Arrow Consolidation	New MU high density Infill development on Sheffield Road and the New Linking Route edges of the Golden Arrow Site	Medium	Private	UCI; Development Management

813	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	Medium	Human Settlements	Property Management; HDA or alternate Affordable Housing implementing Agent
812	MU Infill Housing 1	MU High Density Housing on privately owned land	Medium - Long	Private Sector	Private Sector
812	MU Infill Housing 2	MU High Density Housing on privately owned land	Medium - Long	Private Sector	Private Sector
811	MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
811	MU In-situ Upgrade	In-situ upgrade to existing informal settlement with MU high density housing	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
813	MU Infill Housing 3	MU High Density Housing on publically owned land	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
812	MU Infill Housing 3	MU High Density Housing on privately owned land	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
Project Cluster D - Old Klipfontein Road Spine					
303	Lanzerec Road Green Street Improvements	Green Street improvements along Lanzerec Rd to support improved sustainable urban drainage management, greening	Medium	Urban Mobility	Water & Sanitation; PEDI
403	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	Medium	Community Services & Health	Water & Sanitation
508	New MU Community Facility Cluster	New MU Community Facility Cluster including Health, police, skills development and post office facilities.	Medium	Community Services & Health	WC Transport & Public Works
509	New Secondary School	New secondary school exploring the application of 'urban' school principles	Medium	WC Department of Education	Community Services & Health
613	Marikana Gateway public space	Development of a new public space associated MyCiTi stop and new community facility cluster	Medium	Recreation & Parks	Human Settlements
614	Crossroads public space & heritage memorial	Acknowledging the start of Cross Roads and its origins of the Crossroads Township with the development of a new public space at the convergence of Lansdowne and Klipfontein Roads.	Short-Medium	Environmental & Heritage Management	UCI; UPD; Recreation & Parks
615	Entrance to Old Crossroads	Noting the former entrances into Old Crossroads will function as a symbolic gesture to recall the past spatial layout of the area before its formalisation as well as to emphasise the significance of these gateways in the struggle years. The entrances could be marked	Medium	Recreation & Parks	UCI; UPD

		with lighting totems that will also augment the pedestrian lighting network.			
710	Protea Road Informal Trading Facility	The development of informal trading facilities on publically owned land to support existing trading activities in the area	Short	Enterprise & Investment	UCI
813	MU Infill Housing 1	MU High Density Housing adjacent to Crossroads public space & heritage memorial on vacant land	Medium	Human Settlements	WC Human Settlements
814	Marikana Transition Development	Development of vacant land for MU housing	Short	Human Settlements	HDA or alternate Affordable Housing implementing Agent

PRIORITY ZONE 3: IMPLEMENTATION PROJECT PIPELINE

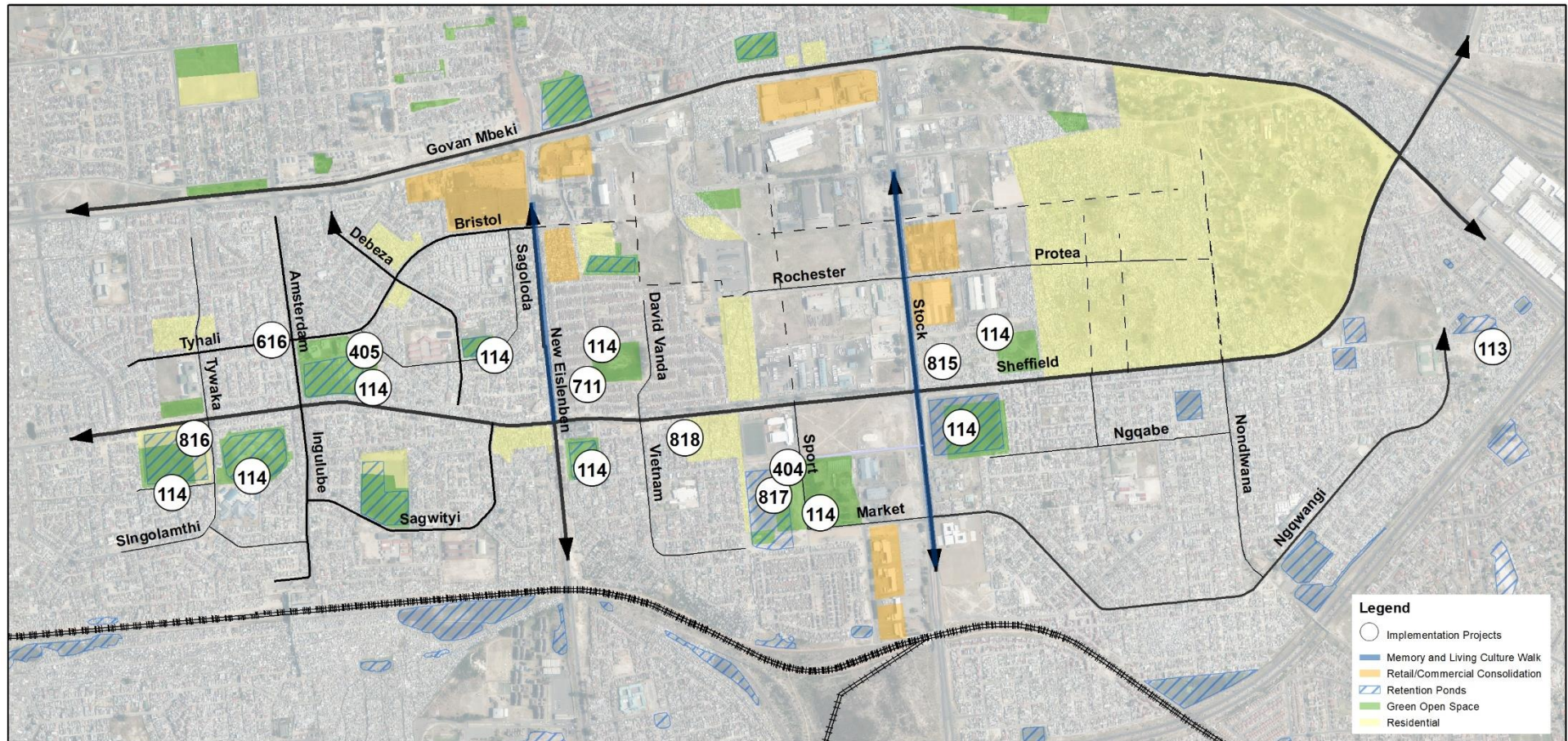


Figure 55: Implementation Priority Zone 3

Table 16: Priority Zone 3 Implementation Project Pipeline

No	Project	Description	Timeframe	Project Lead	Implementing Partners
113	Sheffield Road Upgrade	Sheffield Street road upgrade to include road geometric changes as well the inclusion of SUDS, NMT, landscaping improvements	Short - Medium	Urban Mobility	Water & Sanitation
114	Sheffield Street Stormwater management upgrades	Sheffield Street stormwater upgrade programme, including upgrades to various open spaces that will comprise a mix of retention pond, 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.	Short - Medium	Water & Sanitation; UCI	Recreation & Parks
404	Vuyiseka Multifunctional Park upgrade	Vuyiseka Multifunctional Park upgrade – including the relocation/ upgrade of existing sports facilities and the development of new recreational spaces on an existing retention facility	Short - Medium	Urban Regeneration	UCI; Recreation & Parks
405	Sheffield Multifunctional Sports Development	Sheffield Multifunctional Park upgrade- including new sports facilities on an existing retention pond facility	Short - Medium	Community Services & Health	Water & Sanitation
510	Sheffield Multifunctional Community Facility upgrade	Upgrades to existing facilities to support multifunctional use including skills development, ECD facilities and the provision for expanded trading/ hive and facilities	Short	Community Services & Health	
616	Sheffield Road Public Space Upgrades	Upgrades and expansion to existing public spaces	Short	Recreation & Parks	Urban Mobility
711	New Eisleben market and hive facility	New MU informal trading and hives facilities	Short	Enterprise & Investment	UCI
712	Sheffield Road market and hive facility	New MU informal trading and hives facilities	Short	Enterprise & Investment	UCI
815	Erf160 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	Medium	Human Settlements	
816	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	Medium	Human Settlements	Human Settlements
817	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	Medium	Human Settlements	HDA ; UCI
818	Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road	Medium	Human Settlements	HDA or alternate Affordable

					Housing implementing Agent
818	Sheffield Road In-situ Upgrade	Upgrade of existing informal settlement with MU high density housing and a positive interface onto Sheffield Road	Medium	Human Settlements	HDA or alternate Affordable Housing implementing Agent
819	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	Medium - Long	Human Settlements	HDA or alternate Affordable Housing implementing Agent
820	MU infill Housing	New MU Infill housing to activate an existing open/ retention pond space	Medium - Long	Human Settlements	HDA or alternate Affordable Housing implementing Agent
820	MU infill Housing	New MU Infill housing to activate an existing open/ retention pond space	Medium - Long	Human Settlements	HDA or alternate Affordable Housing implementing Agent

4.2 Heritage Exemptions and Placemaking Projects

This section presents the proposed Heritage Grading of the POA to be implemented. It also presents proposed exemptions from Section 34 of the National Heritage Resources Act which are to be pursued as part of the implementation of this LSDF.

The NHRA has established a three-tier system for heritage resources management. Using a grading system, it distinguishes between at least the following three categories of heritage resources:

Table 17: Heritage Grading System

Grade I:	Heritage resources that are so exceptional that they are considered to be of national significance. They are identified and managed by the South African Heritage Resources Agency (SAHRA).
Grade II:	Heritage resources that have special qualities and are significant in a province or region. They are identified and managed by provincial heritage resources authorities (PHRAs). In the Western Cape, the PHRA is Heritage Western Cape (HWC).
Grade III:	Heritage resources are categorised as 'all other heritage resources worthy of conservation'. The local authority (in this case, the City of Cape Town) is responsible for identifying and managing them. The CoCT has grouped grade III heritage resources into A, B and C to assist with their respective management.
Grade IIIa:	Metropolitan or regional significance; high intrinsic significance or outstanding examples or representations of a typology, and may demonstrate a high degree of intactness.
Grade IIIb:	Neighbourhood/ suburb significance; considerable intrinsic significance, good examples or representations of a typology, may have a relatively high degree of intactness

Grade IIIc:	Streetscape significance; examples of a typology characteristic of immediate area, may be somewhat altered.
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The recommended grading of heritage resources within the POA is a result of research, site visits and limited community interaction. In order to develop the identification and grading of the heritage resources within the project area, a further process is required with representatives of the local community. Figure 56: Proposed Heritage Grading in the POA below presents the proposed heritage grading for the POA and Table 18 highlights some of the sites reflected on the map across the grading categories. A full inventory of the proposed grading is attached as an annexure to the LSDF.

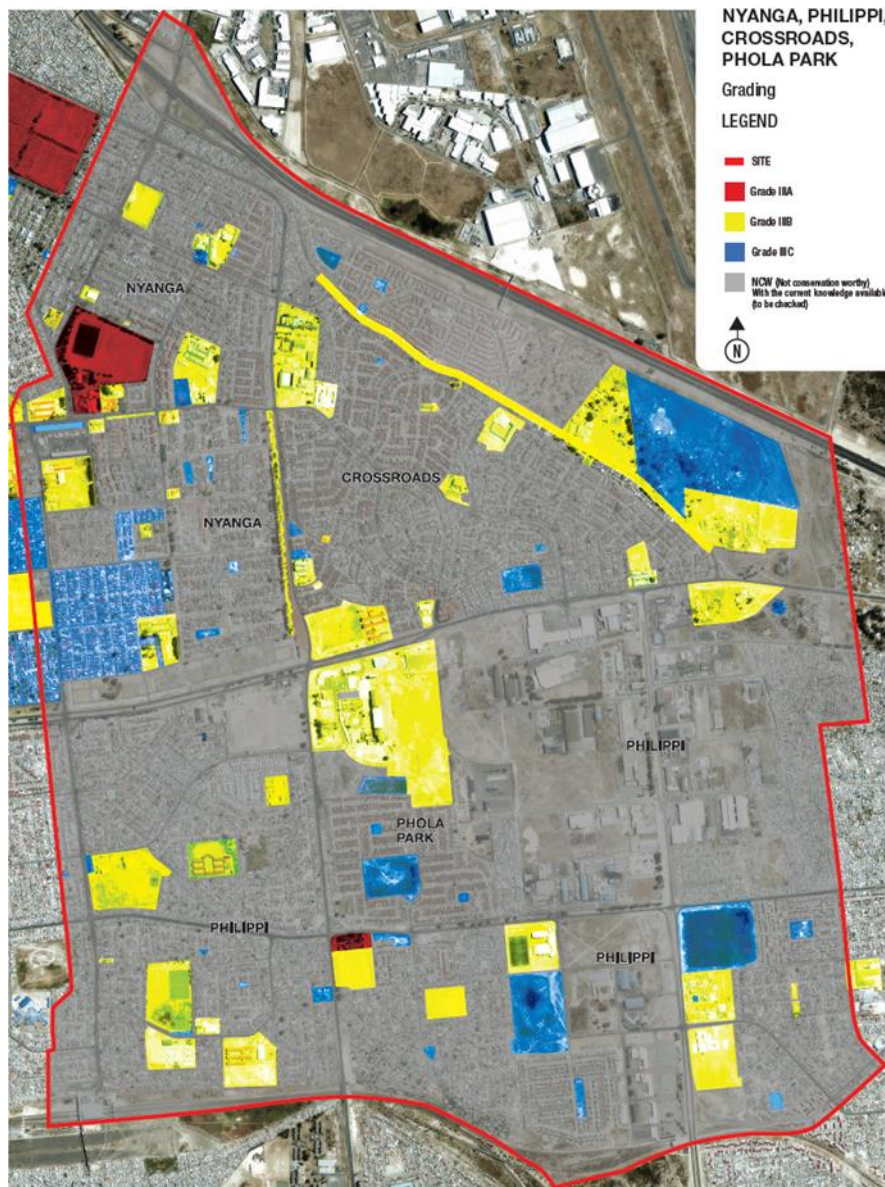


Table 18: Heritage Grading Sites/Structures in POA

Grading	Sites/ Structures
III A	<ul style="list-style-type: none"> a. Nyanga Sports Ground b. New Eisleben Church (1947) - on site of older Neu Eisleben Schuldkirche (1897) - Now on larger Ithemba Labantu Lutheran Community Centre Grounds
III B	<ul style="list-style-type: none"> a. Eucalyptus lanes and tree groupings on Klipfontein Road, Mpungutye Street, and in the Klipfontein mission settlement b. Nine buildings, including the Duinendal farmhouse dated 1912, on erf 113170 (FOSA / Boys Town / Mfesane site) c. Four buildings in the Klipfontein mission settlement d. Hlengisa Primary School on Hlathi Street e. Various residential buildings on Hangana Street f. The African Methodist Episcopal Church on Emms Drive g. The Cement Factory
III C	<ul style="list-style-type: none"> a. Eucalyptus lane remnants on Mahobe Drive, Zwelishia Drive, and Emms Drive. b. Buildings constructed as part of Nyanga Scheme 1, the Mau-Mau Scheme, the 1953 hostel development, the 1958 hostel development, and the 1958-1960 hostels developments

Figure 56: Proposed Heritage Grading in the POA
Source: Philippi Opportunity Area Heritage Study, 2021

EXEMPTION FROM SECTION 34 OF NHRA

Exemption from Section 34 of the NHRA is not recommended for the POA. According to the Heritage Study Report, exemption from section 34 of the NHRA may have very limited application due to its necessary exclusion of declared or listed heritage resources within the exemption area. It is therefore suggested that exemption be pursued only where the following criteria have been found applicable:

- The majority of structures within the proposed exemption area are over 60 years;
- The area has significant or catalytic redevelopment potential and there is a need to incentivise its redevelopment by lowering regulatory requirements; and
- All or nearly all of the structures within the exemption area are neither worthy of conservation, nor are they declared as national or provincial heritage sites, nor listed on the heritage register.

POSSIBLE EXEMPTION AREAS IN THE POA

Based on the above criteria, only Nyanga has a significant concentration of buildings over 60 years of age. This includes the Scheme 1 (1945-46), the Mau-Mau Scheme (1953), and the Zwelishia Drive hostels constructed in two phases in 1958 and 1958-1960. Other parts of the study area have only individual and isolated structures over 60 years of age and would therefore not benefit from an exemption from Section 34 of the NHRA.

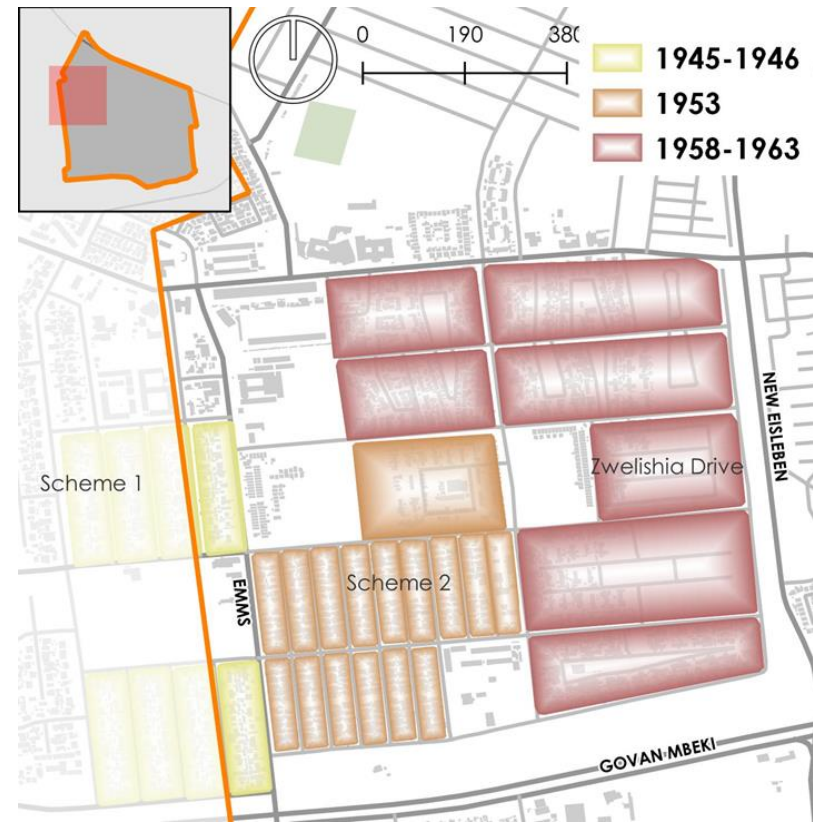


Figure 57: Areas of Possible Exemption
Source: Philippi Opportunity Area Heritage Study, 2021

Only the areas along significant new public transport routes are expected to have significant or catalytic redevelopment potential in the short to medium term. Few of the structures are considered intrinsically worthy of conservation, nor are they declared as national or provincial heritage sites (although some areas have been recommended for Ilc grading on the Cape Town heritage inventory). It is however recommended that should the Nyanga area be considered for exemption, a sample of the older built fabric should be retained and restored for heritage purposes. For the smaller (detached) hostels, the recommendation is to retain a grouping (approximately four units) and

four row hostels, a single row can be retained. Possible criteria for selection of hostel buildings for retention are indicated in Table 19 below:

Table 19: Criteria for Hostel Building Retention

Criterion	Comment
Retain an example of a hostel design from each development phase.	Possible with community support and the identification of future use
Choice of the Hostel/s to be retained: the retained hostel should be located near a local node or on a major road.	If retention hostels are too far from major routes and nodes these buildings could be difficult to manage as heritage sites. Former hostel/s can become an important civic / community / retail use building on a well-used route.
Hostels for retention can be linked to important civic people, linked to an event i.e. additional heritage significance.	Information required from local communities
Building to be as intact as possible i.e. façade materials such as unpainted facebrick with steel windows	These fairly intact buildings exist in the study area

SUPPORT THE DEVELOPMENT OF CHARACTER PRECINCTS AT KEY SITES

As part of the preservation of historic structures in the POA, a range of buildings have been identified as having heritage and or character significance in the area and are recommended for preservation. These are indicated in Figure 58 and include:

1. NUNU and the Hostel buildings in Nyanga;
2. Duinendal/ FOSA settlement;
3. Industrial buildings with the existing industrial area of the POA;
4. Philippi Village; and
5. iThemba Labantu.

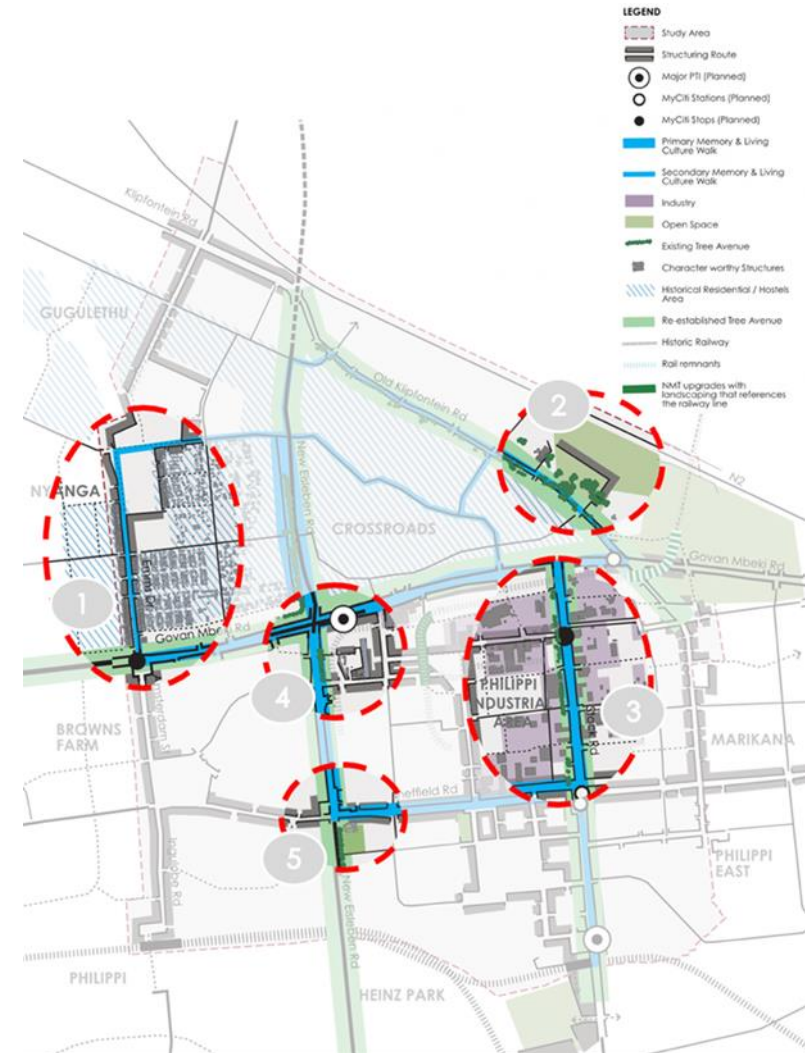


Figure 58: Character Building Precincts
Source: Philippi Opportunity Area Heritage Study, 2021

The development of the precincts around these buildings must support the creation of character precincts that preserve and celebrate the historic buildings within the precinct.

It is further recommended that specific urban design guidelines must be developed for each of these precincts to guide their development.

CONDUCT ENGAGEMENTS TO REFINE AND PRIORITISE PROJECT PROPOSALS

The recommended projects for implementation in the Heritage Study relate to:

- a. Celebrating the culture, and remembering the history and experiences of the communities living in the POA;
- b. Introducing and/or enhancing elements to promote a specific character that relate to both its past and present; and
- c. Processes to support belonging and identity.

The proposed projects for implementation need to be tested, refined and developed in a consultative and meaningful series of engagements with residents, community representatives and local organisations. Such stakeholder engagement will aid in the identification, selection and prioritisation of projects for implementation by local stakeholders themselves. This will begin to create a sense of ownership for the development of the area. These projects are as follows:

- (1) A Street and place naming process: Many streets in the study area – particularly in Nyanga and in Lower Crossroads- lack formal names entirely. Others are duplicated, leading to possible confusion. Figure 59 indicates the areas where this is most prevalent, with duplicated street names in orange and streets lacking names in red. This does not consider potentially problematic names or those that lack significance, such as the high frequency of ‘number’ names, often duplicated across languages.



Figure 59: Street Naming Issues - Duplication and Nameless Streets
Source: Philippi Opportunity Area Heritage Study, 2021

(2) The development of a Memory and Living Culture Walk which it is to function as a framework to tie events, memories, buildings, remnants and cultural activities in a coherent manner which can be continuously added onto over time; with memorialisation interventions along its extent. The POA Heritage Study proposes some interventions, however as part of this LSDF implementation these interventions need to be further investigated and refined. Some graphic representations of possible interventions can be seen in Figure 60 below.



Figure 60: Memorialisation spaces
Source: Phillippi Opportunity Heritage Study, 2021

(3) The implementation of Public Environment Interventions which include:

- i. Public Space Projects: the development of a range of public spaces at key locations.
- ii. Remembering the Historic Structure of Phillippi through the re-establishment of the historic tree avenues and referencing the old railway line in future landscaping and upgrades.
- iii. Trading and Market Streets: The upgrade of street and pedestrian environments along the existing trading streets.
- iv. Character Precincts: developing character precincts around those buildings which have been identified as having heritage or character significance in the area.

These projects present opportunities for unlocking tourism in the POA and thus close collaboration with the Enterprise and Investment Department in the proposed further engagements for the refinement and prioritisation of projects is crucial.

4.3 Economic Strategy

The overarching Economic Strategy for the Philippi Opportunity Area (POA) has been developed with a view to achieving the following objectives:

- i. Retain existing investments, business and jobs
- ii. Support and grow informal enterprises and SMME's; and
- iii. Attract new investment and create jobs.

Critical to realising the economic potential of the POA is getting the basics right through improved urban management initiatives, consideration of both the informal and formal enterprises, and through the establishment of partnerships. These are key overarching interventions which have been detailed in separate action plans.

Five economic drivers were identified for the POA, each with a set of interventions. These economic drivers include: urban management, agriculture, informal enterprise, waste and recycling, as well as manufacturing and linked logistic industries.

A. Precinct Management Interventions:

- i. Institutional design situating the Urban/ Precinct Management function at a transversal level within the broader organisation such as within the Office of the City Manager or similar.
- ii. The use of an increasingly formalised set of relationships between line departments through MoU's and SLA's. This could form the basis for introducing relevant KPA's into line department reporting.
- iii. The Directorate could manage and prioritise a transversal framework contract that provides access to a variety of service providers to efficiently deploy contracted services as needed in priority areas. Such service providers could include solid waste cleansing teams, roads maintenance and security provision. This would place the Directorate well to both centrally coordinate initiatives, prioritise resources and enhance the speed of service delivery.
- iv. A commitment to funding a stand-alone and independent Precinct Management Unit (PMU). It is suggested that the three-year pilot, through PEDI, be followed by a six-year committed programme. With the long-term commitment to funding and

implementing the PMU, the relationships between line CoCT line Departments and the PMU should be formalised, in line with operations identified in an accompanying long-term business plan.

B. Agricultural Interventions:

- i. A key activity to unlocking the full potential of the Agri-Hub is that of linking directly with farmers in the PHA during the design process of the Philippi Agri-Hub, to optimise design and therefore promote usage of the Hub once complete.

C. Solid Waste Interventions:

- i. Addressing this is a minimum prerequisite for building investment confidence in the POA. This should be achieved through the following interventions: hot spot identification and corresponding service rationalisation; increased community awareness and engagement around solid waste issues, driven via a dedicated solid waste community liaison officer; and implementation of a jointly managed and funded EPWP POA clean up blitz.

D. Informal Enterprise Interventions:

The informal sector is the largest economic contributor to the POA. When the new MyCITI infrastructure is constructed on the higher order road network comprising Govan Mbeki, New Eisleben, Stock and Sheffield Roads, it could potentially result in approximately three hundred street traders having to be relocated, therefore the following actions are critical to ensure the future of informal trade in the area.

- i. Align transportation and spatial planning policy with regards to public transport infrastructure design and implementation. Discussions between the Urban Mobility Directorate, Spatial Planning, AED, PEDI, and consultants involved with planning of road reserve interventions in the POA is needed as a matter of priority, to facilitate a negotiated design solution for New Eisleben Road in particular as well as other future impacted roads.
- ii. Develop a Local Area Overlay (LAO) supported by Small and Micro Enterprise Incentive Scheme/s in order to proactively facilitate By-Law compliant business operations.

E. Industry, Manufacturing, Logistics & Storage:

- a. Road access between the POA, surrounding mobility network and airport is currently constrained. This is largely due to inefficient traffic management on the local POA road network and sub-optimal road connections to the N2 and CTIA. Improvements to the road network and traffic management in this regard, would facilitate safe and efficient access required to create the enabling environment for aviation-related and other businesses to consider locating in the POA. Importantly, the proposed Borchard's Quarry upgrade would provide critical north-south linkage between the CTIA and POA for efficient freight and logistics movement and should be prioritized for upgrade.

4.4 Housing Framework

The implementation of proposals from the POA Housing Framework is a key component of this LSDF. There is potential for approximately 9 000 housing opportunities within the POA, which can be achieved through the redevelopment of sites, backyard infill development and new development.

Undeveloped and under-utilised land parcels totaling 74.3ha have been identified and assessed to determine ownership, land status (whether vacant, underutilized or informally occupied) and any environmental or heritage restrictions.

Proposed densities have then been used to determine an estimated yield on each of the sites based on a range of housing typologies. There are a number of ways in which this yield can be realized and it requires more innovative solutions that support high density multi-storey housing. The following interventions are necessary to realise this yield:

Supporting incremental redevelopment of private land parcels for small scale rental units

A. Incentivising private land/ property owners by:

- i. Promoting and supporting higher densities;
- ii. Establishing facilitation services to provide support to property owners and small scale developers with land use applications; and
- iii. Fast tracking land use applications for the development of small-scale rental units.

B. Packaging land for new public and private housing development

- i. Consolidating public owned land parcels;
- ii. Purchasing appropriate private land parcels;
- iii. Securing land use rights; and
- iv. Releasing City owned land parcels for development by the private sector.

Supporting & fast tracking the relocation of and upgrading of informal settlements

C. Exploring the feasibility of multi-storey BNG Housing development

- i. Source case studies of multi-storey BNG housing and the lessons learnt in order to address these.

D. Engaging and partnering with development/ implementation partners (both private and public) on a number of pilot projects

- i. Engage and partner with the CSP Human Settlements advisory team

E. Area stabilisation to attract developers and de-risk the credit markets

- i. Improve governance by communicating and engaging key actors, local stakeholders and community members.
- ii. Support the improvement of and upgrading of bulk services to support the development densities proposed in this LSDF.
- iii. Engage financial institutions on funding small scale developers and existing homeowners.
- iv. Provide facilitation services for title deed registrations and transfer in order to enable financial transaction

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