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PROPOSAL
**Overall structure**

We have prepared an overall structure of the planning area together and then divided the area into two parts for which we have carried out our individual proposals.

The goal with the plan proposals is to increase density and to create good access to a range of different services and activities. We want to offer new housing opportunities but also improve access to public spaces for the already built areas.

The proposal is developed around the planned bus stops at Daku Road/Salamantu Street and Njoli Street/Mavuso Road along the Khulani Corridor. The Khulani Corridor will create opportunities in the sense that when more people are using the streets, a greater need for public spaces is created as well as a broader base for economic activities.

**Land use structure**

The proposed structure is adapted after the shape of the project site and the surrounding street structure. Slightly curved streets within the housing areas will create an interesting environment and room structure. On main streets and feeder streets the buildings are placed close to the street to enhance the city feeling.

To increase the density of the area we suggest infill housing on school sites, road reserves and on today vacant land. We suggest three-storey houses along main roads and feeder streets and two-storey houses on quiet residential streets.

To create better conditions and increase accessibility for pedestrians, we suggest a new pedestrian network, which is lacking in the area today. We suggest tree planting, lighting and street furniture to make the walkways more pleasant and usable.

To improve the overall structure of public space we suggest several new public spaces as well as an upgrading of the existing ones. The existing public spaces have been made more usable by adding functions, furniture and lighting. The public spaces have been connected by green links to make them more accessible.
Map 20. Land use structure
Map 21. Street structure
The new neighborhoods will be integrated in the existing structure of Kwazakhele. This will be possible through the upgrading of streets and by adding several new streets, making it easy to walk and bicycle through the new neighborhoods. In the new housing areas we have planned for a calm traffic situation with narrow streets.

To link the new housing areas with the main streets, we propose feeder streets. Feeder streets should be the natural choice for traffic into/out of the residential areas due to their location. We suggest a mixed use development along feeder streets.

There are three kinds of street in the proposal:

The main streets in the project area are Njoli Street, Daku Road, Seyisi Street and Mavuso Road. The heavy traffic is kept to Daku Road and Njoli Street which are wide and already established business streets. By keeping the traffic on these streets we want to minimize vehicle traffic within residential areas.

The main streets are provided with sidewalks, tree planting, lighting and bicycle lanes. The housing structure along the main streets is more city-like with three-storey houses. These houses are located in direct closeness to the street which enhances the streetscape.

Feeder streets are the main connections between the main streets and the residential streets. In connection to feeder streets there are mainly three-storey houses. Feeder streets are provided with sidewalks, lighting, tree planting and parking. Feeder streets connecting main attractions are provided with bicycle lanes.

Residential streets are narrow scaled streets, mainly for pedestrian use and a calm vehicle situation is intended.

Detailed proposals are presented below.

Khulani Bus Corridor

The planned Khulani Bus Corridor will have four stops in Kwazakhele. Njoli Square is the main node in the area where passengers can change from the trunk buses to the smaller local bus. The other three stops are vital nodes in the area.

Pedestrians

Pedestrians should be able to travel safe on well-lit sidewalks connecting the main attractions in the area. To improve pedestrian access several new sidewalks are proposed. As discussed in the planning concept, we suggest small scale lighting on pedestrian- and bicycle lanes to enhance the visibility and the feeling of safety.

Safety procedures should be taken at crossings to calm the traffic situation. We suggest speed bumps at crossings on main streets and feeder streets to calm the traffic situation and raised surface levels to make the pedestrian more visible.

Within the new housing areas there is always the possibility to walk alongside a lit street with dwellings facing the street. This will contribute to more people using the streets during longer hours of the day, creating a safer and more secure environment.

Bicycle lane structure

There are no bicycle lanes in Kwazakhele today. Since the area is flat and the most common mode of transport within the area is walking, we want to promote the use of bicycling. We suggest an overall bicycling system connecting main attractions and social services such as schools and clinic with the housing areas. We propose bicycle lanes along the main streets and along some of the feeder streets, where traffic is busy. On residential streets, where the traffic flow is low, there will be no need for bicycle lanes.
Map 22. Pedestrian and bicycle lanes
High density and densification

The new residential areas will be much denser in comparison to the already built parts of Kwazakhele.

In order to fulfil the aim of a denser Kwazakhele we propose a density of 70-100 units per hectare in the new housing areas. In line with the NMMM guidelines, higher densities will be at central nodes and along the Khulani Corridor. The two story semi-detached houses correspond to a density of 50–70 units/ha while the three storey walk-ups have a density of 80-100 units/ha. We propose a structure with the three storey walk-ups located along the main streets and feeder streets to create a sense of streetscale.

Mixed use

We propose new shops and businesses to be located around the existing nodes in the area. This will strengthen the nodes and cater for a wider range of services provided at the node. Shops and businesses used by residents of the whole area should be located close together to make it less time-consuming for the residents to do their errant.

We suggest three storey walk-ups with the possibility to run a small-scale home-based business on the ground floor. We do not think it is realistic that all ground floors will be used for businesses, but it is vital to provide an option. By providing the opportunity to run a home-based business, families which today sell their goods on the street, are not forced to bring their children to their hawker stalls, which is a common sight today. By locating these buildings on streets with the most movements, we want to supply a better base for the businesses.

The three storey houses have arcades along the street facade to create a well defined space and protect the pedestrians from weather and wind. The buildings are located close to the street to create a streetscape with a city like feeling.

Within the neighbourhood necessary services will be found such as crèches and spazas. These should be located with best possible accessibility and serve mainly the residents who live close by.

Housing

To provide alternatives to the metro house, we suggest the use of three housing types (see page 54). A wider range of housing possibilities will cater for the needs of different kinds of family-constellations. In total we propose 682 semi-detached units, 83 row houses and 1485 units in three storey buildings. The new dwellings give housing to over 9100 new residents based on a household size of four persons.

To be able to stay within Kwazakhele if the family conditions or income changes creates security and stability. To make the area a more affluent area in the future it is important that people, when starting to earn more money, want to stay in the area.

The range of housing alternatives will reduce the monotonous environment in the area and increase the possibilities for integration.

In order to keep down the number of residents in each housing cluster, so that the residents have a chance to get to know their neighbours, the number of houses within the clusters is kept low.

As discussed in the planning guidelines, it is possible to increase the security for the people using the streets by enhancing the visibility. This can be done by keeping fencing and walls around plots low.

From private to public space

In our proposals we suggest a structure mainly built up around housing clusters. The clusters consist of a mix of three storey houses, row houses and semi-detached dwellings or just one type. The small housing clusters will create a dense and intimate character.

Each cluster is located around a communal space which can be semi private or semi public. The creation of semi private and semi public spaces aims to provide a smooth transition from private to public space. It is important to create space where social activities can occur spontaneously. This gives people the opportunity to meet and the residents the possibility to organize themselves in common matters. In the semi-private yard the cluster’s residents have the possibly to grow vegetables, talk to the neighbours and people passing by, have a braai and for the children to play.

The main entrance of the semi-detached dwellings faces the street and their front yard is meant to function as a transition from the private house to the public street. This contributes to a higher level of activity on the streets which will enhance the feeling of safety.
Green links and public space

Providing parks and other public spaces where people can meet, chat, do sports or have a braii are vital features in the proposals.

Improvements in the public space structure are suggested through the redesign of existing public spaces and by creating new ones. The location of the new public spaces have been chosen by the pedestrian movement pattern and its main destinations such as hubs for public transport, the Daku Road Shopping Centre, the Sport Centre and informal trading clusters. This way as many people as possible can enjoy the new or improved public spaces.

We suggest a green link structure with sidewalks and bicycle lanes connecting parks and main attractions in the area through tree planted streets. These streets should function as green corridors, providing shade and easy access to main attractions. The intention with the green links is to provide pleasant walkways which prioritize the pedestrians and bicyclists. The green links should be well lit with small scale lighting suitable for the pedestrians so that they also can be used during the dark hours. They should also be provided with places to sit.

Two large parks are suggested on the storm water ponds sites on either side of Mavuso Road. The ponds are seldom flooded and can therefore, most of the year, be used for different recreational purposes. Here the residents can meet and do activities which require larger areas, such as playing soccer.

We propose a few small parks in the area. They should contain functions for both children and grown ups, such as playgrounds, braii area, sport courts and places to sit.

Fig. 67 Inspiring example of a park

Map 23. “Green links”. parks and public space