Bus stop Daku - housing, business and public space

Detailed proposal by Tove Svensson

The proposal consists of detailed plans for the area around Daku Road Shopping Centre and Daku Community Hall, new squares and new housing areas. The dwellings give housing to over 5100 new residents based on a household size of four persons per household.

The aim of my proposal is to present a way to increase the density in Kwazakhele. New housing areas are proposed on vacant land, road reserves, land inhabited by squatters and on one school site.

The proposed housing structure is based on small scale housing blocks (clusters). The housing structure aims to create a clear structure ranging from private to public through the creation of semi-private and semi-public spaces.

The new housing areas will be linked to the existing neighbourhoods by many new streets, making it easy to walk through the new housing areas. Pedestrians can choose from several sidewalks.

An expansion of the existing node at Daku Road Shopping Centre is proposed. A redesign of the entrance to the Shopping Centre is proposed as well as a new business building in connection to the existing node. The node should include a range of social, commercial and recreational functions.
Transition between private and public space

The proposal aims at providing a smooth transition from private to public space. The dwellings in the new housing areas are all organized around a communal space. By creating yards in connection to the housing clusters a clear structuring from private to public is created.

The communal space is an area for the neighbours to meet in and the children to play.

Some yards are meant to be used mostly by the cluster residents. I will refer to these yards as semi-private. Small, paved paths between the houses give people not living in the housing block access to the yard. The semi-private yard can contain functions such as playground for the youngest, braai areas or be used for urban agriculture. By urban agriculture I mean the possibility to grow vegetables, fruit and flowers.

Other yards have a more public character with many and wide entrances and are intended to be used not only by the residents of the block. I will refer to these yards as semi-public. They can contain playground, meeting places such as braai areas, places to sit and parking. The semi-public yards can easily be used as shortcuts when walking around the area.

The semi-public yards are located in connection to the housing clusters along the main streets of Mavuso Road and Daku Road and in some extent along feeder streets. The semi-private yards are located both in connection to quiet residential streets and along main roads and feeder streets.
**Housing types and clusters**

The new housing areas are located on one school site which today to a large degree appears unused, on vacant land, road reserves and on land today inhabited by squatters. The proposal contains over 1300 new units. The new residential areas will be much denser than the existing housing areas in KwaZakhele.

The proposed housing structure is built up by small housing clusters, creating small blocks of dwellings. The clusters contain just one housing type or a mix of housing types to create variation in the built environment.

The limited number of residents within each housing cluster will make it possible for the neighbours to get to know one another and to know who belongs to their block and who does not, creating a feeling of safety. The main entrances to all two-storey units are from the street. This also contributes to a higher level of activity on the streets which enhances the feeling of safety.

Within the housing clusters, or in immediate closeness, everyday service is proposed to be located, such as crèches and spazas providing goods for daily use.

**The proposal contains three kinds housing types:**

The two storey, semi-detached house; each unit is 46 m$^2$. The semi-detached unit have a private plot, approximately 80-100 m$^2$, with both a back and a front yard. The front yard functions as a transition from the public street to the private house. The residents have the possibility to park their car on the plot. All units have rear access to a communal space, either semi-private or semi-public. The proposal contains 161 semi-detached houses containing 322 units.

The two storey, 46 m$^2$ row-house; each unit has a private, 60m$^2$ plot with possibility for the residents to park their car. The main entrance faces the street and the front yard functions as a transition between the private house and the public street. All units have rear access to a semi-private or semi-public yard. The proposal contains 33 row-houses. The row-houses are located along a residential street.

The three storey building contains five dwellings varying in size between 25-50 m$^2$. On the ground floor a space for home based business is provided. The three storey houses are located along busy main streets and feeder streets to create a more urban landscape and to provide a better base for residents wanting to run a home based business. All units have access to a semi-private or semi-public yard. The main entrance faces the yard but ground floor residents have the possibility to enter from the street. The proposal contains 197 three-storey walk-ups containing 985 units.
Map 26. Housing clusters
Business

The node at Daku Road Shopping Centre (C) has the potential to become a more significant node and include more functions when the Khulani Corridor is implemented. The node should include commercial, social and recreational functions. One new business building is proposed in connection to the existing node at Daku Road Shopping Centre and Daku Community Hall. The new building can contain offices, shops and services such as a bank, post office and public toilets which are services lacking in the area. A square (B) is proposed in front of Daku Community Hall. Another square (A) with small kiosks for hawkers to rent is located on the other side of the street, in connection to the new bus stop. The node is well integrated in the pedestrian and bicycle network to give residents easy access.

Fig. 75 Daku Road Shopping Centre with parking lot

Fig. 76 Informal market

Fig. 77 New proposed site for large square (B).
Map 27. Business site with shops and market
Square A
A square is proposed in connection to the bus stop. This will give the square a high activity level since many people will pass by it on their way to the bus stop. The square has a different paving to signalize that you are now leaving the street network and entering a square. At the square I suggest permanent, lockable facilities, small kiosks, for persons today trading in the streets. The facilities should be supplied with running water and electricity to improve the working conditions for the vendors and the sanitary standard. Since Daku Road is well used by pedestrians the vendors should benefit from the proposed location. In the centre of the square a new clock tower with seating arrangements is proposed. The clock tower will function as a new landmark and be visible from the surrounding housing areas.

Goods for the traders at the square can be loaded directly on the square at certain hours or from the parking lot located in direct connection to the square to decrease interference with pedestrians.

Square B
A large square is proposed in connection to the Women’s Resource Centre and Daku Community Hall. Difference in paving from surrounding sidewalks signal that you have left the sidewalk and entered the square. The steps of the elevation create seating opportunities and tree planting provides shade for the visitor. The opportunity to sit down increases the possibility to see and meet people in organized meeting places while doing daily errands. A small fountain is located in the middle of the elevation for the enjoyment of people passing by or spending time on the square.

A new, two storey, business building is suggested in connection to Daku Road Shopping Centre and Daku Community Hall. Commercial facilities should be located on the bottom floor of the building to promote easy access and increase exposure possibilities. Offices should be located in the storey above. The building should contain post office, bank and public toilets, services lacking in the area today. Goods will be loaded on the south side of the new building to limit interference with pedestrians.
C- Daku Road Shopping Centre
A redesign of the entrance to the Daku Road Shopping Centre is proposed. The parking space available today is reduced to create wider pedestrian entrances with seating arrangements and tree planting.

A large parking lot is suggested on the south side of the existing Shopping Centre. The parking lot is also located with direct access for the visitors to the proposed business building. On/off loading of goods for the Shopping Centre remains unchanged and will take place from the south side of the existing building to limit interference with pedestrians.

Fig. 82 New entrance to Daku Road Shopping Centre

Fig. 83 New entrance to Daku Road Shopping Centre
Parks

The large amount of residents will generate a demand for parks with playgrounds, meeting places and sport fields. Four large parks are proposed in connection to the new housing areas. The locations of the parks have been chosen from the point of view that “people want to see people”. The parks are located so that they are easily accessible from the new housing areas and from existing surrounding housing areas.

The parks are connected by streets with tree planting to form continues green links within the project area. A large number of people will use the green links and pass by the park, contributing to a feeling of social control for the people using the park. This will also contribute to a feeling of safety. There are entrances to residential houses facing all parks, except for park number 3, this will also contribute to the feeling of safety.

The parks have to be well lit with no “dark corners” and offer plenty of seating arrangements in the shade. The parks will contain functions to attract both children and adults.

1. Park with street furniture and vegetation offering shade. I suggest plenty of seating due to the large number of people passing by.
2. “Activity park” with basketball court, braii areas and playground.
3. Parts of the school yard can be transformed into a park and play area for the residents and school pupils.
4. The power line reserve along the south-eastern side of Daku Road is not suitable for housing and is therefore used as a park. The power line reserve is today used for urban agriculture.

Map 28. Parks
Streets

In line with the overall structure hierarchy, three kinds of streets are proposed:

1. The main streets, Daku Road and Mavuso Road, are provided with sidewalks, parking and lighting on both sides. Daku Road has bicycle lanes on both sides while Mavuso Road has a bicycle lane on one side. The main streets have tree planting on both sides to signal their importance and are wider due to the heavy vehicle situation.

2. The feeder streets, 12.5 meter wide, functions as the main streets in the new built areas. They will connect the residential streets with main streets and with main attractions in the area, such as the Sport Centre and Daku Road Shopping Centre. Feeder streets have sidewalks on both sides with tree planting and parking on one side.

3. The seven meter wide residential streets. The residential streets are intended for less vehicle traffic and are anticipated to be used mainly by residents and their visitors. Parking is possible on one side of the residential street.

Residents will always have the choice to walk along well lit residential streets and along dwellings. This will contribute to the safety and security in the area.

Mblini Street is upgraded with three lines of tree planting to create shade for pedestrians. Due to the number of people using the street and the fact that the police station, the place of safety and Daku Road Shopping Centre is located along the street the sidewalk is widened and a bicycle lane installed.

All streets have lighting of different heights, depending on the type of street.

The new Khulani Corridor bus stop is located in front of the new, small square on Daku Road. The bus stop is designed for convenient travel and coordination between buses and minitaxi buses. The bus stop should provide plenty of seating places in covered shelters to protect travellers from weather and wind.

The bus stop is well integrated in the pedestrian and bicycle network so that the residents easily can access the bus stop and travellers easily can access the services provided at the existing node at Daku Road Shopping Centre. The bus stop is located so that it is easy to access and leave using residential streets with dwellings facing the streets, increasing the feeling of safety for the travellers. Pedestrians cross Daku Road on level raised zebra crossings to reach the bus stop.
Map. 29 Street sections