

TITLE	Khayelitsha Ntlazane Road/ Steve Biko Road and Environs: Urban Design Framework & Market Facility
CLIENT	City of Cape Town, Economic Development
DATE	2004
AREA/EXTENT	Precinct 1, 2, & 3: ± 5 ha
LOCALITY	Khayelitsha, Cape Town

The Project Challenge

The western forecourt of the Khayelitsha train station is primarily a pedestrian area with informal trading lining desire routes into the adjoining residential areas. The purpose of the project was to develop a design intervention strategy that integrated the public environment and potentially release further public and private investment as a phased process, whilst providing for the immediate needs of the existing traders. A key issue was to design qualitative public spaces and buildings that are generally very difficult for individuals to provide due to limited access to capital. The long term vision was to plan for the improvement of three identified precincts through investment in the public environment with associated high-density housing possibilities to create an integrated human settlement in a high threshold area in Khayelitsha.

Principles and Approach

The concept proposed was informed by a 'minimalist' or phased approach, where an overall framework proposes limited architectural development that can be incrementally appropriated by the community over time. The design intervention proposal aimed to establish a dynamic public realm that could support:

- Public service nodes such as the Khayelitsha Railway Station as a key transport interchange and activity node, prioritising both pedestrian movement and public transport;
- Pedestrian movement and non-motorised transport as the main mode of access;
- Different levels and types of informal trade;
- Institutional facilities and related amenities; and
- Live-work scenarios and high-density infill housing.

Proposals

Precinct 1: The 'Station Square' is a public forecourt and focal point of activity with high levels of trading and related activities. The station as the heart of the local area was identified as the key investment node. Precinct 1 was seen to have the potential to act as an urban generator in Khayelitsha.

Intervention within Precinct 2: The 'Gateway,' focussed on the creation of positive public space around the proposed pedestrian bridge.

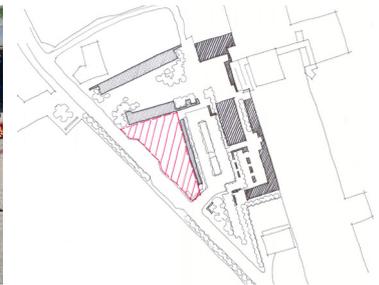
Precinct 3 was understood as the link connecting Precinct 1 and 2. Proposals for the link space used landscaping to focus on creating positive edge conditions. The phasing of the work into operational sections was carefully considered.



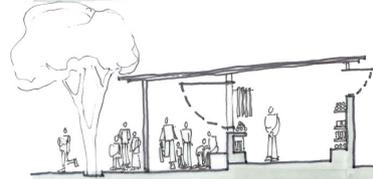
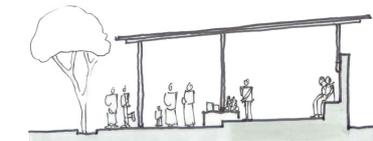
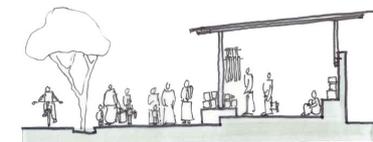
Contextual Development Framework



Station Market Courts



Phasing Plan for Precinct 1



Ideas for incrementally developed Trading Structure for Precinct 1



(Top to bottom) 5pm commuters; Cooking Traders; Food and Vegetable Traders