

Everyday citizenship: **people**, place and politics in Philippi

by leigh martin
student number mrtlei002

Supervisors: Kathryn Ewing and Hedwig Croojmans

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Faculty of Engineering & the Built Environment School of
Architecture, Planning and Geomatics
Rondebosch, Cape Town, 7701
Telephone 1: +27 (0)21 650 2362
Telephone 2: +27 (0)76 484 2417
Fax: +27 (0)21 689 94666

L. A. Maurtin
MRTLEI002
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Solam for prompting the journey, helping me believe, and making time for me through his PhD.

This dissertation is dedicated to the two special women in my life, my mother and grandmother. Your strength and kindness have enabled and empowered me, and I hope to make you proud.



1. Footway in Siyangena settlement
source: author

“Developing bike paths and sidewalks is more respectful of human dignity and more equitable than simply continuing to develop a road network for cars” (Interview with Penalosa, by author, November 2016) (Berney, 2017, 98)

abstract

(politix), place + people: pavements + the everyday

In the South African context, political and universal rights of citizens have been expanded since liberation but the basic services and livelihoods have eroded (Miraftab, 2009). Marginalized citizens have created their homes through auto construction, and self-making, in the post-apartheid city (Caldeira, 2017). This is evident in spaces like Philippi, where areas of Neoliberal planning practices remain as exclusionary imaginaries of city and citizenship that promote collective amnesia (Miraftab, 2009). Insurgent planning scholarship calls for collective memory and looks to liberating planning imaginaries and histories of marginalized people as strength in knowledge (Miraftab, 2009).

Through ways of being and social spatial production practices, people are infrastructure (Simone, 2004). The social practices and community agencies inform a type of infrastructure. Amin (2014) speaks of the liveliness of infrastructure. The term infrastructure is used loosely. It indicates the bigger infrastructural elements like transport infrastructure, yet to come in Philippi, as well as other more basic infrastructure like water, sanitation, and electricity, which are often void in spaces in Philippi. Amin (2014) highlights the politics of community and institution, and visible and invisible infrastructure (Amin, 2014). Networks of social gathering spaces, such as economic trade and eating areas, and physical space, like places of water collection and sanitation, give a rendering of the urban poor experience. As part of the experience of these infrastructures, the sensory landscape of urban places holds collective memory and social outlook (Amin, 2014). Acknowledging and paying homage to this helps an understanding of the noteworthy social, cultural and spatial rituals of place and self-built placemaking in Philippi.

Through investigating planned and self-built places and their everyday practices, this study has attempted to collect spatial practices, to inform a framework that considers this narrative and the interventions it suggests. The collection of information has been used to guide and inform design principles for interventions at various scales. The starting point of the inquiry is the pavement. A universal everyday place that all actors engage with. In Philippi, the pavement and walkways offer many everyday practices. The pavement is the most common public space of movement, social exchange, and public and private interface, and the investigation of the street in Philippi has informed other areas of design intervention.



2. Conceptual collage of Long Street Siyangena
source: author

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3. Conceptual collage
source: author

01 INTRODUCTION

INTRODUCTION

introduction

The research was prompted by the growing global and urban condition, where the majority of city dwellers have made their way of life through appropriating, reclaiming, and carving out spaces for themselves. Caldeira (2017) terms this process of self-built homes and infrastructure by citizens 'auto-construction', and she refers to this process of constant making of urban life by the marginalised, peripheral urbanisation (Caldeira, 2017). Peripheral urbanization operates with official logics transversally, which is to say that urban residents unsettle official logic and carry out transversal logic, or logics that work for their needs, which expands the production of heterogeneous environments (Caldeira, 2017). This description of peripheral urbanisation, auto-construction and transversal logic serves the context of the South East Metro in Cape Town, specifically Philippi East (Caldeira, 2017).

Citizens have exerted their spatial agency and have made claims to land in Philippi East. The state acknowledges the presence of people in this region but does little to address the immediate needs of these citizens. So, these spaces remain heavily under-resourced. Because these settlements straddle the realm of legality, between white and black, legal and illegal, grey spaces, they remain without basic services and state-funded infrastructure (Yiftachel, 2009).

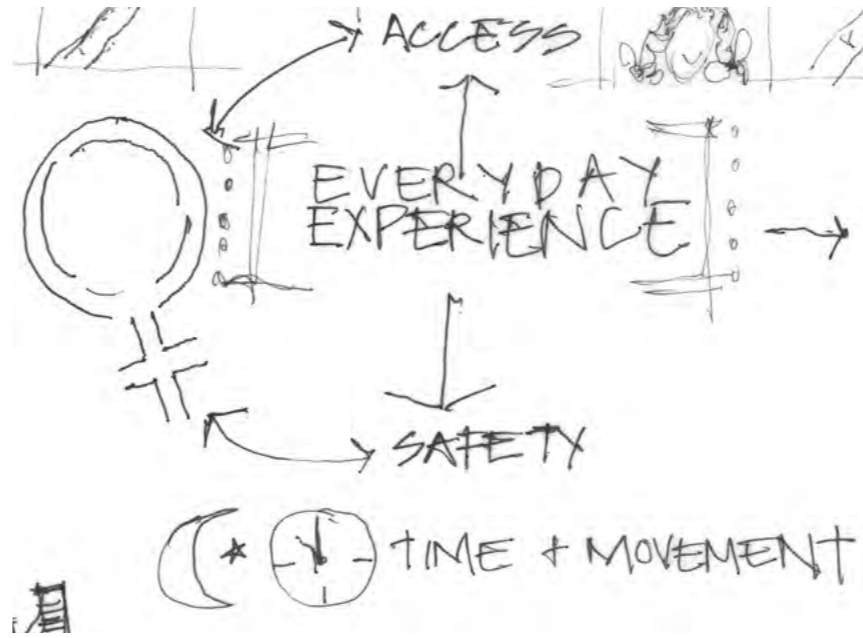
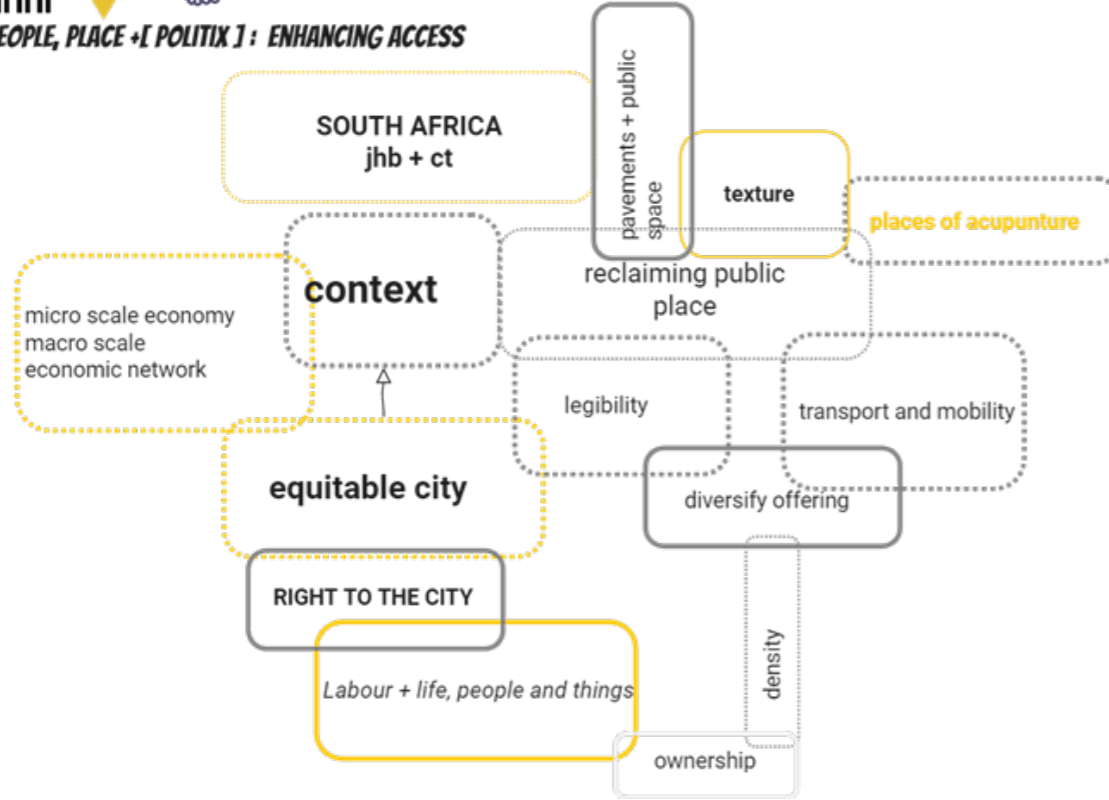
The overall intention of national state planning does however offer global upgrades and improvement for areas in the South East Metro. The City's Community Services and Health Infrastructure Plan 2034, has the strategic intent to address the "spatial legacy of under-provision" (CSHIP, 2019). Planning processes remain top-down with a focus on inclusive participation with citizens (Miraftab, 2009). The focus on participatory and inclusive processes is the typical planning-based hierarchy set up in a dynamic where citizens are left with a large amount of responsibility and a small amount of authority (Hamdi, 2006, 72).

During the research exploration, the City of Cape Town delivered a draft spatial development framework for what is called the Philippi Opportunity Area. The framework integrates the bigger-scale infrastructural developments that link to transit-orientated development, by incorporating the upgrade of the MiCiti Phase 2A rollout, widening roads, connecting existing mobility corridors, and densifying and increasing activities along these designated routes. The introduction of this framework, for me, has prompted the question of the role of the urban designer. The theoretical application of the framework shows promise, although one starts to believe that these bigger planned frameworks are part of the planning process, and the urban designer sits in between the long-term vision, while addressing everyday needs with smaller scale interventions that address more immediate needs of residents of the area (Hamdi, 2011).

INTRODUCTION



PEOPLE, PLACE + [POLITIX] : ENHANCING ACCESS



PAVEMENT OFFERINGS...
 LAND USE → RIGHTS ACCESS + OWNERSHIP.
 ECONOMY → ACCESS TO OPPORTUNITY
 innovative
 • NETWORKS OF MOBILITY
 ECONOMY SAFETY
 • IDENTITY
 • VIBILITY
 • RACE
 • GENDER
 micro-economy
 macro-network

EVERYDAY EXPERIENCE
 PEOPLE AS INFRASTRUCTURE
 Production of space + place
 social praxis
 ways of being [ontology]
 PEOPLE + PAVEMENTS
 PIECES OF PUBLIC LIFE
 widths of pavements
 work/economy + experience



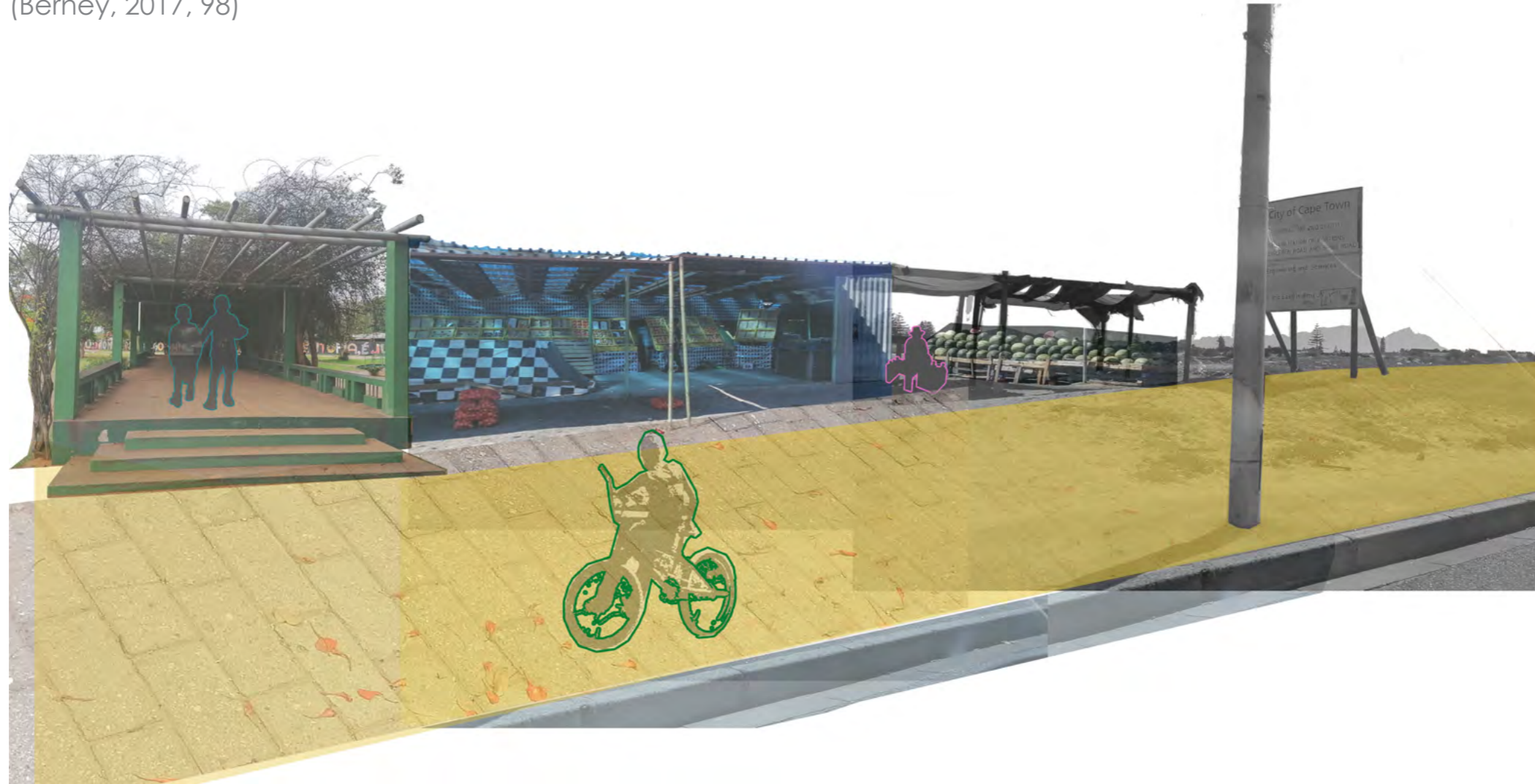
The series of diagrams begin to unpack the direction of the research study. Considering the right to the city in its simplest form, beginning at the sidewalk and the edges and thresholds that hold it and what opportunities existing, and the gaps in equity that occur.

4. Framing of research question
 source: author

In addition to providing more equitable access to leisure activities and transportation options, Penalosa recognises public space and sidewalks as “essential for social justice...and the most basic element for a democratic city”.

(2002)

(Berney, 2017, 98)



5. conceptual collage
source: author

research position

People living in township areas like Philippi and Crossroads have suffered a history of displacement and neglect from the state. This has left an arrival site like Phillippi under a huge amount of pressure due to the continuous influx of people to this rapidly urbanising area. The site's proximity to the city and various modes of transport makes it attractive. Like in many other arrival sites, joblessness is prevalent and there is a growing informal economy as residents "make-do" (Thieme, 2018). Large-scale unemployment and densely crowded areas have meant that this space has fallen prey to crime and violence, which have been exacerbated by the COVID-19 pandemic. The vulnerable members of the community like women and children have few safe options for livelihood, public facilities, and general mobility within the area. These community members must be considered in regeneration frameworks. Small interventions that network through the neighbourhood and link to the metro must be incorporated into urban design thinking and practices, so as not to exclude the subaltern voices.



6. Pavement along New Eisleben Road
source: author

INTRODUCTION

research question

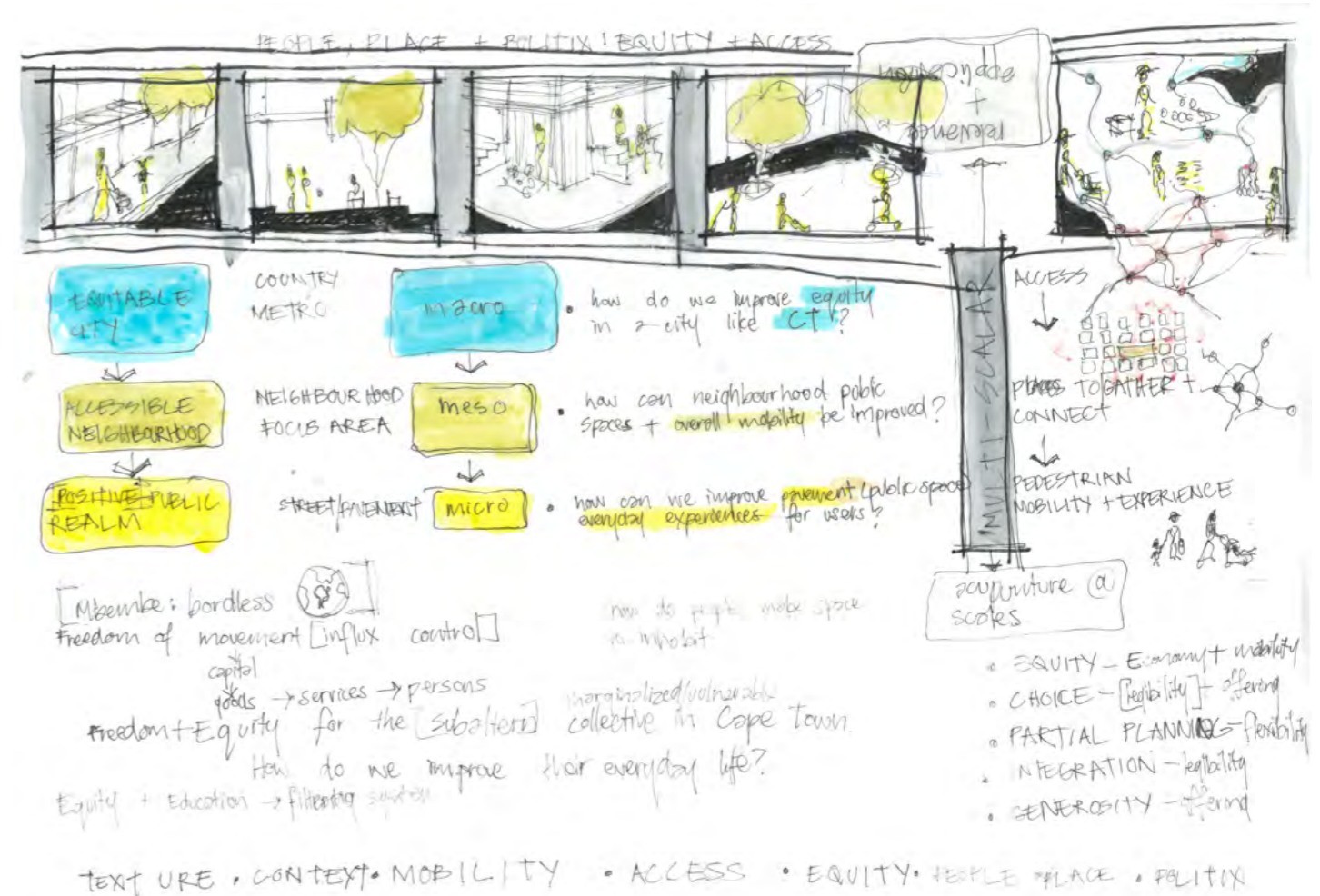
How do we redistribute spatial equity while learning from Philippi?

Sub question:

How can we aid more immediate community needs and plug into and anticipate for big infrastructural frameworks?

aims

- To improve equity and access for marginalised communities in Philippi
- To explore opportunities that create a sense of ownership and belonging for vulnerable members of the community
- To reinforce the existing networks, facilities and practices to empower community members.



7. diagram informing the research question
source: author

research manifesto: process over product

The research manifesto and artefact allowed a moment of disruption to the more rigid and regular process. While the task was to create a product or artefact, the creative nature of the task allowed me to re-evaluate the research context, textures, materials, actors, and way of life within the environment. Inspired by the streetscape and pavement, the artefact created used only found and recycled objects, adapting to the situation, and giving way to what emerged from the process to form a product. The research manifesto was based on the words emerging and adapting. In honouring process over product, as a researcher and urban designer, I began to consider what an appropriate intervention means in a context that is in flux and constantly emerging. It requires the adaptability of residents as well as the urban designer. The rigidity of a fixed master plan with one ultimate solution and product cannot be the normative solution when the context continuously adapts. Interventions can be seen as a dialogue and should be part of an iterative process of reforming, re-describing and re-imagining.



8. Artefact collage
source: author



safe walkable routes
+
affordable transport



access to
economic opportunity
(Reducing vulnerability and
sustaining livelihoods- Hamdi: 2011, 64)



improved
living conditions
+
lived experience



access to leisure
+
social infrastructure

9. Initial issues to address
source: author

“In fact, in urban terms a city is more civilized not when it has highways, but when a child on a tricycle is able to move about everywhere with ease and safety.”

(Berney, 2017, 98)



10. View of Waterfront at twilight
source: author

02 THEORETICAL FRAMEWORK

THEORETICAL FRAMEWORK

theoretical framework

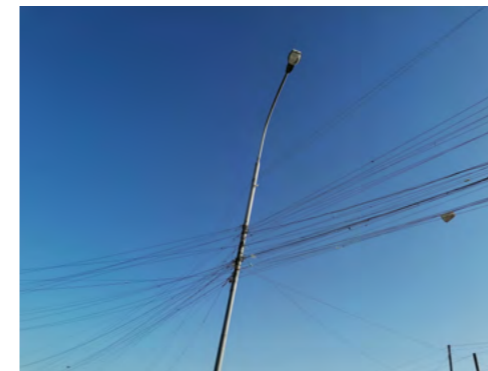
Introduction

The wait for housing could be described as a post-colonial condition in our cities and it reflects the deep-seated socio-spatial inequality. I look at three terms that help describe the living conditions for the urban poor, namely "insurgent citizenship" (Holston, 1998), "grey space" (Yiftachel, 2011), and "quiet encroachment" (Bayat, 1997), and whether "insurgent planning" (Miraftab, 2009) can offer an alternative way of practice. These terms have been expounded upon below and their overlaps stitched together to better grasp the dynamic between state and citizens, and the visibility and invisibility of infrastructure in Philippi East. Infrastructure in its various forms, including people as infrastructure, indicates the power relation between state, place, and citizens (Simone, 2004). Infrastructure is used as entry and exit points to the various concepts discussed.

Lively Infrastructure

Most times the infrastructure provided by the state is underground, and it is only visible while it is being trenched into the ground. It then becomes forgotten and invisible (Amin, 2014). When these infrastructures are not provided by the state and are legally connected, they are often visible, such as overhead cables linking to shacks, portable toilets at a specific street, and an illegally connected tap at various street intersections. When usually invisible infrastructures, water, electricity, and sewer disposal, are visible, it is a tell-tale sign of the relationship dynamic between state and citizens in informal settlements. Infrastructure can be viewed not only through the lens of service infrastructure, which is usually supplied underground, but also as argued by Simone (2004) that people and their connections act as infrastructure. Amin (2014) refers to this, which describes both big infrastructure and people as infrastructure, as lively infrastructure (Amin, 2014).

In many spaces in Philippi East, that have been occupied by the urbanising poor, people are the infrastructure (Simone, 2004). Citizens have created their spaces but their places are not serviced by the state as their settlement is deemed illegal. So citizens are placed in a precarious position living in a space seen as temporary by the state.



11. Electrical wires
source: author



12. Water supply
source: author



13. Sanitation facilities
source: author

Grey Space

“Grey space” is a term by Oren Yiftachel, describing the blurred space in which marginalized citizens operate (Yiftachel, 2011). Citizens are somewhat invisible from the state gaze and operate between the darkness of eviction and the lightness of legality, grey space (Yiftachel, 2011,153). Spaces not acknowledged by the state deemed illegal or temporary, offer new mobilization and innovative tactics by the community occupying these spaces (Yiftachel, 2011,153). Yifatchel (2011) describes grey space and the populations that occupy these as important actors in creating the contemporary urban condition. Grey space is often stigmatized or criminalized, and the power dynamic between citizens and the state is challenged (Yifatchel, 2011). The power of people’s agency is not valued by the state, and what the state offers people do not materially change their daily lives, and people are left as their infrastructure (Simone, 2004).

Insurgent Citizenship

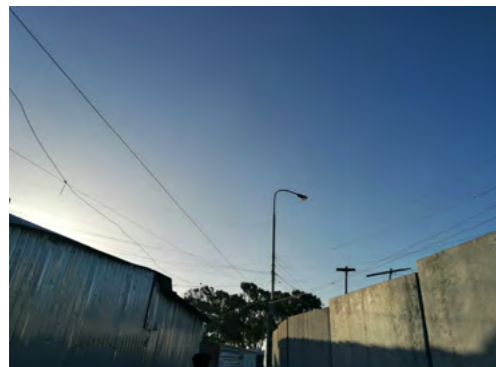
People as infrastructure is displayed in sites of insurgent citizens, where people stake their claim on space by occupying and creating shelter for themselves (Simone, 2004, Holston,1998). “The sites of insurgent citizenship are found at the intersection of these processes of expansion and erosion “(Holston, 1998, 48). In the post-colonial and post-apartheid era, many citizens find themselves in spaces of insurgent citizenship, claiming, appropriating, and paving their way of life, re-describing their new normal. An example of this would be that black and brown bodies in South Africa, have since liberation, been given additional political rights, and expansion, while their access to basic services and livelihoods has been depleted or eroded. Thus, creating spaces of insurgence, where citizens stake claim to urban and other spaces regardless of whether the state provides for them. Informal settlements, land invasions, and informal street practices are part of daily life in many contexts throughout South Africa, including the focus area for this project, Philippi East, where vacant land has been occupied by citizens who have been waiting for housing for generations and those new arrivals to the city. Their movement as infrastructure to occupy spaces that are deemed as a practice of resistance or “quiet encroachment of the ordinary” (Bayat,1997, 58).

Quiet Encroachment of the Ordinary

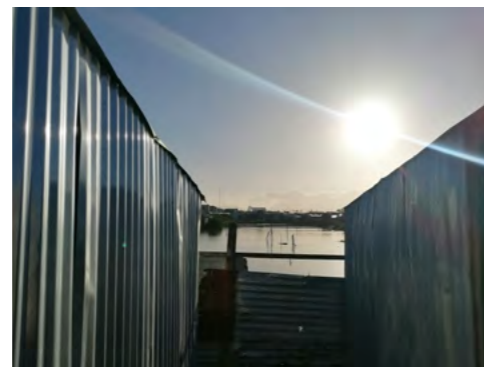
Quiet encroachment of the ordinary is an everyday protracted practice of resistance by citizens (Bayat,1997,57). These insurgent citizens take action and are urged by an alternative way of life. Daily routines by marginalized communities in “grey spaces”, show the agency of people, through their production of space (Bayat,1997,55, Yifatachel, 2011). Communities like those in Philippi East formed themselves through “quiet encroachment of the ordinary” (Bayat,1997, 57). This term was coined by Asef Bayat(1997)when describing seemingly mundane acts of appropriation of space or land. Their actions were done individually through a non-movement or a social movement, ultimately having an impact on the political realm (Bayat, 1997, 58). Bayat(1997) describes two needs for marginalized citizens, firstly the redistribution of social goods and opportunity, and secondly autonomy. (Bayat:1997,59). Redistribution of equity seems to be a failing point of the state nationally and locally. Mirafatab(2009), notes that the state tends to focus on inclusion and participation with citizens, rather than material redistribution to them (Mirafatab, 2009, 39).

Insurgent Planning

Mirafatab (2009), makes a call to the planning fraternity in the global south and advocates for insurgent planning practices that are “transgressive, counter-hegemonic and imaginative” (Mirafatab, 2009,46). The operational call by Mirifatab (2009) challenges the hegemonic planning practice and as a practitioner of the urban environment, it is important to acknowledge how the government falls short and embrace how things can be changed to cater to the marginalized majority. Quiet encroachment, insurgent citizenship, and grey space refer to the status quo, the condition of what is (Bayat,1997, Holston,1998, Yiftachel,2011). Insurgent planning gives an alternative and asks how we can approach the current condition with alternative outcomes in mind (Mirafatab, 2009). Calling for imaginative ways for improving the current condition.



14. Walkway
source: author



15. View between two self- built homes
source: author



16. Walkway
source: author



17. Washing line
source: author



18. Front yard
source: author



19. Bundle of wire
source: author

THEORETICAL FRAMEWORK

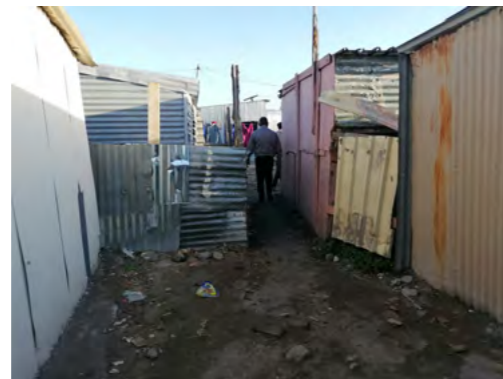
Insurgent planning promotes the decolonising of planning and emphasises political history rather than collective amnesia (Mirafatab, 2009), a history of the subaltern communities and not only the valorised history of the planners (Mirafatab, 2009, Sandercock, 1998). "Insurgent planning scholarship and practice locates memory at its center" (Mirafatab, 2009,46). There is a need for alternative histories to be included in the history of city-making (Mirafatab, 2009). It is in the history-making of communities and the concept of insurgent planning where I see the role of the urban designer as influential. Through understanding the history and practices of communities, one is better able to understand the complexity of the problems faced, and action can then be taken at multiple scales (Mirafatab, 2009).

In contexts where insurgent practices are prevalent, there is almost no need for an urban designer. A designer may offer additional solutions, but people are more than capable of being an architect and urban designer in their intrinsic and intuitive ways of making and appropriating. What then does it mean to be an urban designer? Pieterse (2021) speaks of five actors that attribute to the making and transformation of the urban environment, namely the sentinel, artist, designer, hacker, and subversive bureaucrat (Pieterse, 2021,193). In this context, I believe we are called to the designer whose role we are familiar with, but also the subversive bureaucrat who Pieterse describes as a supporter of the state who is active in implementations but also suspicious of the state's agenda (Pieterse, 2021,197). As urban designers and the subversive bureaucrats we have the unique opportunity to be in dialogue with the state to form new interventions and challenge the old administrative ways of executing and implementing (Pieterse, 2021). This is not the only role the urban designer should take on; the urban designer should be fluid enough to adapt their role to view projects through the eyes of an artist, activist or negotiator, depending on the needs of the project. It is imperative that the urban designer listens and engages actively.

Participation, collaboration, and inclusion with the state and community are, therefore, ways of pushing the boundaries of formal planning institutions and a means to remap and reimagine the urban designer's role.



20. View over detention pond at Waterfront
source: author



21. Walkway in Siyangena
source: author



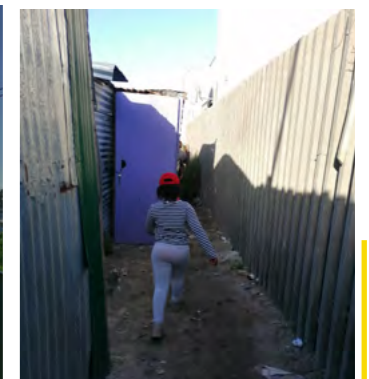
22. Better Life detention pond
source: author



23. Pedestrian route at New Eiselben
source: author



24. View over Siyangena
source: author



25. Walkway
source: author



26. Sunset Mpumpelo Street
source: author

03 METHODOLOGY + METHODS

METHODOLOGY + METHODS

methodology

Design research and action planning were used as a methodology. The process evaluates the problem and context and collects information to develop solutions. There has been a strong focus on listening to the voices and stories of the residents to inform what issues to attempt to tackle.

The participatory process uses action planning as a practice that enables communities to take immediate tactical action to symptoms of problems while being able to discern strategic plans for the root of these problems (Hamdi, 2011). Community members have been engaged to gain local knowledge and insights. By engaging communities, their stories, and lived experiences, action planning hints at insurgent planning practice, by emphasising memory and imagination as a focus (Miraftab, 2009). This study has used the principles of action planning methodology, by engaging with community members. Listening, surveying, and analysing have been used before imposing design interventions (Hamdi, 2011).



27. Contextual collage of Stock Road
source: author

methods

Introduction

A variety of qualitative methods of research have been used, including participatory observer, non-participant observer, story-telling, desktop re+wwsearch, focus groups, and site walkabouts.

In data collection of these spaces, I used Lefebvre's rhythmanalysis (2004) to guide the study beyond purely visual, but to include additional sensory and rhythm-related analysis (Lefebvre, 2004). The various forms of data collected have created a vernacular vocabulary or library of details that have been used to inform the design.

Rhythmanalysis: Social and Sensory mapping

Insight into the socio-spatial practices of the square and its production of the process is to draw on Lefebvre's Rhythmanalysis. Observation of beings and their practices as a place based study offers insights into the lived experience and interrelated activities brought about in everyday life (Lefebvre, 2004, 3). Linking the embodiment and the experience of space, as both a participant and observer, helps one understand the patterns of social praxis within the spaces of insurgence and its surrounds.

Daily activity rhythms are habitual processes embedded in social production and lived experiences can be reviewed in a series of scales relating to the body. The rhythms tell stories about society and the production of space through these social practices (Lefebvre, 2004, 8). With this premise and driver mapping of sensory planes as a means of describing the lived experience (Amin, 2017). Peoples' emotions and social engagements have been recorded as part of this practice.



28. Monday midday
source: author



29. Sunday afternoon
source: author



30. Tuesday twilight
source: author

“The telling of stories is nothing less than a profoundly political act”

(Sandercock, 2003, 204)



31. Long Street Siyangena
source: author

Story-telling

Where planning history and practice tell a specific story, it excludes many others (Sandercock, 1998). Listening to the stories of community members and collecting local pieces of knowledge allowed everyday insights and practices that offer a nuanced view. The collection of subaltern histories has offered an alternative collective memory. As part of the collection of voices from the subaltern communities, semi-structured interviews and a focus group were held.

Focus Groups (semi-structured)

The extent to which participants chose to take part was at their discretion. Consent forms allowed participants to decide on their level of engagement. Participants were asked whether they were comfortable with recordings and audio-visual clips as part of the focus group. The information collected will remain the property of the university.

A focus group was held with the help of an NGO, Hope Africa Collective. Five youth members from the area were identified as participants, and the focus group was held with help of their facilitator. A large-scale map was used to identify participants' homes and to identify their movements. During the discussion, issues of safety, lack of access to recreational facilities, and public facilities were raised.



source: philippi village



source: hope africa collective



source: pedi



source: city of cape town



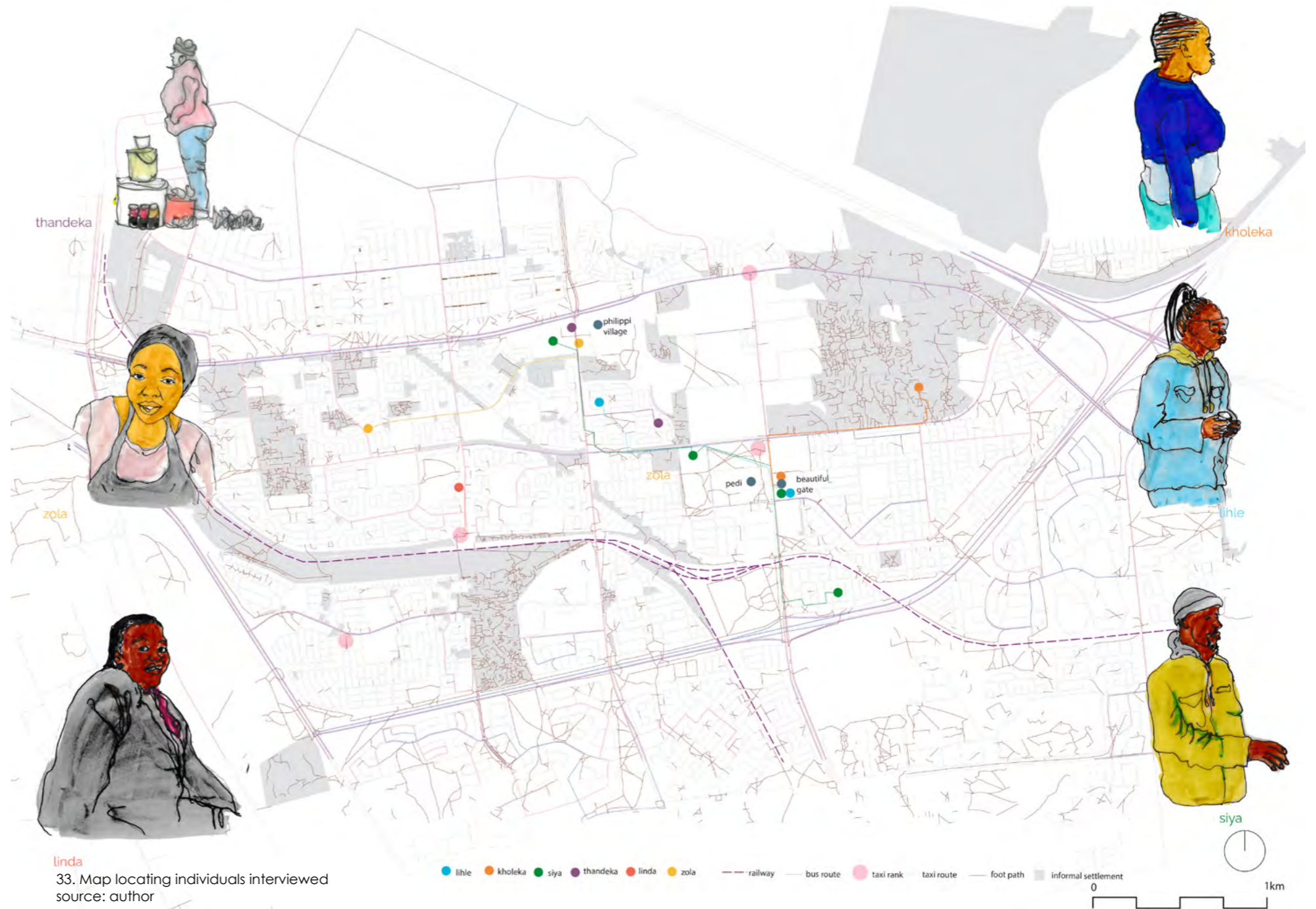
DESMOND TUTU
HEALTH FOUNDATION
source: desmond tutu
health foundation



beautifulgate
Together Bringing Hope to Children & Families
source: beautiful gate



source: the safety lab



linda
33. Map locating individuals interviewed
source: author

32. logos of some organizations that work within the Philippi area



34. Lihle
source: author

Lihle

Nineteen years old originally from Eastern Cape and has been staying in Philippi for two years. She lives in the area known as Better Life. She plays netball, but not in Philippi. She likes that when she walks along Sheffield Road, past Marcus Garvey, people greet and look out for her and it gives a sense of safety.

"Better life is not better anymore."



35 Kholeka
source: author

Kholeka

Thirty three years old originally from the Eastern Cape. She lives in Marikana. She is studying hairdressing. She doesn't feel safe where she stays and is considering moving back home to the Eastern Cape.

"I don't feel safe here. When I go to the shop, I'm not sure whether I will return."



36. Linda
source: author

Linda

40 years old originally from the Eastern Cape but has been living in Philippi for 18 years. She would rather stay in the Eastern Cape but the work opportunities are limited there. She lives in Browns Farm and works in the city centre. Linda has a daughter who attends Sinethemba High School and wants to be a designer.

"I want a place for my daughter to be able to go to where I know she will be safe."



37. Zola
source: author

Zola

28 years old and has lived in Philippi all her life. She attended school in the area. She makes cooked food and trades on New Eisleben Road. She lives in Browns Farm and likes the people in Philippi. If she could send her daughter to schools outside of the area, she would. She says that the Junxion Mall, built in 2018, has had a positive impact on her business.

"The skollies take chances and I've been robbed many times."



38. Thandeka
source: author

Thandeka

53 years old and lives in Better Life in Philippi. She trades homeware and toilet paper on New Eisleben Road. Her husband takes her to Bellville to buy her wares. She has a busy week trading from Monday through to Saturday. She goes to church on Sundays. The Junxion Mall has also had a positive impact on her livelihood.

"I'd like shelter and amenities at my trading area."



39. Siya
source: author

Siya

34 years old and has grown up in Philippi. He now stays in Island. He appreciates the various modes of transport he can access from Philippi. Railway line accessibility has had an impact on this aspect. He likes football and coaches soccer at Vuyiseka Sports Hall.

"Road safety and better recreational spaces for youth beyond six o'clock."

The theme of **safety** was prevalent. It was a concern with residents as well as the bigger corporate bodies and NGOs working in the area. Safety is subjective. Although when it comes to violent crimes, there is a consensus of returning home alive without assault or attack as "safety". A minimum requirement, but this brings into play the issue of **vulnerability in space where youth, elderly and women** are most likely to be victims of attack. The effects of the COVID-19 pandemic and subsequent lockdowns increased the lack of employment, and left residents vulnerable to home robberies.

Another theme that arose was **youth and their lack of choice and access to amenities for their needs**. There is a need for more spaces that cater to **after hours recreation, libraries, sports facilities and in particular the choice of activities for female youth**. Soccer sports facilities were identified. These facilities are used but are also neglected and run-down.



choice



connections



safety

40. Areas identified to be addressed
source: author

Outputs from story-telling and focus groups

Photographs, audio-visual recordings of people who have given their consent, and spaces have formed part of the data collection outputs from the focus group and story-telling sessions, social and sensory mappings, illustrations and written narratives.

Non participant observer: Site walk and drive-about

Another means of information collection has been through audio-visual data collected during site visits. This has taken place through film and photography when driving or walking through the neighbourhood of Philippi. Site walkabouts were arranged with an NGO working within the area. When documenting public spaces care was taken to foreground buildings, objects, and spaces rather than people, unless their consent was given.

Desktop research

Open-source data, the City of Cape Town's GIS database, Google Earth images, and online journal and news articles have been used as part of research information. These have been cited, credited, and referenced as per the university's requirements.

limitations

Access + Time

Site walk-about and guided tours took place at specific times. This limited the reading of the various daily and weekly cycles of the study area.

Safety + Crime

Due to safety at night time, visits did not occur, but various other times the site was visited to get a feel of how different times of the day differed and how different days' activities varied. During a site drive-through, we were victims of crime. Threatened with a gun, two robbers stole phones and belongings. While I had always been aware of crime and safety in the area, this occurrence made me hesitant to visit the area for a while, and during that time I relied on desktop research and telephonic interviews. This limited the deeper insights that could have been gained through more engagement and unrestricted movement through the area.



41. Govan Mbeki Road
source: author



42. Walkway between Govan Mbeki and Stock Road
source: author



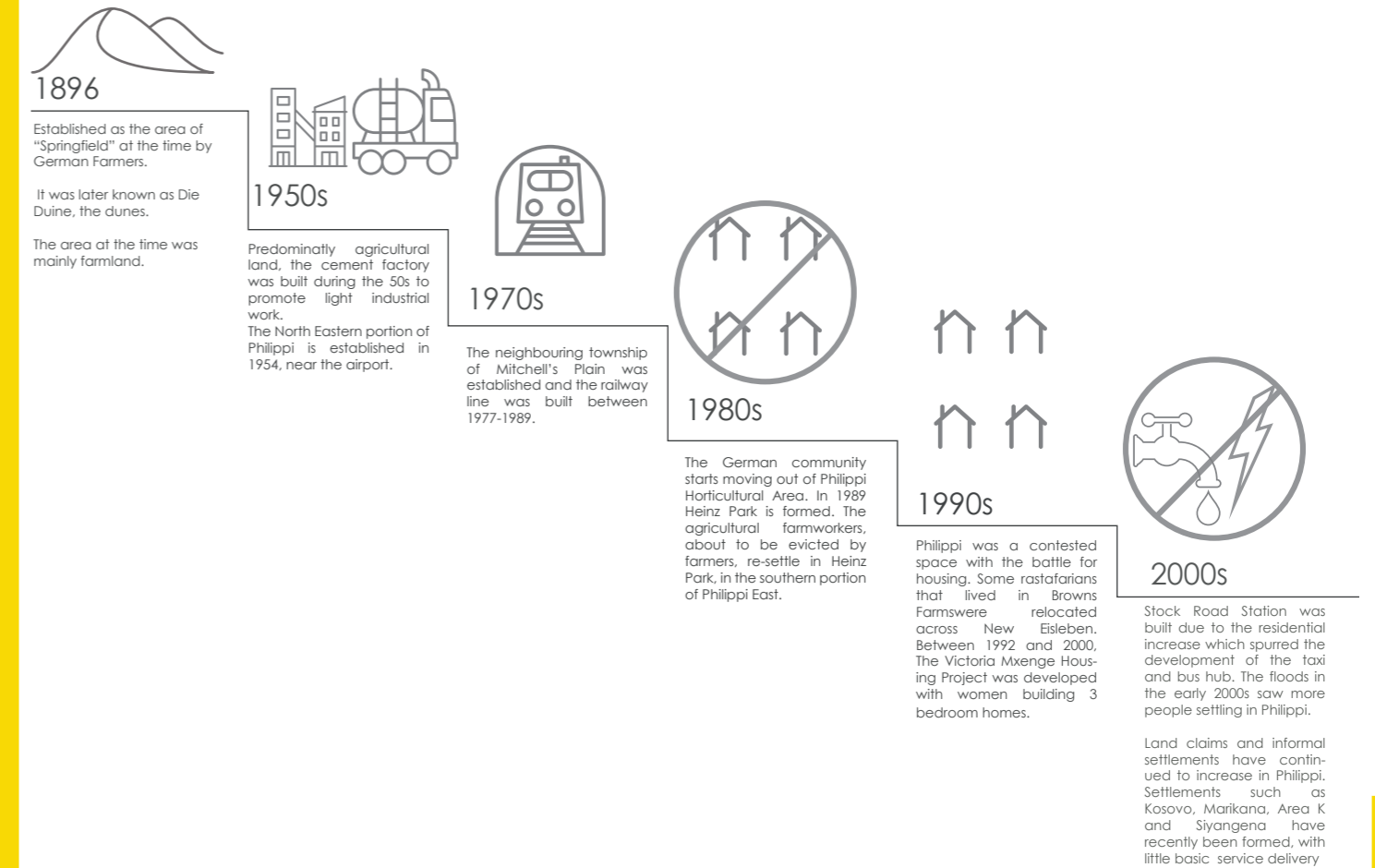
43. Road to Better Life
source: author

04 STUDY AREA

STUDY AREA

study area

historical timeline



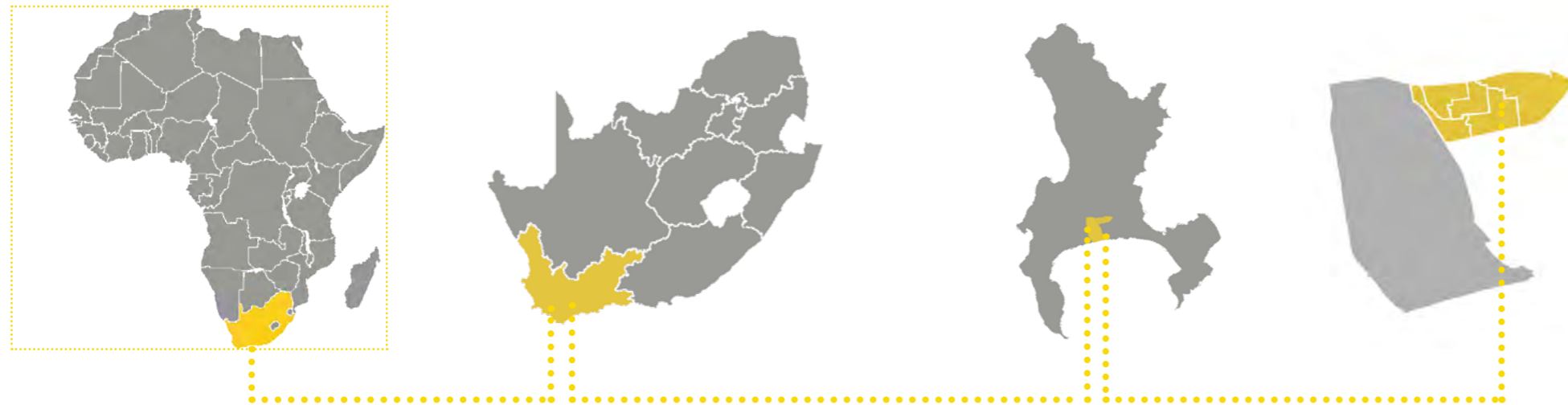
44. Timeline of Philippi
source: author

STUDY AREA

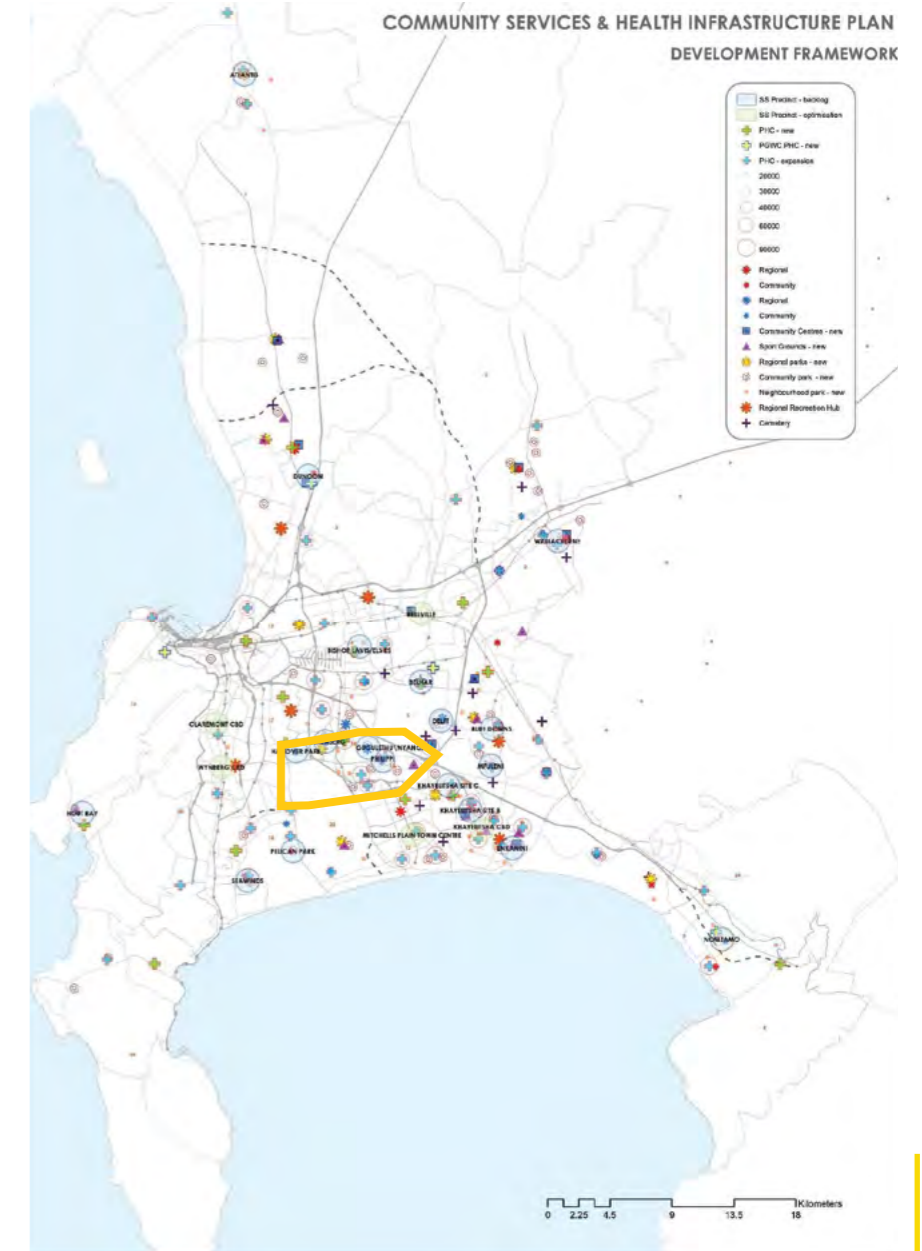
study area

Teresa Caldeira (2017) describes peripheral urbanisation as relational and not locational, although it can be relational or locational depending on the context (Caldeira, 2017). In the case of Cape Town, peripheral urbanisation is locational as peri-urban areas house citizens who are marginalised. The focus area for the study is Philippi East, where the continued land occupation has occurred, and strong informal networks exist. With the influx of people into Philippi East over the past decade, there is a need for the state and the City to provide better infrastructure and upgrade spaces in the South East Metro.

Infrastructure and services are under pressure and there is currently a delivery backlog due to the population increase. The state intends to better connect Philippi, part of the South East Metro, with the city centre as set out in the Integrated Public Transport Network Plan 2032 which is intended to be implemented in the next 10 years. Philippi East is designated as an emerging metro node, a social and business destination, close to the airport, and will be well-connected according to the City's Comprehensive Integrated Transport plan 2018-2032. The City's Community Services and Health Infrastructure Plan 2034, addresses the backlog of services to Philippi East. More recently the City of Cape Town has issued a draft Local Spatial Development Framework (LSDF) for Philippi. The LSDF addresses some of the concerns outlined in the Community Services and Health Infrastructure Plan and other issues, and there has been a community engagement process, but some members of the community remain ignorant about the City's intention and will have forgotten the intention by the time 2029 or 2032 comes around.



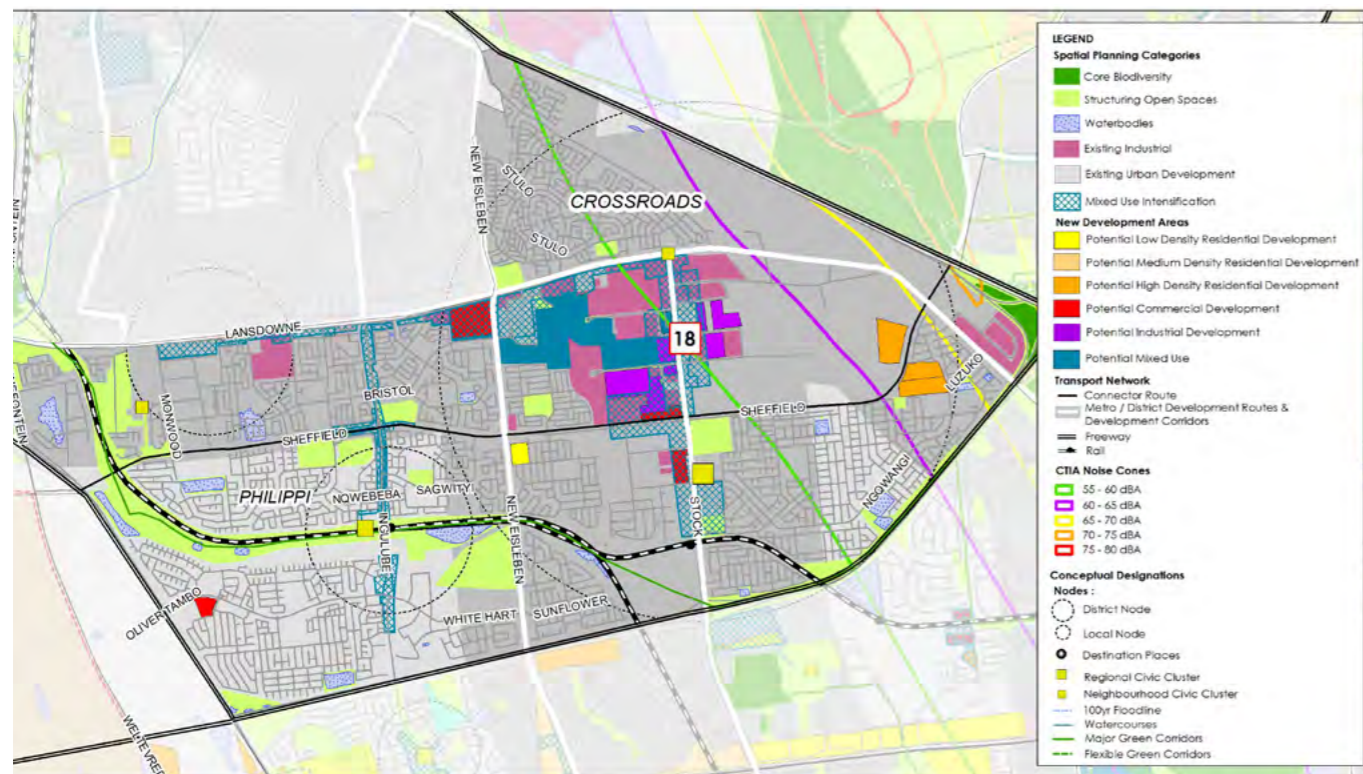
45. Diagram showing locating Philippi from continent, to country, city and then the neighbourhood
source: author



46. Community services and health infrastructure plan 2032
source: city of cape town

05 CASE STUDIES

The intersection between the state framework delivery and residents' daily needs seems worlds apart. The intention of these master plans ultimately addresses some needs of the community, but how can the state and community engage for a more meaningful outcome? Hamdi (2011) suggests small-scale, low-cost interventions that address the immediate community needs and strategic interventions that address longer-term municipal goals feeding into provincial frameworks (Hamdi, 2011). This aligns with some of the thinking and principles of tactical urbanism. "Tactical urbanism is an approach to neighbourhood building and activation using short-term, low-cost and scalable interventions and policies" (Lydon., & Garcia., 20015,2). Tactical urbanism can assist in bridging the gap between the state's master plan and community needs on the ground. This bridging may be a useful tool in the physical transformation of the urban landscape. There is the potential for tactical urbanism to be used to test strategies intended in frameworks, without the cost and time required for the ultimate framework to be implemented. What does equity look like in the interim of delivering on the frameworks? Can redistribution of equity be addressed differently at various scales?



47. Sub district 1: Philippi
source: city of cape town

case studies

Introduction

As a way of understanding potential placemaking strategies, projects in other Global South contexts have been reviewed. Case studies are a qualitative method of study that informs the researcher through observation and interpretation of the completed project. In this instance, the projects chosen are diverse and offer ideas that can be tested in the design. The examples shown are in similar contexts to a degree and show successful design interventions that address the needs of the local community.



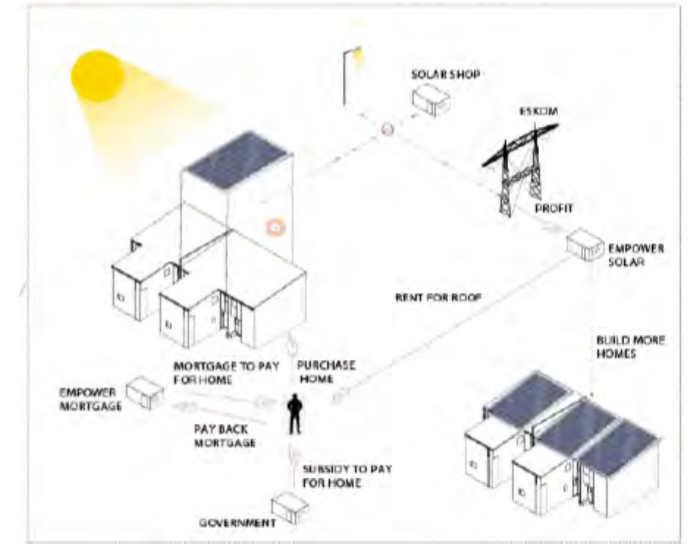
48. Woman crossing the street in Philippi
source: author



Empowershack, Khayelitsha, South Africa

Empowershack is an organisational model that allows the upgrading of shacks in informal settlements. Through the understanding of social practices and co-production, the Empowershack model offers an alternative housing solution that considers the end users and provides them with choice, safety, and flexibility in a context where this is lacking. The double-story unit allows for economic activity or rental on the ground floor and the residence above. The configuration on the stand allows for courtyards that are overlooked by residents above, providing safety to the courtyard as well as the surrounding area.

PROPOSED SYSTEM



49. Diagram of Empowershack model
source: urban think tank



50. Street view of Empowershack development
source: urban think tank



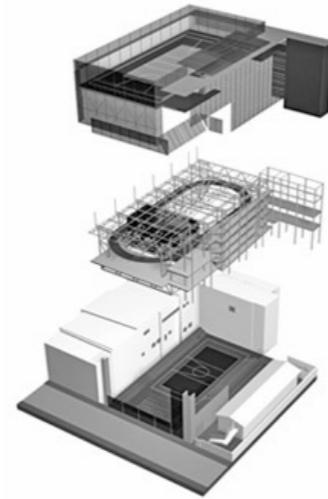
51. Street view of empowershack development
source: urban think tank

CASE STUDIES



Vertical Gym, Caracas, Venezuela

This four-storey building can be seen from many vantage points and acts as a beacon and landmark in the neighbourhood, while providing much-needed public physical activity space for the youth in the area. The scale of the building positions itself between the taller 13-storey tower type buildings in the street and the lower scaled, more residential buildings. The gym is set back from the street edge providing a forecourt with a canopy overhang as a civic gesture to the street. The multifunctional space is illuminated throughout the day and night, and because of its diverse programme, hosts activities that extend beyond the typical working hours. The neighbourhood has since seen a drop-in crime rate.



52. Diagram of vertical gym
source: urban think tank



53. Vertical Gym
source: urban think tank



54. Vertical Gym
source: urban think tank

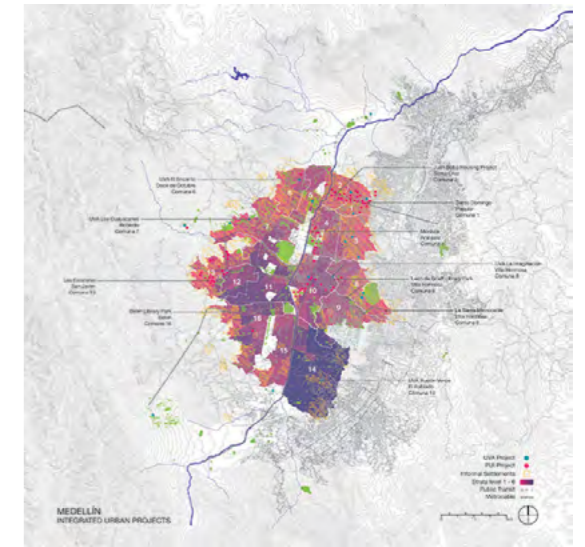


55. Vertical Gym in context
source: urban think tank



Social Urbanism, Medellin, Colombia

Medellin has the large poor population living in informal settlements. In the early 1990's, a change in local government structure saw a series of strategic public projects implemented over a number of years. This incremental approach had an impact on the public realm. The first of these projects was the library parks, situated in low-income areas, and then later the metro cable cars better connecting these areas with the city. Crucial to the implementation of these interventions was participatory processes giving a sense of empowerment to the communities.



56. Diagram of social urbanism implementation
source: archdaily



57. Metro cable car
source: archdaily



58. Library park
source: archdaily

06 STREET ANALYSIS

STREET ANALYSIS

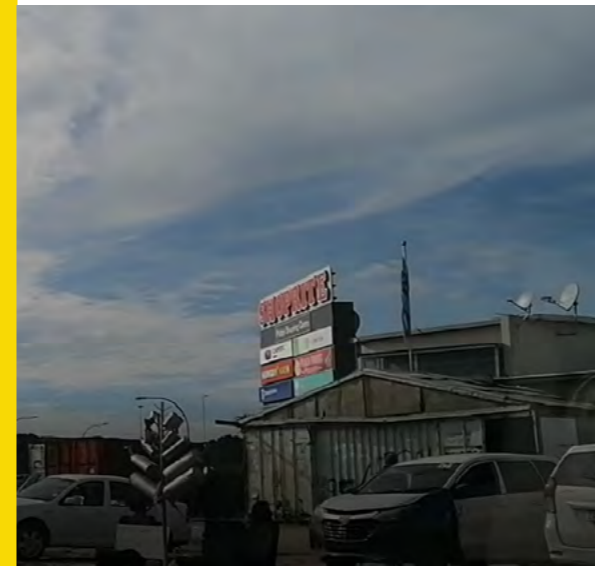
arrival at the pavement: street analysis

new eisleben @ junxion mall

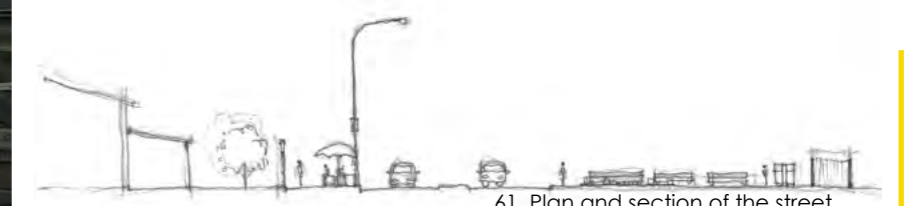
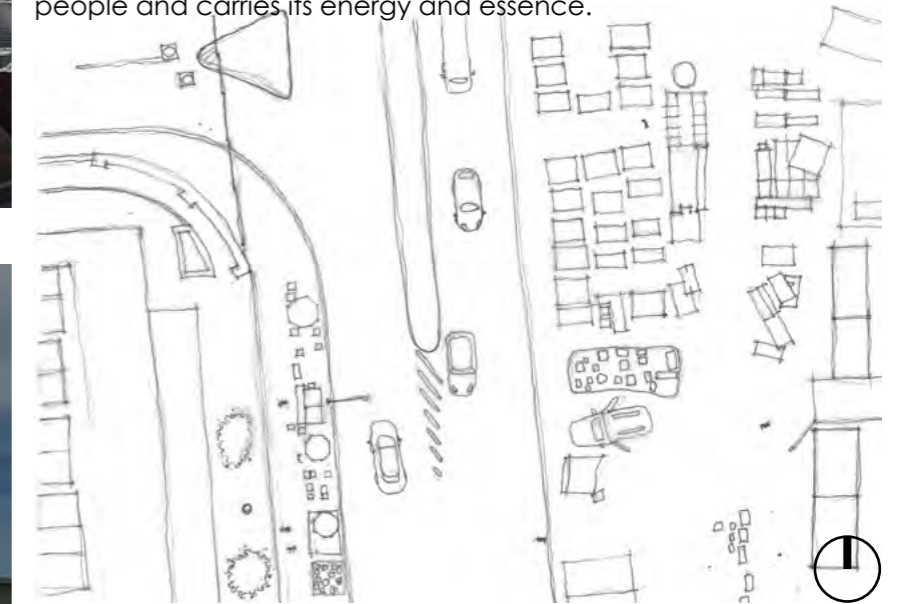
The street scale is where I started my investigation, at the pavement. I have focused on a street as an initial focus area and worked my way out from the microscale to the macroscale. While for urban design this may be counterintuitive or perhaps insurgent, it has helped inform the design from a people-orientated perspective. New Eisleben Road is a bustling street with a huge amount of people's energy, various forms of transport trade, and housing typologies. The pavement area along New Eisleben houses a series of activities, besides pedestrian movement, there is a variety of different services that can be found. Services include hairdressing, barbers, tailoring, and car repair. Other trade found along the pavement include food and snack offerings, pork braai, homeware, clothing, and home-building supplies. It is as though the pavement along New Eisleben Road, tells the story of the people and carries its energy and essence.



59. Trade at Junxion Mall
source: author



60. Pavement car service repair service
source: author



61. Plan and section of the street
source: author

new eisleben @ junxion mall

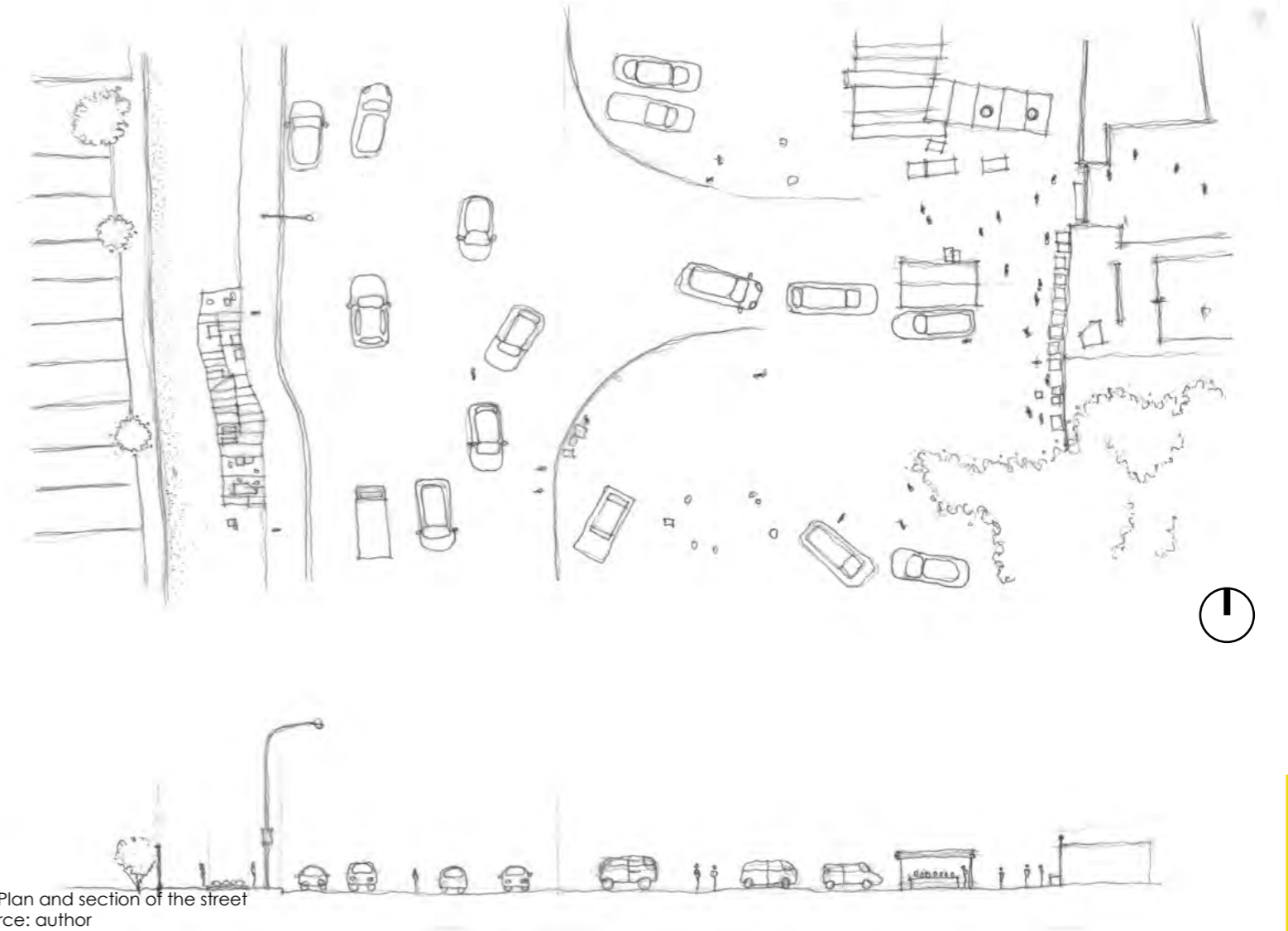


62. Junxion Mall trade
source: author



63. Junxion Mall parking area
source: author

At the entry of Philippi, across the major arterial of Govan Mbeki, and moving south, one is met with the bustle of informal trade, pedestrian, amaphela, taxi, and bus movement. The Court precinct provides a large road reserve for trade on the opposite side of the street to Junxion Mall, with a portion of sterile interface with only a fence and parking. Where the mall is situated, it attempts to engage the street with small-scale trading areas to address the street.



64. Plan and section of the street
source: author

new eisleben @ siyangena

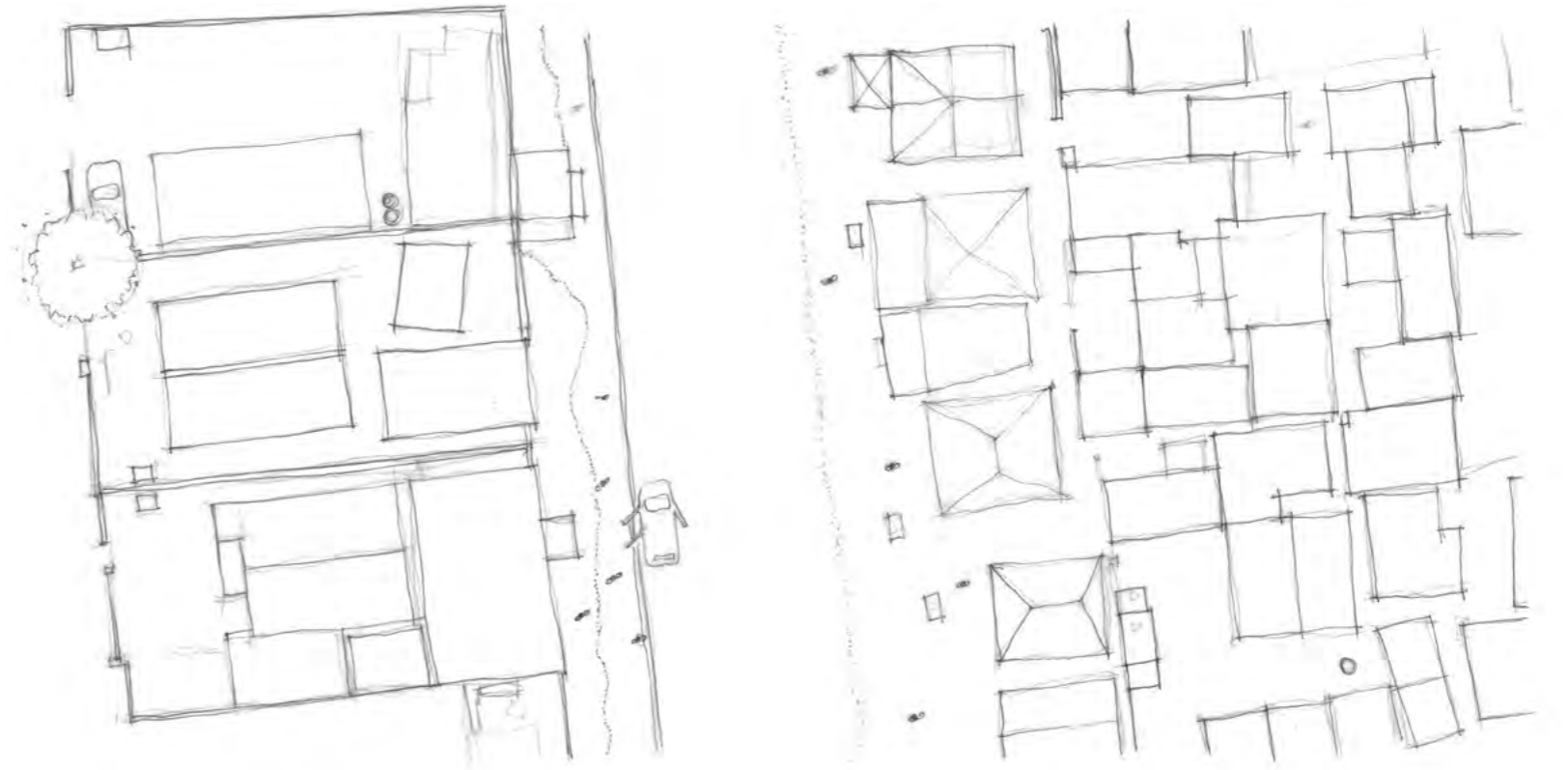


65. Pork braai
source: author



66. Walkway behind pork braai
source: author

The road reserve at Siyangena is occupied with pork braai stalls that continue to a portion of Better Life. This area has a large amount of energy from the people it serves and is recognisable by the smell of cooking meat. The opposite street has a more formal pavement, and the residential properties face it internally, so the edge of the street is dead. There is an opportunity for dialogue across the street.



67. Plan and section of the street at Siyangena
source: author

new eisleben @ better life

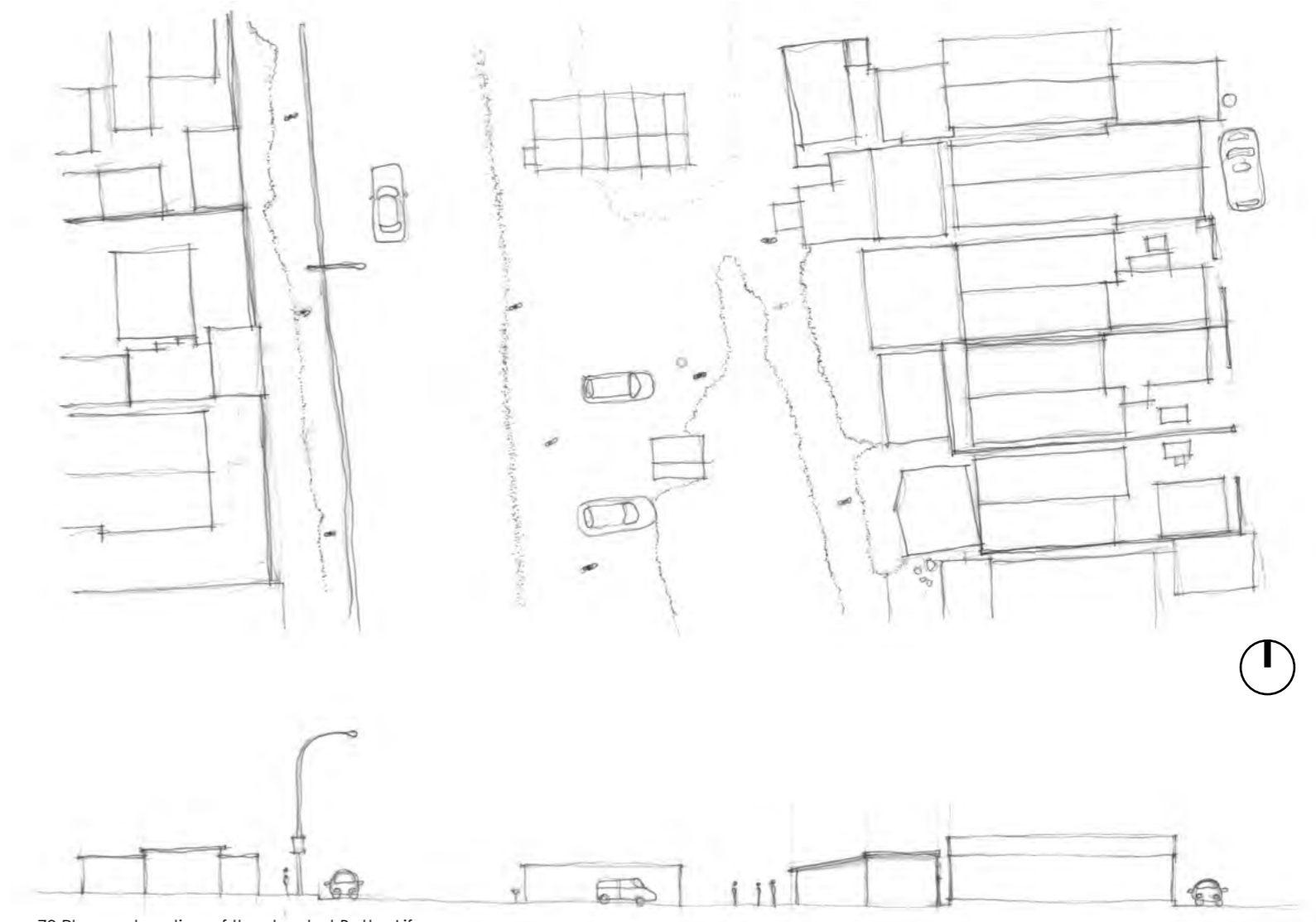


68. Trade along the pavement at Better Life
source: author



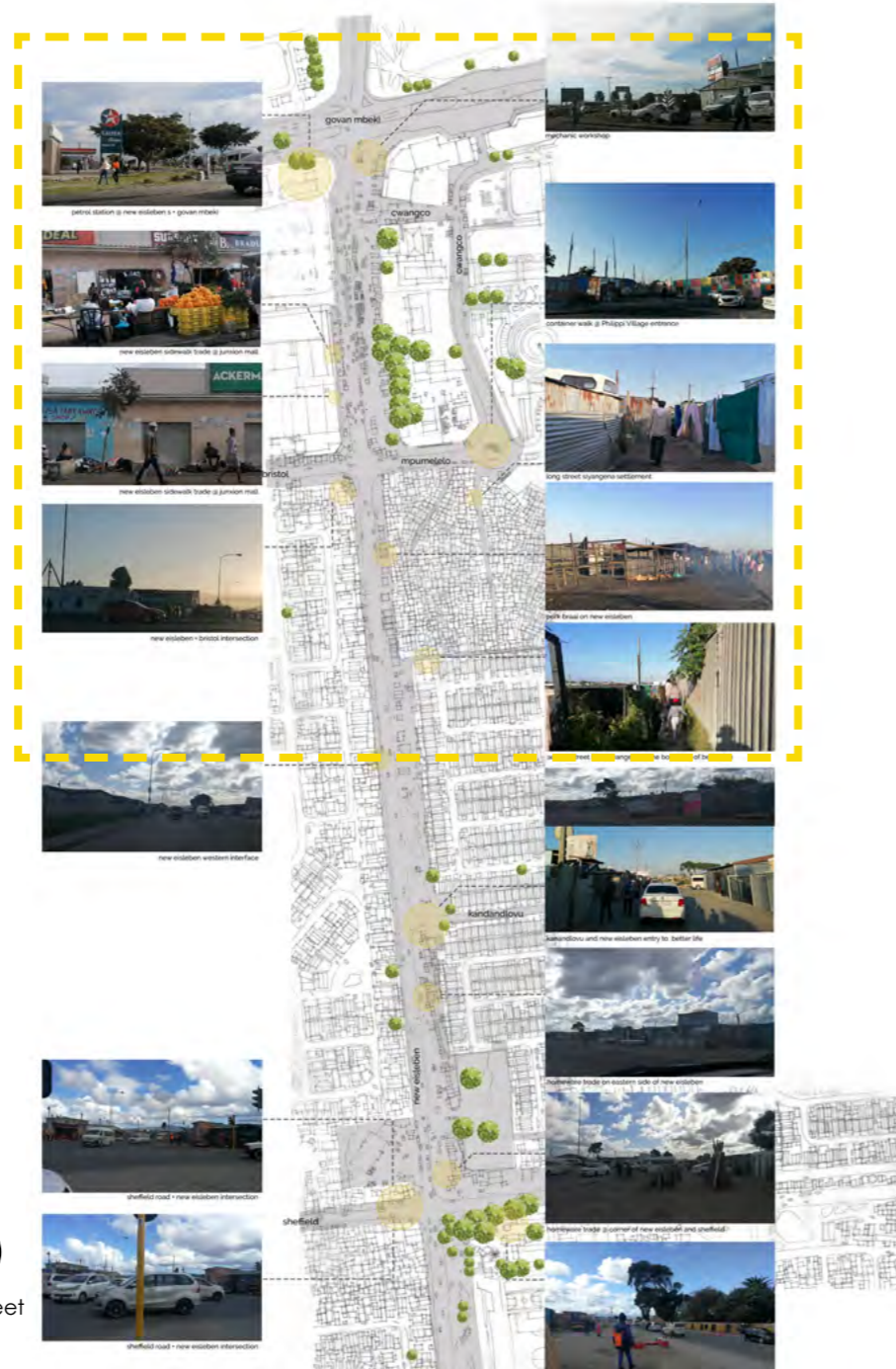
69. Hairdressers container near Better Life
source: author

Better Life is a post-apartheid housing development built in 1996. The neighbourhoods' back faces onto New Eisleben Road, but some of the backyard spaces have turned themselves toward the street giving an active edge, facing onto the pork braai area with additional trade such as hairdressers, tailors, and other trade. The other side of the street remains an inactive public interface.



70. Plan and section of the street at Better Life
source: author

new eisleben feel



71.Part 1- plan transect to capture the energy of the street
source: author

new eisleben feel

Street informants

Wide pavement areas and like in New Eisleben provide opportunities for economic activities, but the edges of the street need to be held. The street is busy but also insufficiently serviced for activity occurring on it, namely the pavement surface, areas for ablutions or hand washing, and opportunities for low-level lighting creating a better sense of safety and choice.



71. Part 2- plan transect to capture the energy of the street
source: author

07 NEIGHBOURHOOD ANALYSIS

neighbourhood analysis

Understanding the street concerning the block and its context was fundamental in understanding how it fits into the greater neighbourhood, and services the greater community. The block analysis takes into consideration the street informants as well as the various interfaces and dynamics of the streets that make up the block. New Eisleben Road is the western edge of the block, Govan Mbeki Road on the north, Stock Road on the east, and Sheffield Road on the south. This block was chosen due to its diverse street scenarios, and placement in the heart of Philippi. It includes a variety of land uses, and land appropriations giving a sense of what Philippi is, and an opportunity to imagine what it could be.



73. Front yard
source: author

spatial evolution

2012



74. 2012 aerial map
source: google earth

Over the past 10 years, Philippi has seen significant growth. Many people have settled in the area and will continue to do so in the future. The most significant growth has happened in Philippi East where industrial land was invaded and has now become the settlement of Marikana. The settlements established within the focus block are Madikizela, Seskhona, and Siyangena, which have only been established in the past four years.

2021



75. 2021 aerial map
source: google earth

housing typology

Within and on the periphery of the block there are formal and informal housing provisions. Browns Farm has structures that were established before the end of apartheid, and Better Life is an RDP development and there are newer informal settlements too. The formal residence is coupled with informal backyard structures. While there is a binary that exists in planning terms on the ground, the binary is not as visible and housing structures merely are.



76. Housing Typology
source: author

land use

Mirafra (2009) describes insurgent planning as counter-hegemonic and transgressive. When looking at the land uses, it is evident that how land is appropriated is transgressive and displays the counter-hegemonic nature, in that there are areas zoned as industrial, community open space, or general business, but have become settlements and residential areas for people. Also, open land or detention ponds have been zoned as single residential. What this shows is that land is seen as land regardless of its zoning, and so the land should be appropriately serviced.



77. Land Use
source: author

youth areas and hot spots

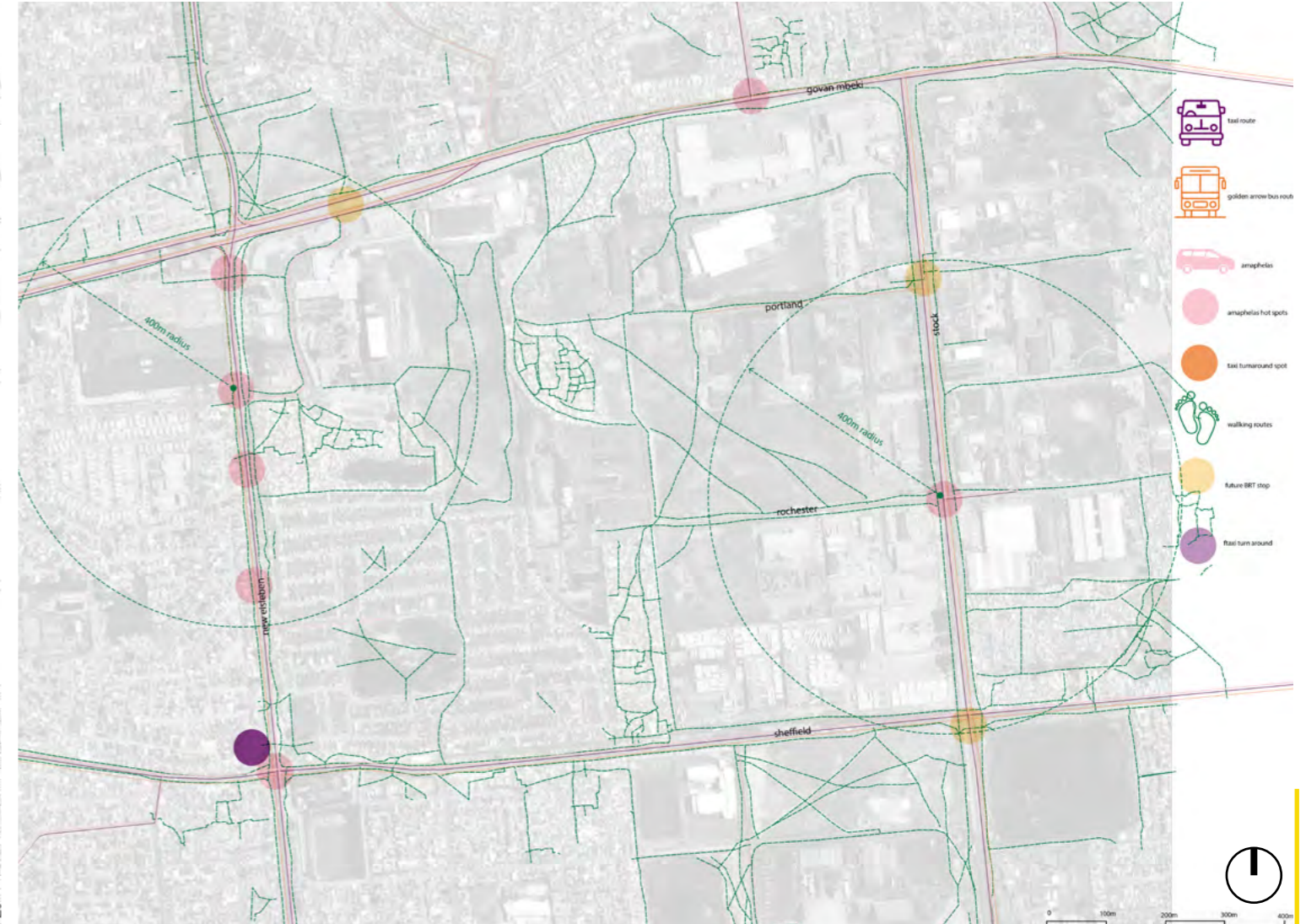
This map shows where schools and community halls are related to crime hot spots. What becomes evident is that moving between youth spaces, one would have to cross crime hot spot areas, which means that youth are continuously vulnerable to violent crime within the neighbourhood.



78. Youth Areas and hot spots
source: author

movement

There are several means of transport available within the block. Amaphelas, taxis, buses, and walking. Amaphelas tend to move around within the neighbourhood areas and pick up people at traffic lights, busy intersections, and near trade activity. The Golden Arrow bus routes also move through this area and the depot for buses is on Sheffield Road. Walking is the most common means of movement through this area and where stands are not walled, people dissect the block and choose the shortest route possible.



79. Movement
source: author

economy

There are a series of conventional malls namely Junxion Mall, Philippi Plaza, Shoprite, and Goal. Around these malls, there is a significant amount of informal trade. The largest amount of informal trade is located on New Eisleben and Sheffield Roads.



80. Economy
source: author

palimpsest: neighbourhood informants

Through the block analysis, it has been shown that the industrial-use buildings and storage areas have poor interfaces. Where there is an intensity of trade and people is where crime hot spots also occur. There are a variety of forms of transport, but the means of movement is through walking. The block does not always allow for penetration. The grain of the fabric varies in scale from small self-built housing, reconstruction and development programme housing to larger scale industrial buildings with little variety in-between. There are enclosed areas like Philippi Village and the police station that could offer a better public realm for the existing future communities.



81. Palimpsest
source: author

08 AREA ANALYSIS

AREA ANALYSIS

natural infrastructure

Philippi is a fairly flat and low-lying area, which makes it prone to flooding during the winter rainy season. Due to its proximity to the aquifer, there are a series of detention ponds in the area which act for several different types of uses, from movement routes, play fields, and dumping areas.



82. Natural infrastructure
source: author

AREA ANALYSIS

social infrastructure

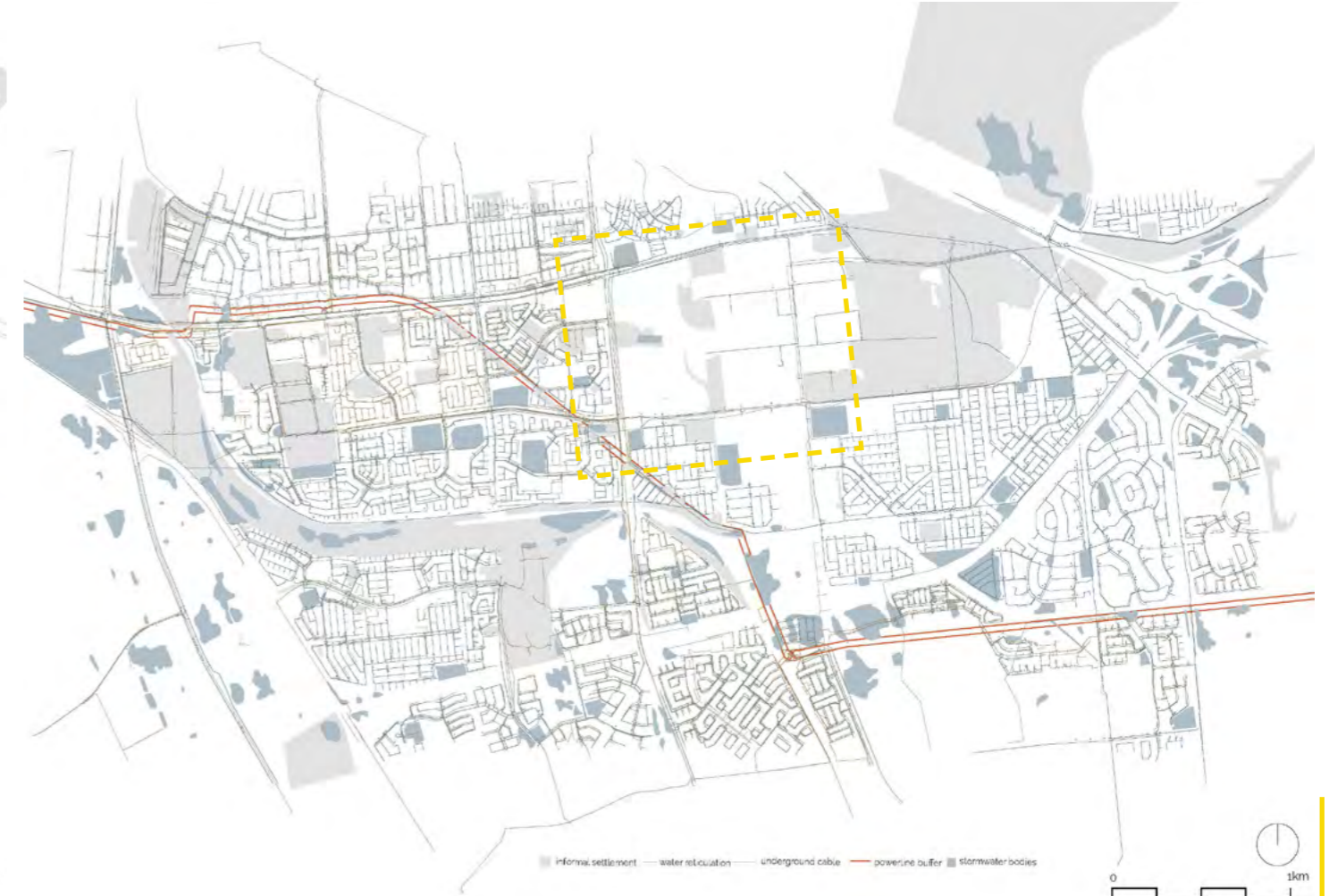
There are some schools, community halls, and churches that sit within established areas within Philippi. There is a lack of service delivery by the municipality, and the existing facilities are run-down. The influx of people into the area in the last 10 years means that there are insufficient social amenities to adequately service the community's needs.



8. Social infrastructure
source: author

invisible infrastructure

I make the distinction between visible and invisible infrastructure as it tells a story of how well communities are serviced. When I refer to invisible infrastructure, I am referring to infrastructure in the ground, such as electrical cables, sewer pipes, and water reticulation, as well as stormwater drainage. It is evident on the map that these are located mainly in the established and planned areas, and the informal settlements remain without services.



84. Invisible infrastructure
source: author

visible infrastructure

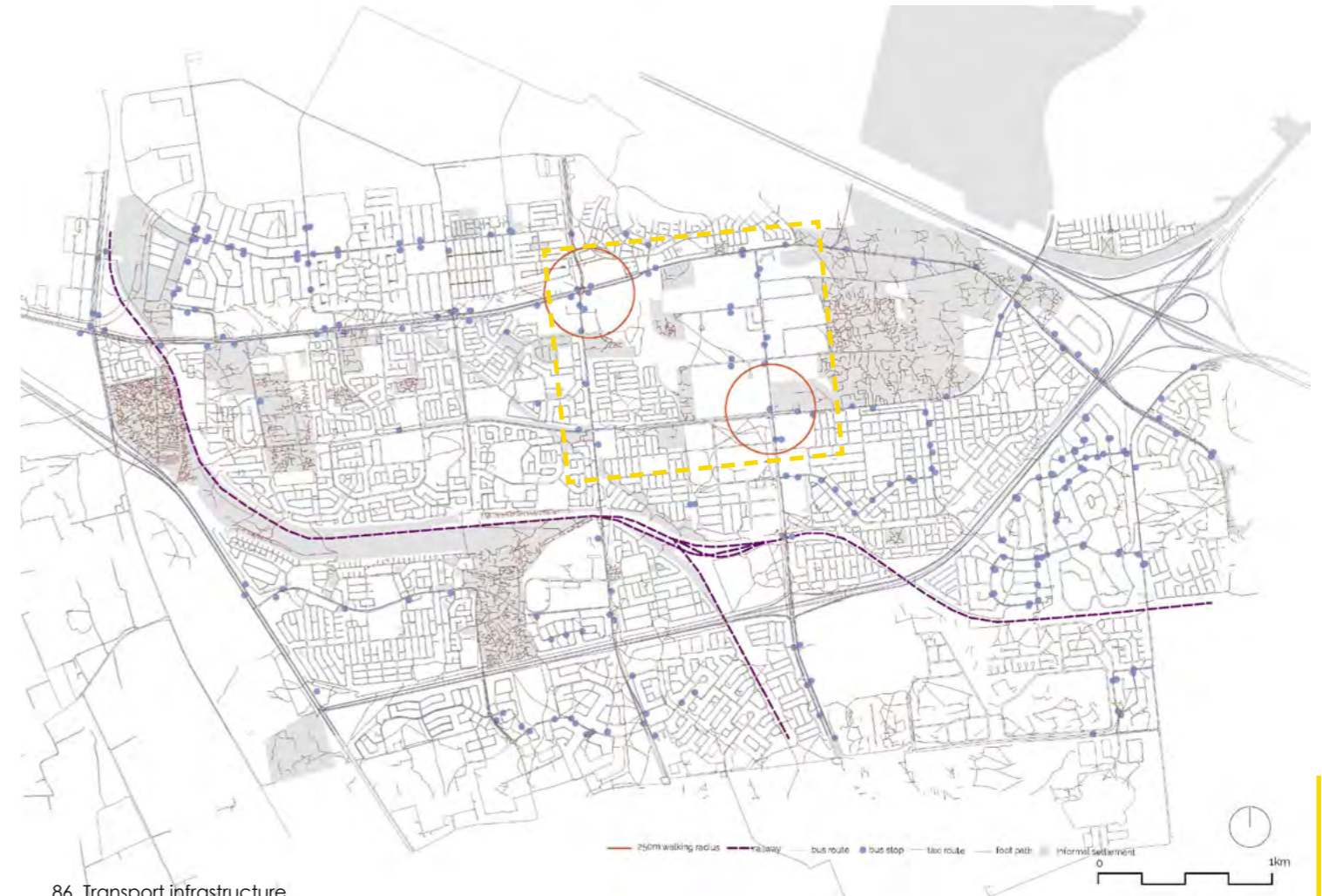
Electrical light poles and substations are evidence of serviced areas. These are the only visible infrastructures in serviced neighbourhoods, whereas in informal settlements there are no light poles, water points are illegal and visible, along with visible wires from substations that connect to homes. Temporary toilets are the means of sanitation and are visible along the edges of informal settlements.



85. Visible infrastructure
source: author

transport infrastructure

Philippi is fortunate in its location, just over 20kms outside of the city centre. Its centrality is coupled with a host of forms of mobility, namely amaphelas for local neighbourhood travel and taxis and Golden Arrow buses provide access to the city centre. The cheapest form of transportation, the railway has been non-operational since 2018, and this accessibility was widely used by members of the community. In future, 2032, the MyCiti Phase 2A bus route will connect to Philippi. This is part of the city's transport-oriented development, better linking the Metro South East area with the broader city.



86. Transport infrastructure
source: author

AREA ANALYSIS

boundaries

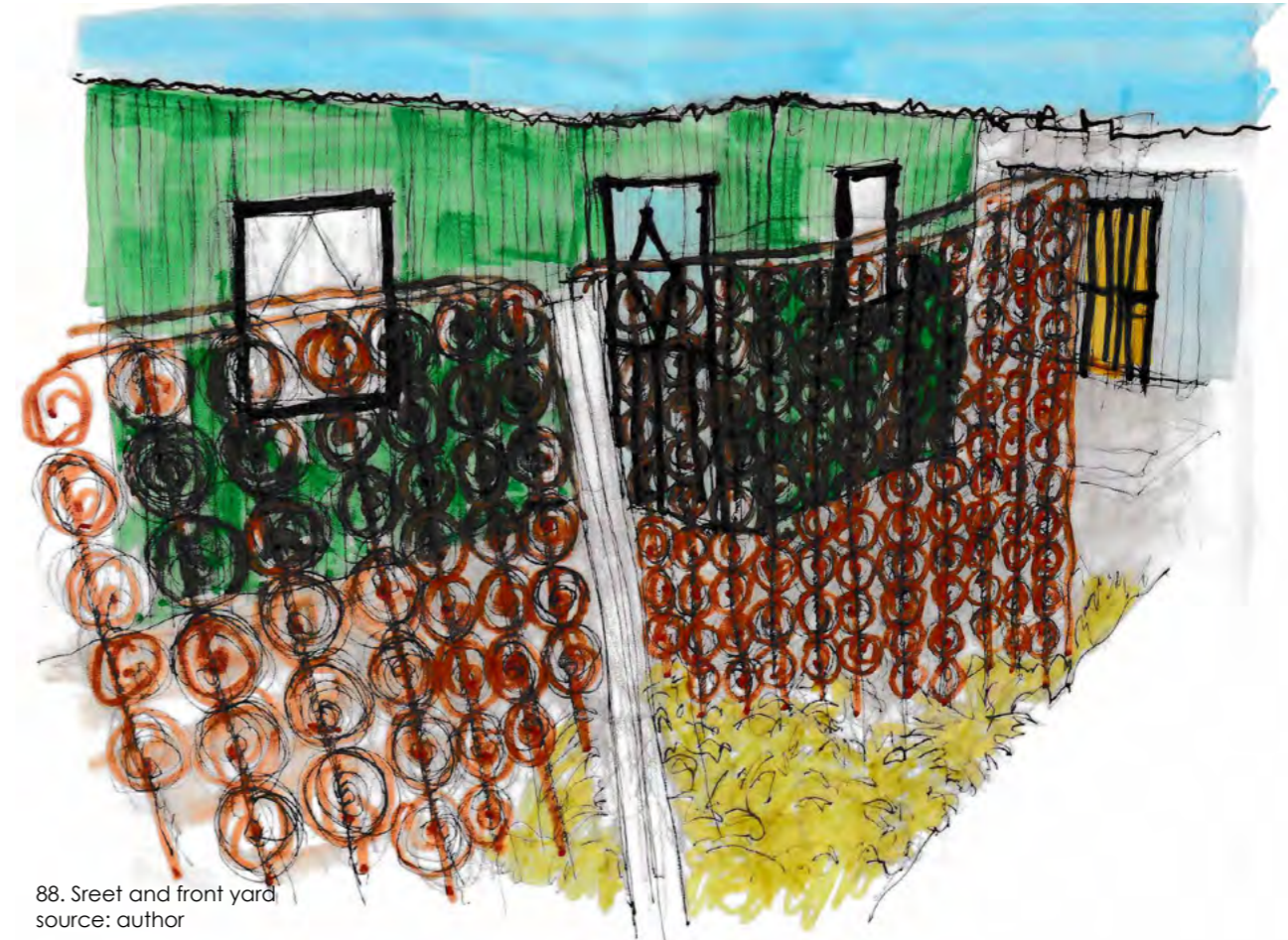
Philippi comprises of a series of wards that further fragment an already fragmented community. Wards 33, 34, 35, 70, 75, and 88 make up the area of Philippi. These areas are largely ANC wards within a district that is run by the DA. This is a point of contention in an area with a political past that reflects such contention.



87. Boundaries
source: author

area informants

The neighbourhood of Philippi is more fragmented than the ward boundaries defining it. Some areas are adequately serviced but newer more recently settled sites remain underserved and lack basic infrastructure. Under servicing is a theme that is experienced in general infrastructure and social infrastructure in an ever-growing arrival neighbourhood. Social and public infrastructure remains a rare commodity in this context. To aid access to this community, the area is due for an upgrade of the MyCiti route to better connect Philippi to the city, however the reinstatement of the railway line would better serve the community than a new means of transport to the already diverse transport offering.



88. Street and front yard
source: author

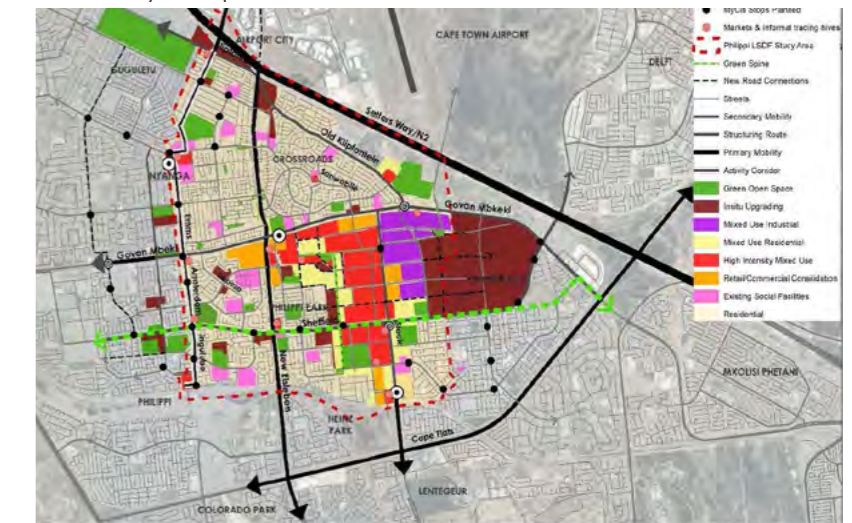
09 PLUGGING INTO THE FRAMEWORK

plugging into the LSDF

In May of 2022, a draft spatial development framework was released by the City of Cape Town, focusing on Philippi. An area called the Philippi Opportunity Area was identified and highlighted, this area straddles Philippi East and Crossroads. This area was highlighted by the City's Urban Catalytic Department as a potential node for the South East Metro. While there are alignments in this study and the POA, the approach and how investigations and conclusions were reached differ. This study focuses on a micro and smaller scale that make an overall difference in a shorter lifespan and plugs into the bigger infrastructural framework, as a way of aiding and growing the framework incrementally rather than a long-term strategy.



89. Local spatial development framework concept
source: City of Cape Town



90. Local spatial development framework: Philippi Opportunity Area
source: City of Cape Town

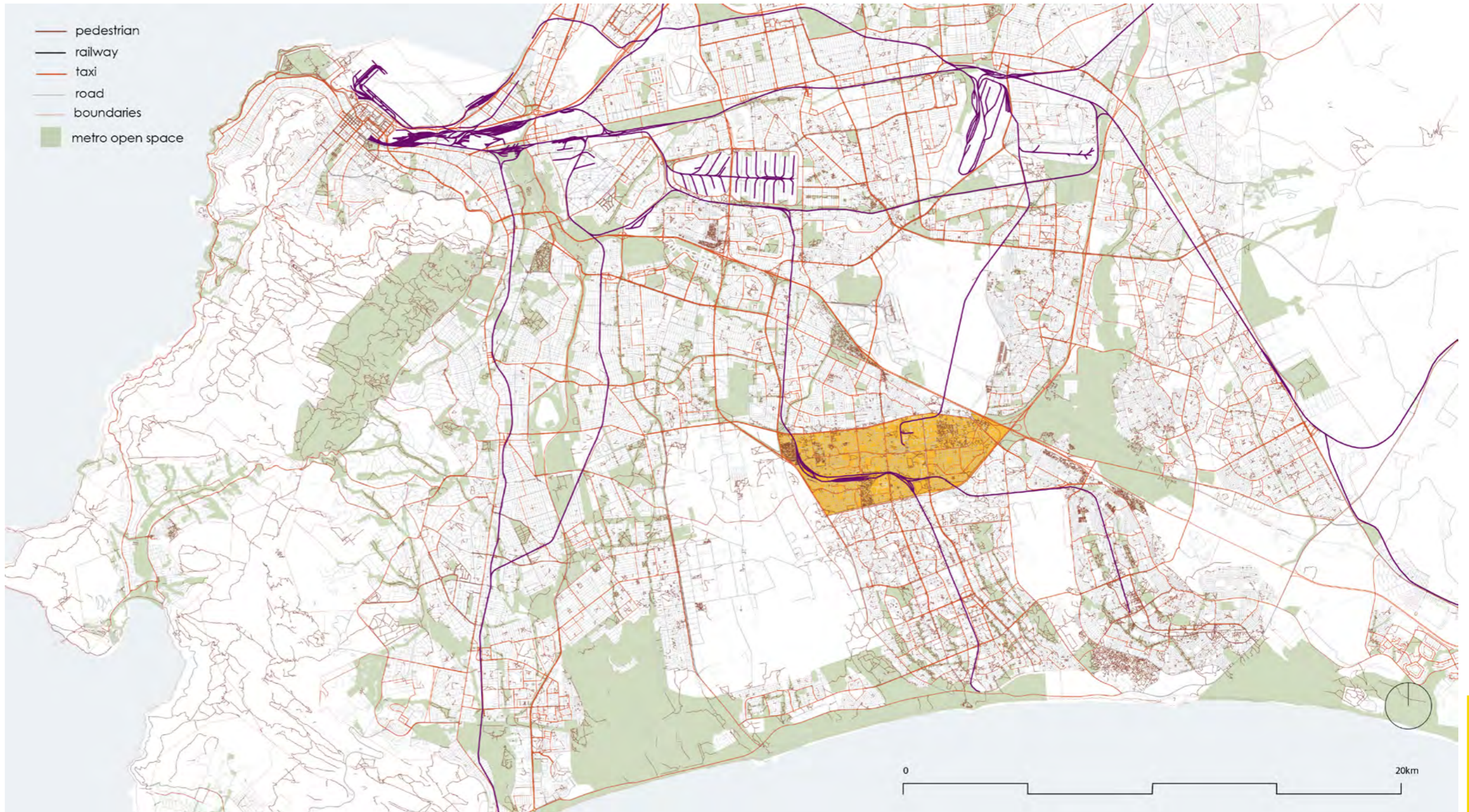
10 PHILIPPI IN CONTEXT



91. Retail signage in Waterfront
source: author

philippi in context

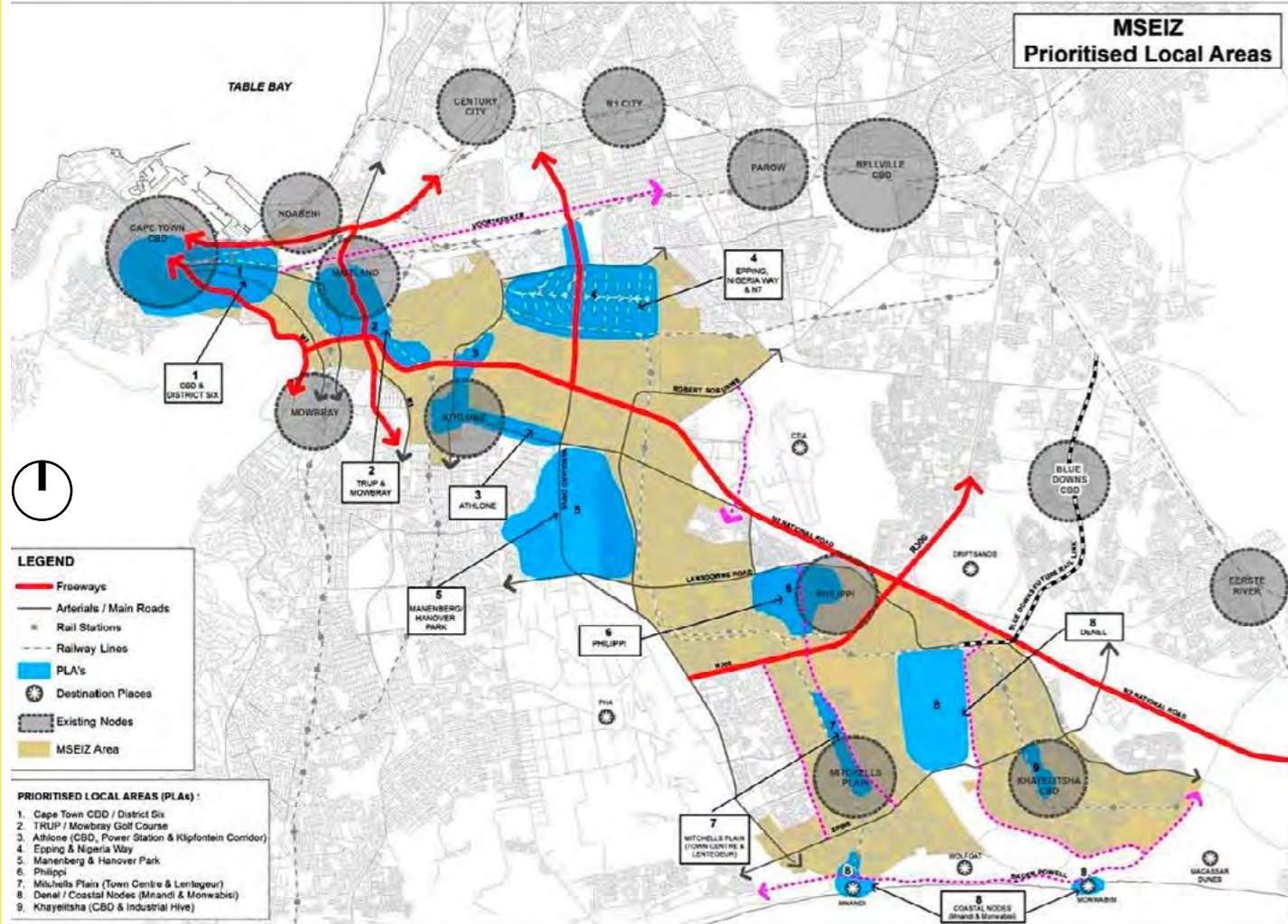
Philippi is approximately 17kms from the city centre and so it is a prime site to relocate to from other regions in the country. It is an attractive arrival site. The proximity to the city along with the varied modes of transport including long-distance bus and taxi stations, Golden Arrow buses, taxis, and previously trains, allow for an effective first base as a new arrival to the city and also an existing resident. Maintaining existing services along with incremental and continuous upgrades akin to the autoconstruction method of doing things in this context may yield better community appreciation (Caldeira, 2017).



92. Philippi in context
source: author

proposed myciti route

The introduction of the MyCiti infrastructure is attractive but is another long-term promise akin to larger scale master plans and frameworks that roll out over a 10 year or longer period. These longer-term frameworks have the best intentions but lose the community buy-in due to their long implementation timelines. The big infrastructural changes intended by the City and other national bodies tend not to exert enough smaller-scale and more tangible outputs. As an example, Stock Road was widened a few years ago as part of the implementation process for the MyCiti upgrade, but it has been a while since this upgrade, and nothing has happened since.

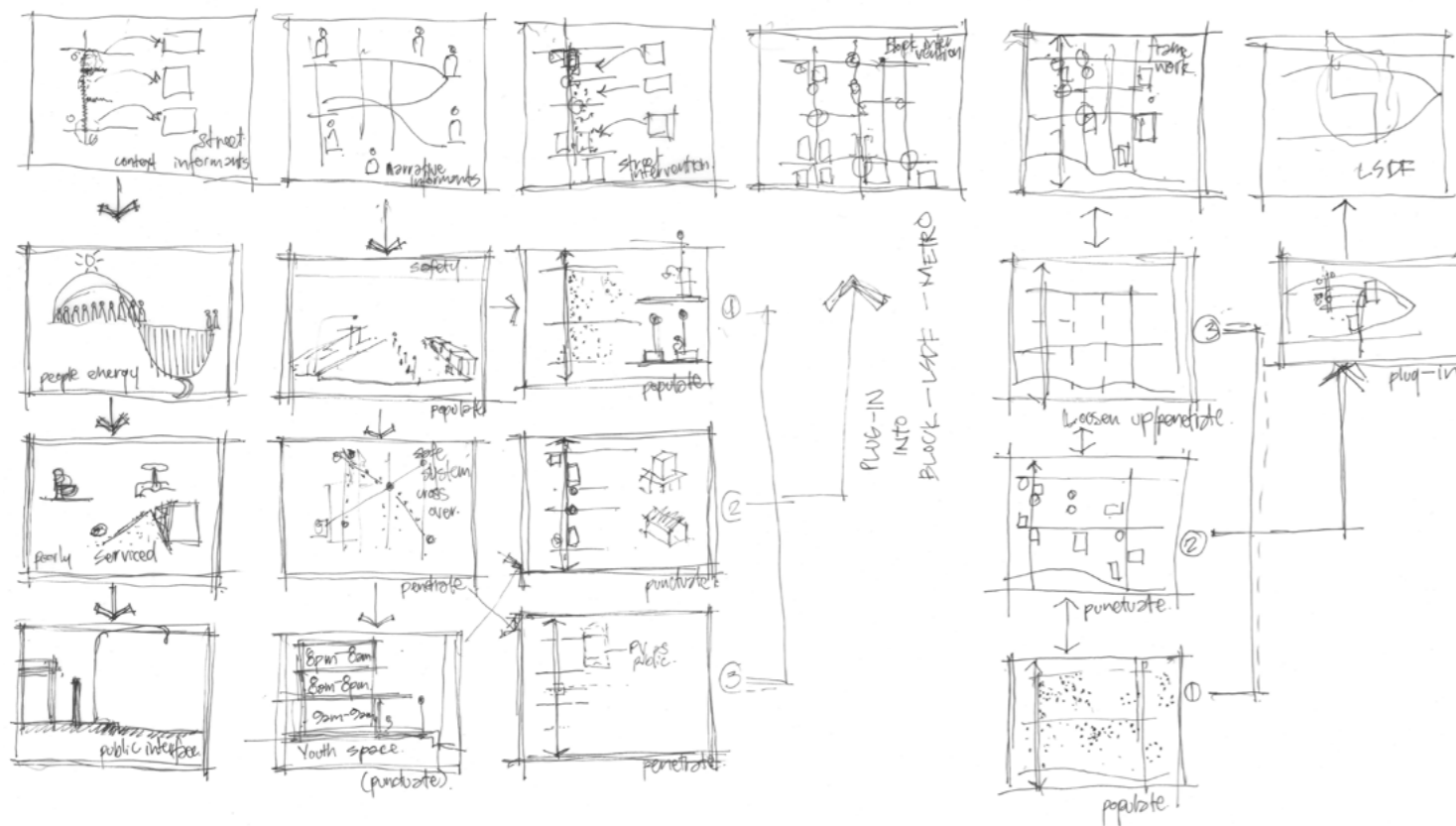


93. MyCiti Phase 2a Routes
source: City of Cape Town

11 DESIGN FRAMEWORK

12

DESIGN STRATEGIES AT STREET SCALE



94. Storyboard diagram of design development
source: author

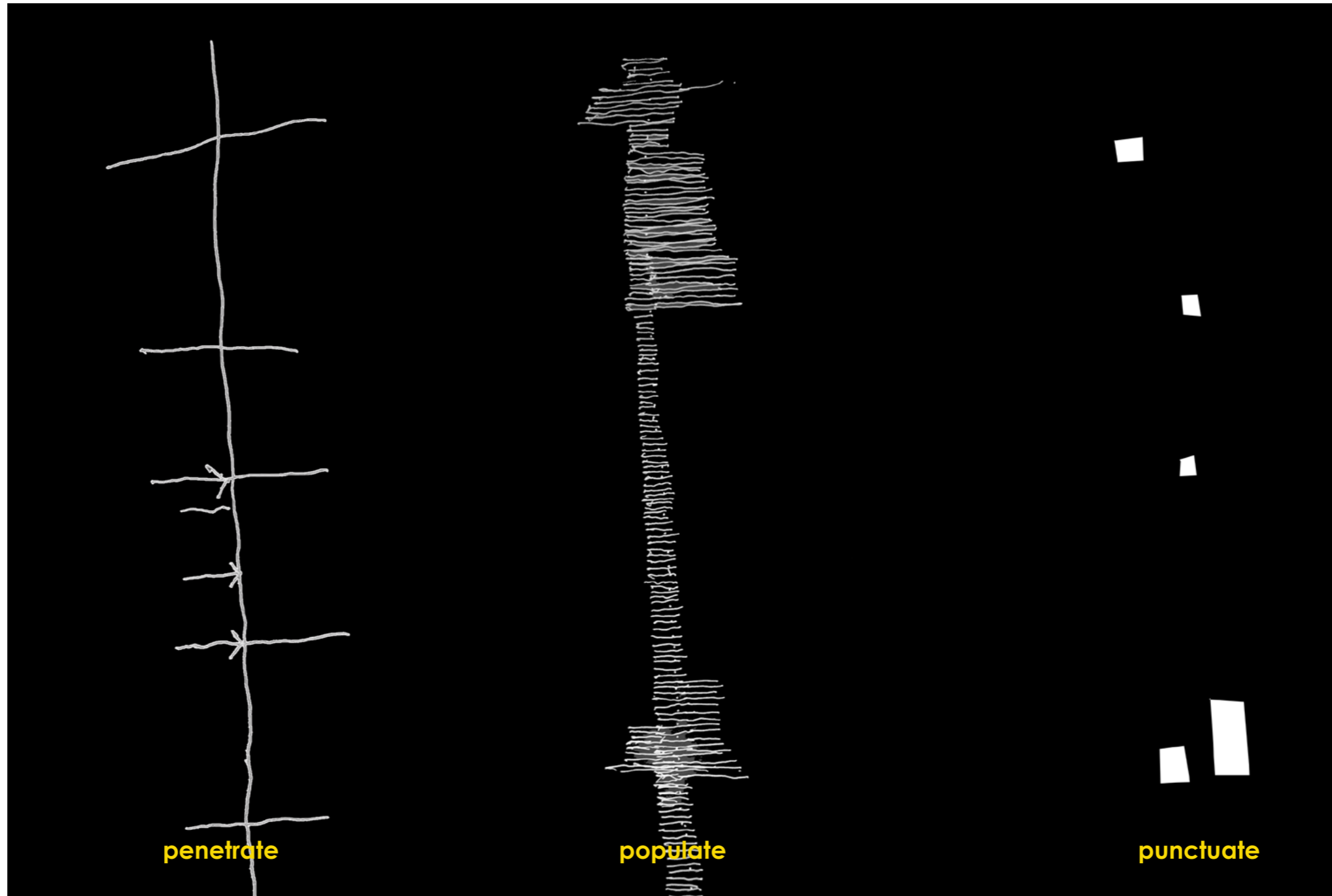
design strategies

The contextual analysis and research inquiry start at the pavement and the street, and so does the conceptual framework and thereafter the testing of design interventions. The study has been informed by the micro and worked back through the scales to the macro. The same process is followed through the document, and so these diagrams indicate the concepts at street scale.

The design informants from contextual analysis, guiding theory, and community participation findings have informed spatial design concepts that align with some of these findings, by addressing the need for connectivity, choice, and safety. The concepts proposed are populate, punctuate and penetrate. These concepts are not mutually exclusive and can be implemented incrementally.



95. Design strategies at street scale
source: author



choice



connections

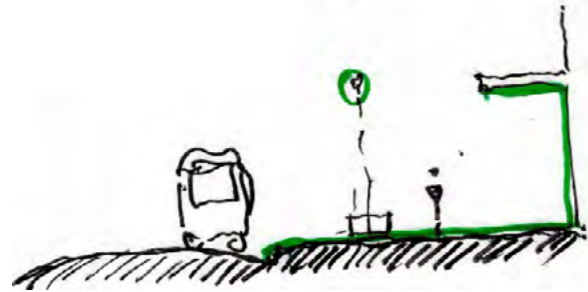


safety

populate @ street scale

Populate relates to pavements, footways, and sidewalks and populating them with people-scaled infrastructure. Examples of this type of infrastructure are solar lights, seating, wifi, washing points, and ablution facilities.

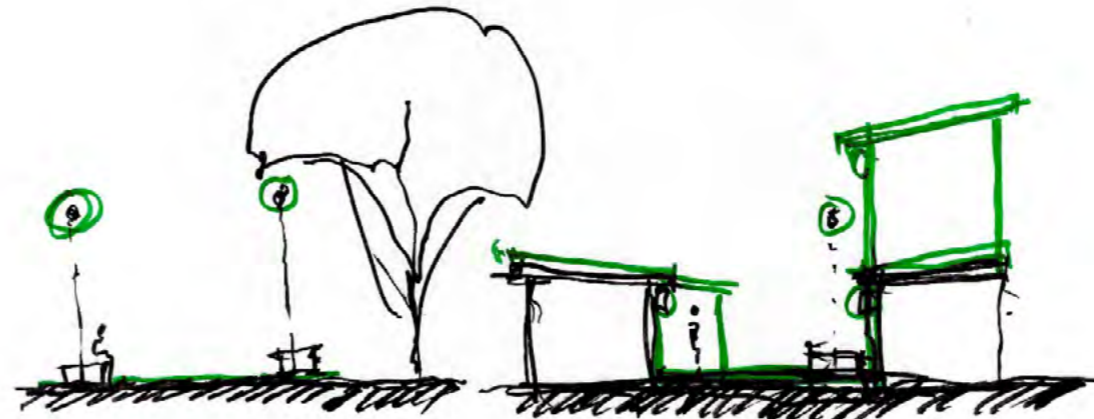
① pavement, path, footway strategy



change of public interface @ street



transforming existing structures with solar for communal lighting



transforming footways with solar lighting and seating

transforming settlement streets with solar panels for to existing structures and external lighting for streets



safety

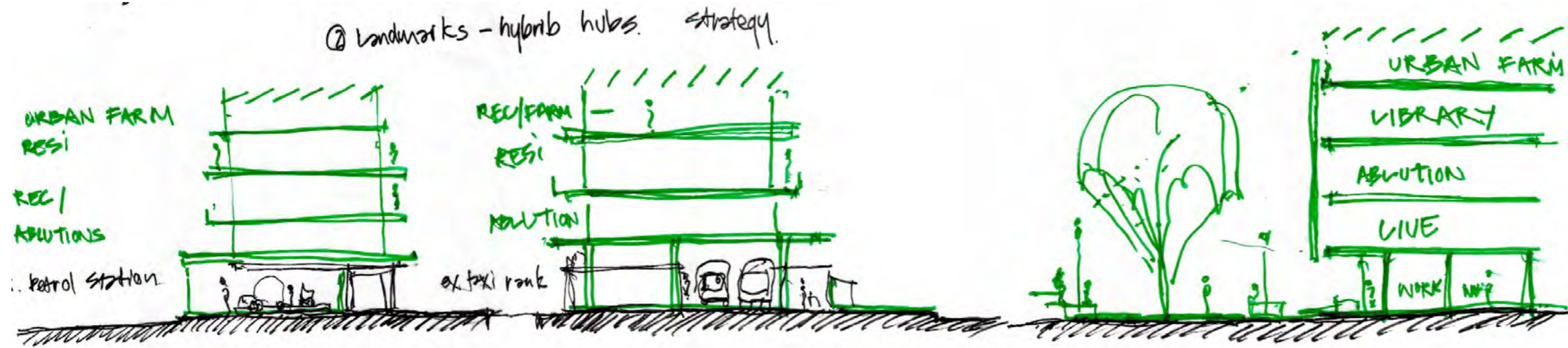


96. Populate conceptual drawing
source: author



punctuate @ street scale

Punctuate refers to landmark buildings or hybrid hubs. The concept of the Hybrid Hub project was developed by the government in Bogota related to education (Berney, 2017). The hybrid hub-library parks provided an educational public internal space as well as a public outdoor space. The idea in the context of Philippi is to do something similar at existing community facilities, petrol stations, and transport areas.



adding 24hr programme to existing petrol station

adding 24hr programme to existing existing taxi rank

adding new building to vacant stands



choice

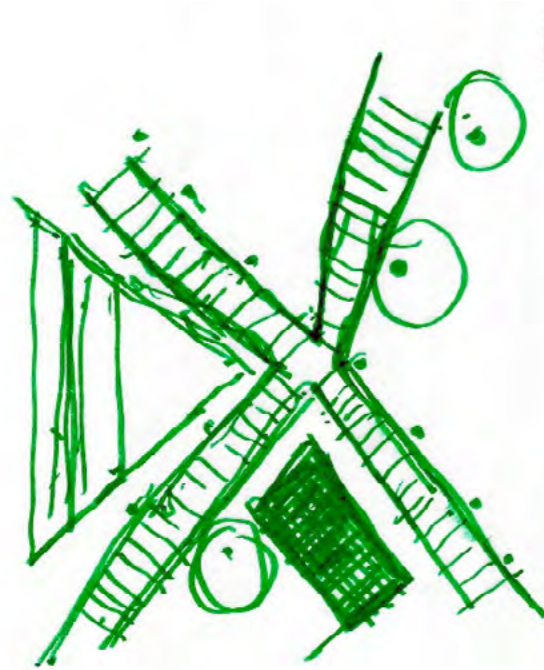


97. Punctuate conceptual drawing
source: author

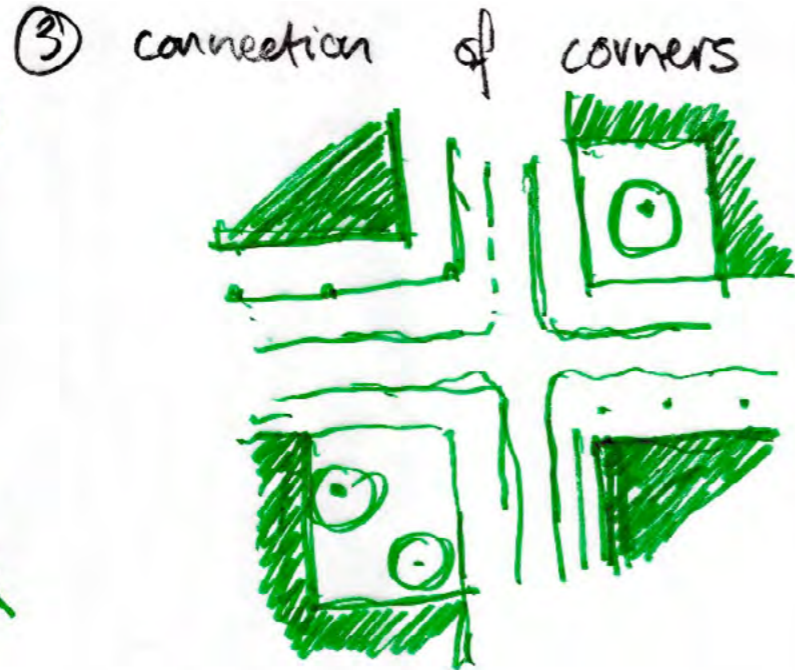
punctuate

penetrate @ street scale

Penetrate reviews the block configuration and footways to align with linkages and ways to cut through a block. The penetrations take into consideration the existing settlements and rather cut industrial and private land. These penetrations can potentially be grown into bigger public spaces linked landmarks or punctuated spaces.

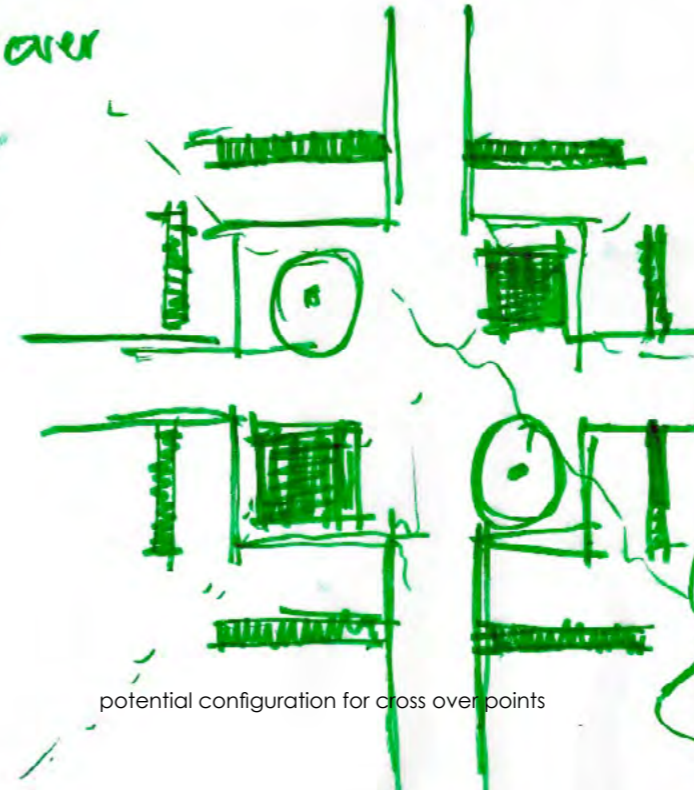


existing footway crossover points



potential configuration for cross over points

cross over



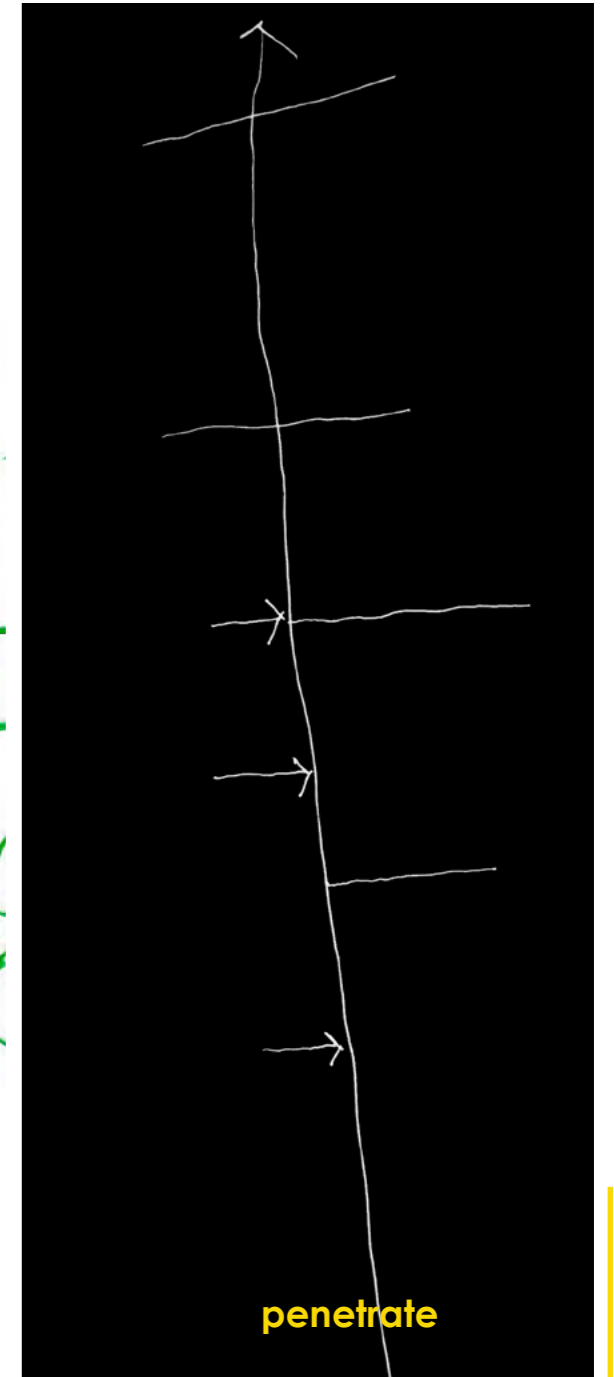
potential configuration for cross over points



connections

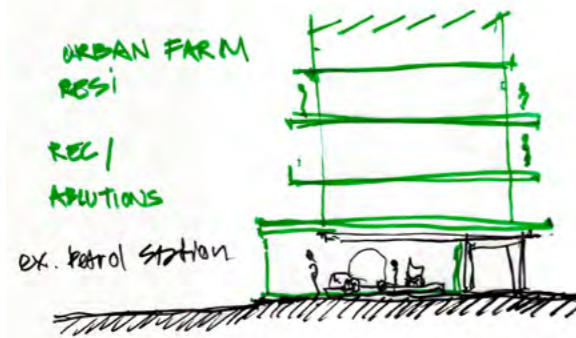


98. Penetrate conceptual drawing
source: author

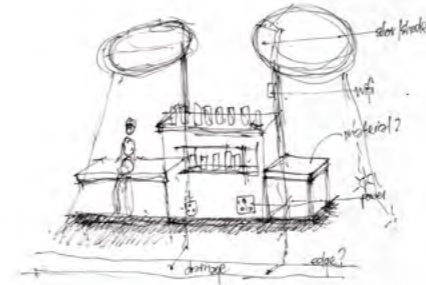
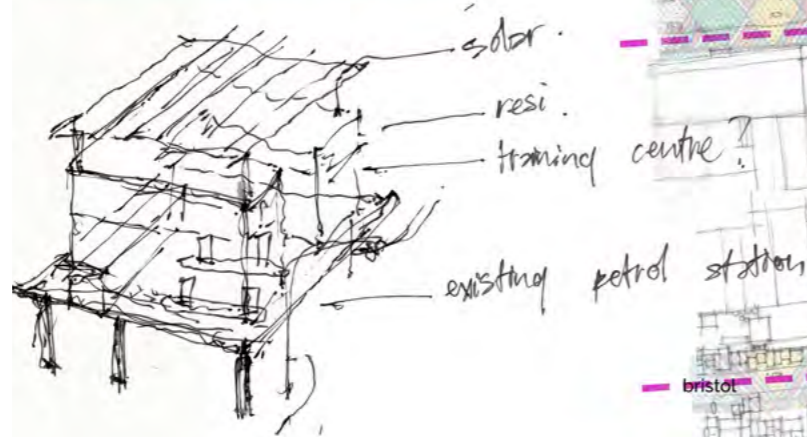


penetrate

testing design interventions on new eiselben road

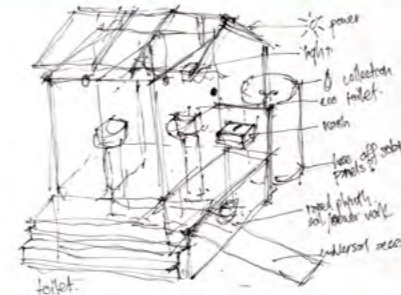


punctuate: existing garage as a space to densify mixed use programme for safe space

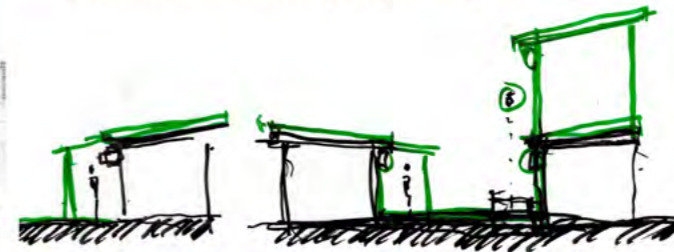


populate: spaces for seating and displaying with the option to shelter and service at a later stage

penetrate: court precinct + PV as public open spaces

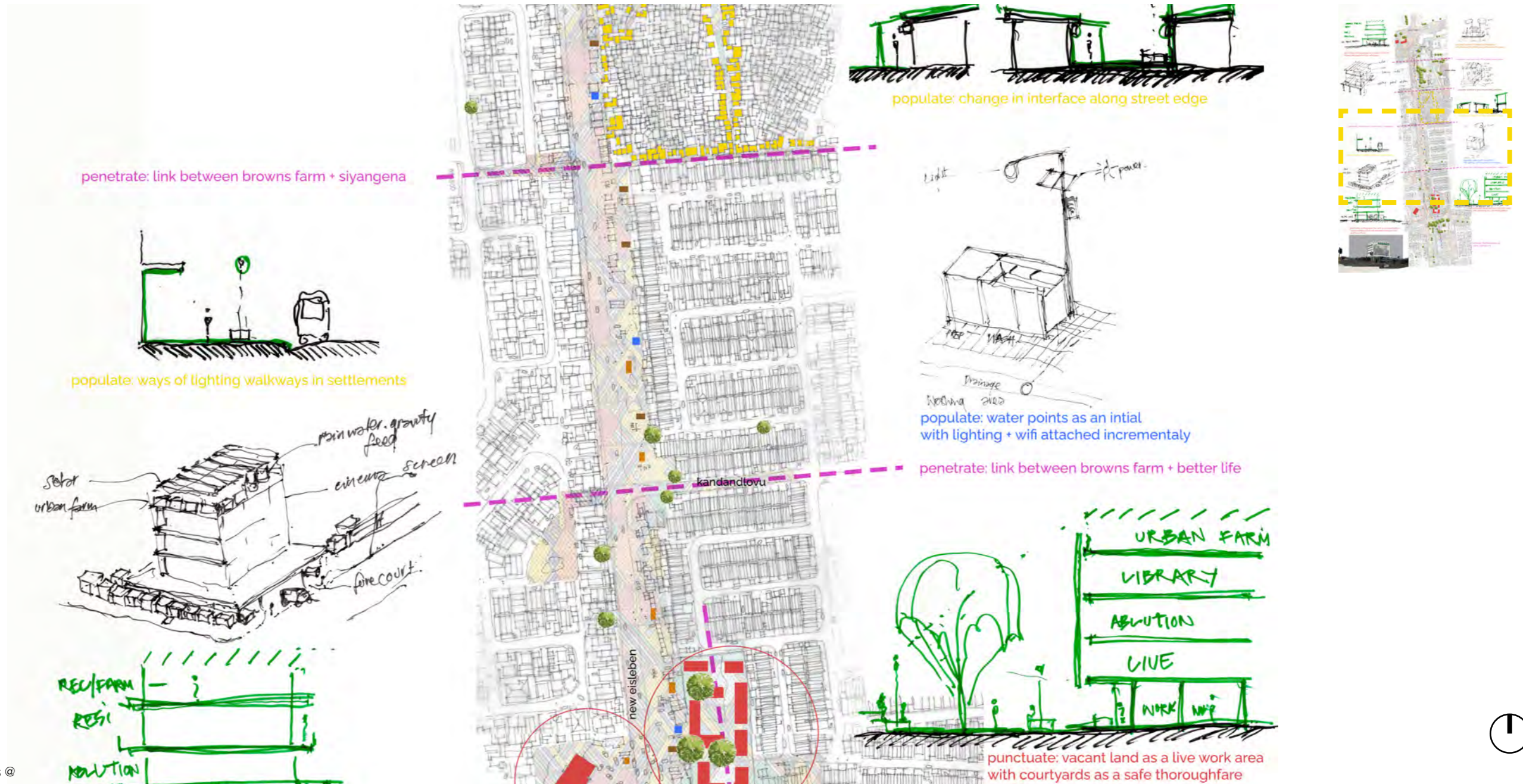


populate: alternative ways of providing sanitation



populate: change in interface along street edge

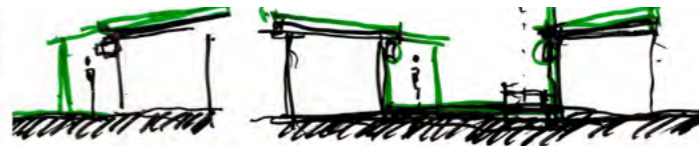
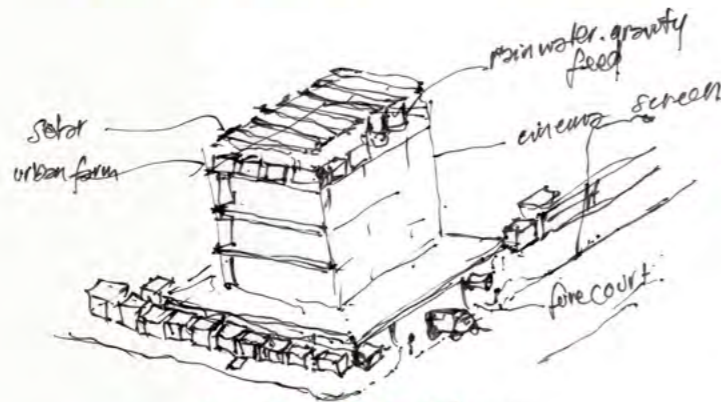




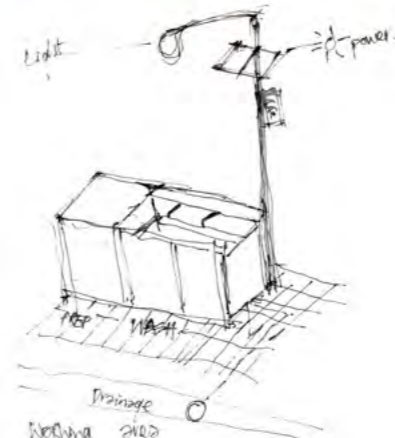
penetrate: link between brown's farm + siyangena



populate: ways of lighting walkways in settlements



populate: change in interface along street edge



populate: water points as an initial with lighting + wifi attached incrementally

penetrate: link between brown's farm + better life



punctuate: vacant land as a live work area with courtyards as a safe thoroughfare



punctuate: existing quasi taxi rank as an opportunity to increase offering with and extended forecourt court and hours of use

punctuate: vacant land as a live work area with courtyards as a safe thoroughfare

penetrate: ithemba labantu as public open spaces

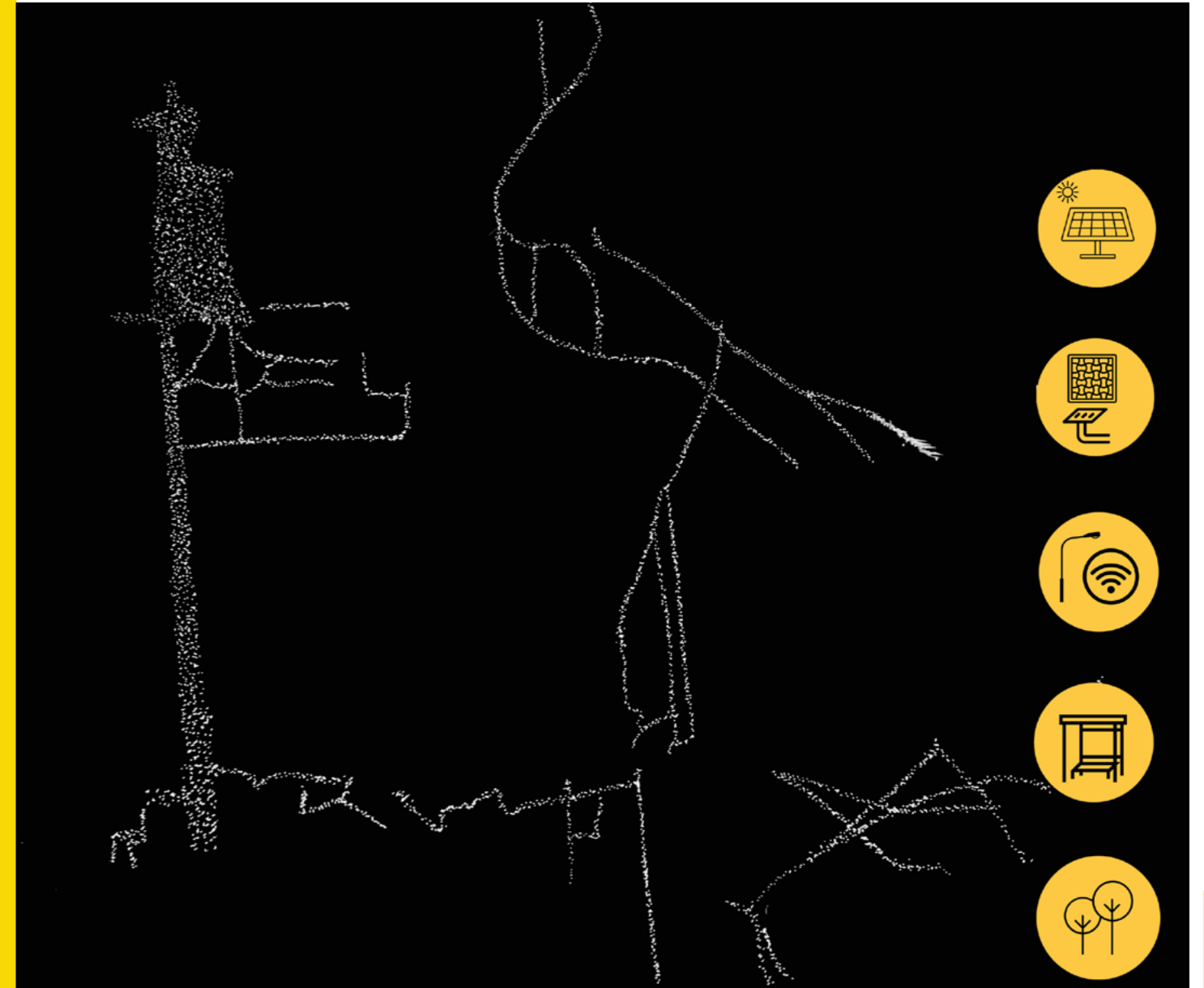


101. Potential interventions @ street scale 1-3 source: author



13 DESIGN STRATEGIES AT NEIGHBOURHOOD SCALE

populate @ block scale

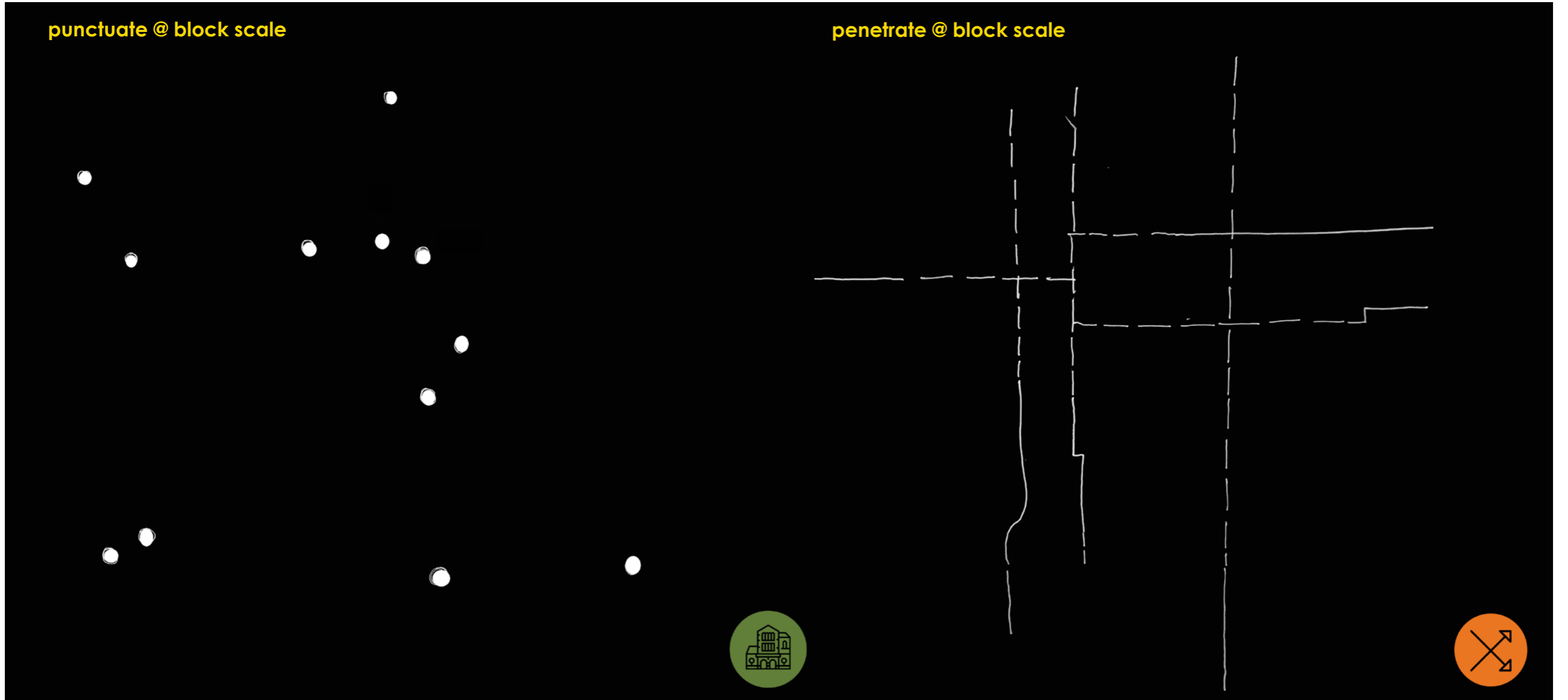


102. Populate at neighbourhood scale
source: author



punctuate @ block scale

penetrate @ block scale

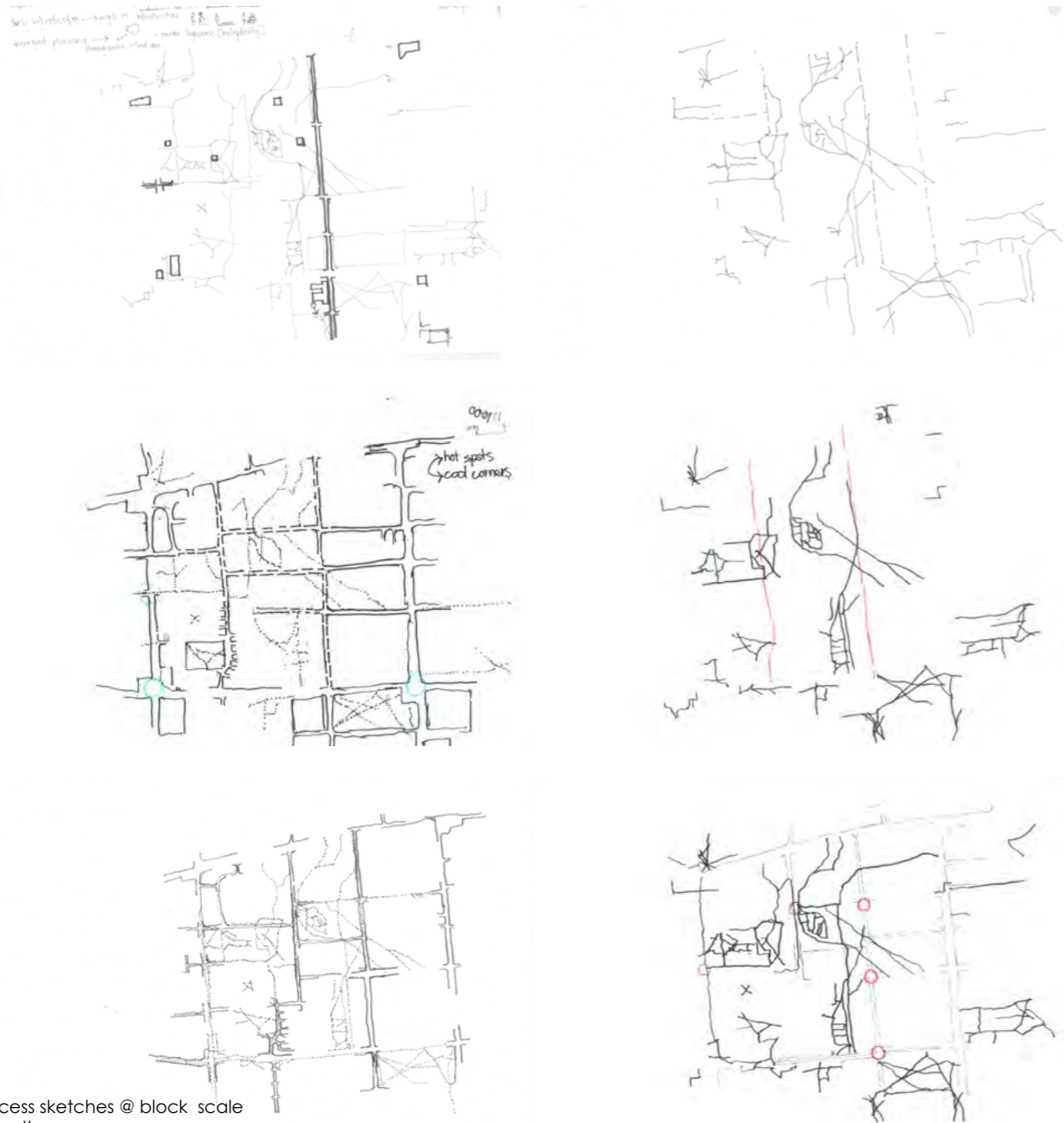


103. Punctuate at neighbourhoodscale
source: author

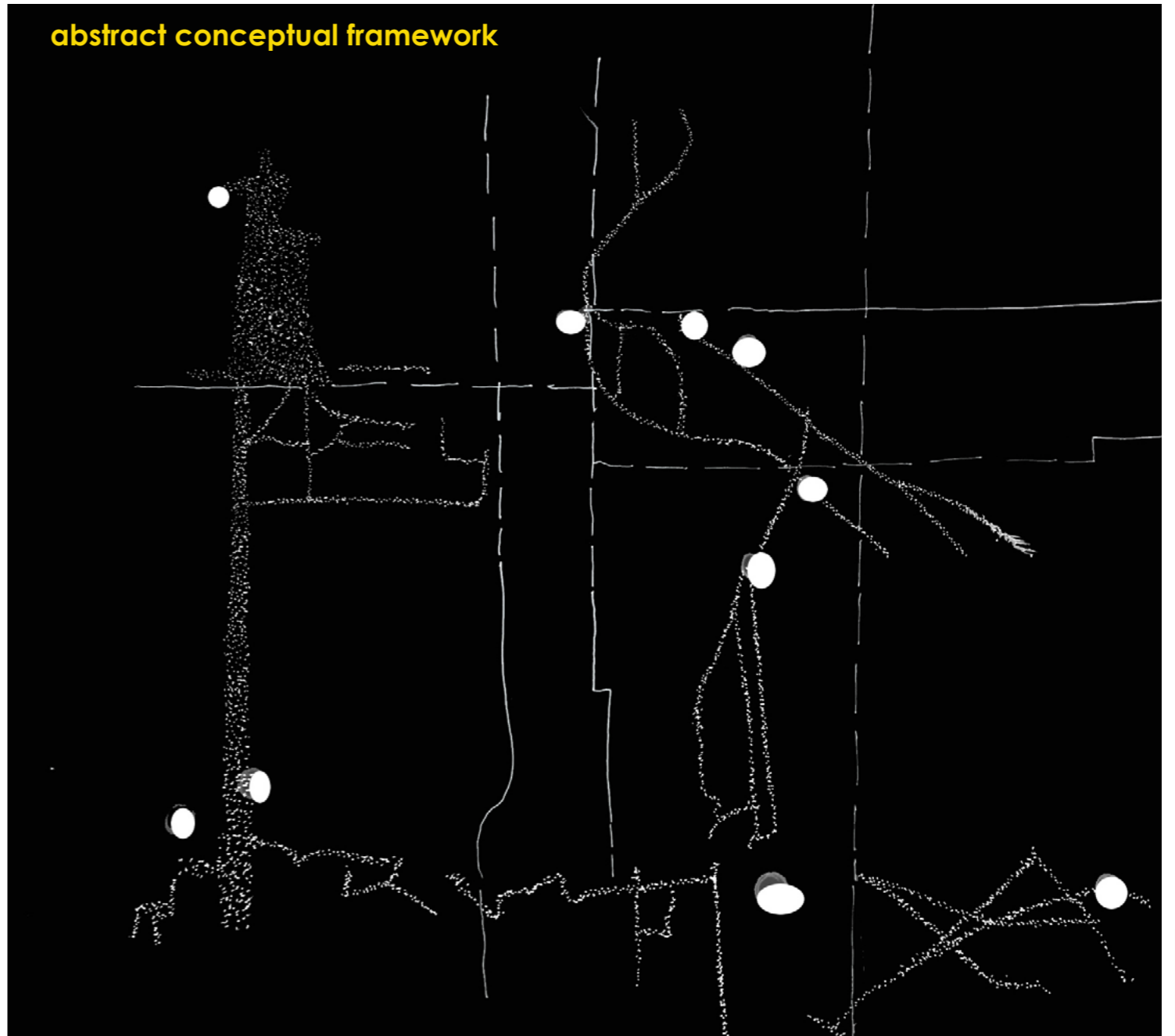


104. Penetrate at neighbourhood scale
source: author





105. Process sketches @ block scale
source; author



105. Overlay of concepts at neighbourhood scale
source: author

conceptual framework



107. Conceptual framework
source: author



framework exploration



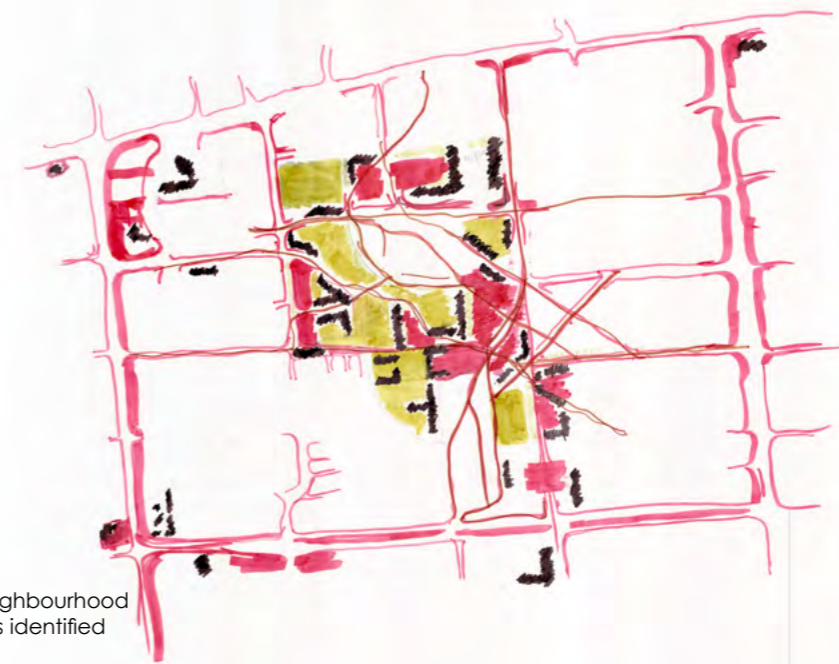
108. Diagram of existing informants
source: author



109. Diagram of existing walking routes, trees, detention ponds and bigger built fabric
source: author



110. Diagram of enclosed public areas + existing schools + community centres
source: author



111. Diagram of showing how the neighbourhood can be intensified using the concepts identified
source: author

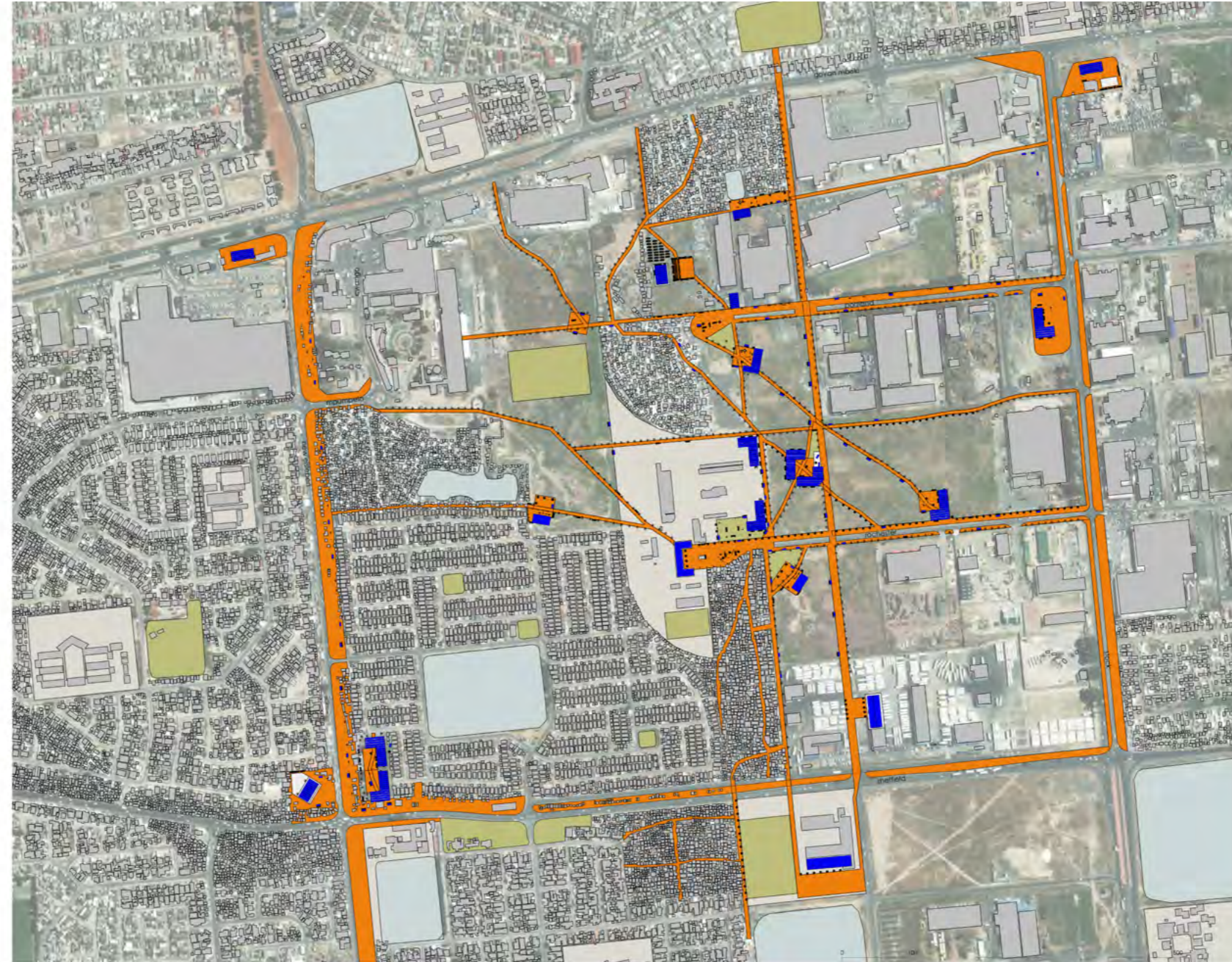
draft framework diagram



112. Draft diagram
source: author



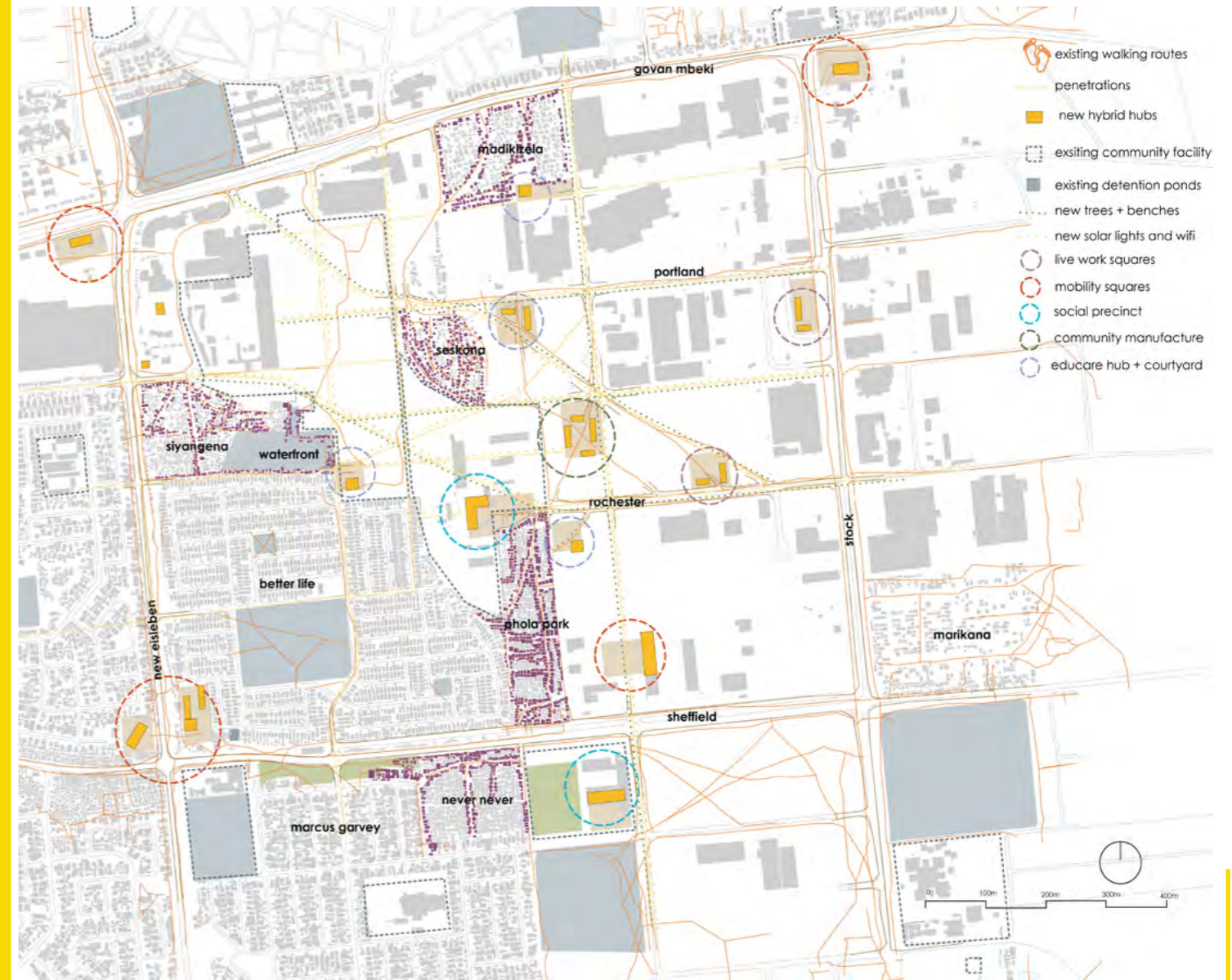
framework development



113. framework development
source: author

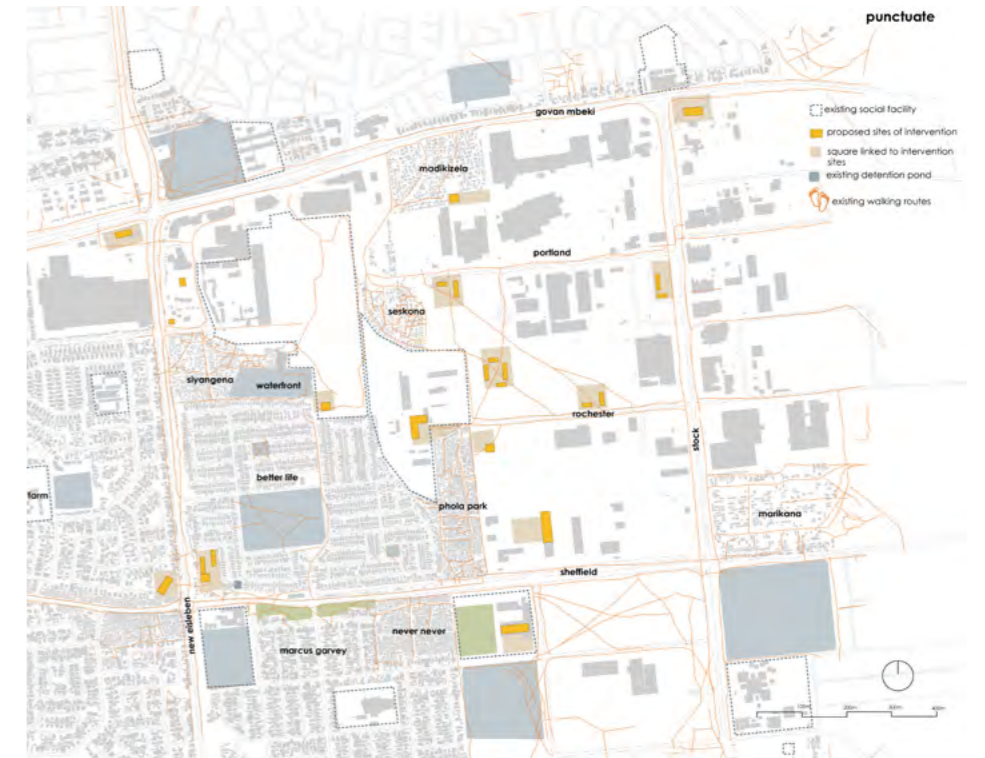
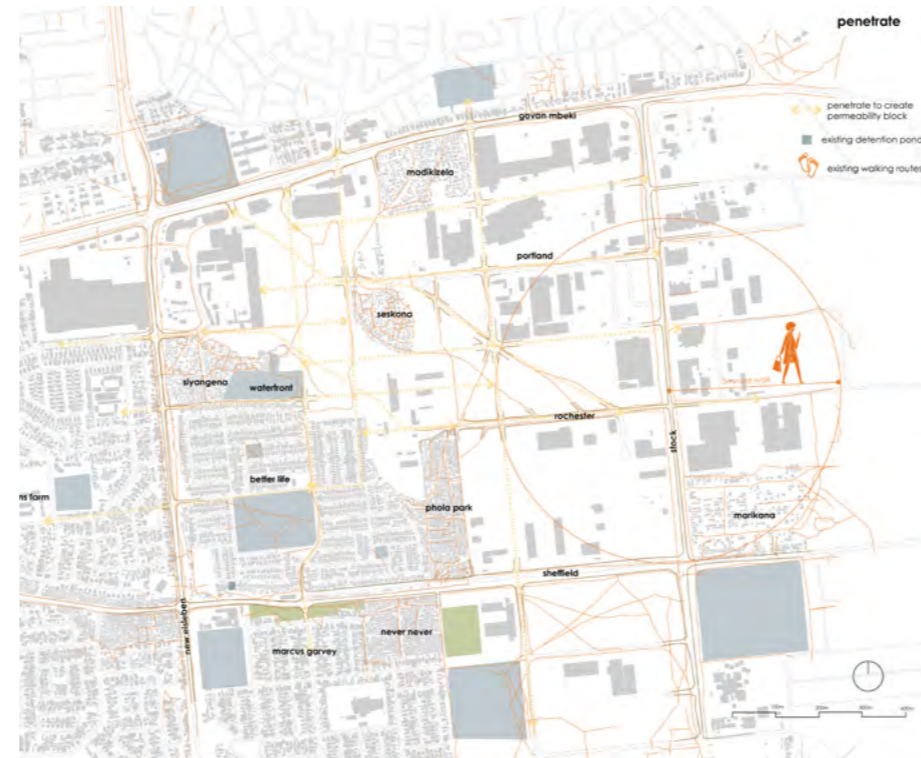
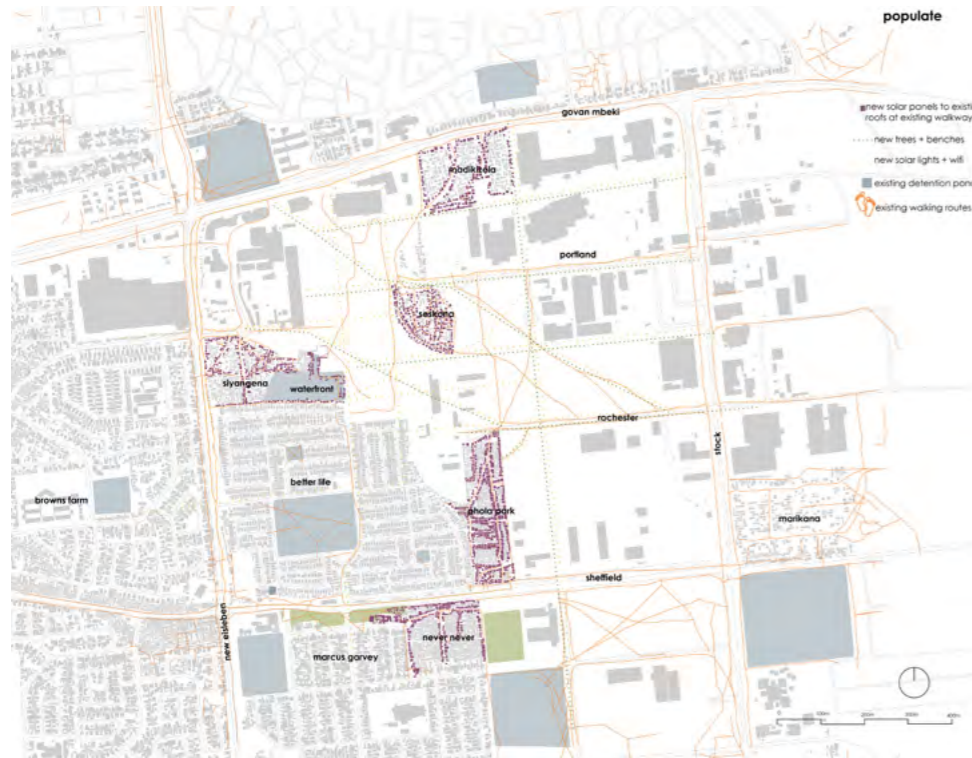
14 DESIGN DEVELOPMENT

developing an enabling framework



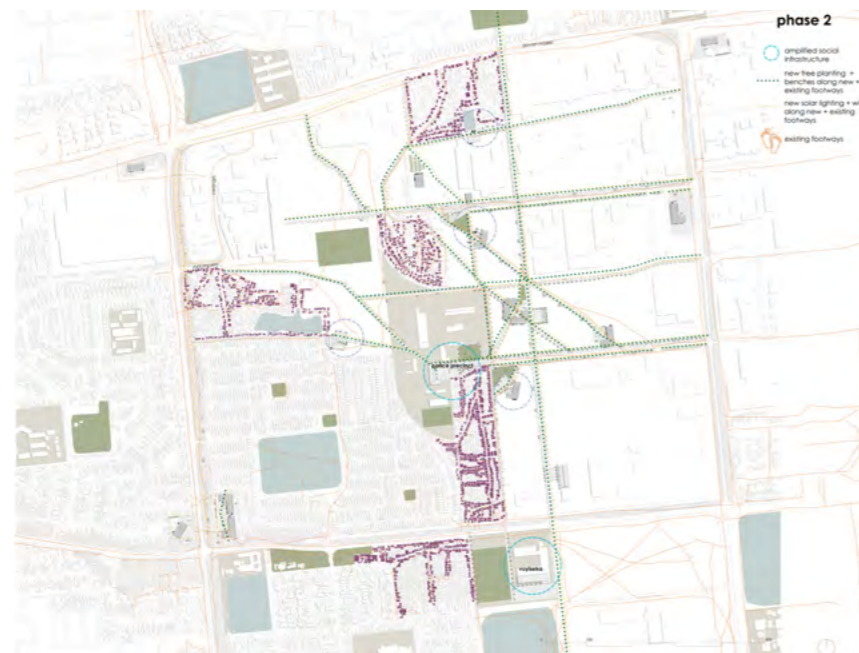
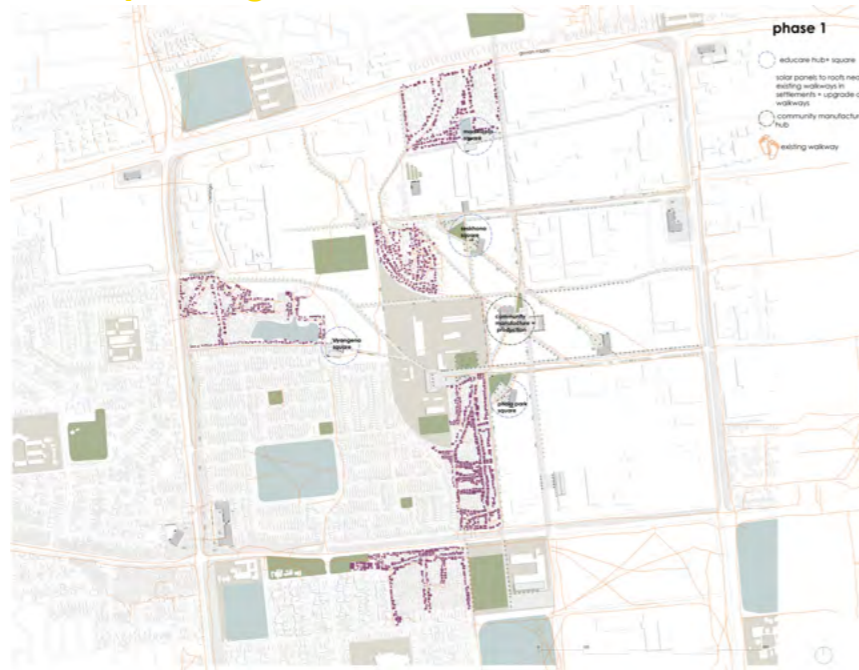
114. enabling framework
source: author

strategies that compose the framework



115. strategies for framework
source: author

potential implementation phasing



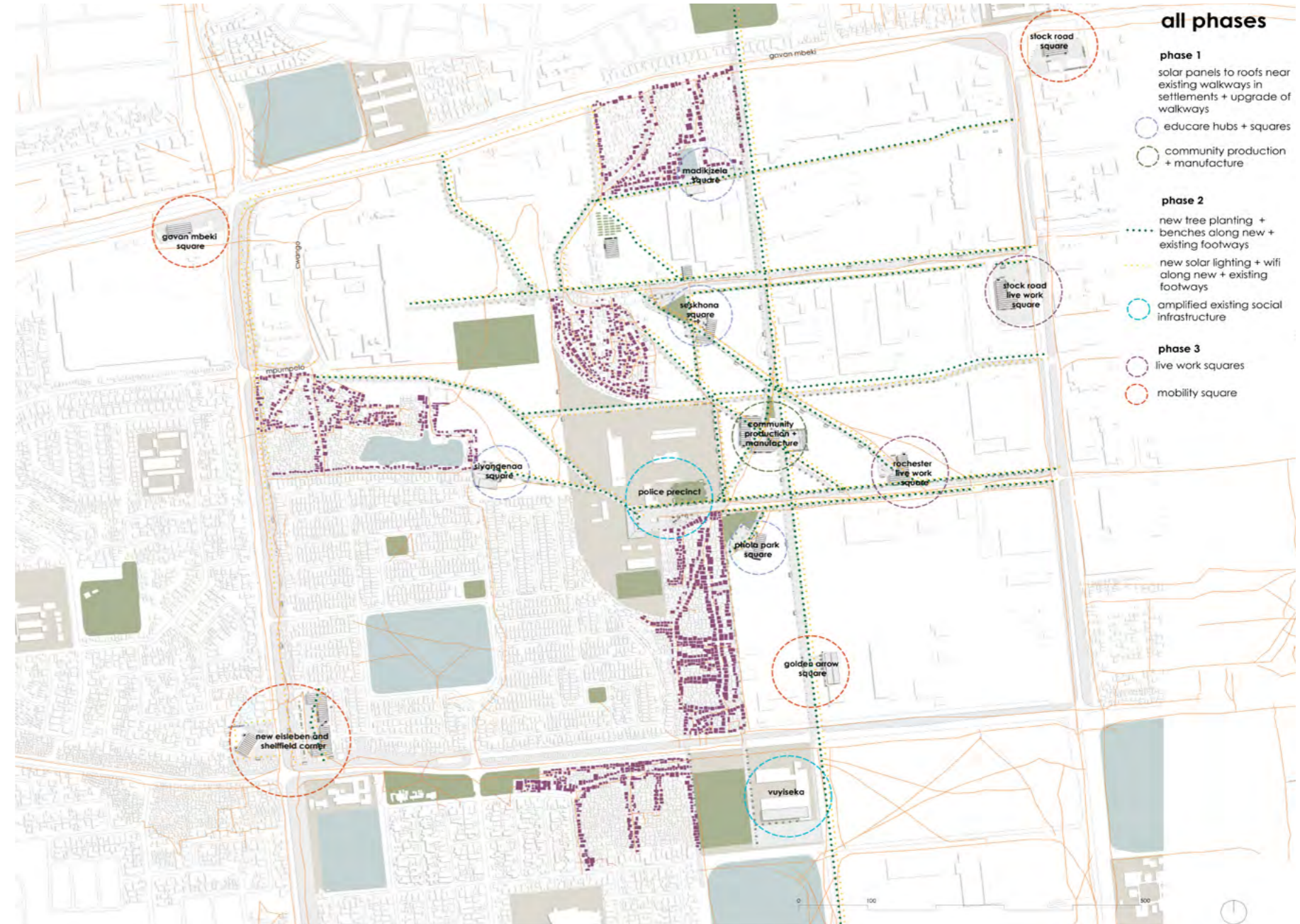
participants for incremental change



116. potential phasing and implementation diagram
source: author

incremental framework

As the context is continuously changing, a phased and incremental approach has been adopted. Principles can be tested, and adjusted as phases roll out, so as to ensure that lessons learned are incorporated to future phases. The proposed first phase here, relates directly to the settlements, by upgrading and lighting existing walkways and providing a square and edu-care hub for each settlement. As part of the first phase a central community hub will be developed to upskill and enable community members to upgrade and create additional walkways, and means to maintain their edu-care hubs.



117. incremental framework
source: author

precinct plan: new eisleben and sheffield road corner

The journey started on New Eisleben and so it includes an intervention on this street. Interventions here would reinforce the high street dynamic by increasing the density and activity on the corner as node. It would make use of and build on existing transport infrastructure as well as add additional structures, forecourts, a taxi stop and community surveillance.

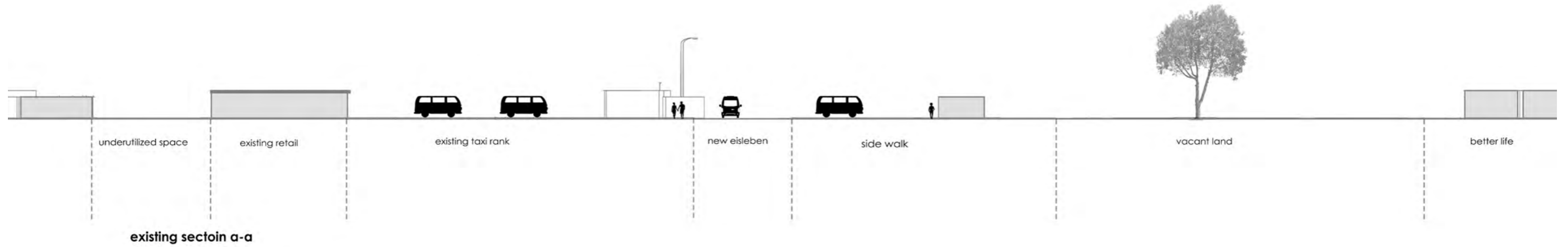


- 1 new car + taxi wash
- 2 existing building with additional mixed use programme for youth
- 3 existing quasi taxi rank resurfaced with tactile material
- 4 proposed traffic calming
- 5 proposed taxi stop
- 6 new solar lighting and wifi
- 7 new solar lighting + handwashing
- 8 new trade shelter + planting
- 9 new open plaza
- 10 new mixed use building

mobility square:
new eisleben + sheffield corner



precinct sections: new eisleben and sheffield road corner



119. precinct sections: new eisleben
source: author



conceptual collage new eisleben and sheffield road corner



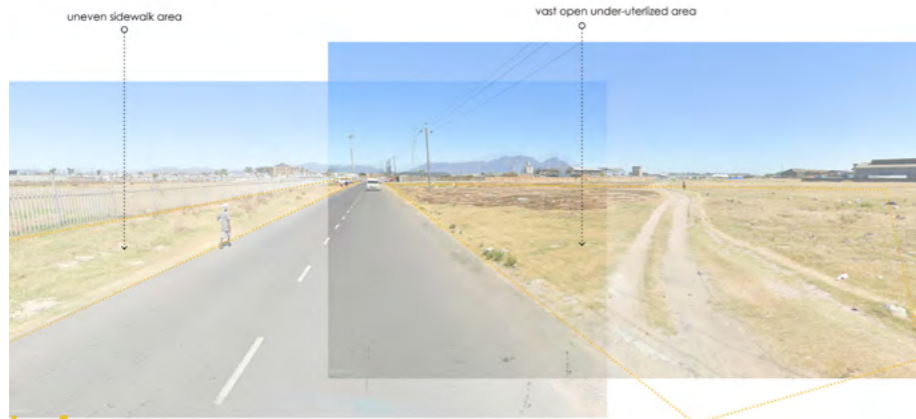
before



after

120. conceptual collage of New Eisleben Road
source: author

conceptual collage: rochester road



before



after

121. Conceptual collage showing Rochester Road
source: author

conceptual collage: portland road



before



after

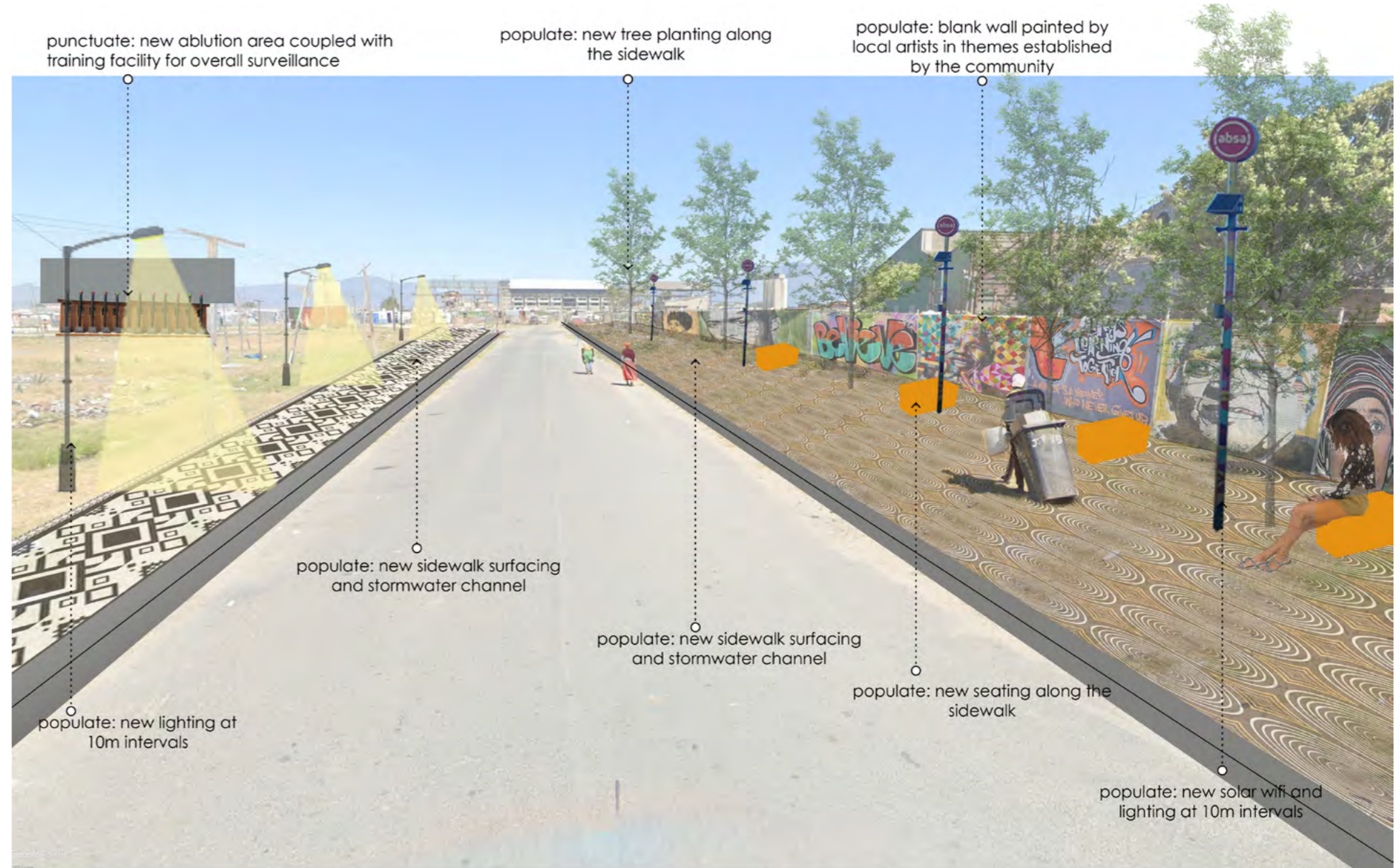
122. Conceptual collage showing Portland Road
source: author

DESIGN DEVELOPMENT

conceptual collage: portland road



before



after

123. Conceptual collage showing Portland Road near the settlement of Seskhona
source: author

precinct plan: police precinct + phola park

The police precinct in the area is a large bound piece of land with an existing barrier that should rather be opened to allow inhabitants through. A proposed 24hr safe civic space would better aid the community. Adjacent to the police precinct is Phola Park, which would benefit from its own internal and external community space. These spaces should be governed by the community.



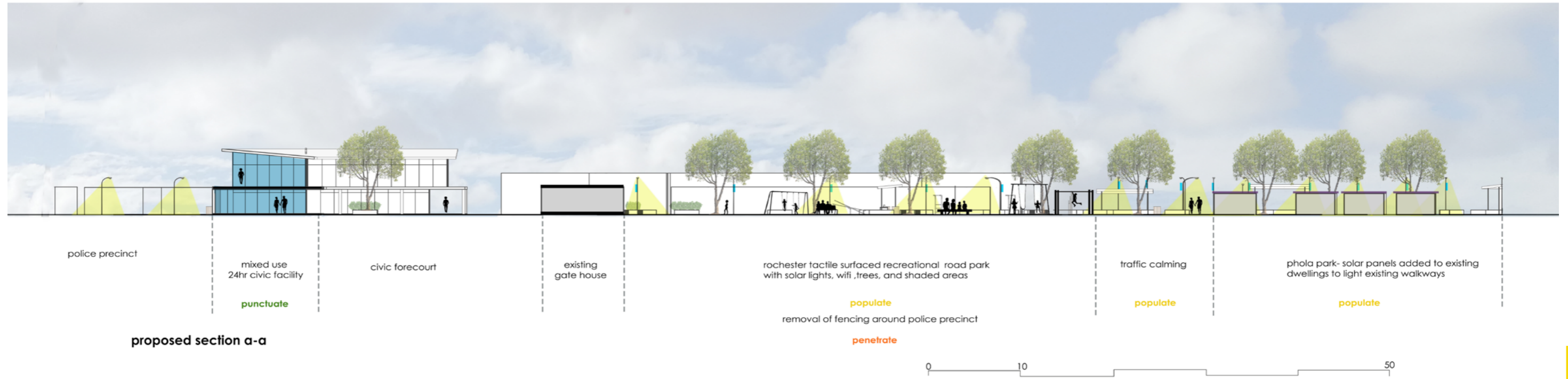
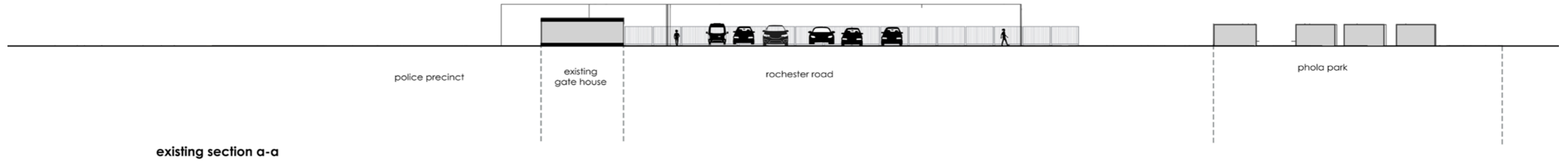
- 1 removal of police precinct fencing
- 2 new civic mixed use facility with forecourt
- 3 new recreational park
- 4 new civic soft park
- 5 new tactile surfacing + drainage to existing walkways
- 6 new traffic calming
- 7 solar panels to roofs of existing dwelling to light existing walkways
- 8 new solar lighting, wifi, seating + planting
- 9 existing car wash upgraded
- 10 phola park square soft recreational area
- 11 phola park square tactile courtyard
- 12 phola park mixed used educare hub

amplified social infrastructure:
police precinct + phola park square



124. precinct plan for the police precinct and phola park
source: author

precinct sections: police precinct



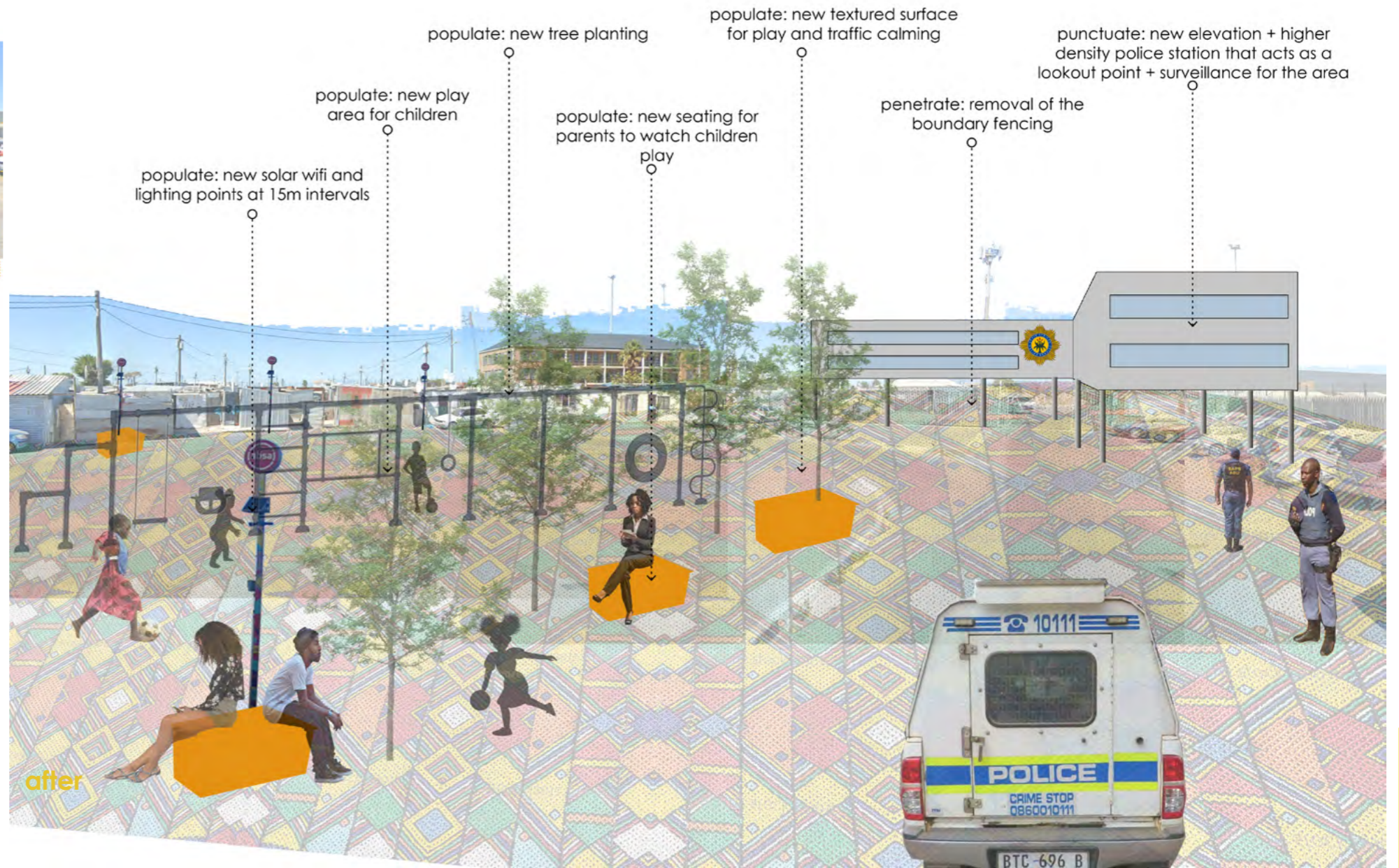
amplified social infrastructure:
police precinct

125. precinct sections for the police precinct
source: author

conceptual collage: police precinct

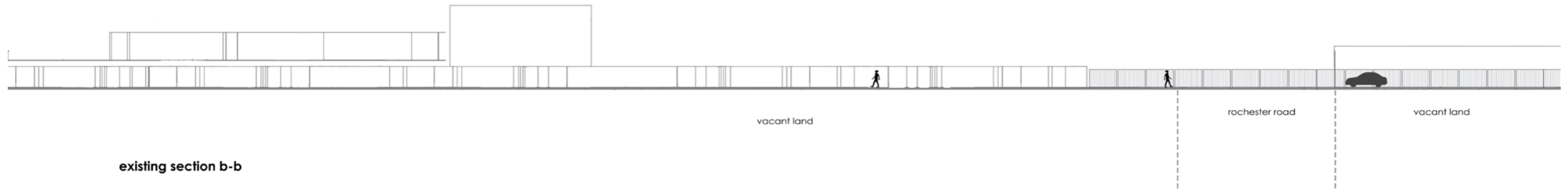


before

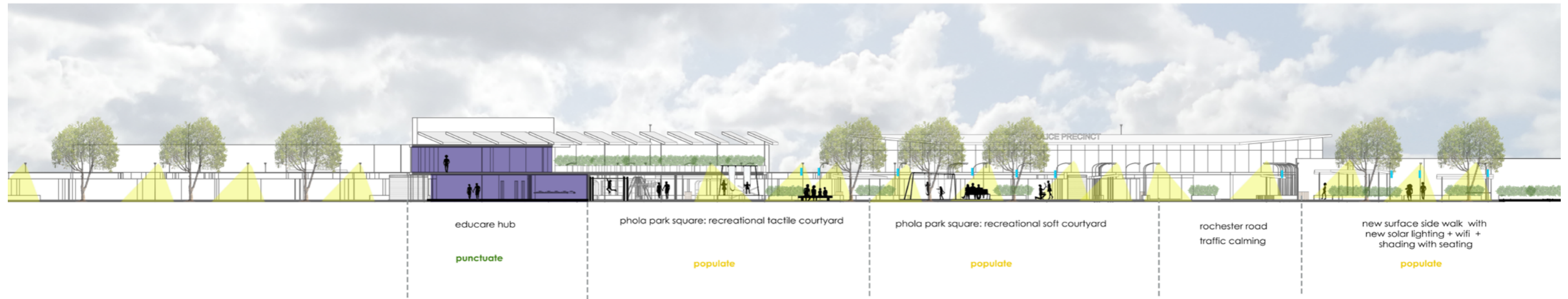


126. Conceptual collage showing police precinct
source: author

precinct sections: phola park



existing section b-b



proposed section b-b

phola park square:
educare hub and courtyard

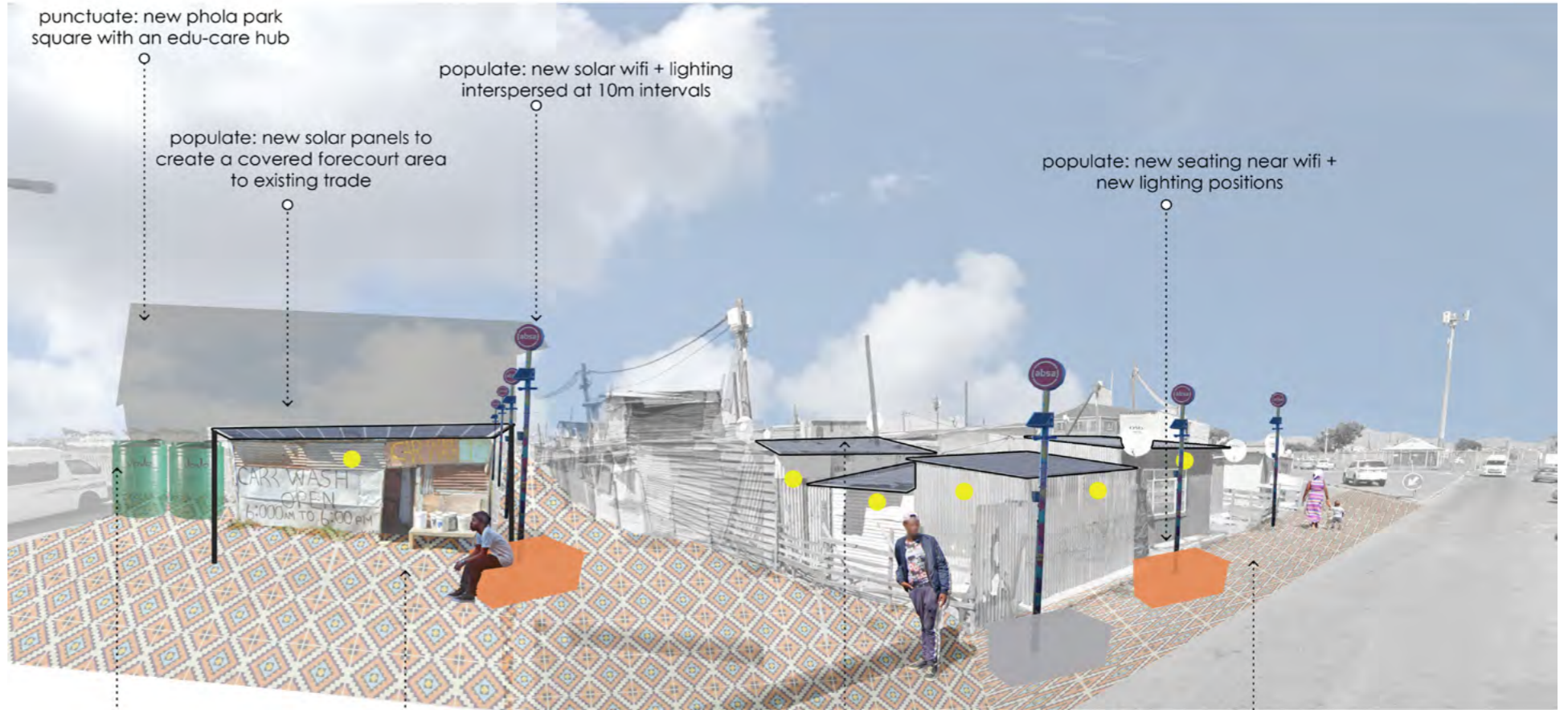


126. precinct sections for the phola park
source: author

conceptual collage: phola park



before



after

128. Conceptual collage showing phola park
source: author

15 ETHICAL CONSIDERATIONS

ETHICAL CONSIDERATIONS

ethical considerations

During this study, I made use of spatial information that can be accessed on public platforms and information that has been obtained from community members. Objectivity and the project rationale have been kept at the forefront.

Where information has been gained from participant community members, their consent has been attained before engagement. Due to the sensitive nature of the research, participants have confirmed whether they were comfortable disclosing their identity. The consent form has addressed this issue. Participation of community members was voluntary and they were free to disengage in the process at any point.

Data has been collected and stored as per university protocol and will remain the possession of the university. The collected data will be stored for the duration of the project and will not be used beyond the dissertation. No raw data and preliminary findings will be shared with the public. Once the study is concluded, a copy of the completed dissertation will be made available to participants who wish to obtain one.

conceptual collage: police precinct + phola park



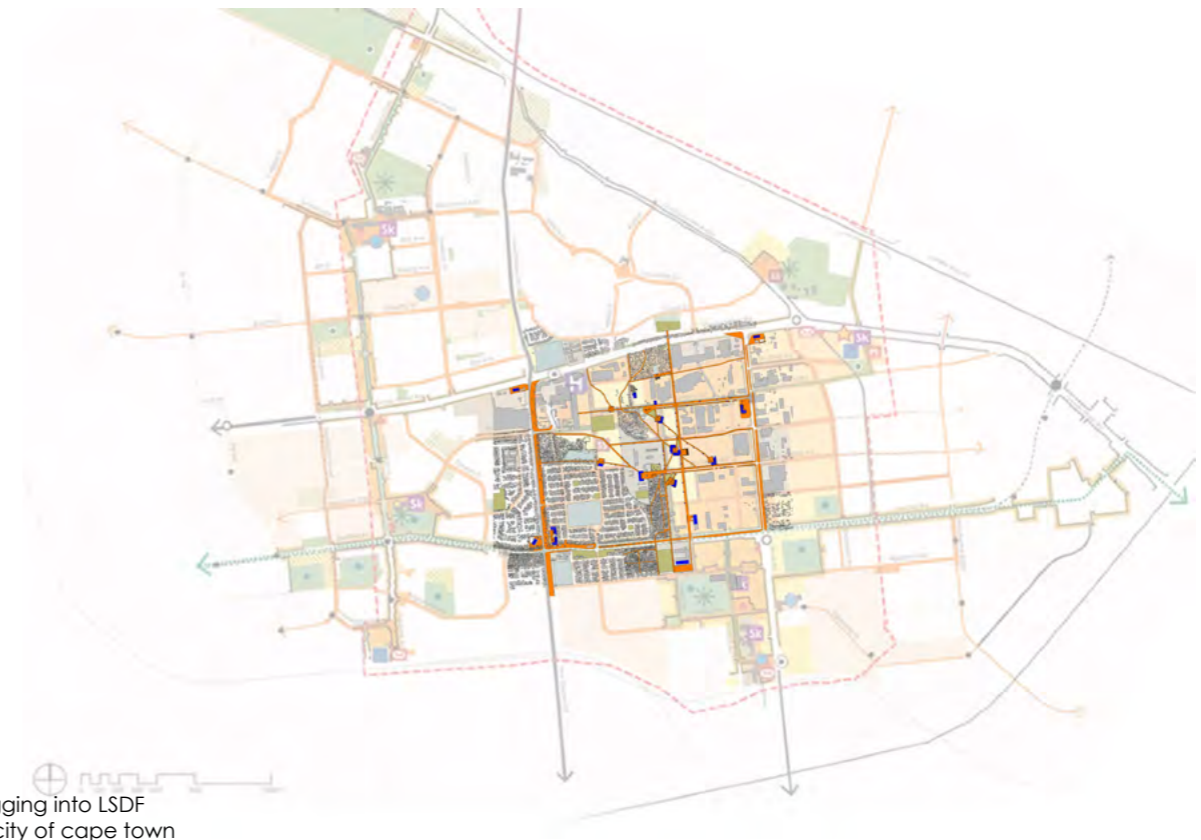
129. Conceptual collage showing Police Precinct and Phola Park
source: author

16 CONCLUSION

CONCLUSION

conclusion

Settlements built with no or little help from the government, show spatial logic which is often ignored by planning practice and policy. By exploring this local logic and practices, one is better able to understand and design for communities. Action planning, which includes the community, and a series of stakeholders offers a more collaborative way of approaching placemaking. Scaled interventions that meets the community's more immediate needs while addressing strategic planning required at the local framework scale (Hamdi, 2010). Smaller strategic interventions that address that complement existing social and spatial practices can offer impactful spatial equity, and not only big master plans (Hamdi, 2010). Tactical Urbanism interventions, low tech and scalable, offer a means to test and engage with community members for flexible solutions as a form of equity (Lydon., & Garcia., 20015, 2). This study did not delve into the full exploration of testing interventions with community and tweaking designs as an iterative exploration. However, it would be worthwhile for future studies to test tactical urbanism solutions with communities as this could improve future frameworks, prior to implementation.



130. Plugging into LSDF
source: city of cape town

CONCLUSION

In the context of an insurgent and arrival space as Philippi, it is critical to hold public space and social infrastructure, like Siya, Linda and Lihle and provide safe routes. It is our role as urban designers to listen and stitch together design interventions that address the community needs that align with bigger infrastructural frameworks but can be implemented prior to their roll out. As an urban designer it is key to offer solutions that recognize the community priorities and not only governmental objectives, to combine bottom-up practices with overall vision. The role of the urban designer is not one that is static, and we can be most successful in collaboration with an interdisciplinary team and most importantly the members of community affected. In this way equity can be redistributed by not only focusing on larger infrastructural changes, but also smaller scale and incremental interventions that are prompted by community members.

The pavement forms an important part of everyday life for people living and passing through Phillipi East and it acts as the intersection between the lives of the participants in this study. The pavement is the fundamental right to the city as a demonstration of belonging, dignity and equity. This study took the approach of starting with the microscale informants of the pavement and street to understand the block as mesoscale, and neighbourhood the macroscale for a people focused design approach.

People-scaled and orientated infrastructure (populate-microscale) offers basic dignity, access and safety, and hybrid hubs of social infrastructure (punctuate-mesoscale) give residents a sense of belonging – both physically and visually – and offer recreational activities for youth. Linking of these public spaces and facilities to form a safe network by reinforcing existing footways and natural paths that are currently used (penetrate-mesoscale) gives an ease of navigation and contributes to overall safety within the neighbourhood.

It is not necessarily up to urban designers or the city to dictate what the community needs, but to work with the existing organic structures and ensure a better, safer and more connected life for the community. Starting at the pavement.

“Penalosa in particular had two scenarios that he often likes to highlight about how an equitable city should function. The first is to give the good, well-designed spaces to the pedestrian and people on bicycles, and not to people driving cars.”

(Berney, 2017, 98)



131. Conceptual collage showing Phola Park and participants
source: author

17 REFERENCE LIST

REFERENCE LIST

reference list

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