CHAPTER 6: PRECINCT PLANS - GUIDELINES FOR DEVELOPMENT

Ch. 1: Research proposal

Ch. 2: Introduction to study area, site analysis

Ch. 3: Literature review (Part 1) - Theoretical framework

Ch. 4: Literature review (Part 2) - Historical precedent

Ch. 5: Establishing an enabling framework

Ch. 6: Guidelines for development

Ch. 7: Assessment, conclusions and recommendations
- **An enabling framework has been established** in the preceding chapter. In accordance to linkage theory (Trancik, 1986) the structure of the proposed settlement is now inherent in the movement system proposed by the enabling framework. Desire lines (routes with high pedestrian activity) have been created along transport routes and around nodes. The movement system and its resultant desire lines form an accessibility surface. Activity, land use and density are informed by this accessibility surface of desire lines and movement channels, a network of paths and nodes (Dewar and Todeschini, 2003).

From this point on the design process becomes a negotiated process where conflicting interests begin to present themselves and to compete for space, responding to the opportunities and constraints set in place by the enabling framework. This open expression of competing interest will enable the design process to be as democratic as possible. However, in order to facilitate such a process, urban design must become a form of communicative planning, lending itself to becoming a tool for transmitting ideas between several actors and doing so in the most open way, where barriers to understanding are minimised.

This chapter begins a discussion about the guidelines that explain how the proposed framework is to be applied. The guidelines are not meant as rules for development but rather they aim to offer a common language that can be easily accessed by the different stakeholders in the development process. Thus, as a language, the guidelines are meant to facilitate communication.
New buildings and figure ground

- Linear Park
- Outside of precinct
- Existing building
- Proposed building

Maps showing new buildings and figure ground.
Land use & building heights
PRECINCT 1

Greater Park Station - in-fill development

Existing/proposed:

- Building heights
- Building heights in section

Land use:

- Residential
- Retail
- Parking
- Public transport
- Offices
- Institution

Parking:

- Residential
- Residential +
- Ground floor retail
- Offices
- Institution

Public transport:

- Outside of precinct

N Harrison
Rissik Simmons

Section AA
**section 1.1**

**Development of vacant land to contain public space and give structure to the northern forecourt**

**Preservation of PRASA Headquarters** (which had been demolished in previous iterations of the plan)

**Initial version of this drawing included stairs here. These have been removed to maintain the internal structure of the Park Station Concourse building, which would have been made smaller to accommodate the stairs on its roof.**

**Gautrain Station, located in Park Station’s northern forecourt**

**In-fill development on Park Station’s parking lot, which is big enough to fit four (60x60) city blocks**

**Preservation of Telecoms building**

**Parking structure to replace parking lot**

**Office component of parking structure, to improve aesthetics and to mix land use**

**Long distance buses**

**section 1.2**

**Development of vacant land east of Park Station - The long distance taxi rank will be replaced with 4-6 storey residential buildings with shops on the ground floor (similar to existing buildings along Wanderers Street, immediately east of Park Station)**
section 1.3

Proposed hotel (capitalising on MOTH monument)

Proposed hotel (capitalising on MOTH monument)

Tippet Building

Old station building (Heritage)

Existing residential buildings (4-6 storeys) along Wanderers Street

Rissik

Wanderers

Hoek

Park Station main concourse

4-6 storey residential buildings with shops on the ground floor, in keeping with existing buildings

Existing formalised market

The bridge shopping centre

section 1.4

Some parts of the site will be elevated (by as much as 6m) off the ground, which will create opportunities for serial vision. This will also be used to make some parts of the site very public while others will be a bit more exclusive, creating instances of calm within a very busy urban setting. This strategy is repeated throughout the site, capitalising on the increase in height required for the decking.
PRECINCT 1: Considerations about sunlight

Southern forecourt, sunlight

Western forecourt, sunlight

Northern forecourt, sunlight

The Northern forecourt is drenched in sunlight for most of the year.
**Precinct 2: Linear Park and Amphitheater**

**Section 1.10: Southern Elevation (Along Central Park)**
- **Amphitheater**
  - Located at the busiest part of the site. It is only 100m away from the Park Station concourse, the Gautrain station, and the BRT station. This proximity makes it an ideal location for a large public space such as this one.
- **Joubert Street**
  - Is to be extended to connect the Gautrain station to Gandhi Square (the largest metro-bus interchange).
- **Base of Tower**
  - A continuous perimeter block of 3-4 storey mixed use buildings forms the base of the tower, maintaining human scale and giving definition to the street.
- **Tower**
  - A landmark building.
- **Park Station**
  - A public space.
- **Rotunda Building**
  - A landmark building.

**Section 1.11: Southern Elevation (Across Central Park)**
- **Amphitheater**
  - Is located at the busiest part of the site. It is only 100m away from the Park Station concourse, the Gautrain station, and the BRT station. This proximity makes it an ideal location for a large public space such as this one.
- **Joubert Street**
  - Is to be extended to connect the Gautrain station to Gandhi Square (the largest metro-bus interchange).
- **Rotunda Building**
  - A landmark building.
- **Landmark Tower Block**
  - Human scale is maintained by having 3-4 storey mixed use buildings at the base of the tower, claiming the "lost space" (Trancik, 1986).
- **MOTH Building**
  - A historical landmark.
- **MOTH Monument**
  - Heritage structure.

**Other Key Points**
- **MOTH Monument** (Heritage)
- **Landmark Tower Block**
- **Human Scale** maintained by 3-4 storey mixed use buildings.
- **Proximity** to key transport nodes (Park Station, Gautrain, BRT).
- **Mixed Use** buildings at tower base enhance public space.
- **Extension** of Joubert Street for improved connectivity.

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PRECINCT 3

The Nelson Mandela Bridge precinct - Decking the over the marshaling yard

Existing/proposed

Land use

Building heights

Building heights in section

section cc
Precinct 3: Decking over the marshaling yard

Section 1.14: Precinct 3: Eastern elevation (along Melle Street)

- Metromall taxi rank
- Shopping centre with apartments above
- Existing park with outdoor gym
- Linear Park
- Nelson Mandela Bridge

The center will draw energy from the busy taxi rank south of it but its main strength will be the balanced mixing of uses around it, especially because of the mixed income apartments to the north of it.

Section 1.15: Precinct 3: Western elevation (along Melle Street)

- Upmarket apartments
- Higher price in order to recoup the cost of decking

- Middle income apartments

Higher price in order to recoup the cost of decking.
PRECINCT 3: Sunlight in relation to apartments and surrounding public spaces

Apartments around existing park

This space, between the tower blocks, allows sunlight to penetrate into the public spaces behind the tower blocks. This is also made easy by the fact that the first row of buildings is limited to three storeys.

Direct sunlight will pass between the buildings into the park behind them most intensely between 12pm and 2pm.

Mixed use shopping centre

Taxi rank

Upmarket residential apartments & offices

10m wide sidewalk

section 1.14
section 1.15: Precinct 4: Northern elevation (along linear park)

Space between buildings
Is encouraged in order to allow northern sunlight to pass through to the street behind the buildings. However, this requirement does not apply to the ground floor. A continuous perimeter block is encouraged.

Public square with linear market
The Mandela Bridge already has an iconic attraction and this will be capitalised upon by making the bridge a public space with seating and open air trading.

Corner stores
Retail is encouraged at the corners of blocks to celebrate these nodes and to create excitement around them.

Old rail station structure
Will be preserved and used as a terminus for the linear park, since the scheme currently does not extend to Braamfontein station. Once the scheme extends over the highway the station structure and the Mandela bridge will form the centerpieces of the scheme.