

APPENDIX A

Introduction: The re-iterative nature of the design process

! s a result of the need to present a rational argument, the manner in which the design development process within a written report is presented tends to give the impression that design is carried out through a linear process but this is actually far from reality. Carmona *et al* (2003) assert that the design process is always moving back and forth between steps, each time making each step clearer than the previous time. It is a *reiterative* process. This is the true nature of the material presented in this report, including that which was presented in earlier chapters, such as the analysis, which grew steadily from first impressions of the study area to deeper – albeit still relatively superficial – observations and finally culminated in the historically rooted analytical narrative presented in chapter 2. Yet for the sake of maintaining a coherent flow within the structure of the paper the reiterative nature of design work has been somewhat concealed thus far.

However in this chapter, which presents the phase of the design process where the design proposal is conceptualised, having an idea of a few of the alternatives to the design proposal may serve as a useful backdrop within which to understand the decisions made in the design proposal. As such, this chapter presents two attempts to formulate a design proposal.

The first design proposal is a conservative attempt to manage the existing pattern of development within the inner city. Focusing on De Villiers Street, this design attempts to improve the connection between three transport facilities by turning this street into a pedestrian priority area. Public spaces are also created along this route with the idea that development will “plug-in” around these public spaces and with the belief that opening up public spaces in this way gives more room for street trading to occur without interrupting pedestrian movement. By focusing on only one street, this design attempts to work at a detailed scale and has a strong concern for *edge conditions* – the threshold between the public and private realms.

The second design opts for a bold intervention and is based on an organising concept that is conceived at the scale of the entire CBD and which will operate as an integral part of the CBD, Braamfontein and the part of Hillbrow around Joubert Park. A key strategic feature of this proposal is its use of the accessibility surface (as discussed by Dewar and Todeschini (2003)) as a key informant for the proposed development. Other key features within the proposal, although not proposed by the design itself, include the Gautrain and the ideal of decking over the railway lines.

These two design proposals do not exist in isolation of course and they are informed, whether knowingly or unwittingly, by other plans already in existence within their context. The second proposal, which on the surface may seem like a radical departure from previous planning, noticeably draws from the popular notion of decking over the railway lines between Braamfontein and the CBD. This proposal is also building on the fruits of previous planning, by incorporating the Gautrain and the BRT into its scheme for instance.

¹ Bacon (1967) has called this the “collective unconscious”, as has been discussed in Chapter 3. This is also similar to Healey’s (2006) assertion that the primary purpose of plans within a democratic setting is for them to get people to start talking about the possibilities and to begin making their own plans in response to the reality aroused by the first plan.

Location of key places in the study area



- | | | | |
|--|-------------------------------------|--------------------------------------|-------------------------------|
| A. Nelson Mandela Bridge | B. Railway lines | C. Rotanda Building | D. Gautrain Station |
| E. Joubert Park | F. Park Station Complex | G. Long distance taxi rank | H. The bridge shopping centre |
| I. Newjunction (mall currently under construction) | J. Brickfields (social housing) | K. Dilapidated taxi holding facility | L. South Station Building |
| M. Shopping centre | N. Metro Mall taxi rank (section 1) | O. Metro Mall taxi rank (section 2) | P. Plein Street park |
| Q. Universal Church Building (tallest tower in study area) | R. Cathedral | S. Jack Mincer taxi rank | |

Proposal 1: In-fill development

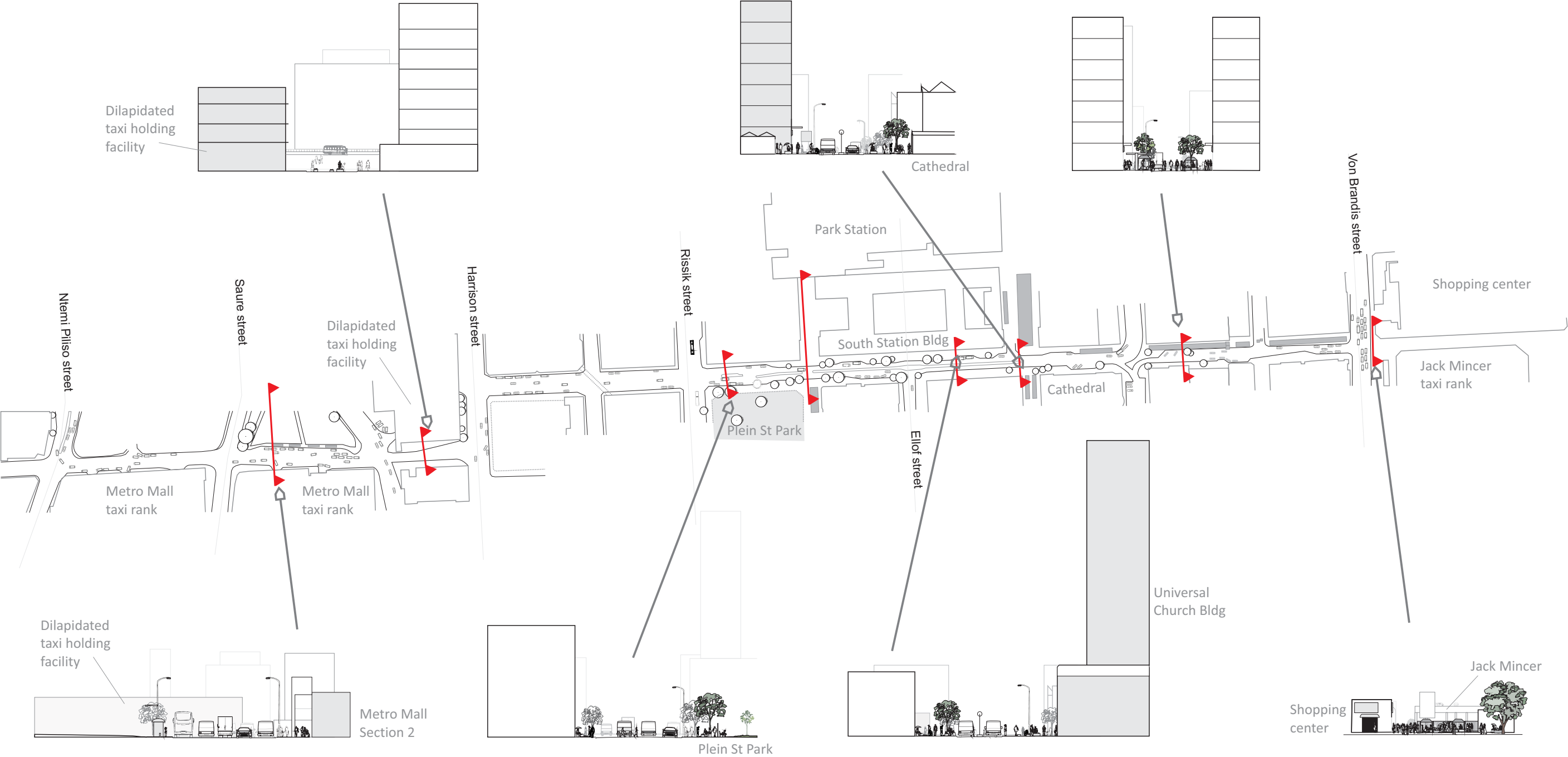


This proposal sought to strengthen the connection between Metro Mall, Park Station and Jack Mincer by making De Villiers St (A), the street that connects the three transport nodes, a pedestrian priority area. Because the street falls outside major transport routes and major roads (but is close enough to benefit from the access they offer) it is possible to tackle traffic more aggressively in order to prioritise pedestrian activity.

Traffic calming measures are already in place and working effectively along most of the street, except near Metro Mall, where the combination of high volumes of taxi traffic and narrow sidewalks results in very uncomfortable conditions for pedestrians. The recommendation in this area is to create generous public space on the vacant land north of Metro Mall (B), for pedestrians to walk comfortably without the threat of cars. This public space then connects eastwards, through the park, to De Villiers Street and ultimately to Park Station and Jack Mincer. Making such a connection possible will require the demolition of the dilapidated taxi holding facility that currently stands at the terminus of De Villiers Street.

Several new buildings are proposed and changes are recommended to existing buildings in order to increase densities, increase land use variety and thereby increase activity within the street and the proposed public spaces.

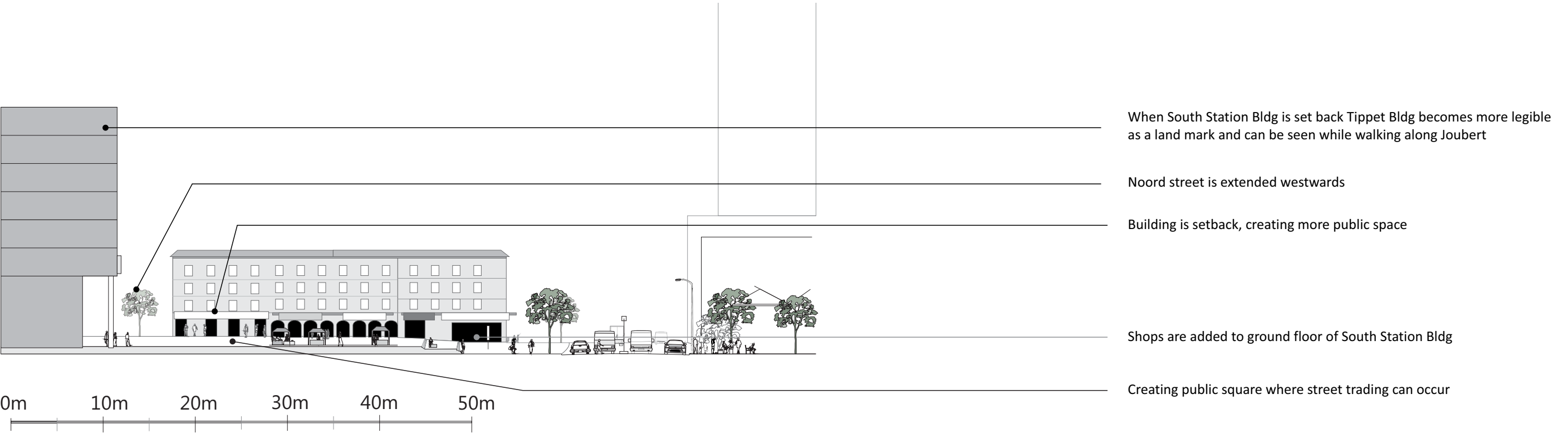
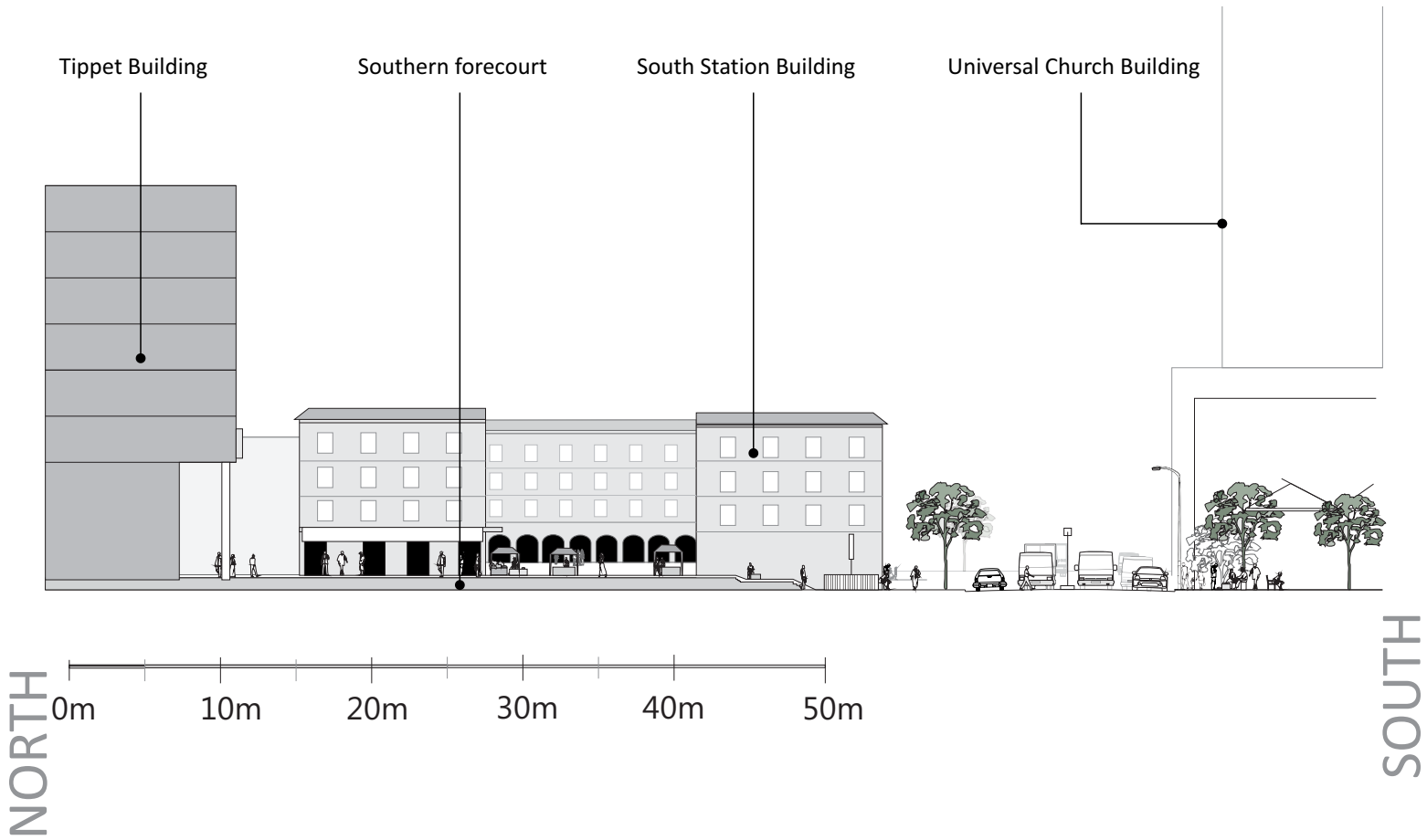
De Villiers St is not a major transport route but is close enough to such routes

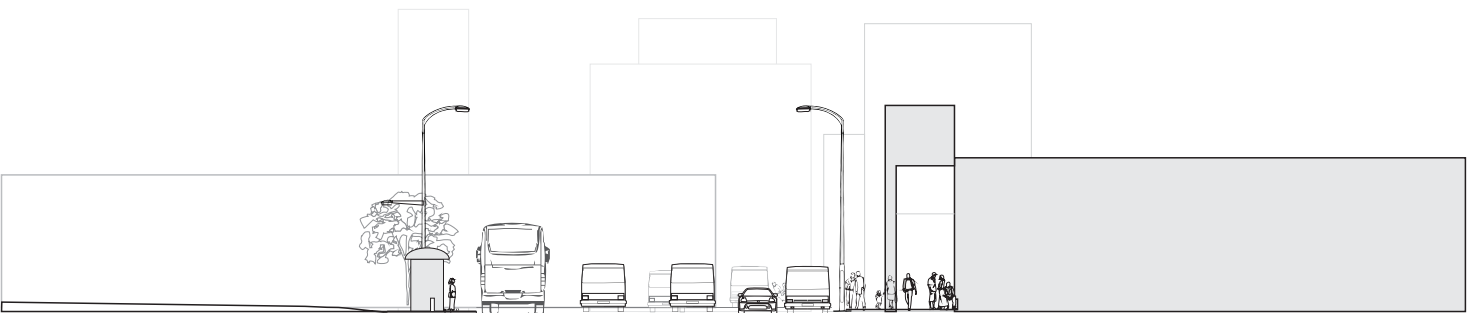


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Modifying Park Station's southern forecourt (B)

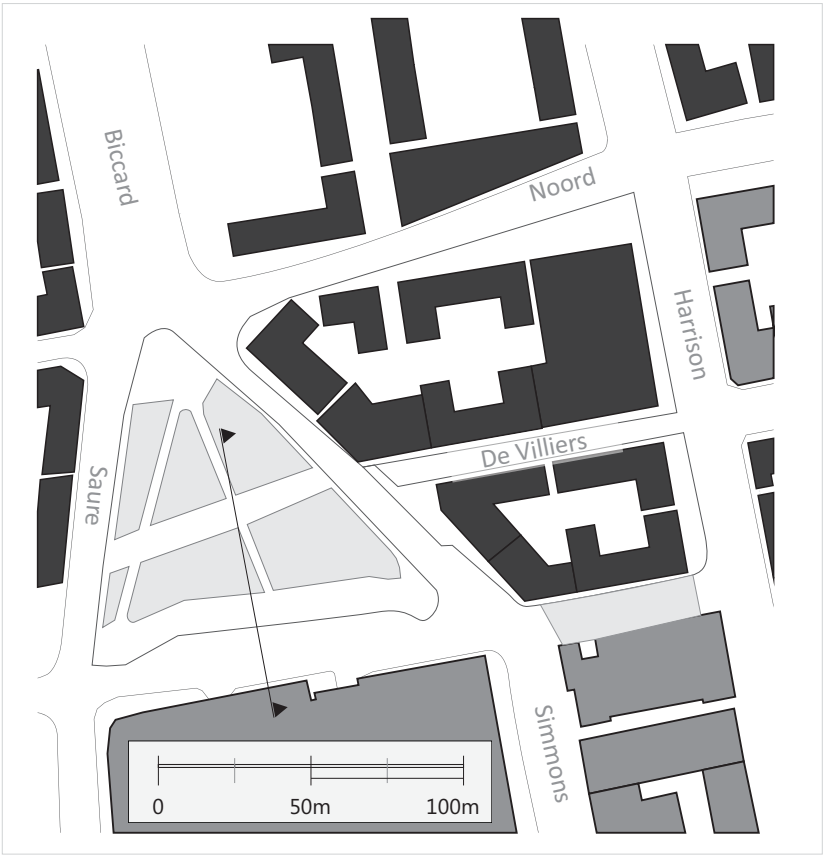
Proposal 1



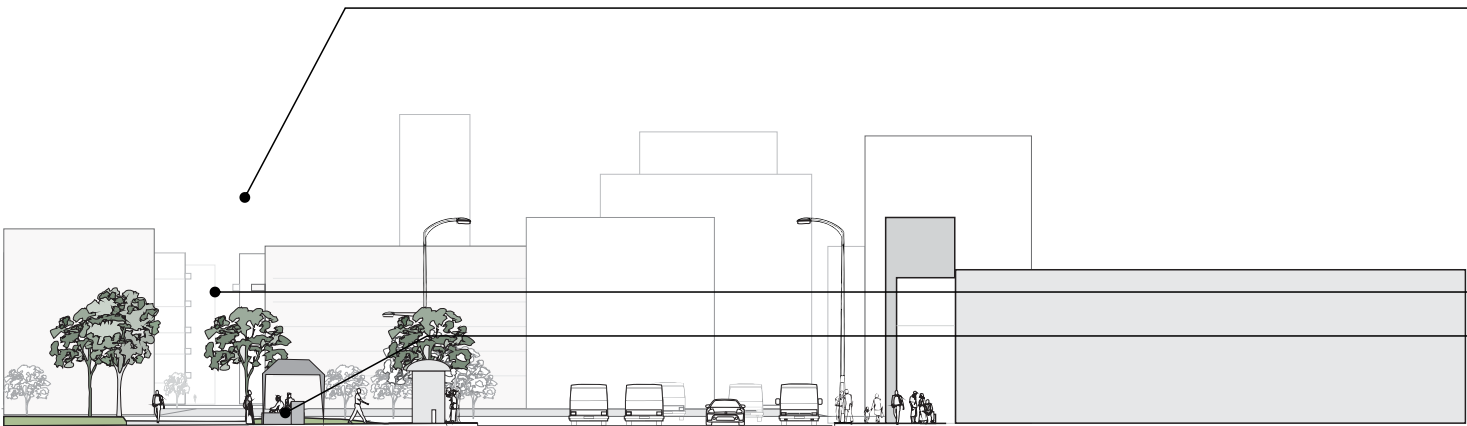


NORTH

SOUTH

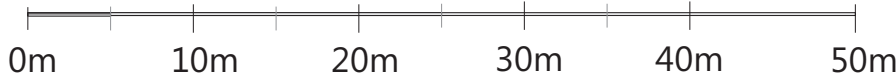


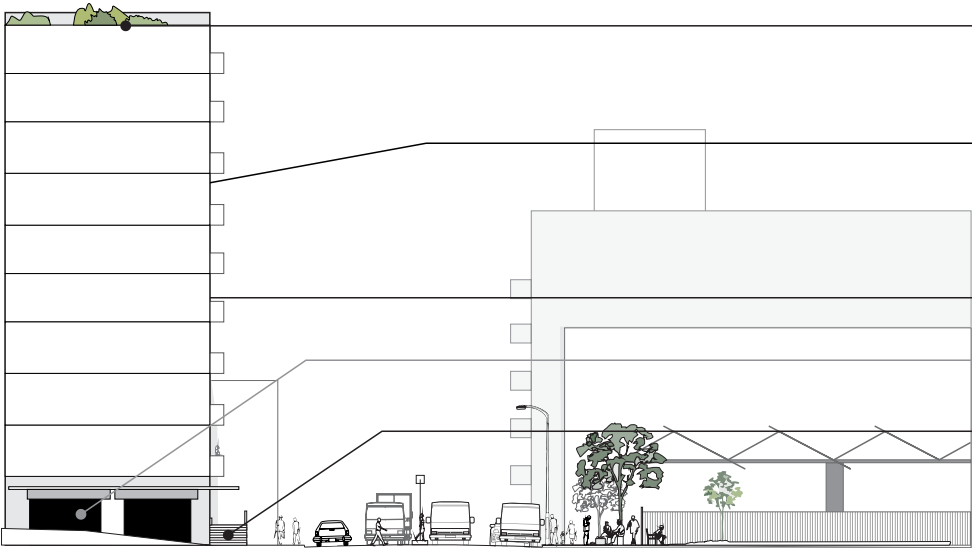
- Proposed building
- Existing building
- Public space
- Informal trade market



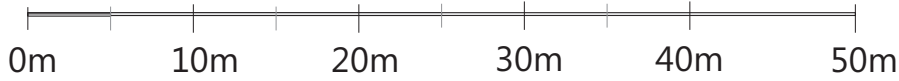
Demolition of dilapidated taxi holding facility

Extending De Villiers Street into park and towards Metro Mall taxi rank
Demarcated street trading area along path





- Rooftop gardens
- Residential building, replacing Transnet offices; will increase residential densities
- Windows facing onto new park
- Ground floor retail facing onto new park
- Raised ground floor (stairs) creates threshold between the street and the private realm



One of the major changes proposed in Proposal 1 is the demolition of the dilapidated taxi holding facility (which sits between Simmons and Harrison (C)) and its replacement with a residential development. This is in order to make De Villiers a continuous route that connects Jack Mincer (E) westwards to Park Station (B), and then through the park to Metro Mall (G) & (H), and eventually along Gwigwi Mrwebi Street to the newly built Newton Junction (the new mall). Demolition of the dilapidated structure is already underway as part of the COJ's regeneration efforts

Planning around transportation hubs in taxi dominated environments is characterised by the conflict between a desire to increase densities around the facility and the need for space to store the taxis during off-peak hours. Because Proposal 1 is premised on the “sustainable trend scenario” discussed in chapter 4, the need to store taxis is much less because in this scenario the city's transportation needs are primarily met through rail and the BRT. It is thus possible to proposed dense development around Metro Mall, as has been done in this proposal. It is also significant that Metro Mall primarily serves as an intra city rank (while Jack Mincer and many of the ranks around Noord St are inter-city) and thus internal improvements within Johannesburg's transport would have a noticeable impact on taxi activities in Metro mall. Thus intense, relatively dense, development is proposed on the vacant land north of Metro Mall.

Major development has also been proposed in the area adjacent to the railway lines (A), further north of Metro Mall. This is in keeping with the desire to increase densities. Between the present date and the time when Proposal 1 was first made, this area (A) has partially been developed as a park. However as it stands, with the railway lines immediately north of it and vacant space all around it, the new park is essentially on the edge of town. It is an open space amongst larger amorphous open spaces (the railway lines, the vacant land and the taxi parking area). It is a void amongst voids (which contradicts Transik's (1986) figure ground theory). In this case the only way to maintain some semblance of a sense of place and to prevent the park from been swallowed by the oblivion around it is to fence it off. This park illustrates a larger struggle in Johannesburg – between the desire to create lively public spaces and the inability to master the necessary density to liven such public space. To a certain extent Proposal 1 challenges this trend by treating density and public space as counterparts and recognising that the challenge in Johannesburg is not creating new fancier public spaces but providing the necessary densities to support public spaces.

An interesting case in point of this is Beyers Naude Square, which is a park that stands on what was formerly part of Market Square. This part of town underwent a slump in the 1990s and in the early 2000s, as many of the corporate offices became vacant. Recent urban upgrades such as Main Street and reinvestment in offices, such as FNB Bank City and Anglo American's headquarters, as well as the relocation of the Gauteng legislature in the old town hall building have revived the number of people using the public spaces in this corner of the CBD (Garner, 2011) and this has improved the character of Beyers Naude Square. This is not a new square but a very old one, possibly the earliest in Johannesburg. However its destiny was shaped by changes in the surrounding urban fabric.

While Proposal 1 shows some potential for creating good design (in its treatment of density and public space), it nonetheless also falls into a pitfall that Dewar and Todeschini (2003) have argued is the Achilles heel of many plans. Proposal 1 attempts to merely command for density to appear here or there but has no real authority over urban form. In other words, it is programmatic. Before turning to the next proposal it may be useful to outline a critique of Proposal 1.

The pattern of development proposed in Proposal 1 is relatively erratic, seemingly targeting empty spaces or bad buildings and assigning a structure and use to them. It is simplistic in that it does not take into account the accessibility surface and thus does not understand some of the forces that inform property owners' decisions to either build or leave land vacant. The most glaring evidence of this is the decision to develop most intensively north of Metro Mall. Yet this decision has very little to do with the accessibility surface. The area north of Metro Mall seems attractive for the designer simply because it is empty. It is a poor choice however since, as noted earlier, the Metro Mall's significance is likely to decline as transportation improves in Johannesburg. Furthermore, even if this were not the case, the accessibility surface suggests that the best location for intense development is somewhere between the Gautrain station, the Metrorail station and the taxi ranks. This is Park Station (and not an area around it, or adjacent to it, or within its catchment but it is Park Station itself).

Park Station is thus the subject of the final design proposal. However, before revealing this proposal, it is necessary to first review another alternative that has served as yet another step in the design process that will culminate as the final design proposal.

Proposal 2: Decking over the Railway lines

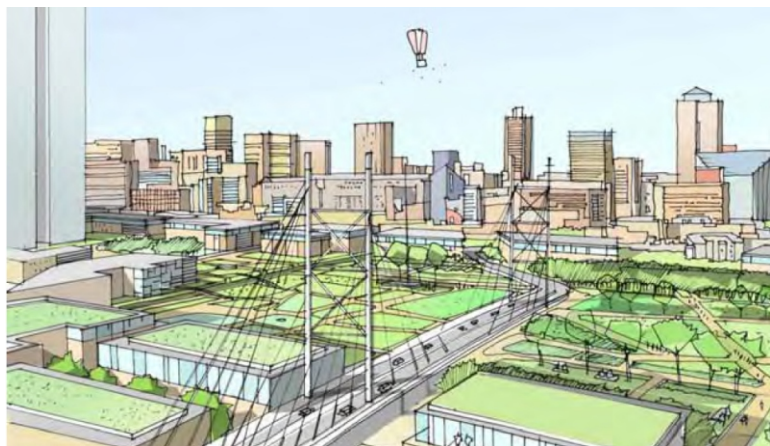


0 20 50 100 200 400 500

- 1 **Street grid** will be re-introduced in this area. Viljoen St, which historically served to connect western Braamfontein to the CBD (in the absence of the Mandela Bridge), will be closed off and Wolmarans is extended.
- 2 **Development on northern edge** of proposed park. Public spaces in the proposal are characterized by having buildings facing into them - where ever this is possible.
- 3 **Modifying ground floors** to interact with the street
- 4 **In-fill development** to increase densities in areas 200m from park
- 5,6 These are **prime locations**, in terms of their proximity to the stations. Proposed density increases, with buildings that frame the space occupied by the stations, making it into a legible public space.
- 7,8 **Joubert Park** and the proposed **Braamfontein Park** will be large open spaces around which dense, liveable neighbourhoods may be anchored.
- 9 **Pedestrian pathway** connecting eastwards from Braamfontein Park, past the Rotanda building, through Park Station, to Joubert Park
- 10 **Rotanda Building**
- 11 **Mixed use** - Office towers in proximity to Gautrain Station. There will also be residential buildings with private open space. This will improve marketability to upper income buyers.
- 12,13 **In-fill development** over Park Station's parking and on vacant land east of the station.
- 14 **Traffic calming measures**
- 15 **"Business Park"** - a section of the park will predominantly host corporate offices, because of it's proximity to the Gautrain station. This will provide a tranquil yet vibrant park environment that is modeled on Beyers Naude Park and it's surrounding offices.
- 16 **Core Development** - This complex will be the crown jewel of the development and will house the most expensive apartments and will have the highest FAR, with a mixture of land use rights. It is slightly removed from the station to limit the impact of negative externalities but it is still only a 10min walk away.
- 17 **Informal market** - This market, which is modeled around the one along Kerk St is strategically located between the core complex and the station.
- 18 **Viewing deck** - Standing in this square one can have the picturesque view of the park, the Mandela Bridge and the Brixton Tower.
- 19 **Park Station's southern face** - modifying ground floor to interact with the street (as Noord Street will be extended across southern edge of Park Station). The station's office tower is also replaced with a taller modern tower that will be seen from along Joubert St
- 20 **Extending Noord St** eastwards towards the new mall (NewJunction Mall) in Newtown.
- 21 **Southern forecourt** of Park Station will be extended to make it a more welcoming public space

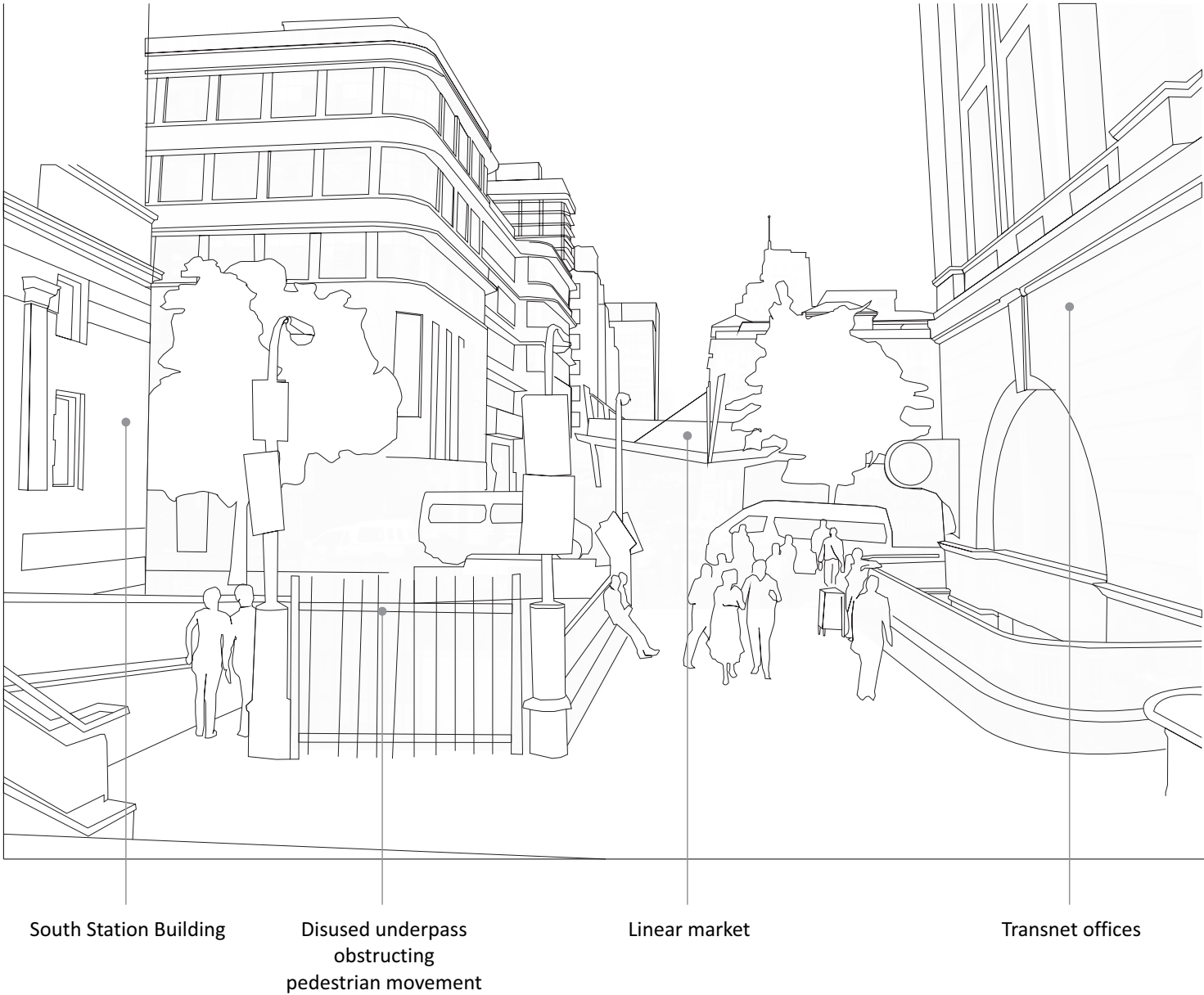
Disappointed by the timid nature of the interventions made in Proposal 1 I became disillusioned with the notion that one designer could shape the morphological destiny of an area as large as the CBD. I then turned my attention to looking for current trends in plans and policies made for the study area. In a way, this amounted to taking the safe way and simply doing what most people were doing. However, for the most part it was more intuitive than that and I was beginning to tap into a powerful wave of thought, whereby the design that I would produce, simply because of its overlap with plans made by other people, became more accommodating to the interests held by those people. In theory, this multiplicity of interest could be turned into support and justification for the plan, if necessary (Healey, 2006). As I continued reading about the theory that would inform Proposal 2, it became apparent that part of the problem with Proposal 1 (and this was partially the reason for its sporadic selection of interventions) had been weak justification for the intervention. While design interventions (such as increasing densities or clearing and widening sidewalks) were correct in theory, they needed to be justified within their context as well and to simply give higher property values and aesthetics as reasons would not suffice. I thus became drawn to the idea of decking over the railway lines as it is a very popular notion in urban design circles in Johannesburg; it seems to have support in the city council; and it also has sufficient international precedent.

Earlier in this paper I discussed Ed Bacon's description of the design process as involving, first, the creation of an *organizing concept* and, secondly, the injection of this concept into the *public unconscious*. As a final step in this process, members of the public respond to the organising concept by talking about it, making official comments or policy recommendations regarding the possibility of the concept, and even making plans of their own that correlate with it or that may be alternatives to it. This is what Ed Bacon calls “democratic feedback” (Heller, 2011: 164). When the process of drafting Proposal 2 is viewed in this way it could be said that the idea of decking over the railway lines is an organising concept that has been injected into Johannesburg's public unconscious. After many years of exposure to it many planners and designers have made plans that, however unwittingly, consider the possibility of the decking proposal and the opportunities and benefits that it may create. Proposal 2 is thus one such plan, that is being informed by the larger organising concept of decking over the railway lines.



Images from proposal made by multidisciplinary team (involving ARUP, Urban Solutions, StudioMas & African Environmental Design) to deck over railway lines and create TOD with a very tall tower at Park Station

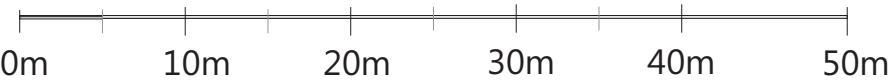
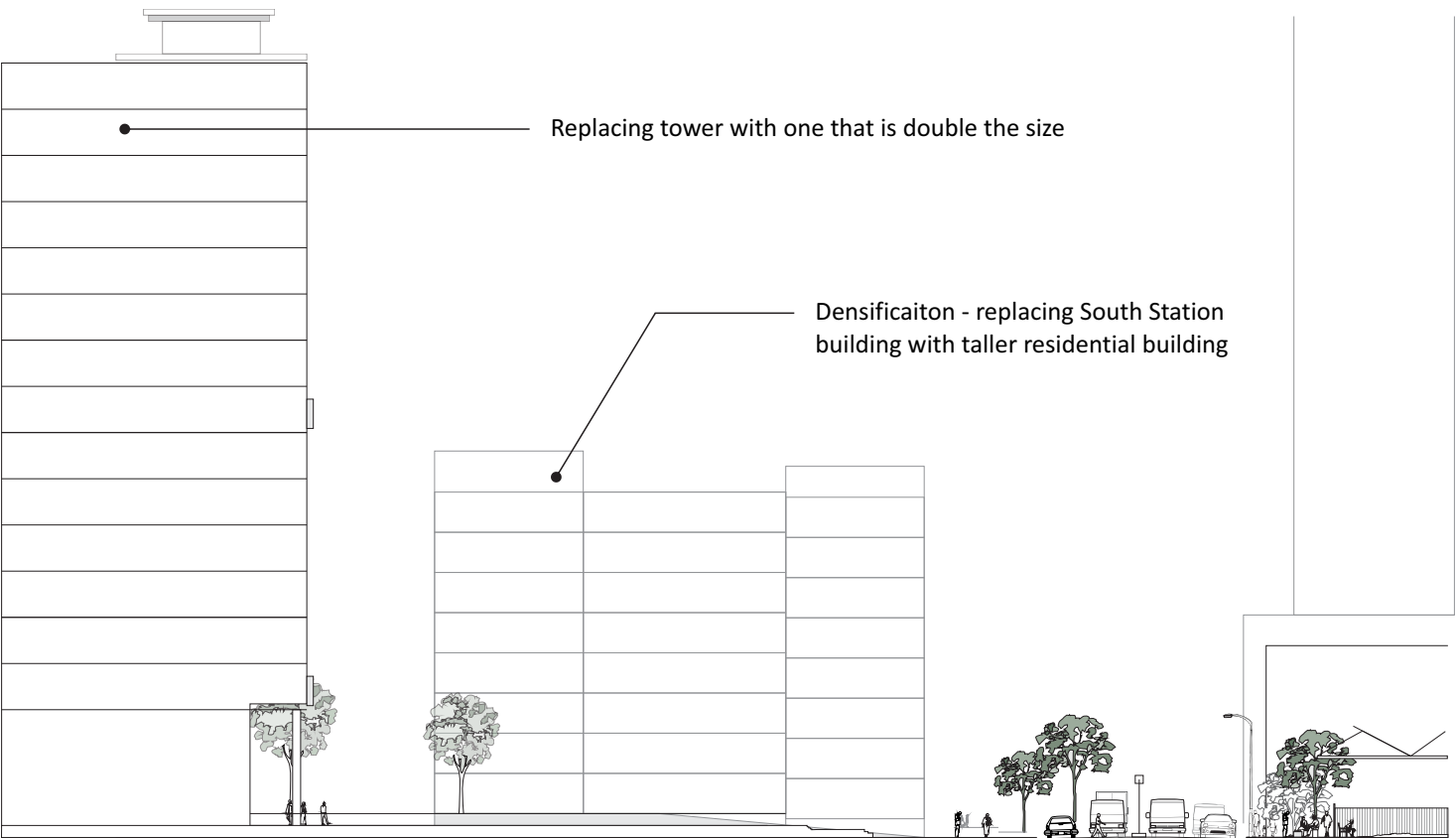
Sisulu, Saville, Hansen, Makwe, Swanepoel, Peres and Swanepoel (2010: 4, 9, 18)

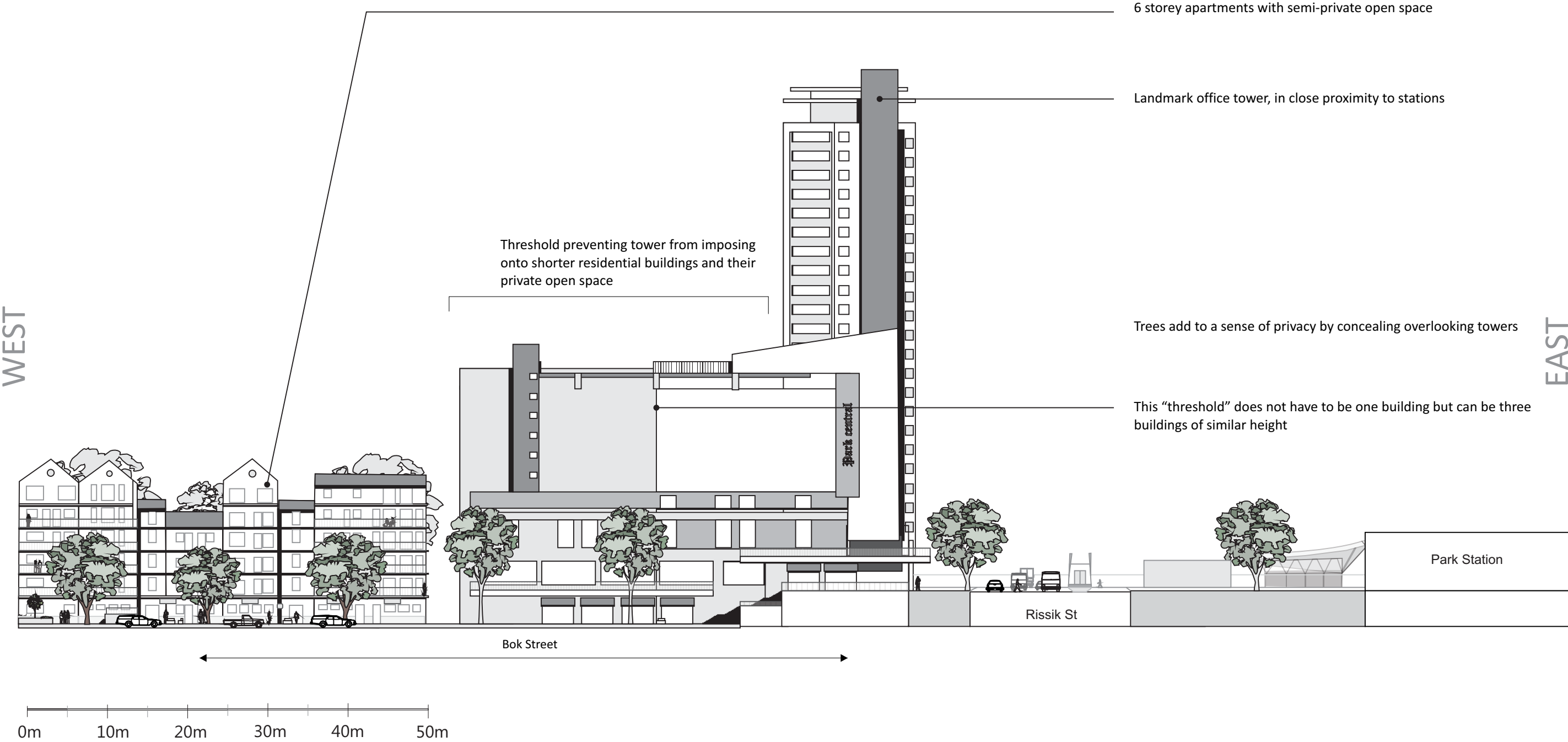


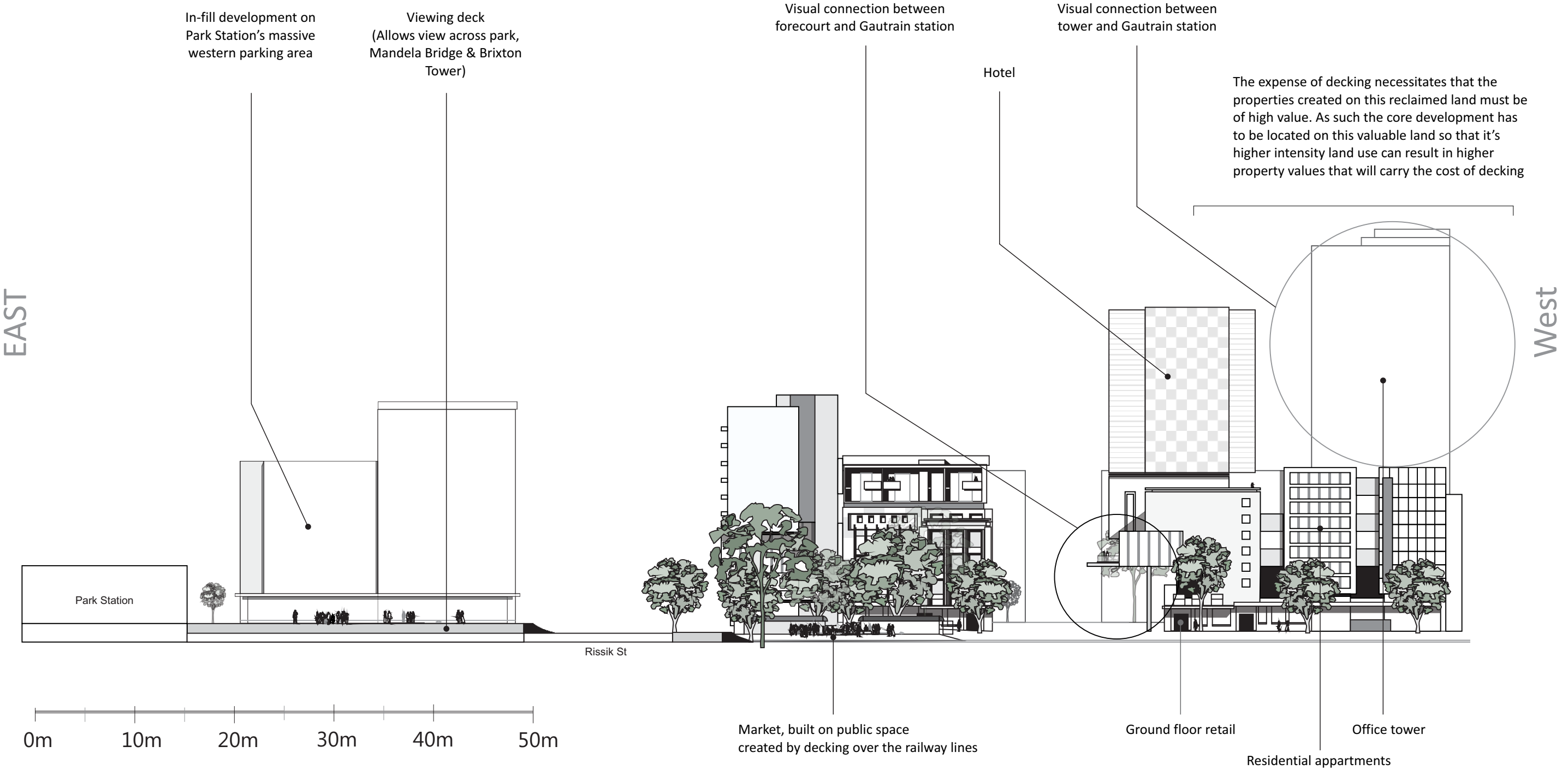


Towers – Aside from the large central park included in Proposal 2, one of the most apparent influences of the proposal by Sisulu et al (2012) on Proposal 2 is the fascination with towers. Here, in the adjacent image, it is possible to see the first example of these proposed towers. This is a relatively modest tower, only 16 storeys. Even so, it is twice the size of the building that it replaces (the Tippet Bldg). Whilst Sisulu et al only propose one tower (a 90 storey skyscraper) that dominates the entire skyline of the CBD, Proposal 2 has three smaller towers. By having shorter towers, Proposal 2 perhaps is perhaps shying away from the very bold statement being made by the Sisulu proposal. Yet, by having towers in to begin with, it is nevertheless coveting the novelty that comes with erecting a tower.

In retrospect, this lack of confidence in Proposal 2's handling of its proposed towers is symptomatic of the same problem encountered earlier in Proposal 1. This is to say that Proposal 2 the same difficulty with regard to focusing its interventions and this is because of weak justification for why ought to build in a certain way or where to build in a certain way. Drawing on the decking proposal by Sisulu et al has improved the clarity of Proposal 2, as compared to Proposal 1, and there is a clearer structure to the intervention.





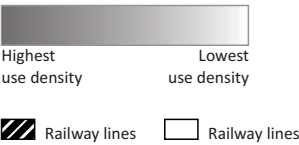
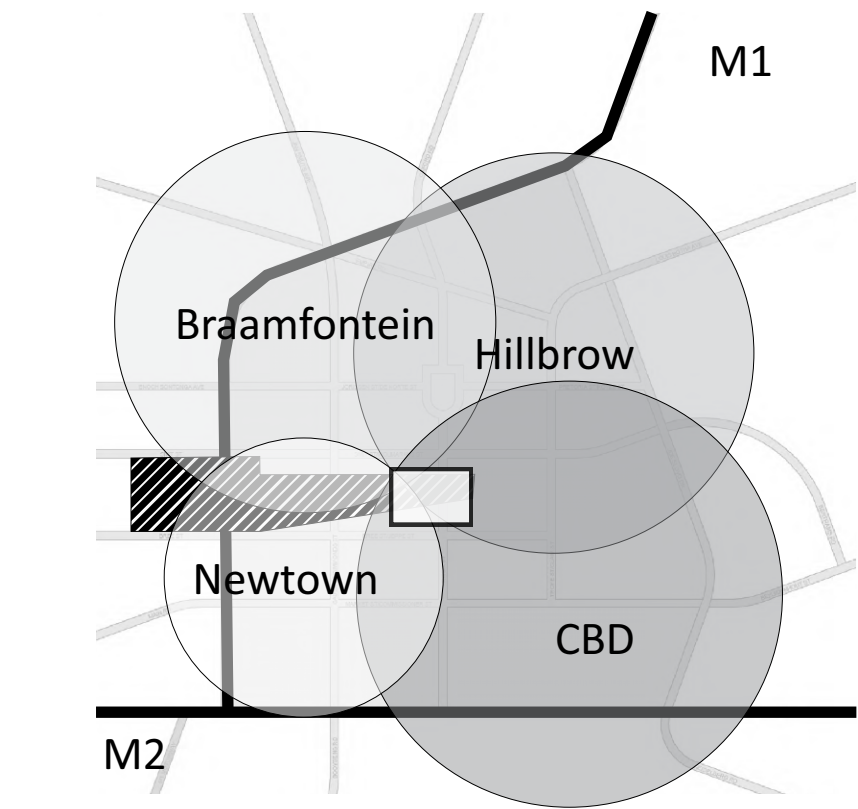


Proposal 3: Concentrating on Park Station

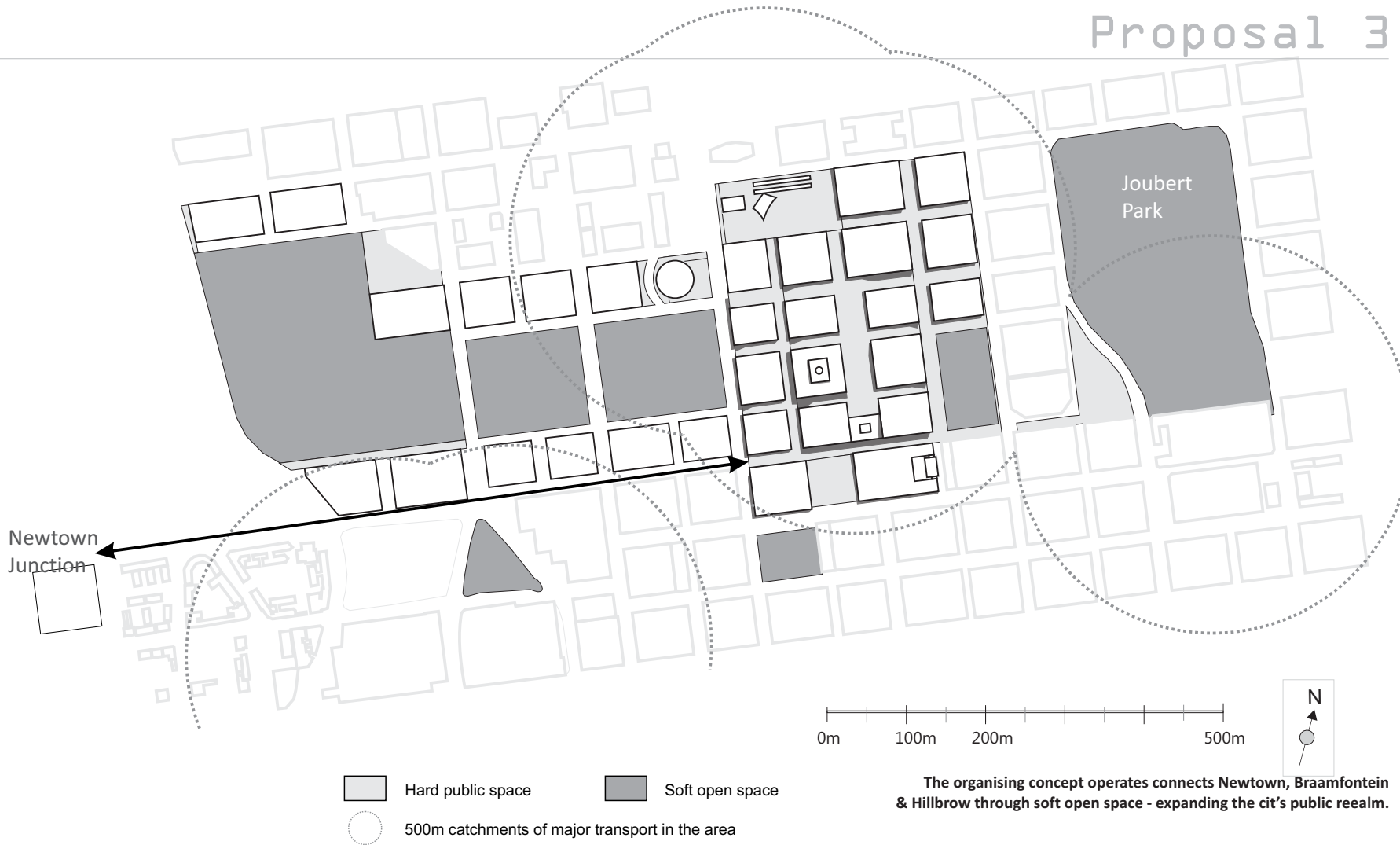


- 1 **Braamfontein Park** will accommodate increasing residential densities in Braamfontein and Newtown
- 2 **Bok Street** will become primary route between the Braamfontein Park and Joubert Park. For the most part this will be a pedestrianised street. Bok Street is 12m lower than Rissik street, which is raised to cross over the railway lines. This inclination creates a spatial hierarchy that reflects the importance of the station on the accessibility surface
- 3 **Park** over the railway lines is elevated 12m from street level (current height of Rissik St) in order to deck over railway lines. There are four flights of stairs between the park and the street. These are separated into two pairs and the pairs are 5m apart with a sitting area in between
- 4 **In-fill development** over Park Station's vast parking area. Parking is moved into a 6 storey parking structure near the location marked (12)
- 5 **Linear markets** are strategically located between major pedestrian spine (Bok Street), the taxi rank, the shopping centre and the development's core, which is will be frequented by high income earners
- 6 **Core** - Unlike in Proposal 2, the core development is located as close as possible to the stations, which are the source of value in terms of access. The core is elevated onto the roof of Park Station, to imply spatial hierarchy and also to integrate the development with the transit systems. This elevation also serves as a method of relative separation that results in the properties on the elevated section being more tranquil than the ground floor. This will dissuade perceptions about the negative externalities of being in the CBD
- 7 **Shopping center** with **taxi rank** in basement will create a lot of movement along Bok Street. Long distance taxis have been moved into the basement, from the location marked (11)
- 8 **Vehicular traffic** is permitted on eastern section of Bok Street
- 9 **Joubert Park**
- 10 **Landmark tower** will be seen from park and will denote the location of the core of the development
- 11 **Park**
- 12 **Pedestrian link** between Gautrain Station and New Market Square
- 13 **Station building** must be iconic and must face onto the city
- 14 **Markets** are strategically located along Noord St, which will connect Jack Mincer taxi rank and Park Station eastwards to the New Junction Mall
- 15 **The Bridge shopping mall** sets precedent for shopping center with taxi rank in its basement
- 16 & 18 **Noord Street** will become a prominent east-west route once new mall is complete. It will be pedestrianised east of the station but will also allow vehicles on the sections west of the MOTH monument
- 17 **The MOTH monument & the MOTH Bldg** are heritage structures that are currently concealed from the public but will be revealed through improvements to Noord St.
- 19 **The new Market Square** sits on part of the location of Plein Square (although it is only half the size) and it is conceived as a symbolic and functional equivalent of the old Market Square, which has now been replaced by a park named Beyers Naude Square. The new Market Square is envisioned as an open air market
- 20 **Jack Mincer**

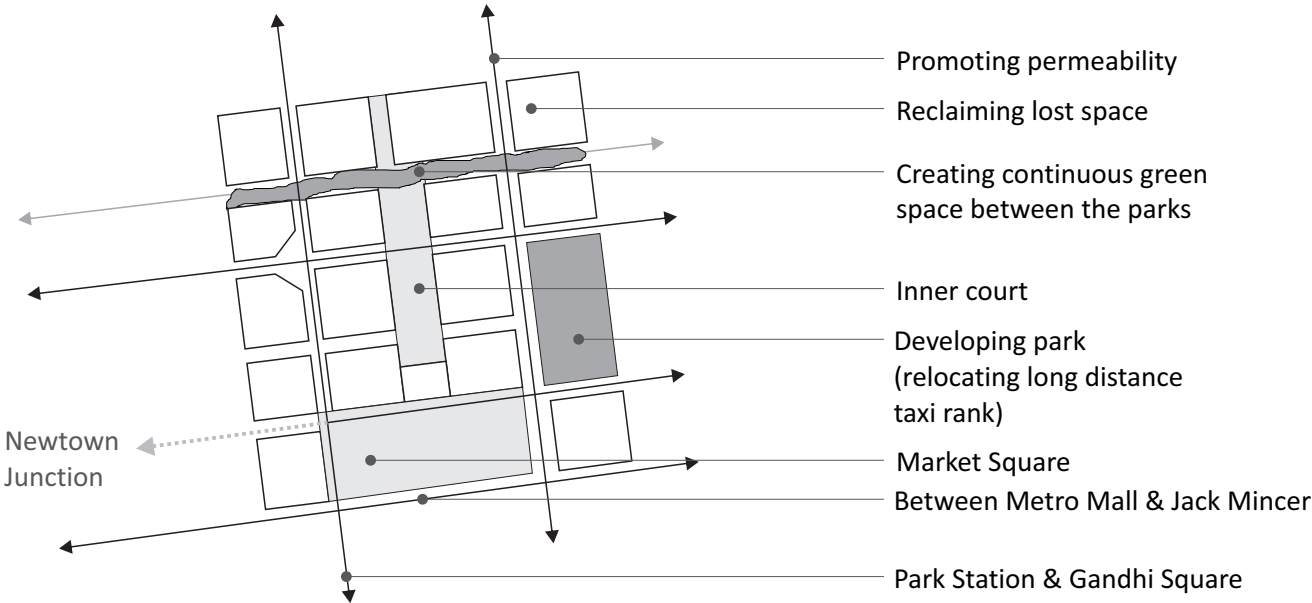
Organizing concept



The key drivers for development in the study area are increasing densities in Braamfontein and Hillbrow as well as new developments in new town and the continued strength of the CBD as a major node



The organising concept operates connects Newtown, Braamfontein & Hillbrow through soft open space - expanding the cit's public realm.



The third proposal has as its basis the idea (submitted in Chapters 2 and 4) that the study area is located at the nexus of four districts of the inner city. There is currently a positive trend within these districts. In the CBD residential densities, which have always been neglected in favour of business uses, are on the rise which is resulting in public spaces being used more intensively and for longer periods. Hillbrow has long been one of the inner city's densest neighbourhoods and as a result Joubert Park is an energetic public space (an attribute that can be used to activate the design proposal) but it is also under immense pressure as a result of increasing populations. Braamfontein has also experienced strong residential growth in recent years and this is likely to continue as more properties become rezoned for residential purposes. Yet this expansion of residential densities is occurring in the absence of corresponding increases in public space to relieve the pressures created by density. Lastly, in Newtown efforts to regenerate this district have resulted in the establishment of a large shopping complex that can connect directly through park station via the extension of Noord Street.

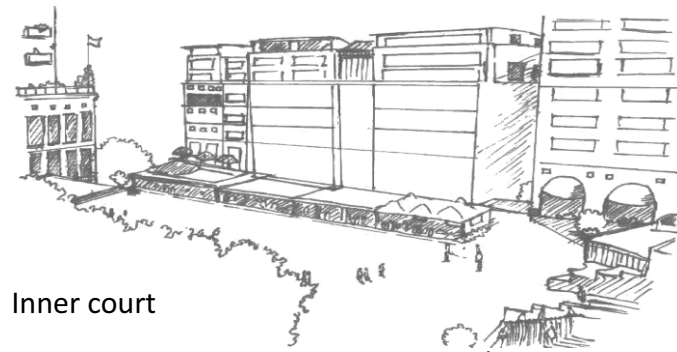
Key interventions

Proposal 3

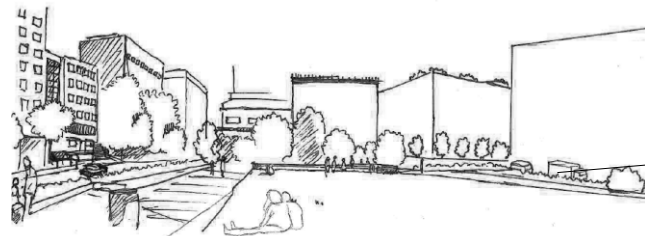
The main interventions are the creation of three new public spaces as well as two pedestrian streets on Noord St as well as on Leyds St.

The first public space public space is the Market Square on the southern entrance of Park station between De Villiers and Noord Streets. The second is the inner court, which will be part of a mixed use development built on the roof of Park Station. The third public space will be the reclamation of the land currently occupied by the long distance taxi rank, once the taxis are appropriately accomodated inside the Park Station complex. It must be said that these spaces will work together with the existing forecourt of the Gautrain station, which will become a square as well once the buildings proposed around it are developed and it is thus given definition and enclosure.

The proposal on Noord Street builds on the current work on the part of the City to pedestrianise Noord Street and this paper proposes that this pedestrian link should be continued across Rissik street by demolishing the old Tippet building that currently cuts the two halves of Noord Street. In this way the old MOTH monument on the western side of Noord street will become more accessible to the city. The proposal on Leyds Street will be developed incrementally as the railway line is decked over the next ten to twenty years.



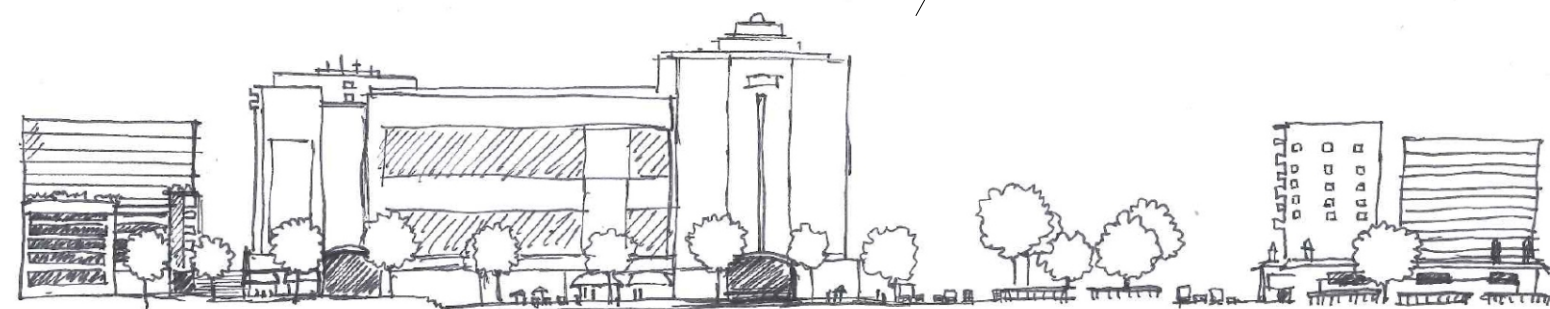
Inner court



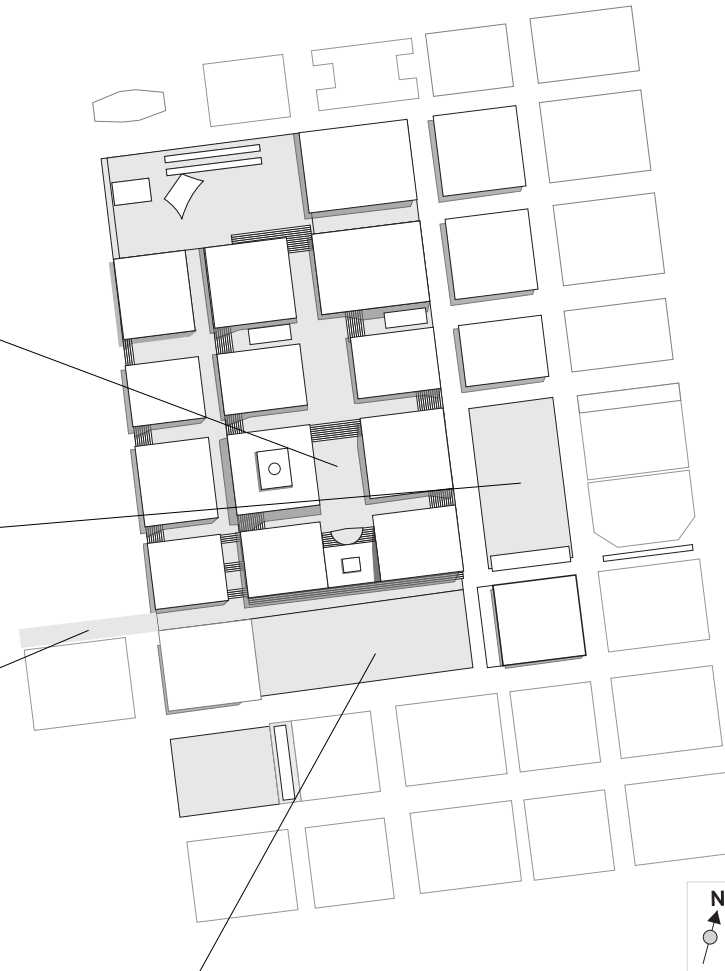
New park



Pedestrianisation of Noord Street & extension towards MOTH monument

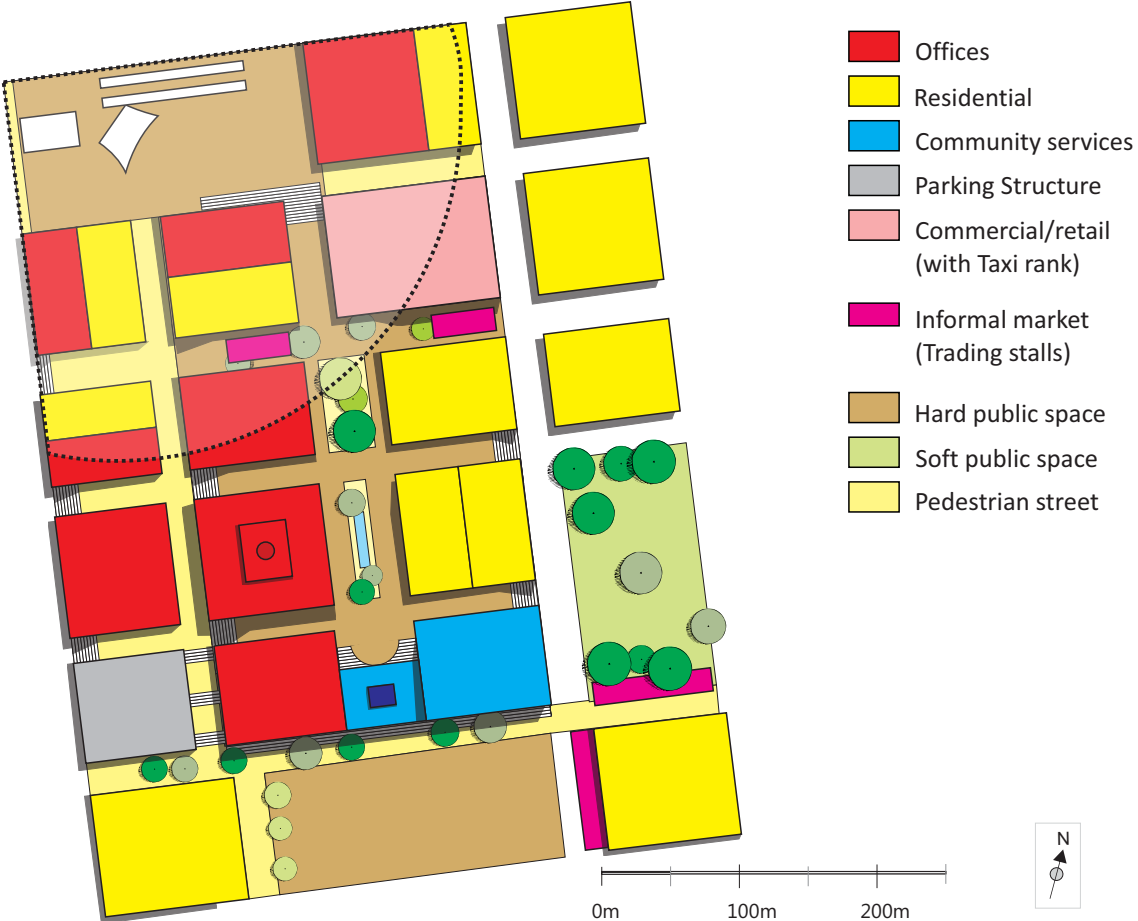


Market Square facing onto the city



A design based on a differentiated accessibility surface

Proposal 3



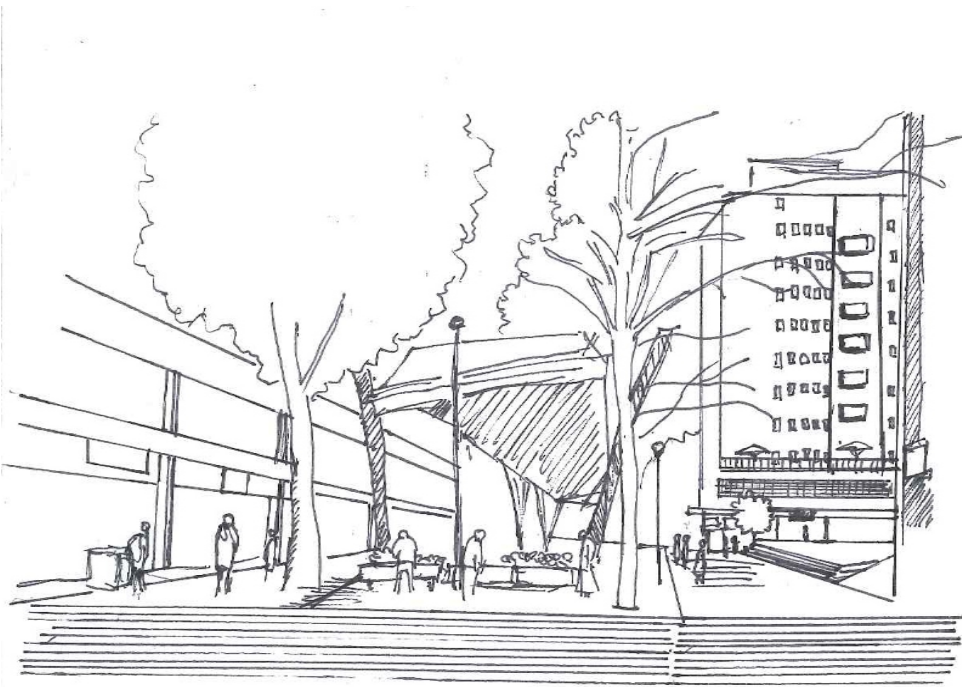
Purposely making certain places more public and others more private allows different uses to mix better. The above land uses are only recommended, not mandated. Apart from noxious industry the design allows any land use to locate in any parcel of land (subject to the height and FAR restrictions of that parcel). It is the assertion of this paper that zoning out the conflict between land uses is a form of over-planning and it is a characteristic of the *programmatic approach*. Instead the approach taken in this design is to recognise that the accessibility surface present on site is uneven. The northern entrance of Park Station for instance is the nexus of three catchments (that of the BRT, Gautrain and Metrorail) and so is characterised by much higher levels of regional accessibility than the south of the station, which is characterised by high volumes of pedestrian traffic (locally accessible). The northern side of the proposal is thus better suited for destination oriented use (Hence the location of the shopping centre here). The southern side is more attractive to retailing that targets impulsive or 'on-the-go' shopping, Hence the market square, which needs strong links to passing foot traffic is located her). The creation of the square requires the demolition of the South Station building, which currently houses the police station. The station along with other community services will be housed within the new Park Station Complex

A design based on a differentiated accessibility surface

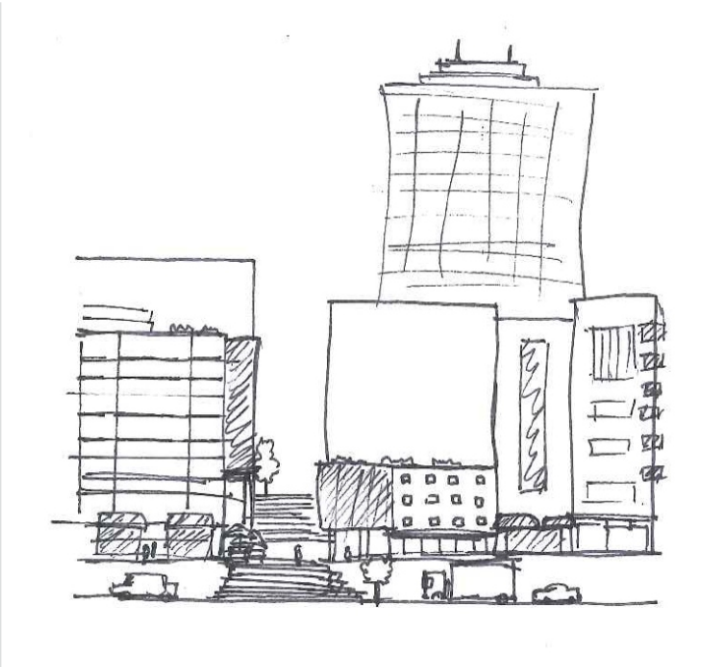
In addition to responding to differences within the accessibility surface, the design manipulates and accentuates such differences in order to make public spaces successful and also to give differentiation between spaces within the proposal.

This is exemplified in the decision of where to locate formalised markets and trading stalls. Leyds Street, which will connect Joubert Park to the proposed park south of Braamfontein, is likely to be a major pedestrian desire line in the very long term when the entire organisational concept is implemented. The linear park proposed on this street, will have two formalised markets, serve as an interesting break between the luxury apartments and offices proposed above Park Station. However, in the short to medium term, without large parks on either end, traffic along this street is likely to be low. The decision to locate a shopping centre in this area and the related decision to relocate the long distance taxi rank into the basement of the shopping centre will change the movement patterns around this area and will ensure the presence of pedestrians.

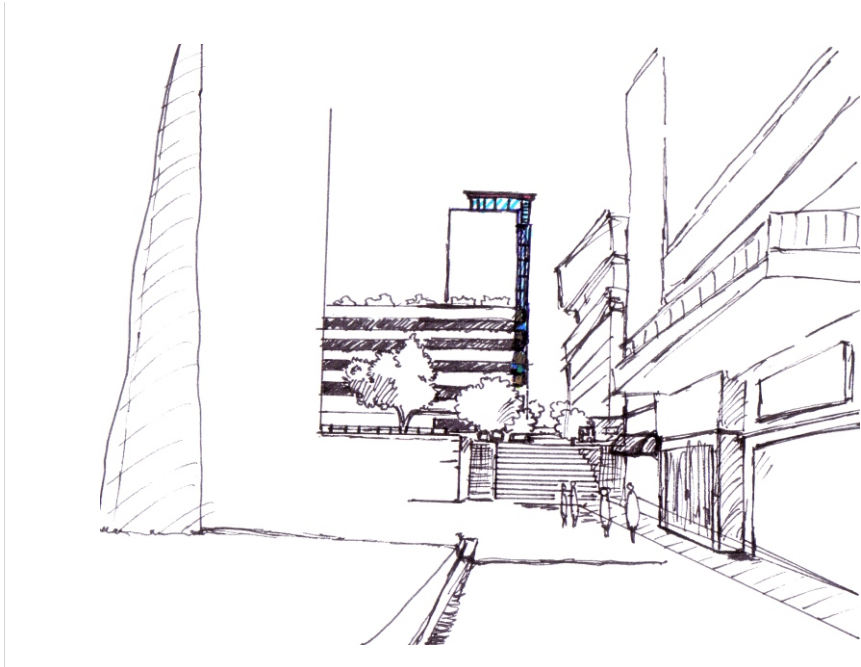




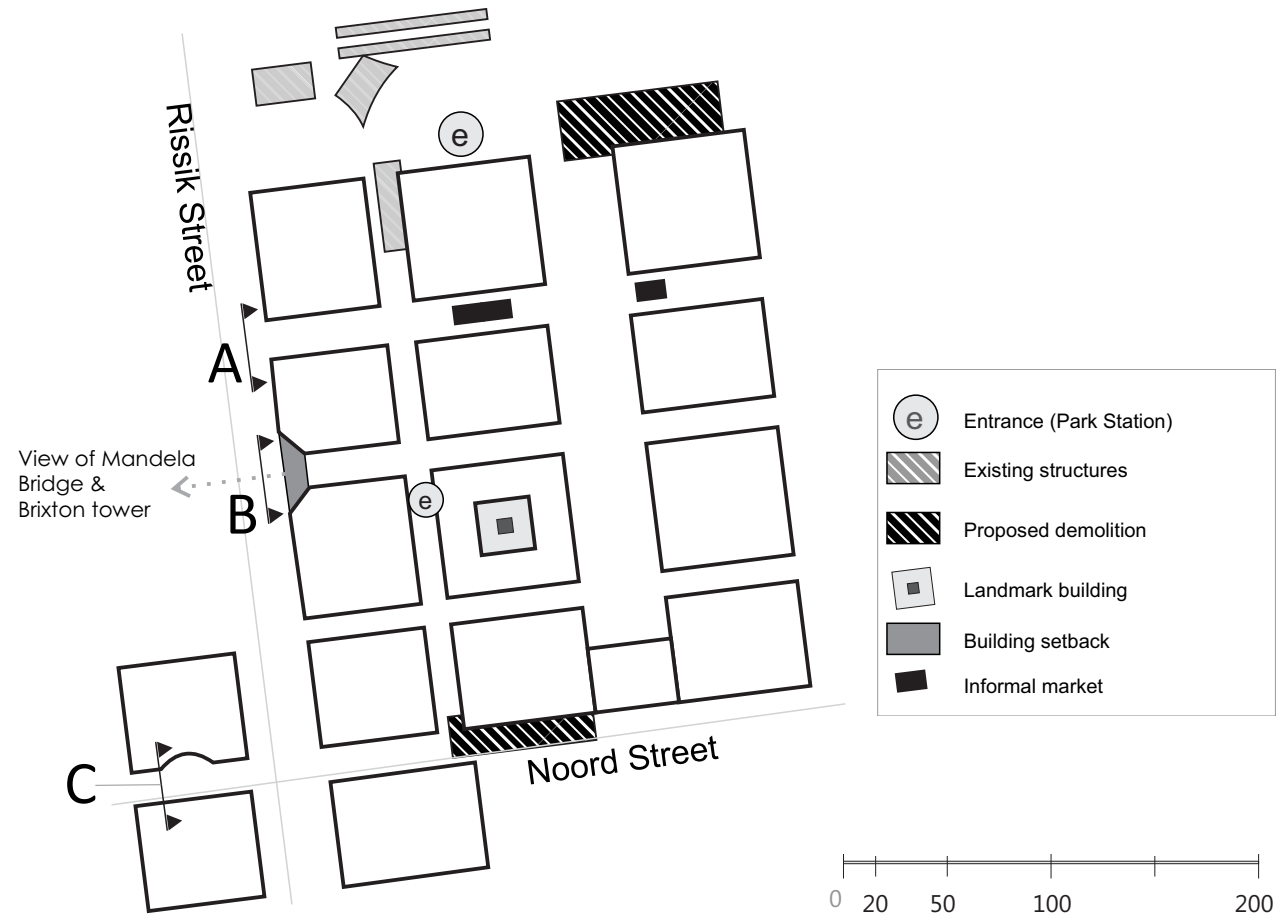
A Ascending onto the roof of the new Park Station complex



B View of Park Station complex with landmark building in the background

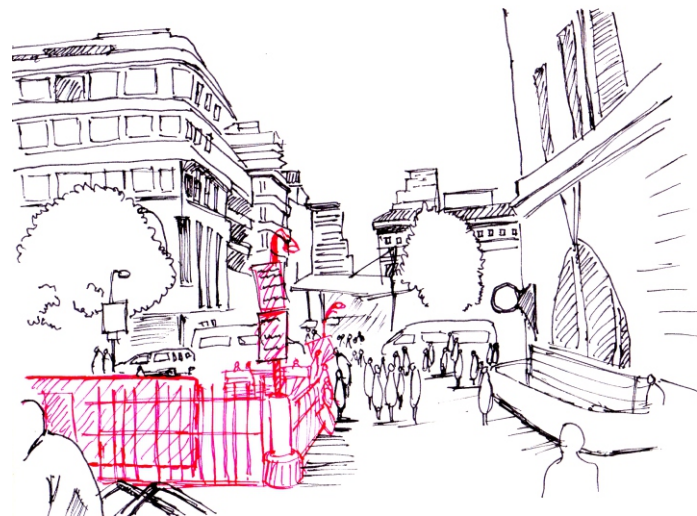


C Extending Noord Street across Rissik Street

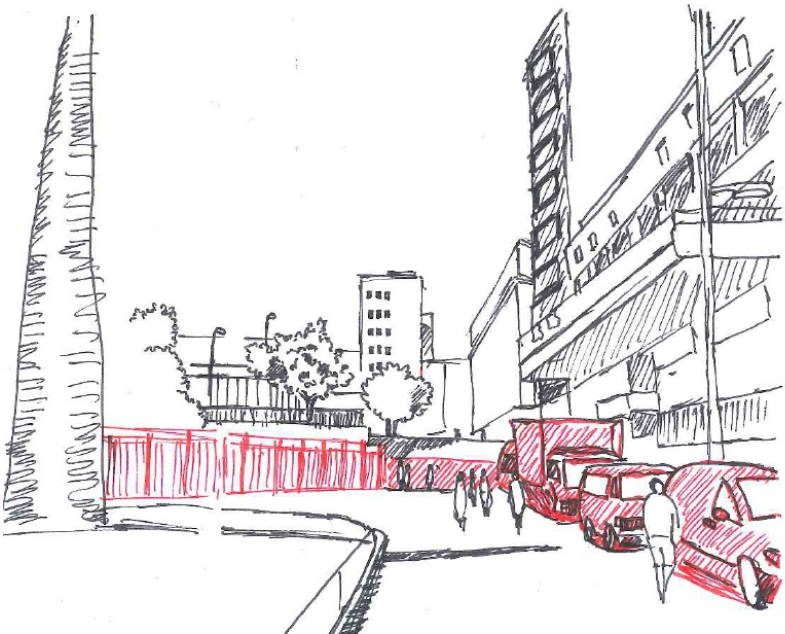




Looking north on Joubert St towards Park Station. The Tippet building that currently stands at the end of the street shows only slightly and is not prominent enough as a landmark.



Looking south on Joubert St from the current plaza in front of Park Station's southern entrance. A disused entrance to part of the station's basement causes an unsightly obstruction and narrows the sidewalk.

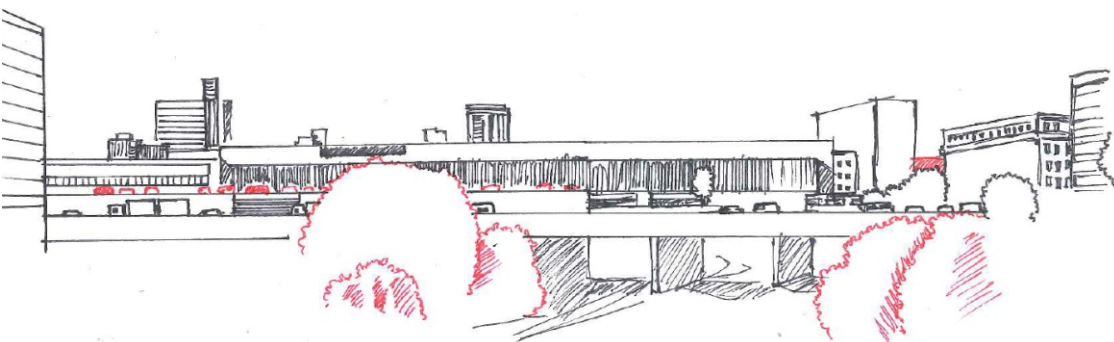


A view eastwards at the Tippet building (and park station on the left) as seen from the MOTH monument along Noord St. The monument (along with the heritage buildings on this block) is isolated and is hardly known to most people

What does the site face onto?



Looking north on Wanderers St. The site of the Park Station Complex sits adjacent to the long-distance taxi rank and close to a busy but mono-functional shopping centre

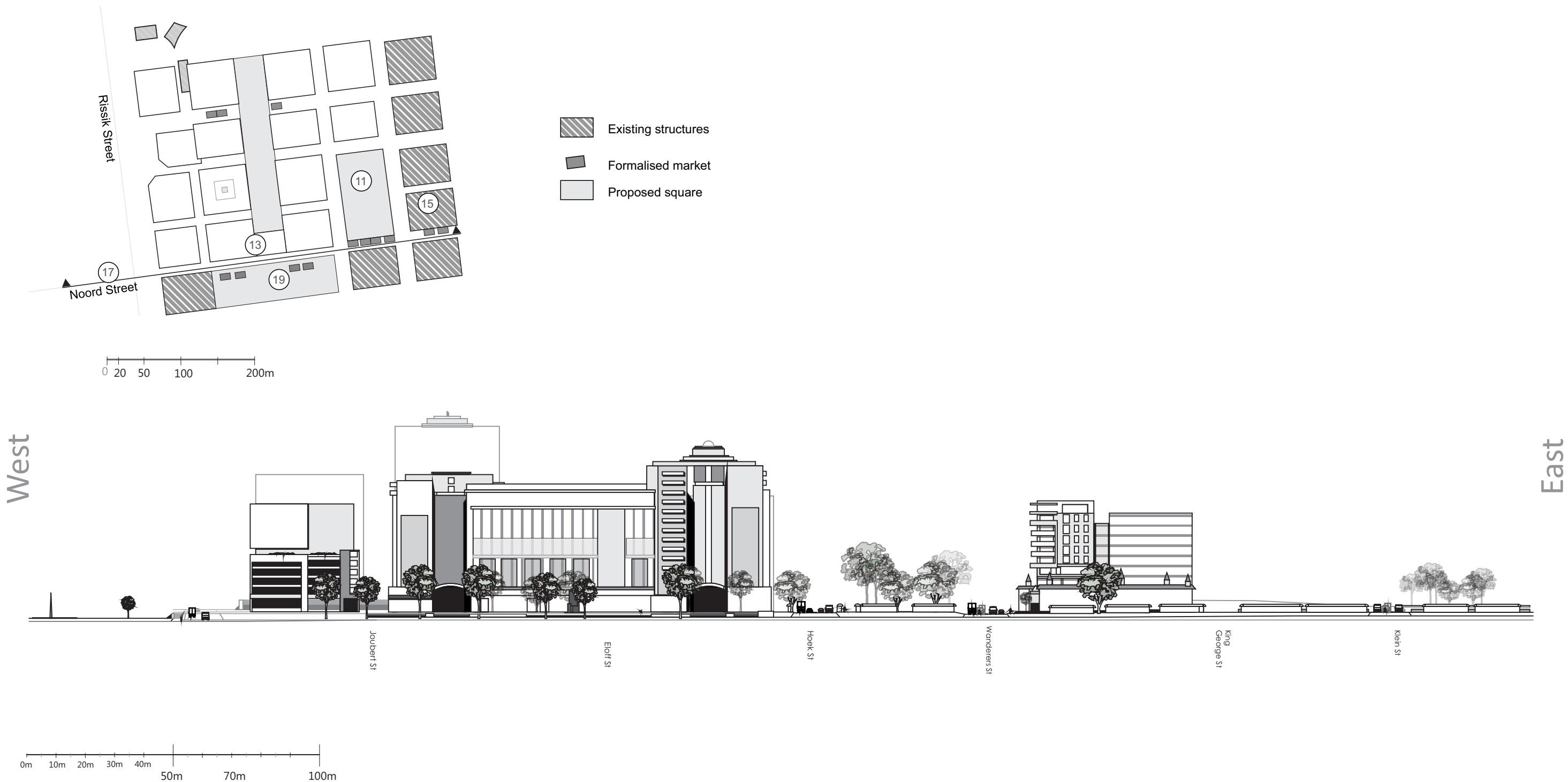


Looking east from the Queen Elizabeth Bridge at Park Station. The concourse building along with its parking takes up most of the space and presents a very dull view.



0 20 50 100 200 400 500

Facing onto the city



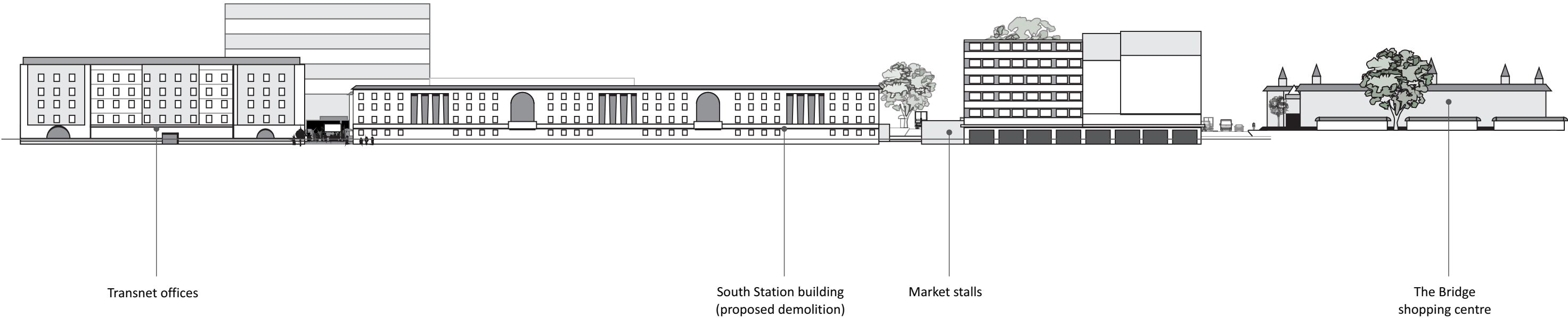
Southern elevation – This elevation is taken along Noord St, facing northwards and shows the southern face of the proposed Park Station complex (at the center of the elevation), with the proposed new market square in the foreground (old South Station building has been removed), the MOTH Monument to the east. The Bridge shopping center is shown to the west, and Joubert Park is further west of it.

Facing onto the city

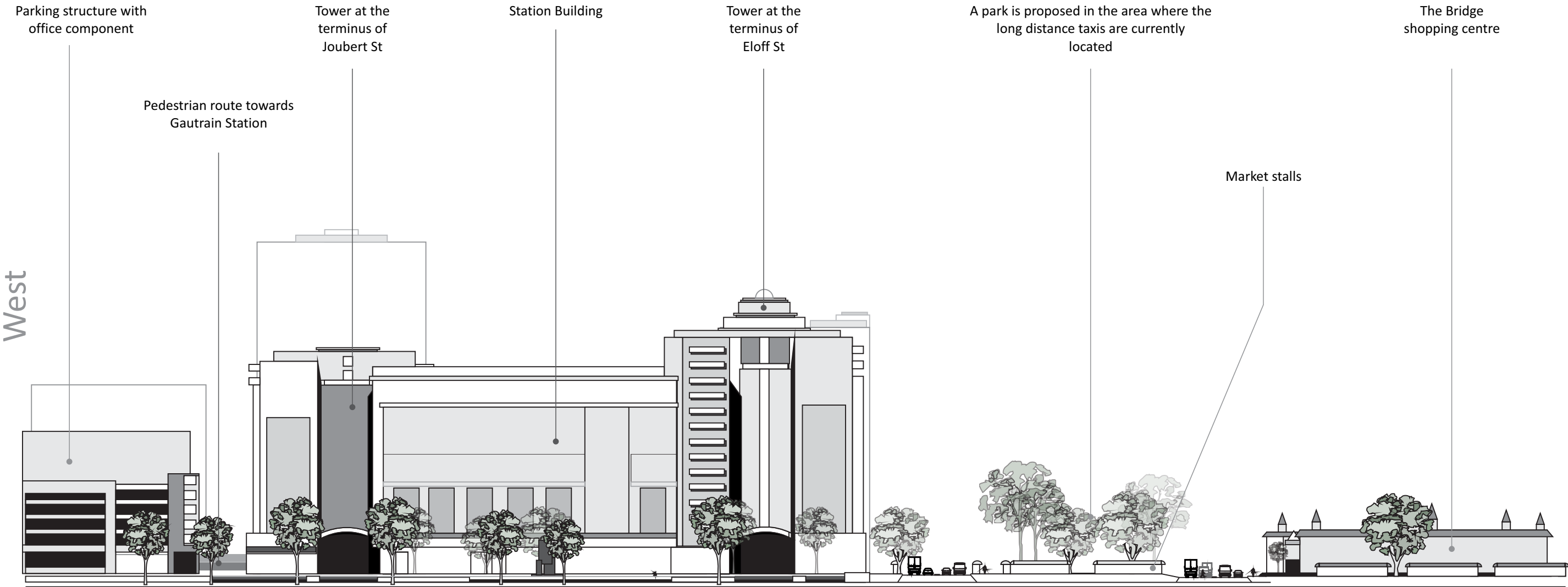
13 15 19

West

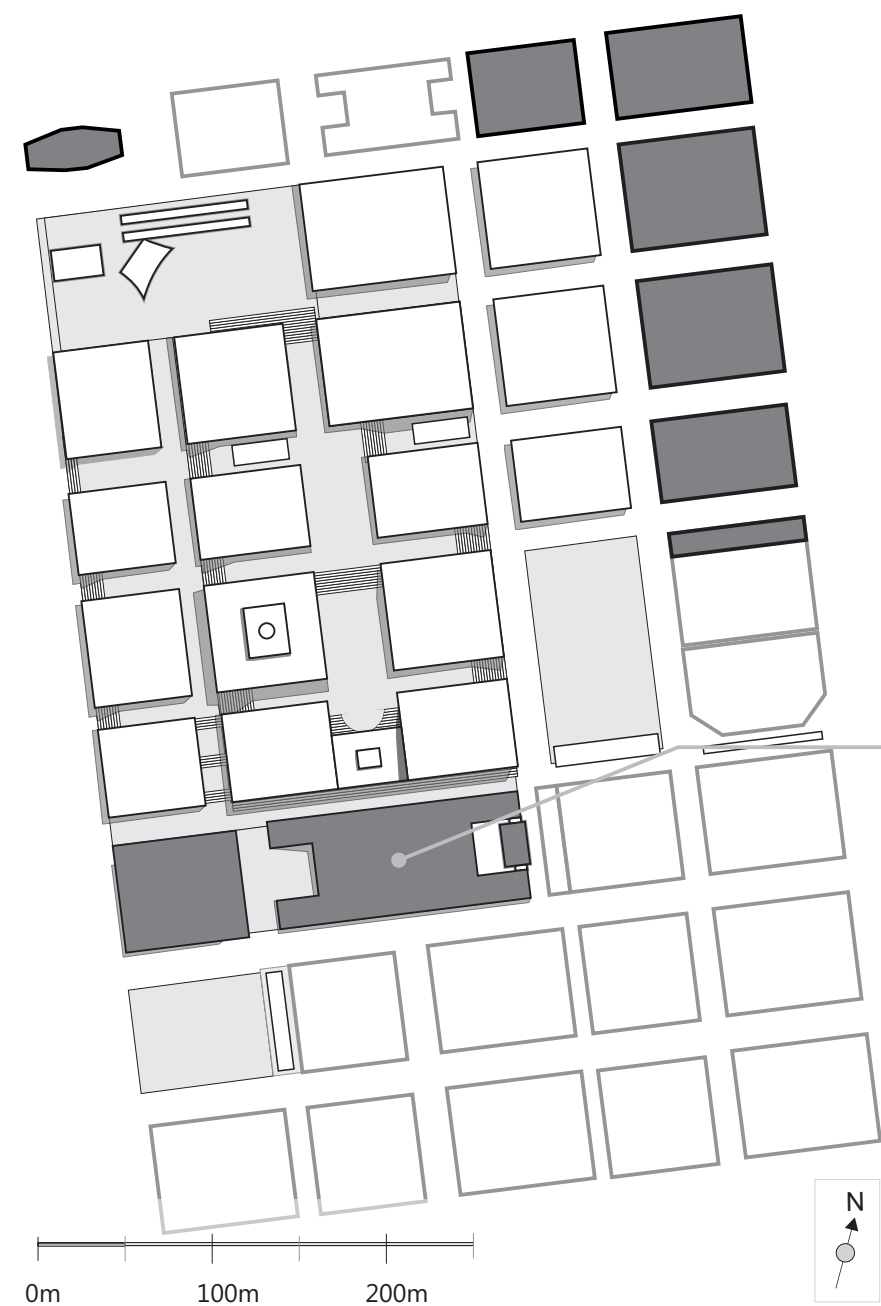
East



0m 10m 20m 30m 40m 50m

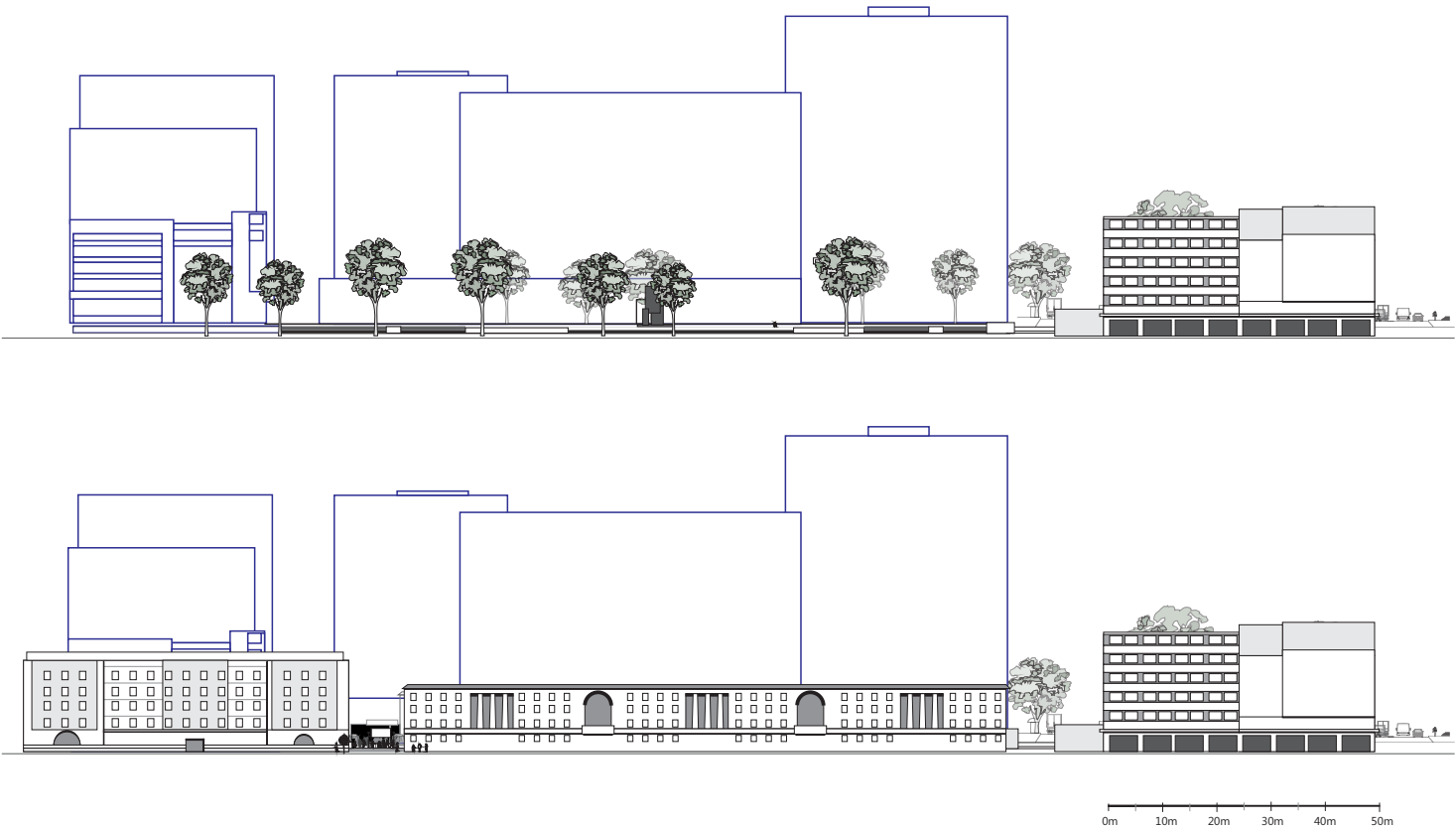


Facing onto the city – When creating a design with multiple public spaces – especially in cases when new public spaces being are created – it is tempting to focus almost exclusively on these spaces, selfishly pouring all the energy created by the design into them with the end product being a design that relates only to itself.



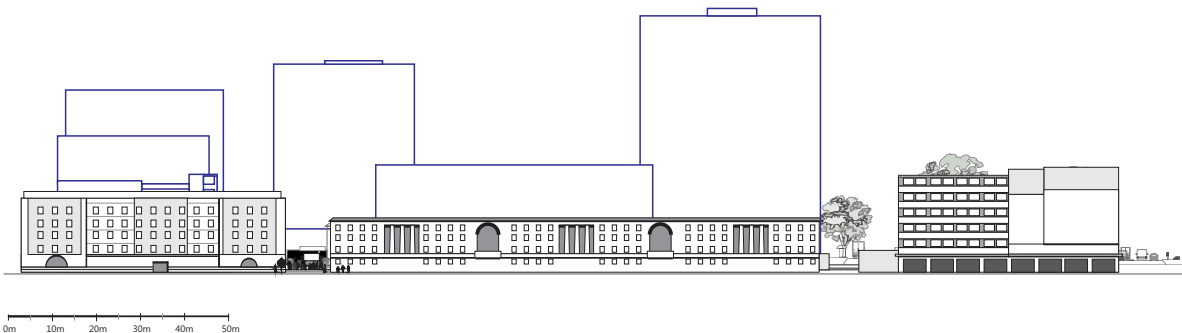
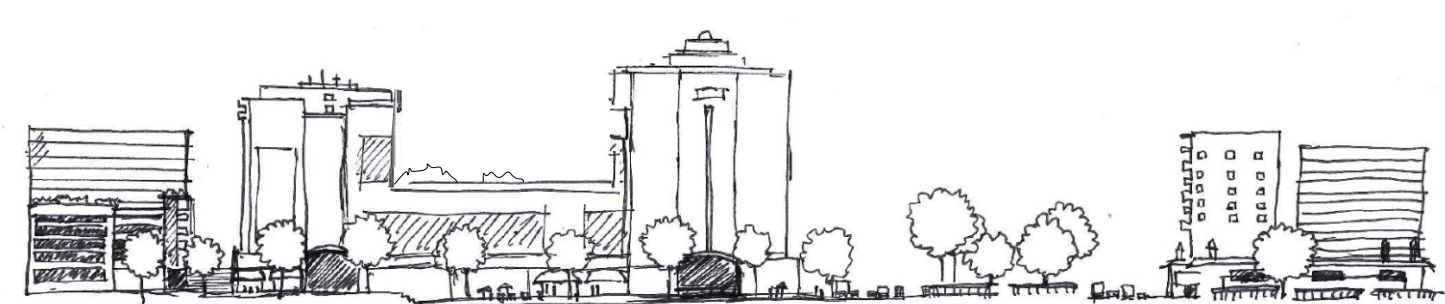
South Station Bldg sits on the site of the proposed market square

The most prominent gesture of facing out onto the city is the creation of the Market Square. However, the site of the proposed Market Square is actually the historical location of Plein Square, which served as the forecourt of the Park Station complex, in much the same way as is proposed in this paper. However apartheid planning and the desire to limit public gatherings for fear of political insurrection resulted in many square around the city becoming occupied by government buildings and there is clear evidence of this with the location of the high court within a former public space and the location of what is now Gauteng provincial headquarters in part of the original Market Square. Plein Square was eradicated as a result of this practice and was replaced by the South Station Building and three other buildings own by the state or by para-statals (such as Transnet in the case of the South Station buildings). With so much time so much time having passed since their construction, these buildings have come under considerations as possibly being part of the city’s indispensable heritage and this creates an obstacle for the current proposal. Retaining these heritage buildings results in a very small square compared to the original Plein Square and to the old Market square (which is the functional equivalent of the currently proposed square). It is thus important to assess how the demolition of these buildings will add value to the study area.



Facing onto the city

11 13 15 19



Height of new Station Building is lowered to allow sunlight and to make the new complex less imposing to its context

West

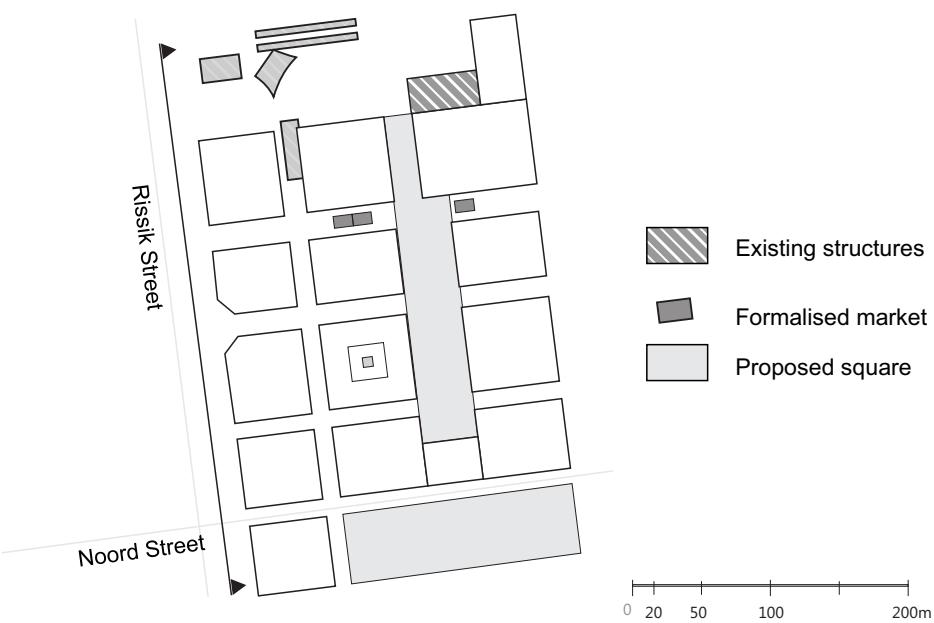


0m 10m 20m 30m 40m 50m

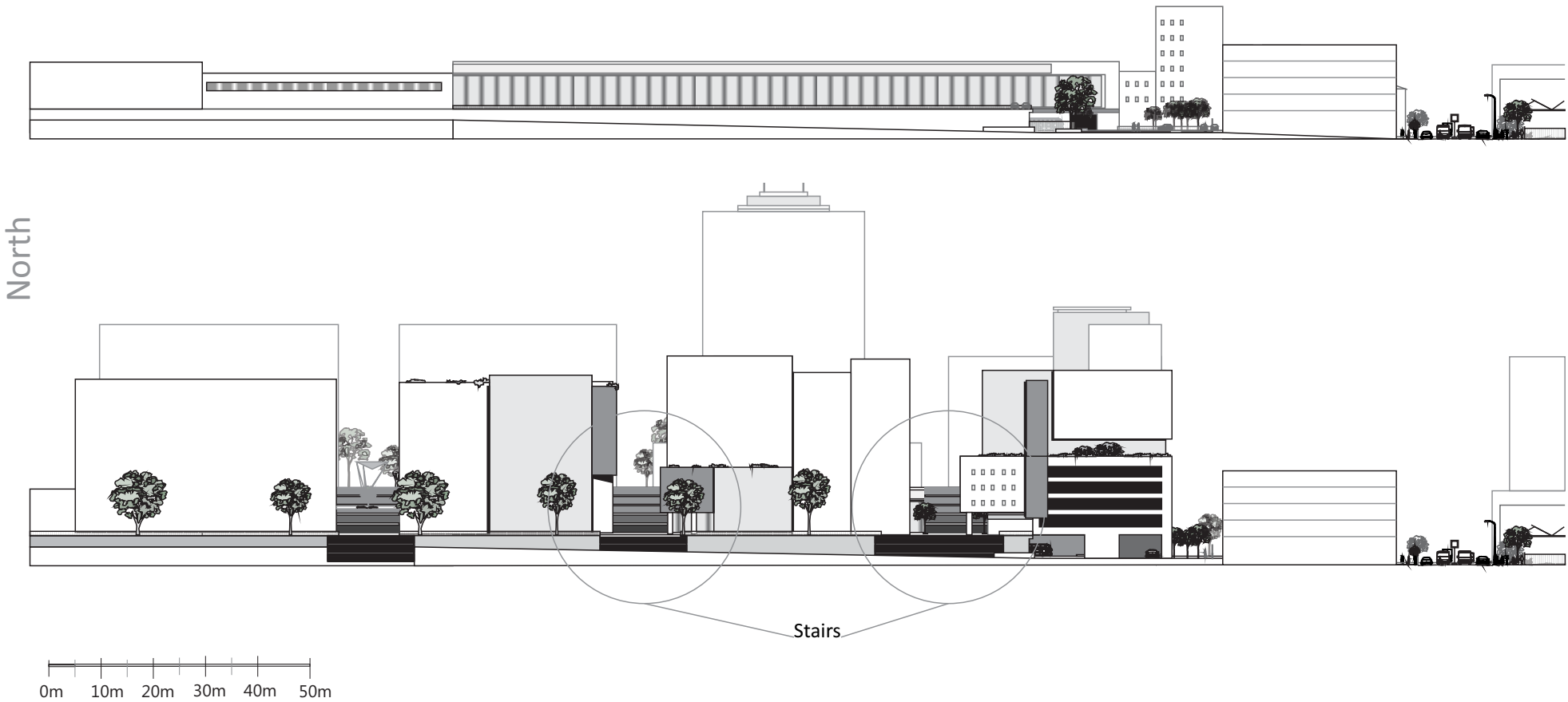
The idea of building two residential apartment blocks over The Bridge shopping center is forfeited (for the time being) because it might be too costly and too far outside the design's scope of influence. This is because it is more than 200m from the point of overlap between the isopleths of the Gautrain and Metrorail stations, the strongest point within the accessibility surface

East

Building facades must be detailed with as many windows and balconies as possible in order to create a strong visual connection between the public and private realms. However, detail has been toned down in this and the next set of images in order to avoid stifling architectural creativity. This should nonetheless not be interpreted as a desire for less detail.

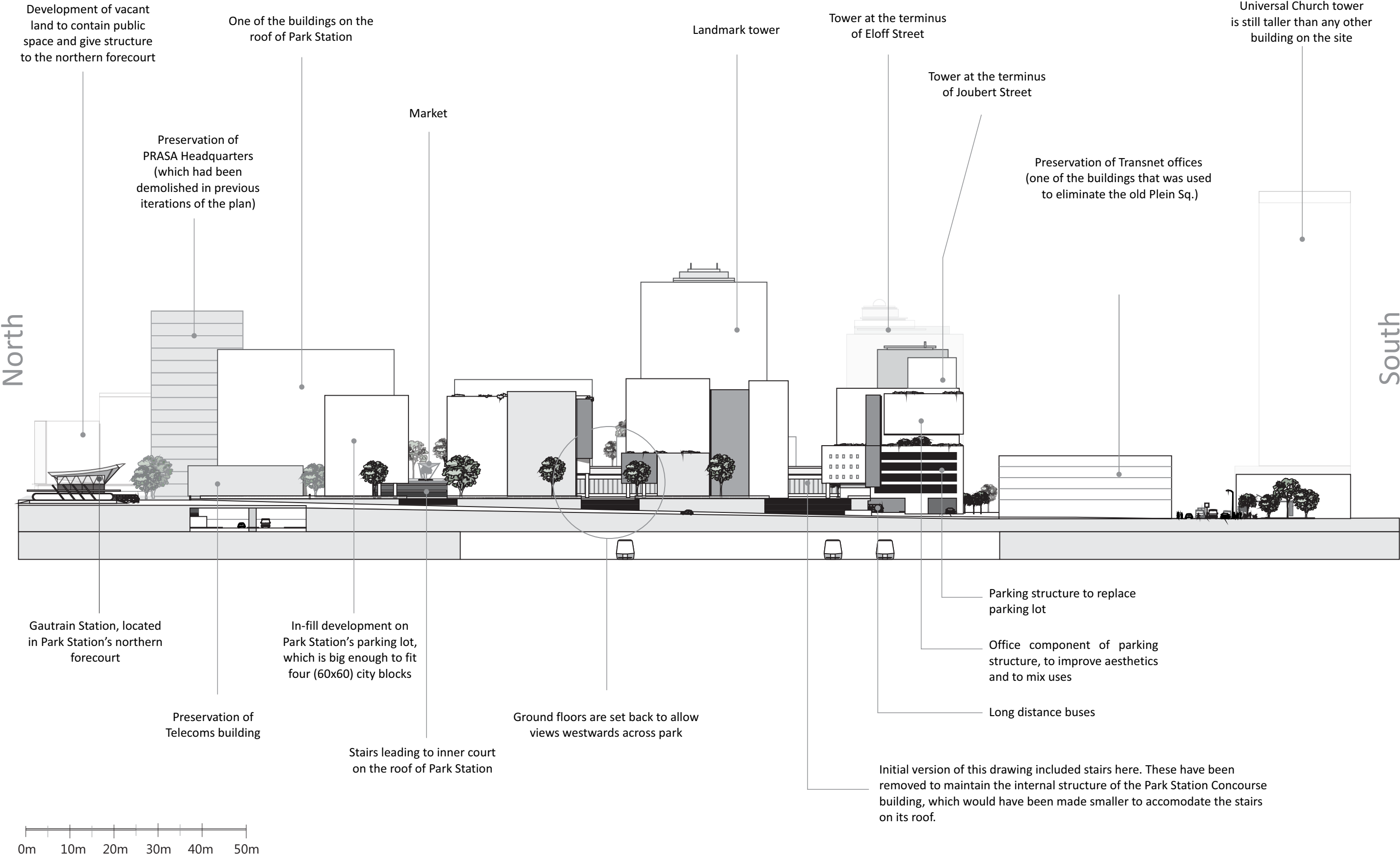


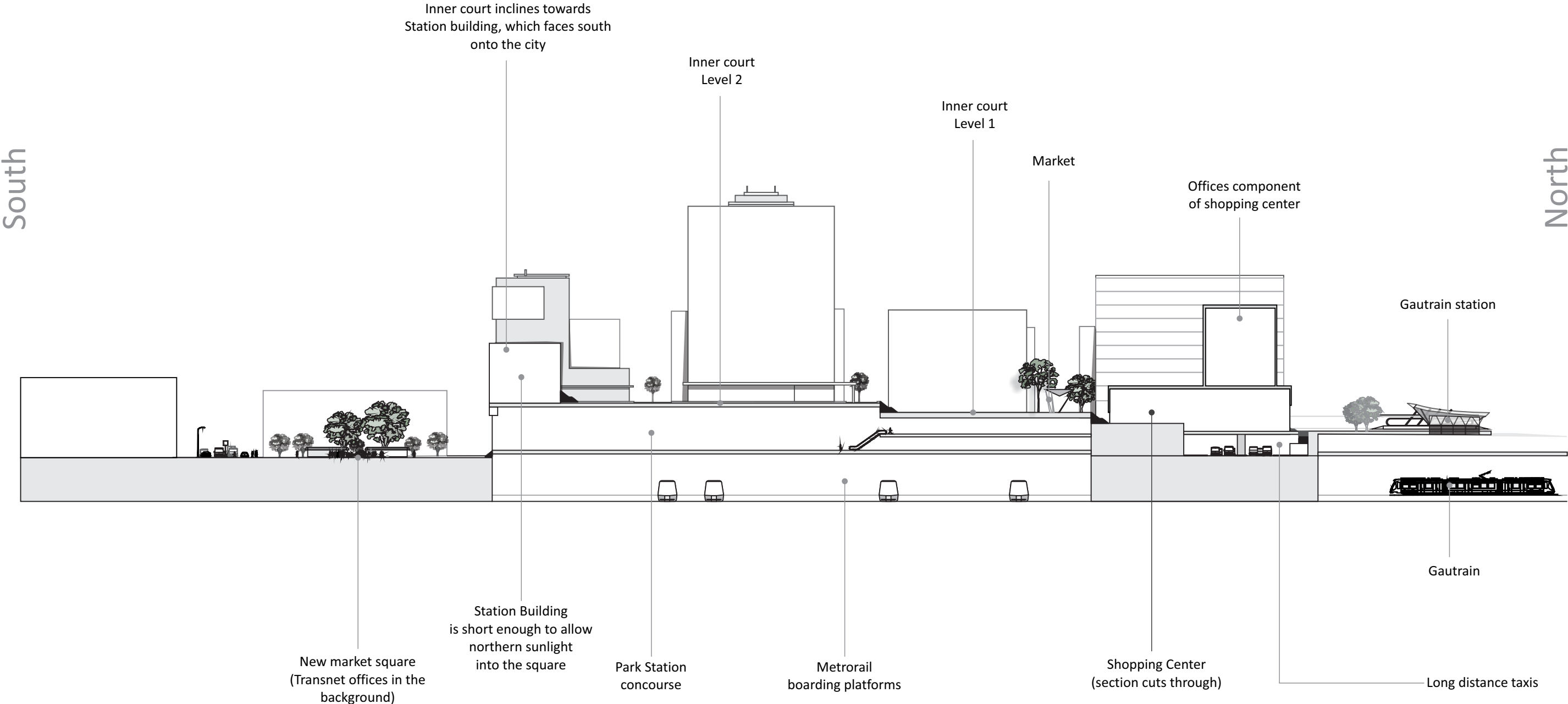
The parking lot on the west of park station should be considered a vast lost space, based on Trancik's (1986) definition of the concept. Nonetheless because of its highly accessible location, adjacent to the city's busiest public transport terminal, this enormous parking lot is actually a place of high development potential. The enormity of this underutilised parcel of land is evidenced by the fact that three city blocks can fit within it, while still leaving ample room for a rich public realm between the blocks. The sections above shows how this potential can be unlocked. It is also possible to see how a coherent hierarchy can be formed with the skyline of the proposal thereby increasing legibility (Bently, 1985).

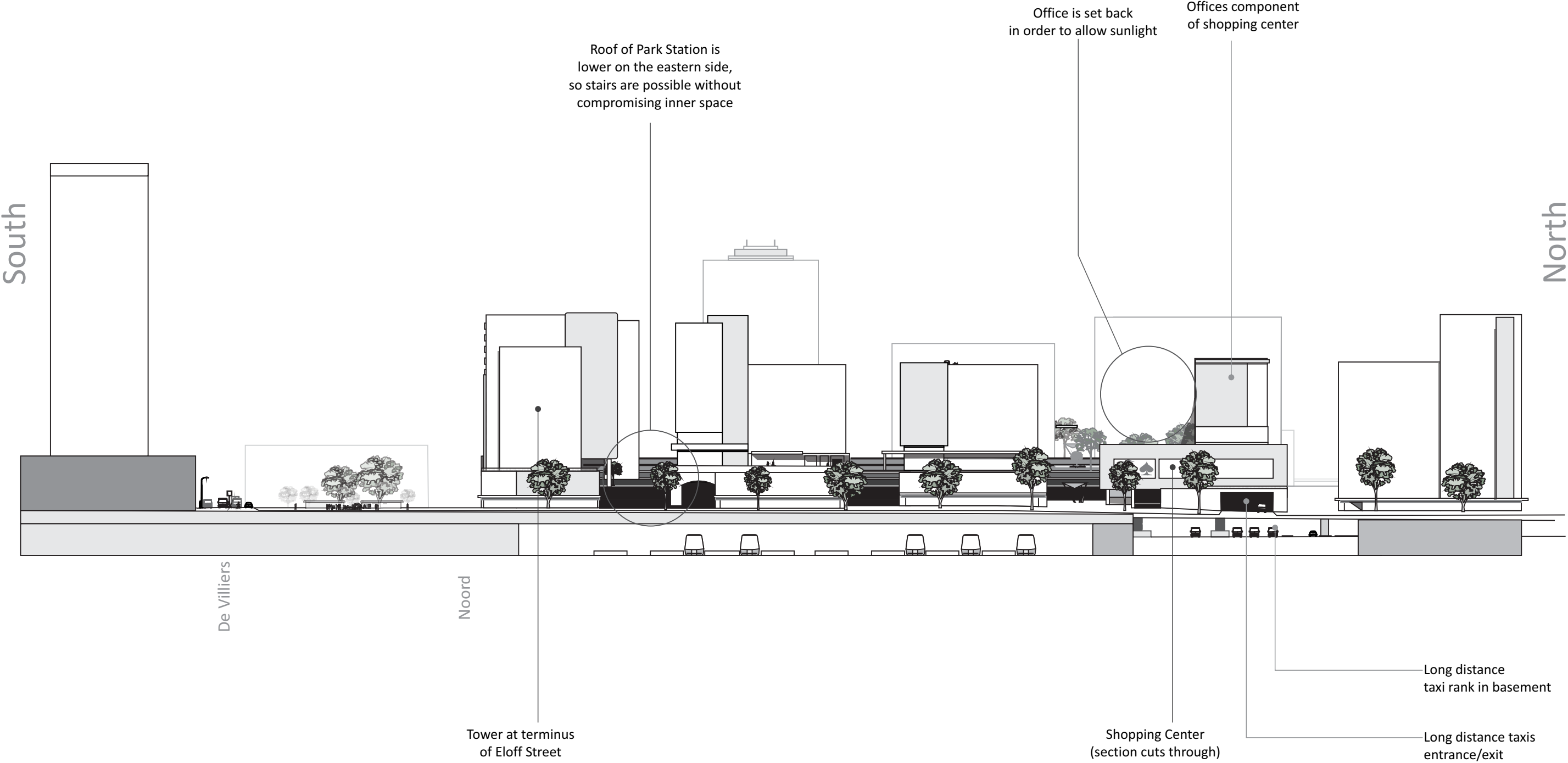


Western elevation

Proposal 3





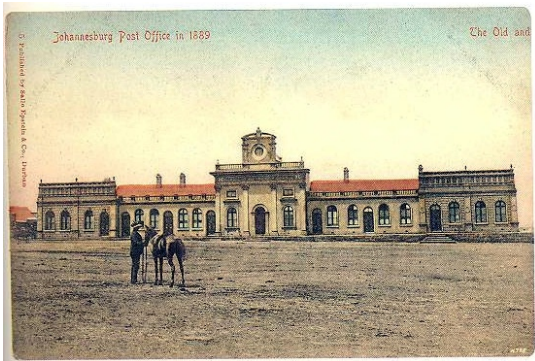
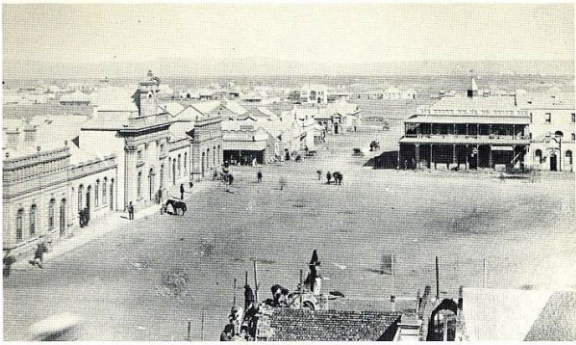


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Heritage challenges

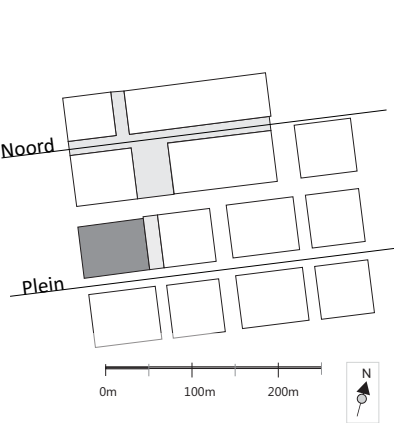


Abed (2012)

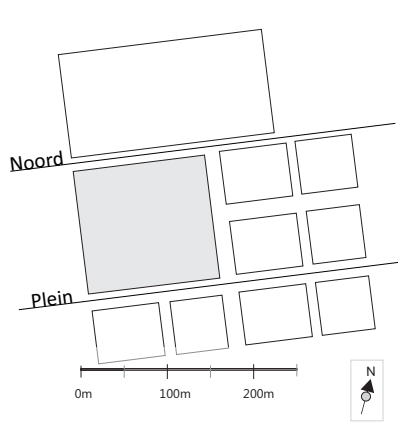


van Vuuren (2012)

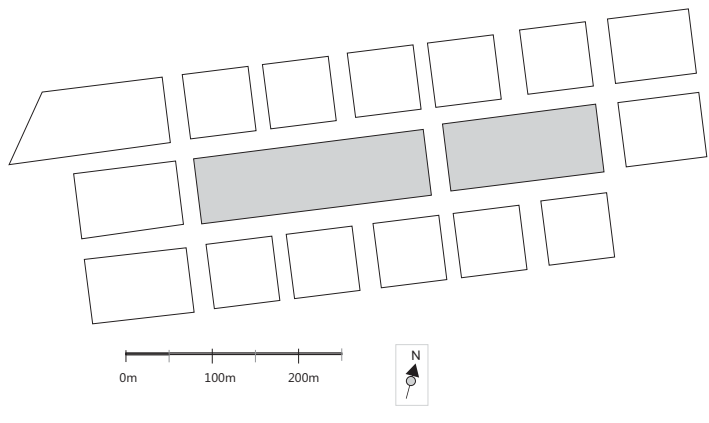
Market Square used to play a central role in Johannesburg that is not too different from that played by Park station today



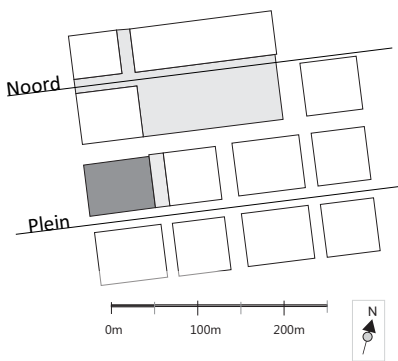
Proposed Market Sq.
& surrounding pedestrian
streets and park
(Retaining South Station building)



Plein Sq.
(Based on 1887 data)



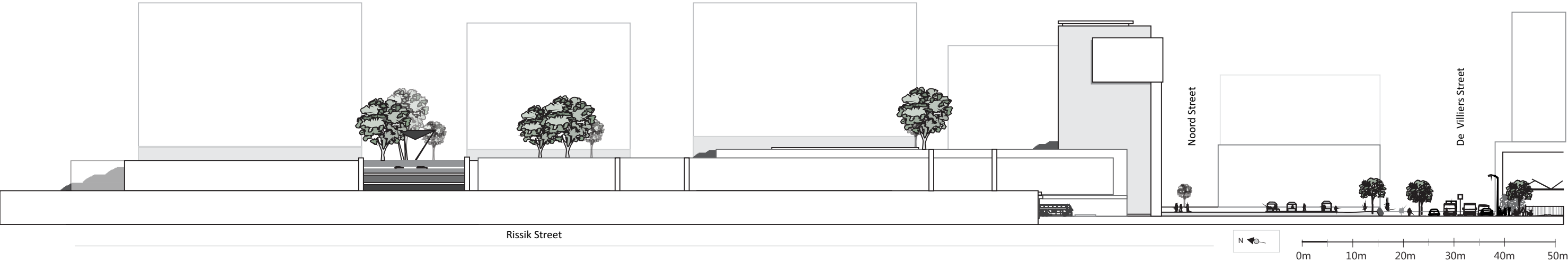
Market Sq
(Based on 1887 & 1898 data)



Proposed Market Sq.
& surrounding pedestrian
streets and park
(When South Station is
demolished)

Even with the demolition of the South Station building, the proposed Market Sq. is still very small when compared with the older squares of Johannesburg

- Soft open space
- Hard public space



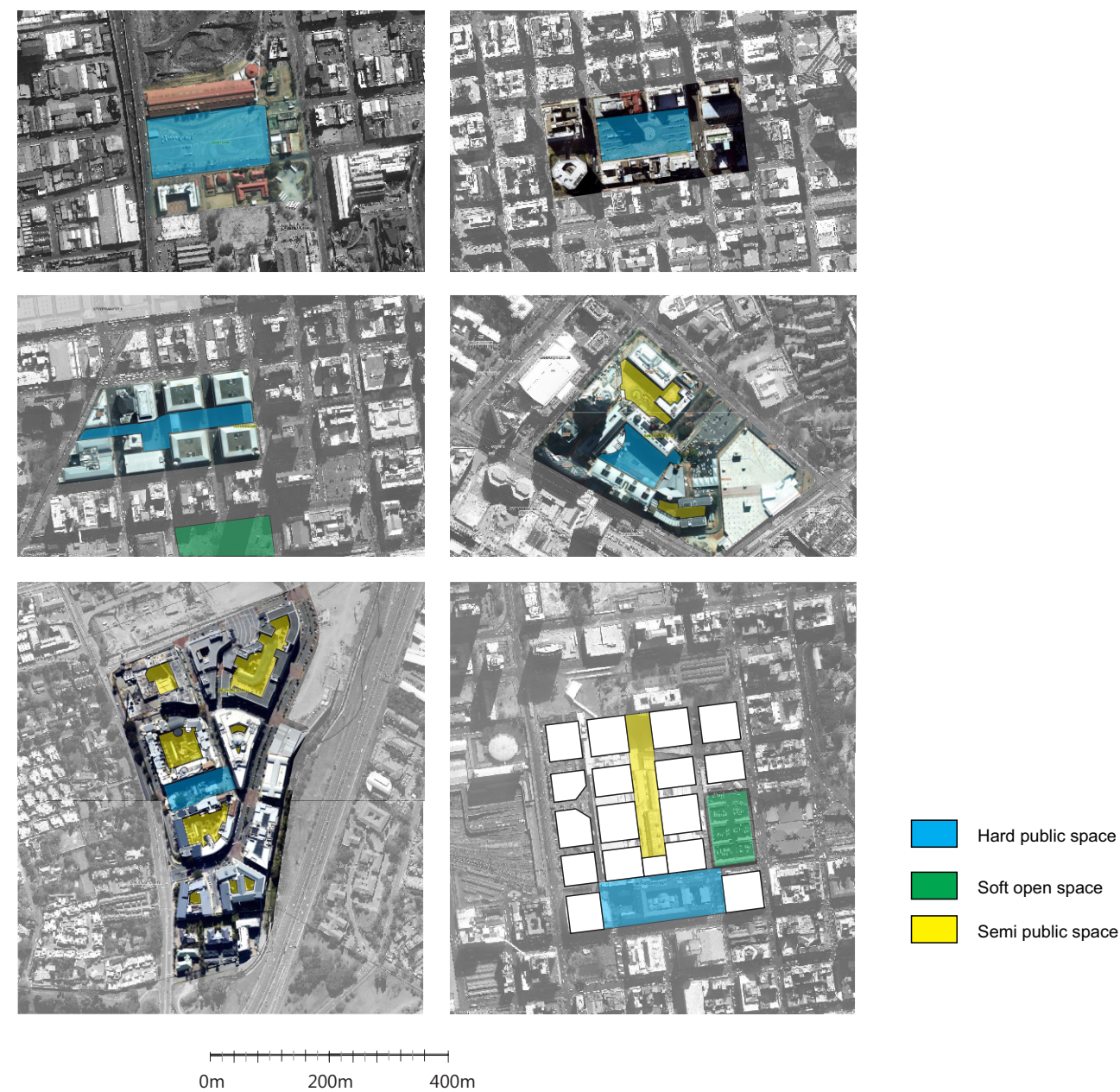
These state sponsored buildings that stand in what was Plein Square today were ultimately an invasion of public space by an authoritarian interest that was overtly against the public interest. But there is also another political danger in accepting the form dictated by the presence of these buildings. This is the political statement that is made as a result of the differences in size between the two square being proposed here.

The outer *square* has clearly been made smaller than the inner *court* (although even the names seem to suggest that the logic is inverted here). The square is better suited for informal trading (as well as any other genuinely public activities that are enabled by the plan but not determined by the limited nature of the plan) because of its location in contact with the busy streets, where people are

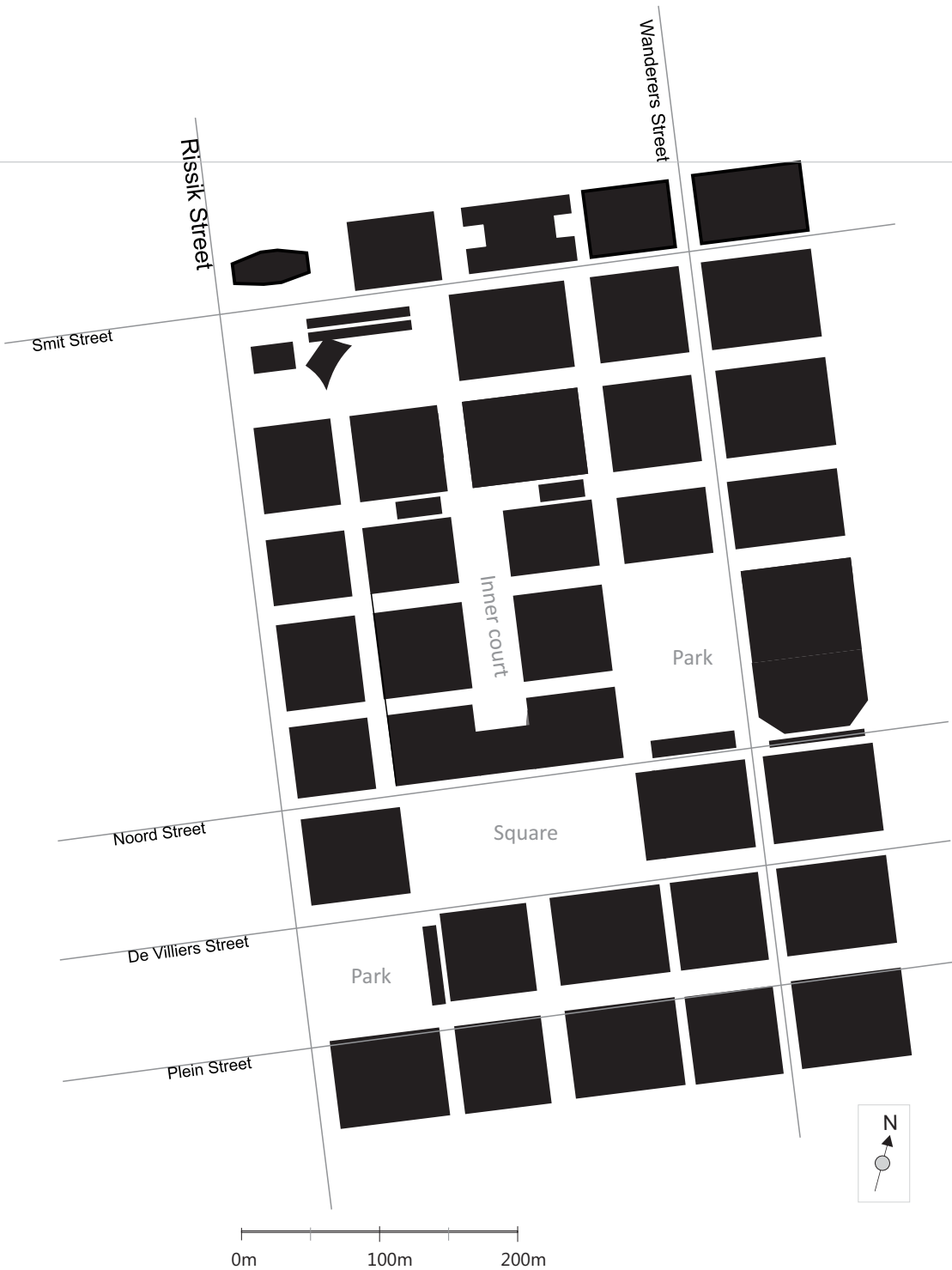
constantly moving, lingering, meeting and seeing each other. This is not possible in the inner court because of its elevation from the street and its relative seclusion behind the towers forming the southern face of the proposed Park Station Complex. There is thus a class division inherent in this design as well since one group (notably the traders) can only really use one of these spaces. This is not a problem in itself inasmuch as it allows for differentiation (variety) within the built environment. However the problem lies in the inequitable provision

Without the generous provisions of the outer Market Square, the design becomes centred on its inner – more controlled – public space, the Inner Court. The Market Sq is a shared centre: through this gesture the design proposal shares its heart with the city.

Comparison with other squares in Johannesburg



When compared with other spaces in contemporary Johannesburg (which has a relatively small public realm, with many social interactions actually happening in quasi-public places) the proposed Market Square is fairly large. It is interesting to note that the largest squares in this selection (Mary-Fitz-Gerald Sq. and FNB Bank City) are relatively empty. This might indicate that their size is a deterrent to people using them. However, since there many international (as well as historical) examples of larger squares that are very successful, there more likely reason for their low levels of use are their locations (more so in the case of Mary-Fitz-Gerald Sq.) and the mono-functional land use patterns around them. The amount of public space created in the current proposal is larger than Mary-Fitz-Gerald Sq.



The second point to make is with regards to the smaller, more successful but also less inclusive squares located in the northern suburbs (Mandela Sq in Sandton and Melrose Arch’s Piazza). Notably, these smaller also have semi public spaces that function as ‘rooms’ where additional public activities do take place, although they are likely to be more regulated even if only by the idea of an ‘inside’ and an ‘outside’. When these are included the public space offered in the Sandton City complex is as large as Mary-Fitz-Gerald Sq while that which is offered by Melrose Arch is larger than Mary-Fitz-Gerald Sq. The current proposal also has a similar space, the inner court, which will function as a slightly secluded, calmer public space. This will be achieved by elevating it from the street but in order to ensure that it remains publicly accessible it is permeated by several streets, continuing the cit’s grid.

