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An enabling framework as a holistic intervention to address physical developmental constraints in the Johannesburg inner city

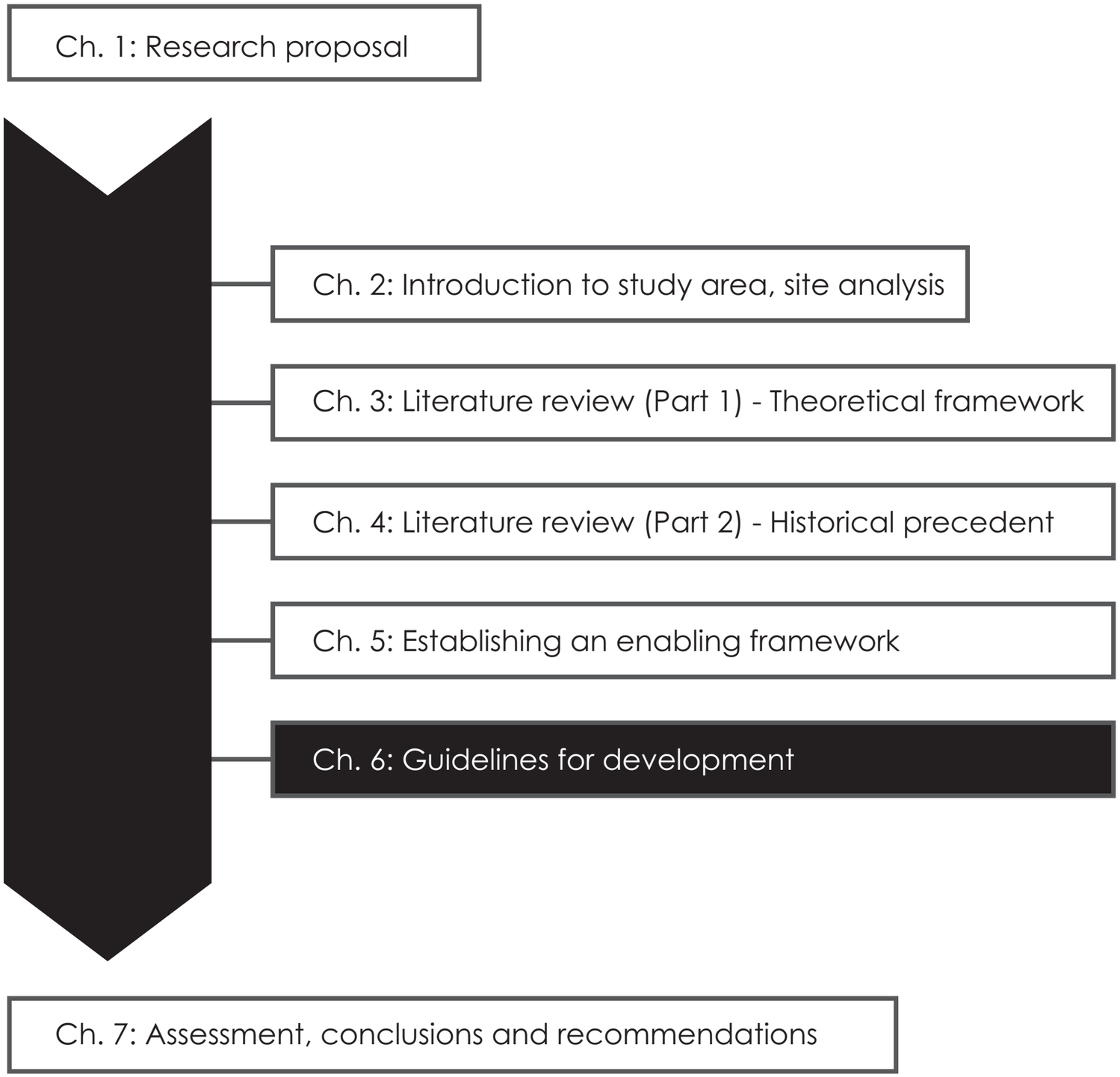
Msingaphantsi, Mawabo

2015

http://hdl.handle.net/10539/20607

Msingaphantsi, Mawabo (2015) An enabling framework as a holistic intervention to address physical developmental constraints in the Johannesburg inner city, University of the Witwatersrand, Johannesburg, <http://hdl.handle.net/10539/20607>

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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

INTRODUCTION

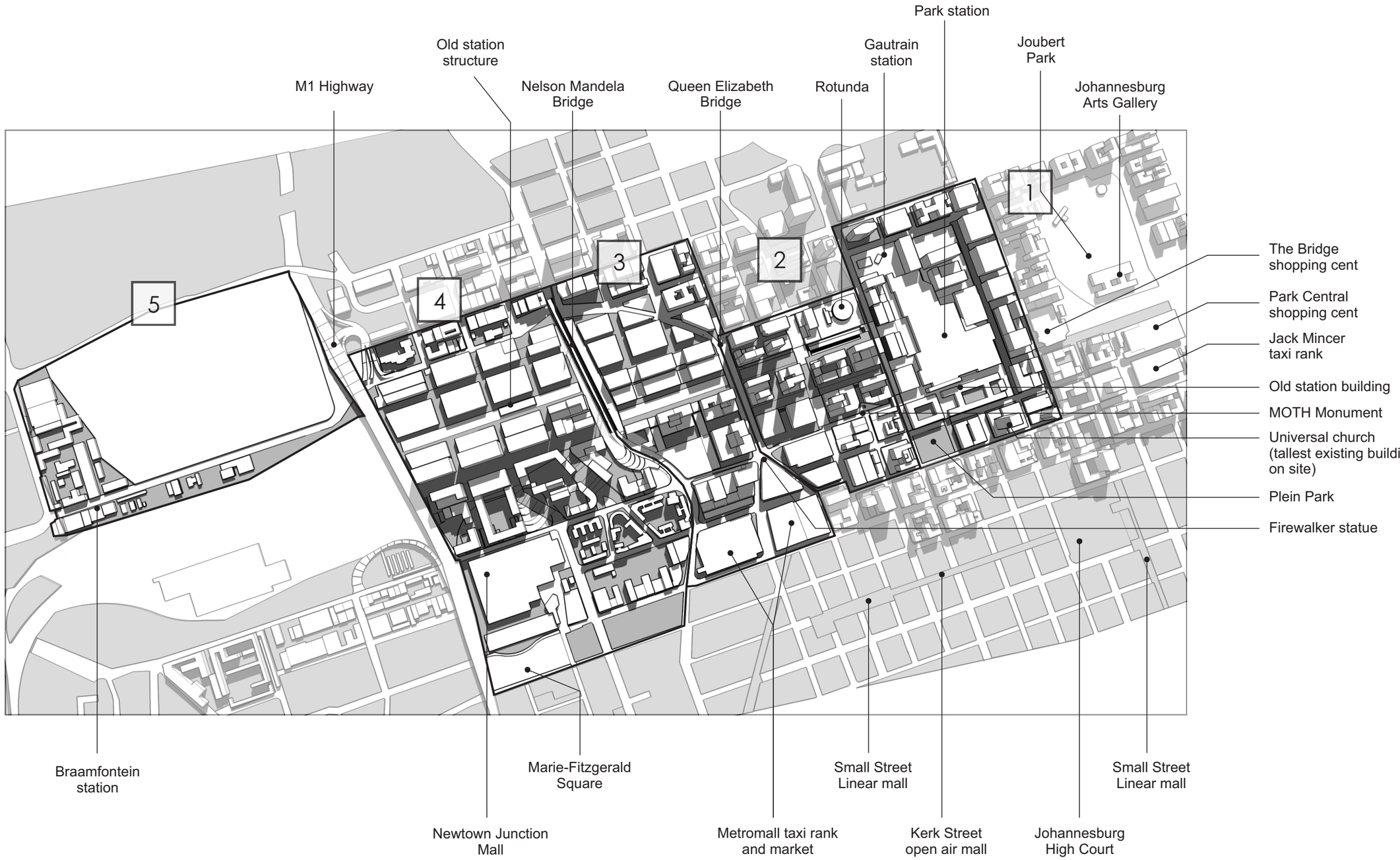
- **An enabling framework has been established** in the preceding chapter**.** In accordance to linkage theory (Trancik, 1986) the structure of the proposed settlement is now inherent in the movement system proposed by the enabling framework. *Desire lines* (routes with high pedestrian activity) have 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.

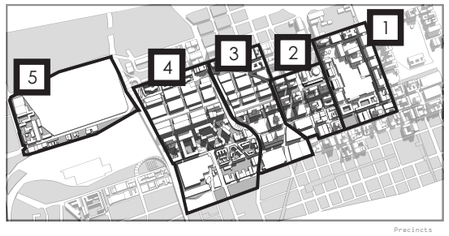
This chapter begins a discussion about the guidelines that explain how the proposed framework is to be applied. The guidelines are not meant as rules for development but rather they aim to offer a common language that can be easily accessed by the different stakeholders in the development process. Thus,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



Location

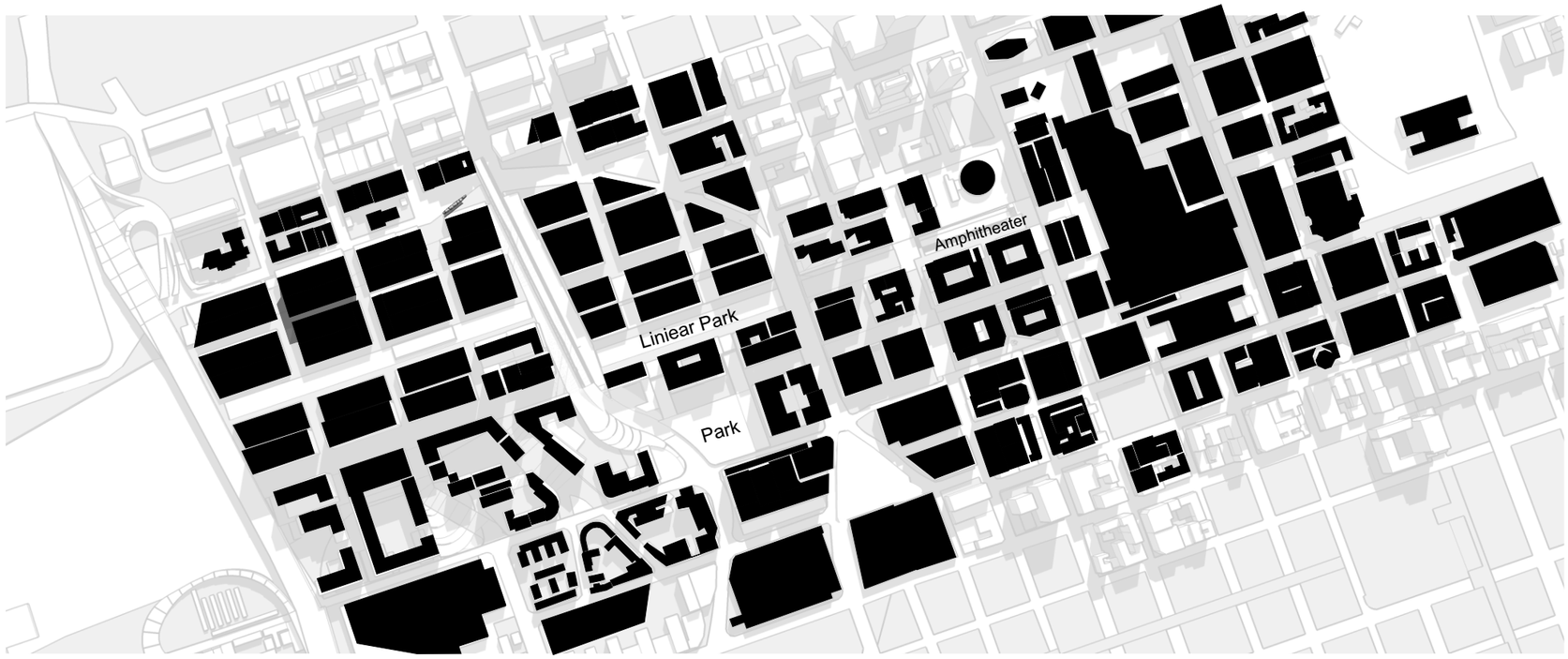

Park station
Old station structure
Gautrain station
Joubert Park
M1 Highway
Nelson Mandela Bridge
Queen Elizabeth Bridge
Rotunda
Johannesburg Arts Gallery
1
2
3
4
5
The Bridge shopping cent
Park Central shopping cent
Jack Mincer taxi rank
Old station building
MOTH Monument
Universal church (tallest existing building on site)
Plein Park
Firewalker statue
Braamfontein station
Marie-Fitzgerald Square
Small Street Linear mall
Small Street Linear mall
Newtown Junction Mall
Metromall taxi rank and market
Kerk Street open air mall
Johannesburg High Court

New buildings and figure ground

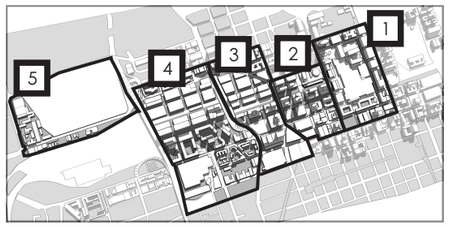


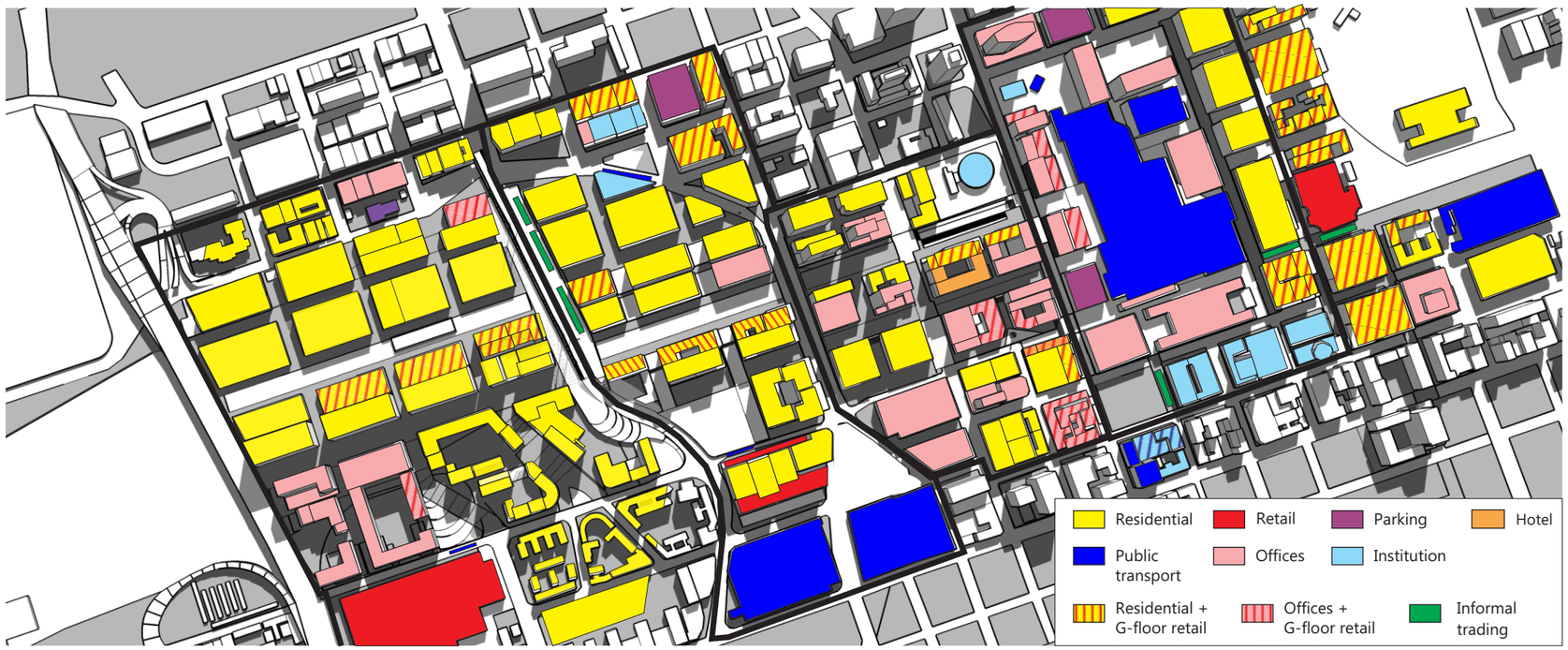
Precincts

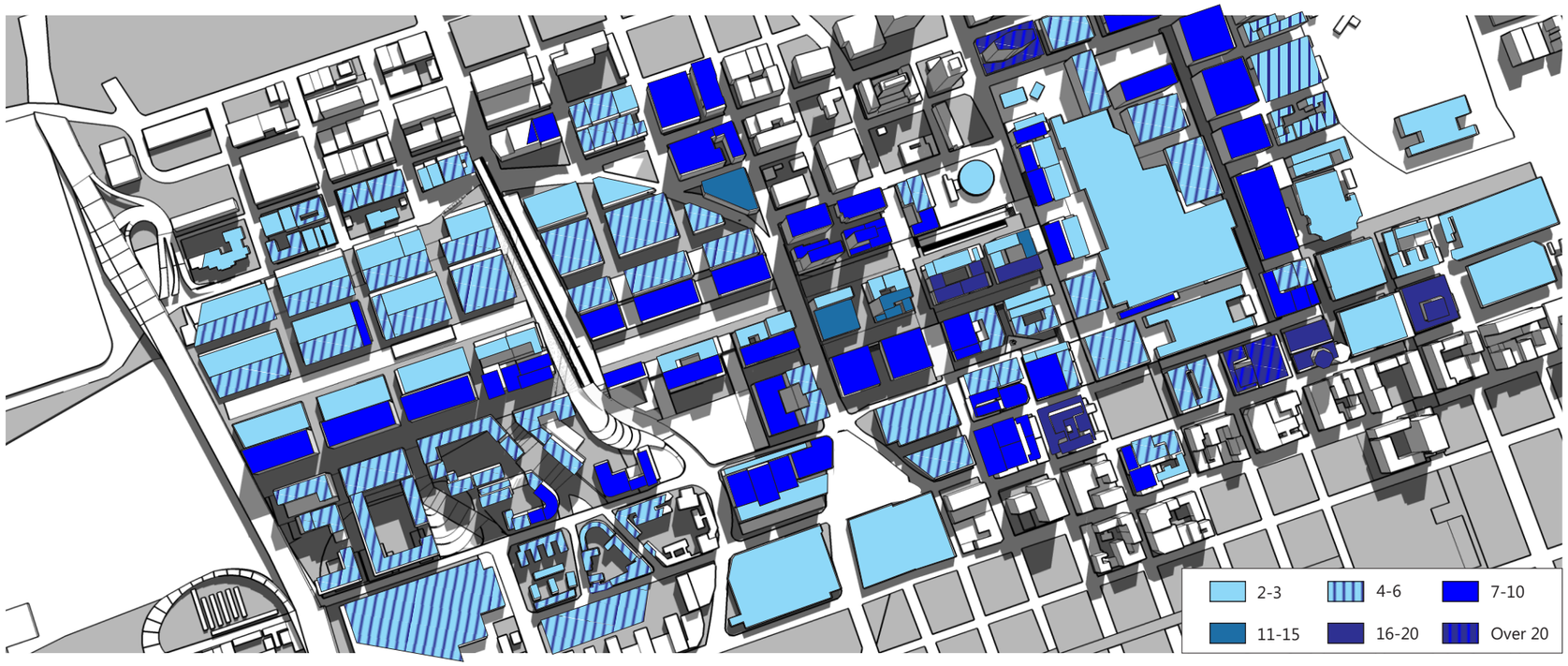




Land use & building heights





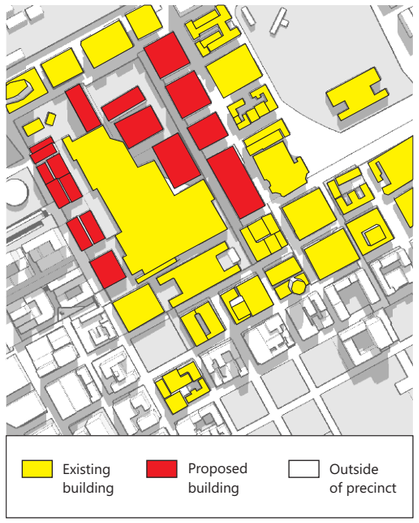


PRECINCT 1

Greater Park Station - in-fill development

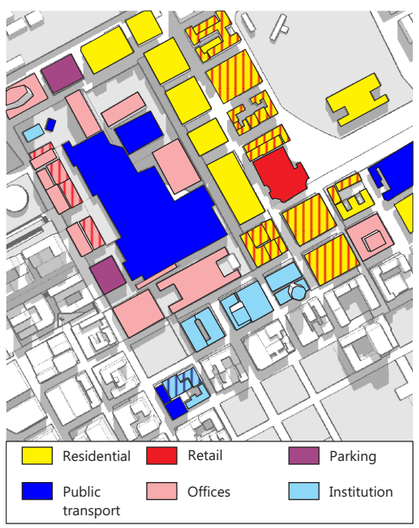


Existing/proposoded

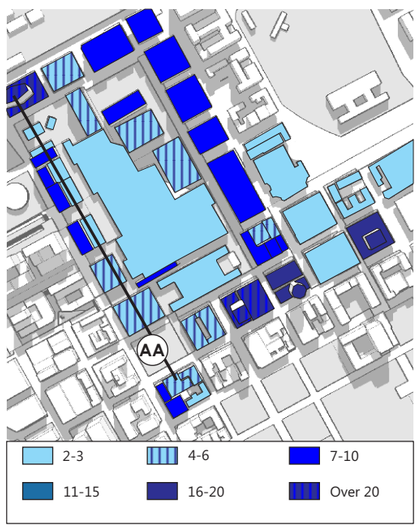




Land use



Building heights



Building heights in section

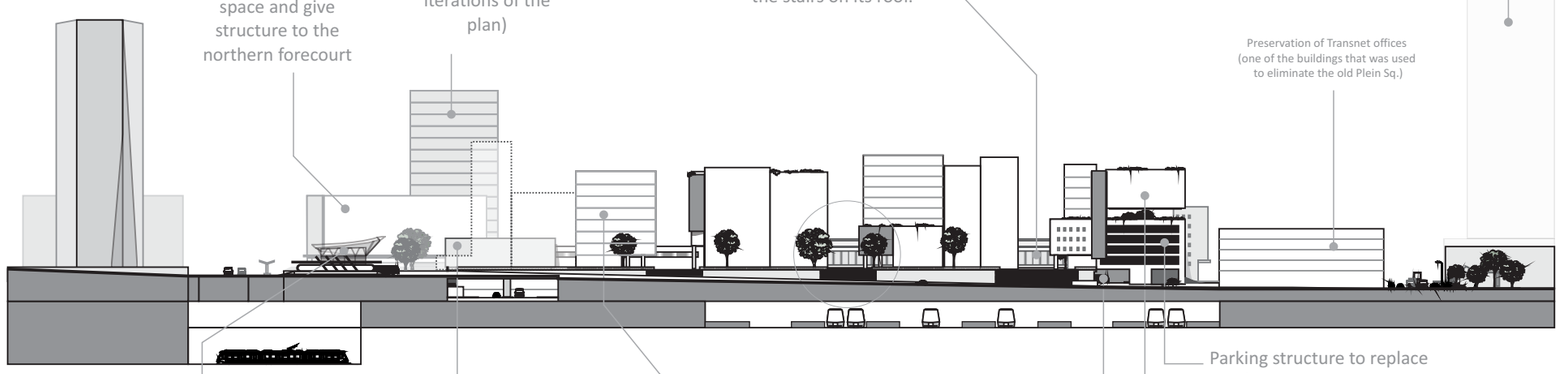


section AA

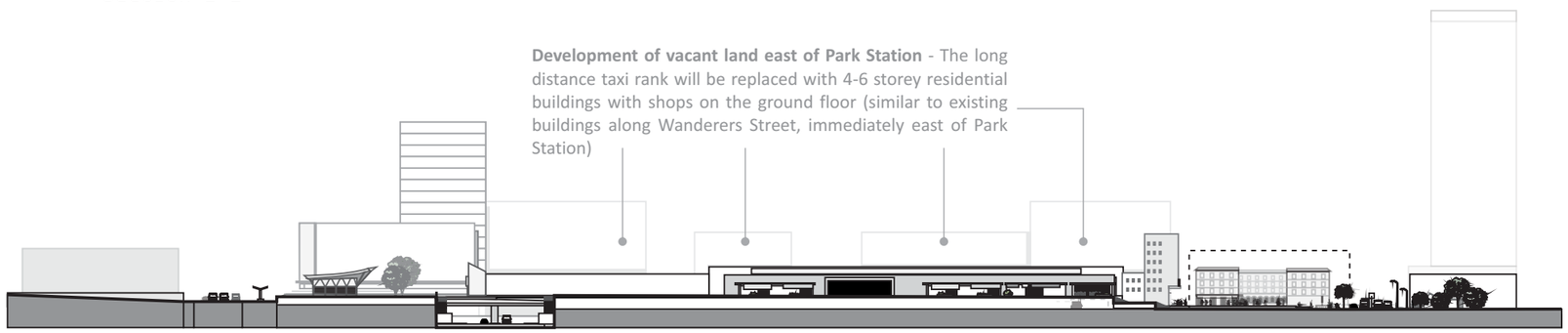
PRECINCT 1: western elevation (Rissik Street)

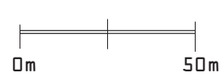


section 1.1



section 1.2

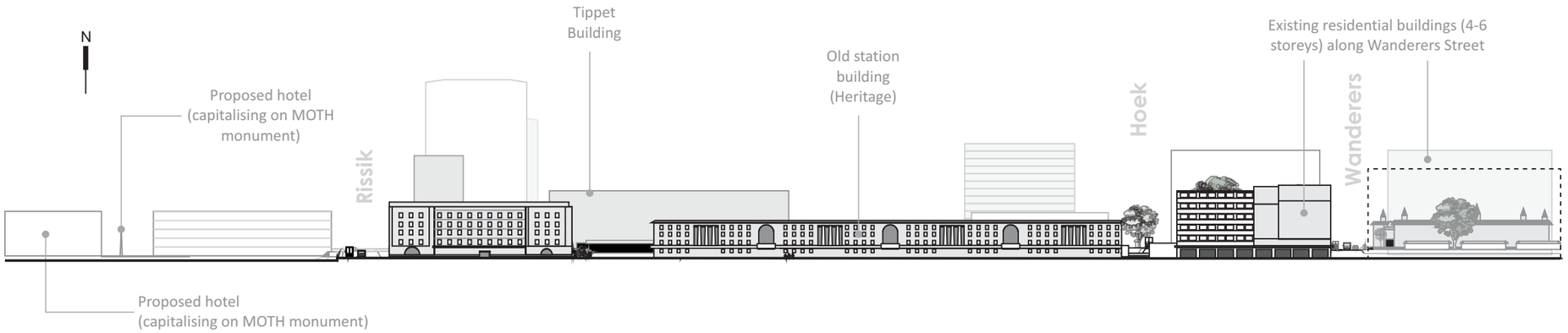




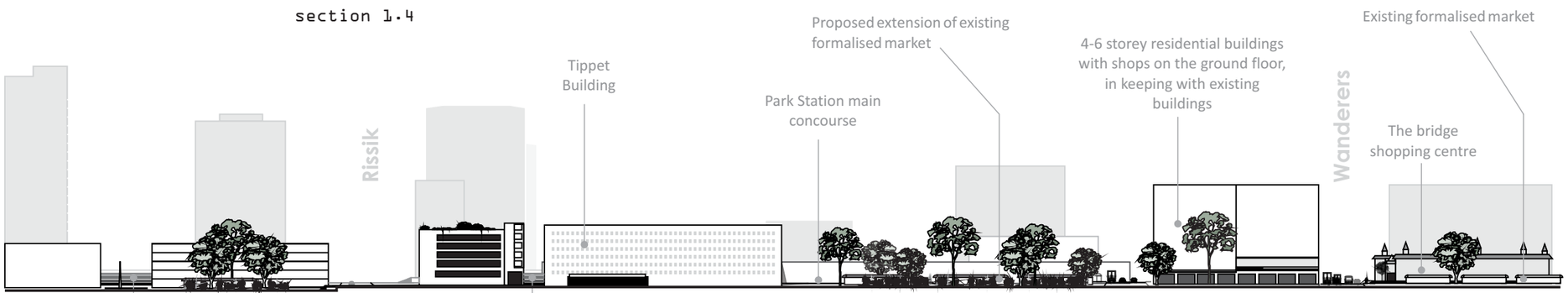
PRECINCT 1: Southern elevation (De Villiers Street)



section 1.3



section 1.4

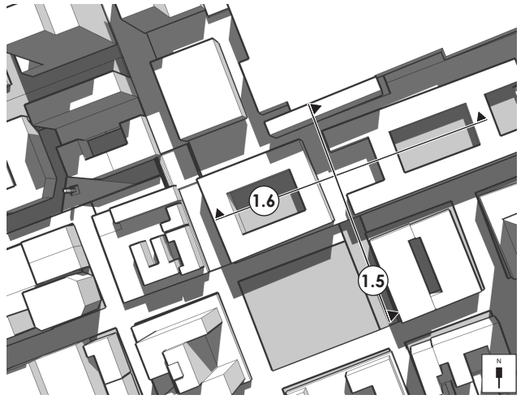


Some parts of the site will be elevated (by as much as 6m) off the ground, which will create opportunities for serial vision. This will also be used make some parts of site very public while others will be a bit more reclusive, creating instances of calm within a very busy urban setting. This strategy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

0m 50m

PRECINCT 1: Considerations about sunlight

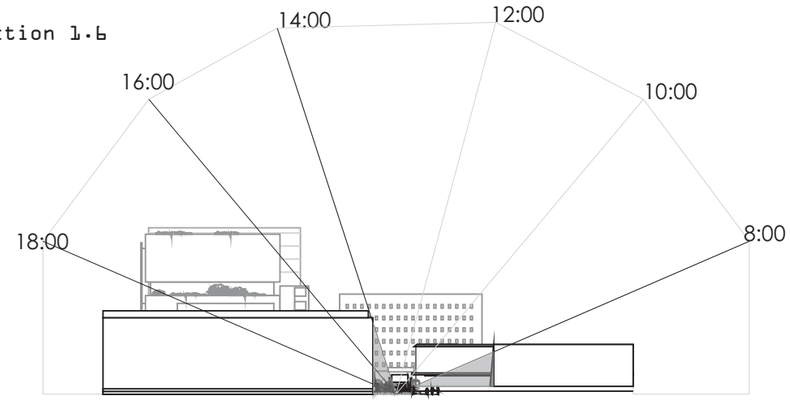
Southern forecourt, sunlight



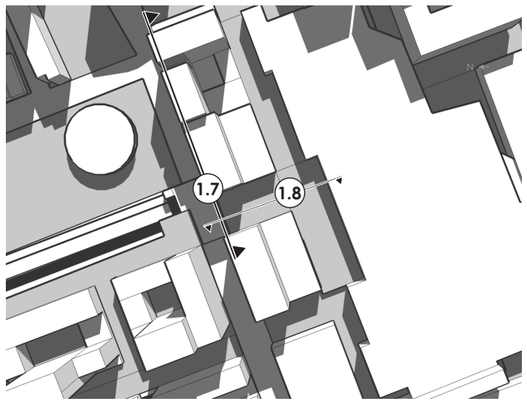
section 1.5



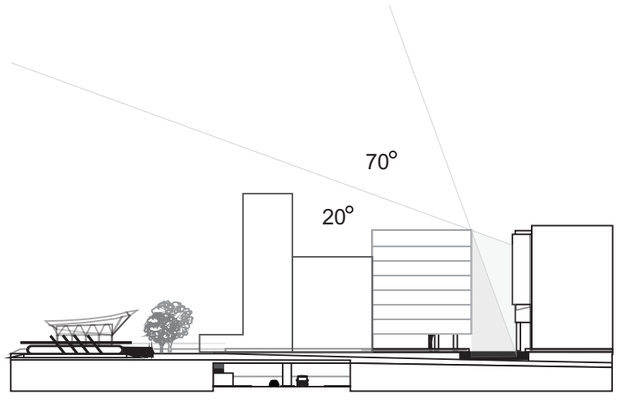
section 1.6



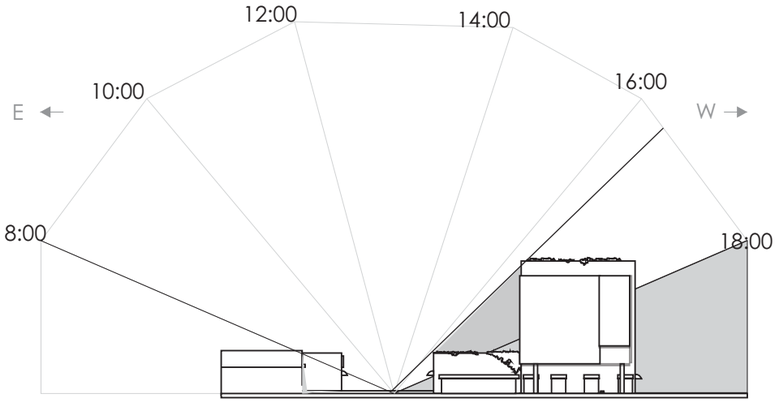
Western forecourt, sunlight



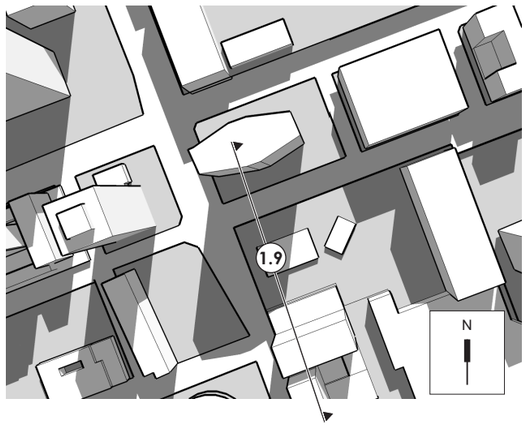
section 1.7



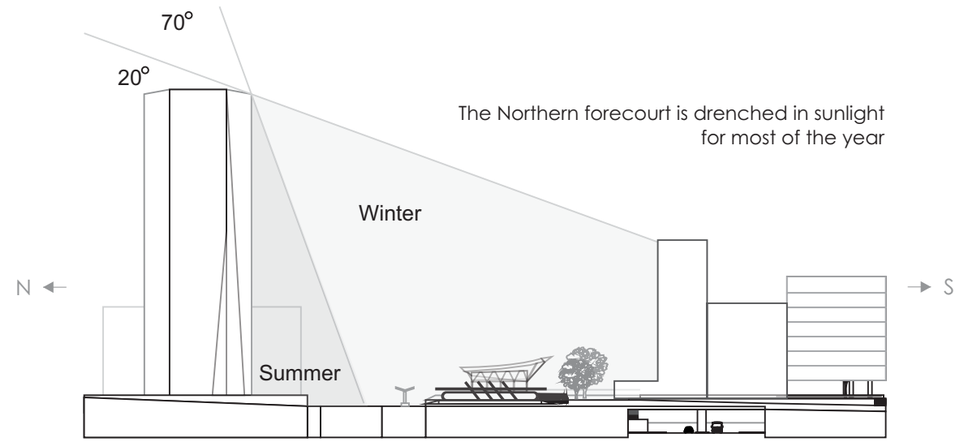
section 1.8



Northern forecourt, sunlight



section 1.9



The Northern forecourt is drenched in sunlight
for most of the year



PRECINCT 2

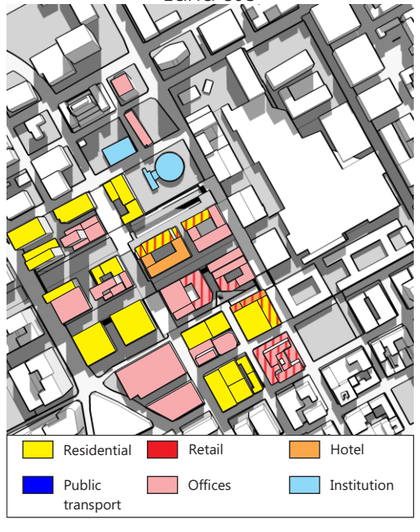


Existing/proposoded

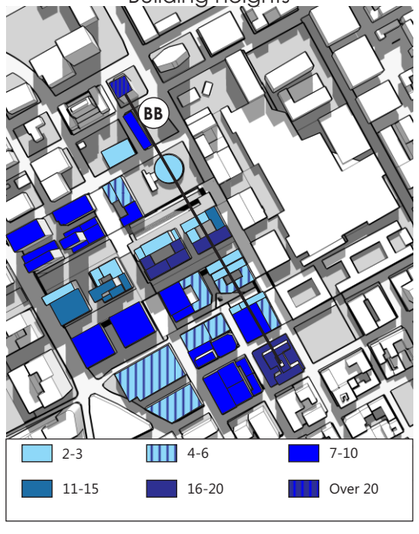




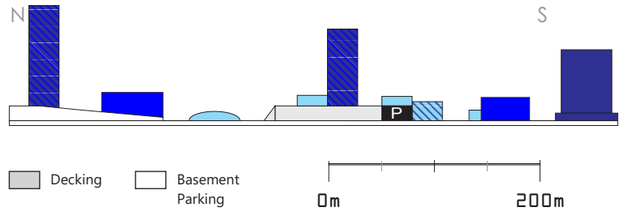
Land use



Building heights

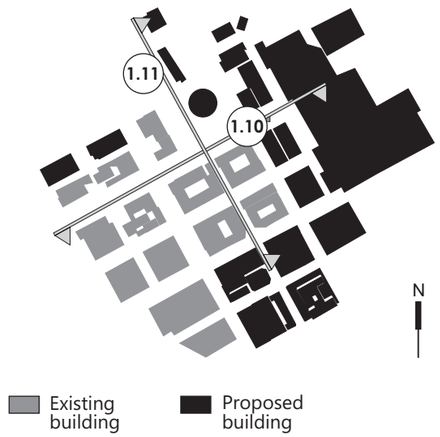


Building heights in section

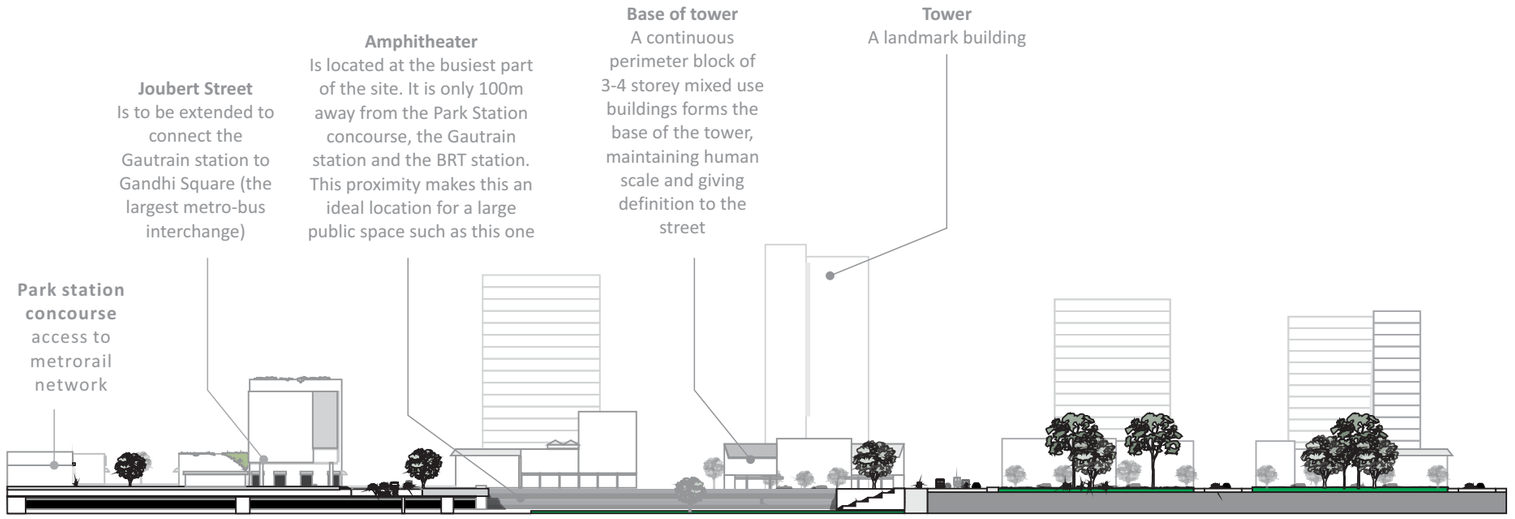


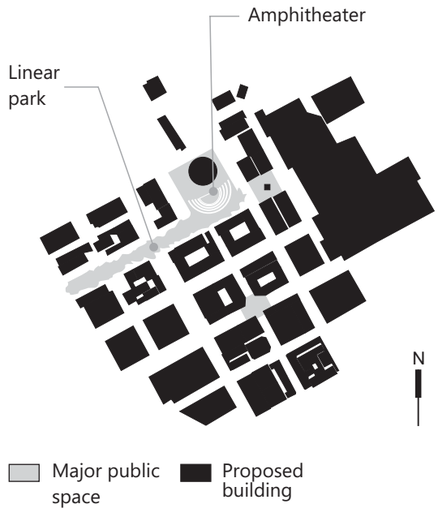
section BB

PRECINCT 2: Linear Park and Amphitheater

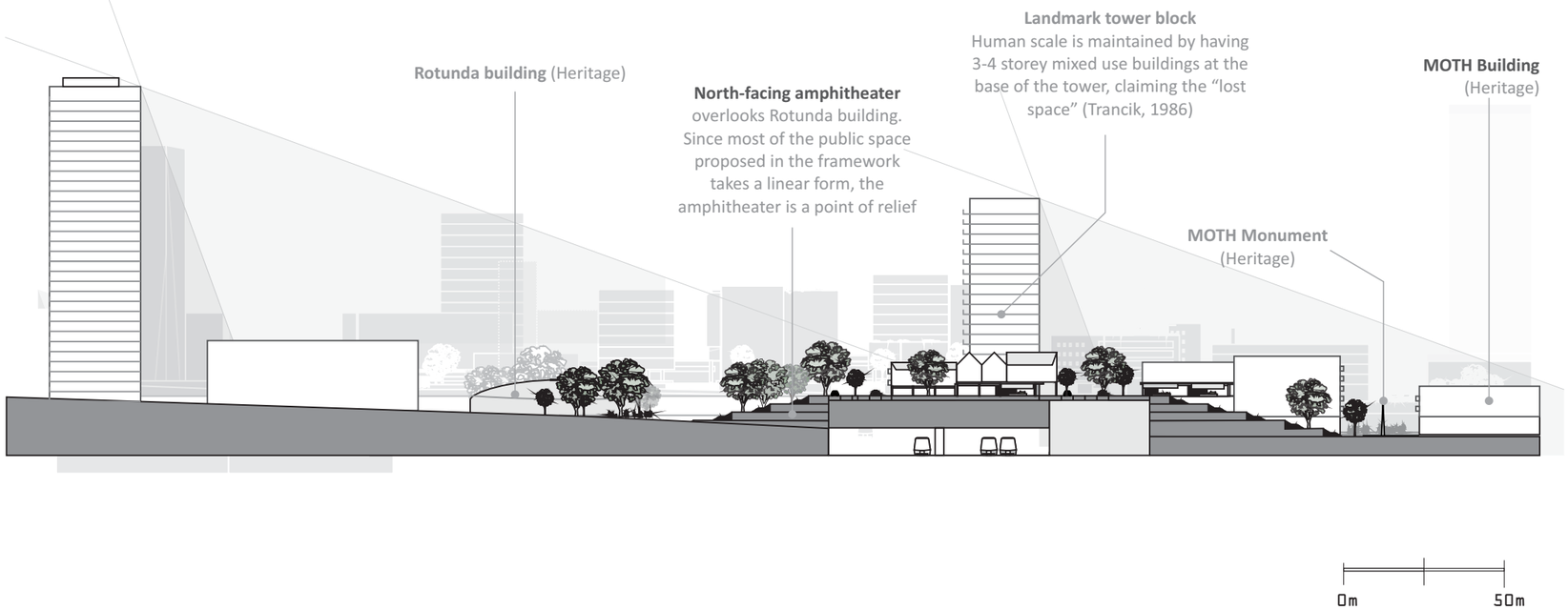


section 1.10: southern elevation (along central park)





section 1.11: southern elevation (across central park)



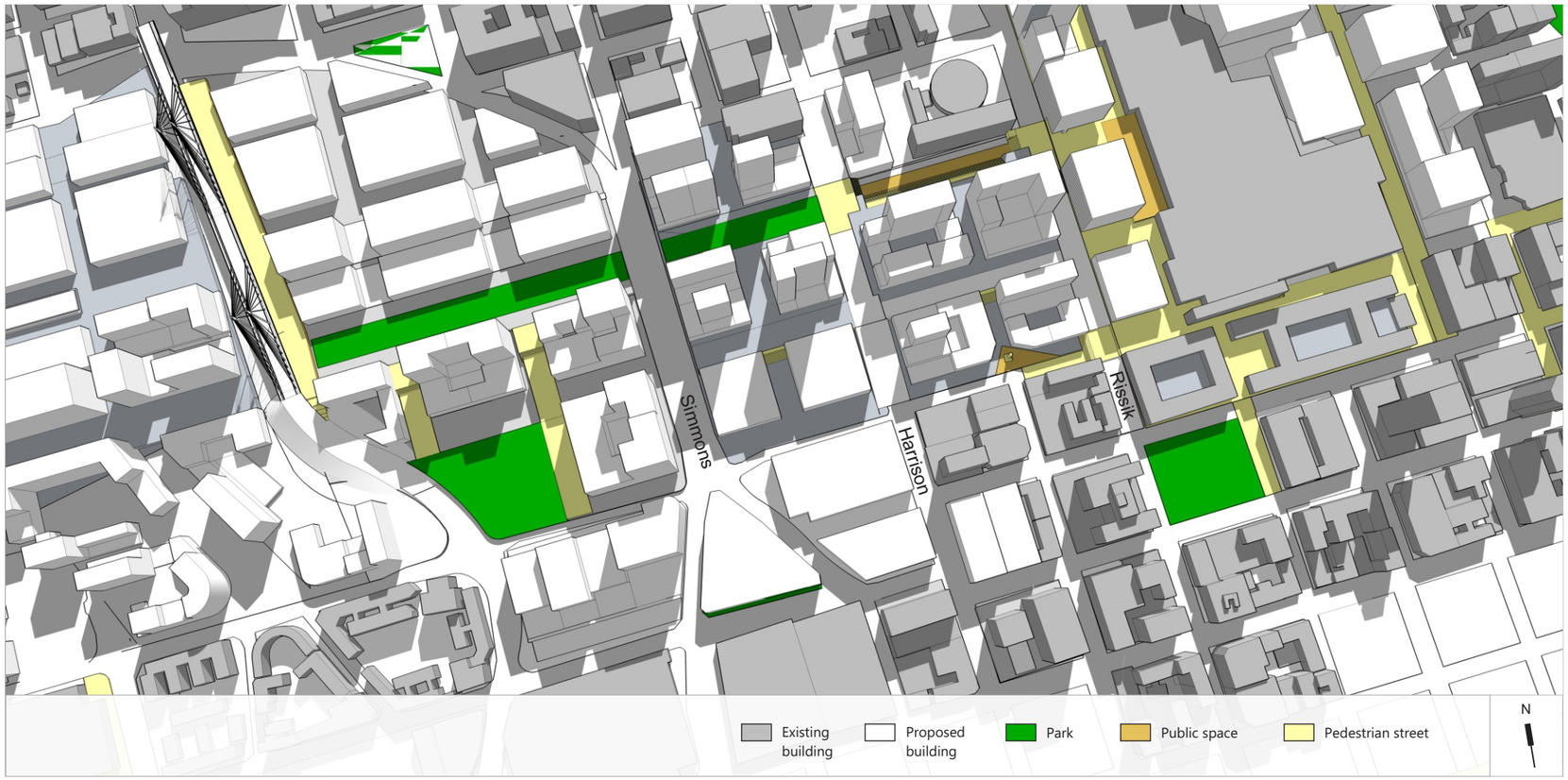
PRECINCT 3

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

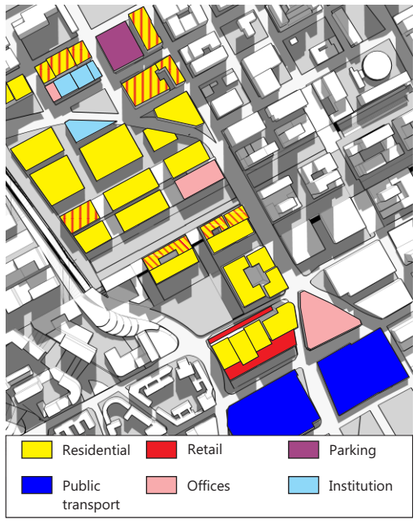


Existing/proposoded

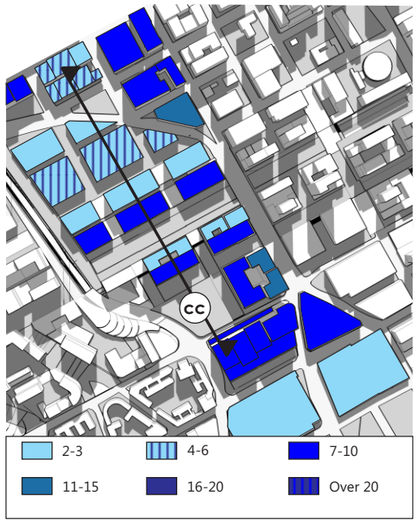




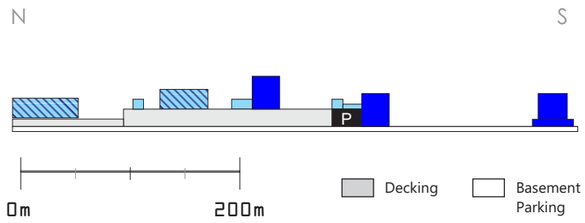
Land use



Building heights

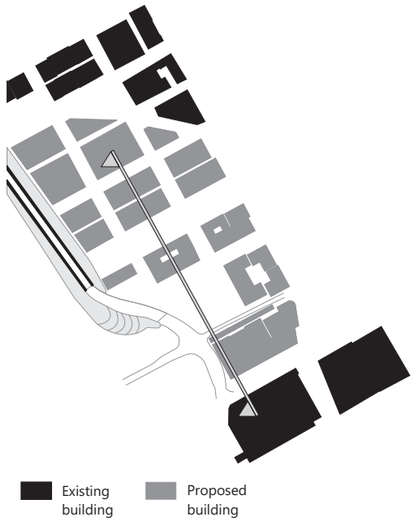


Building heights in section

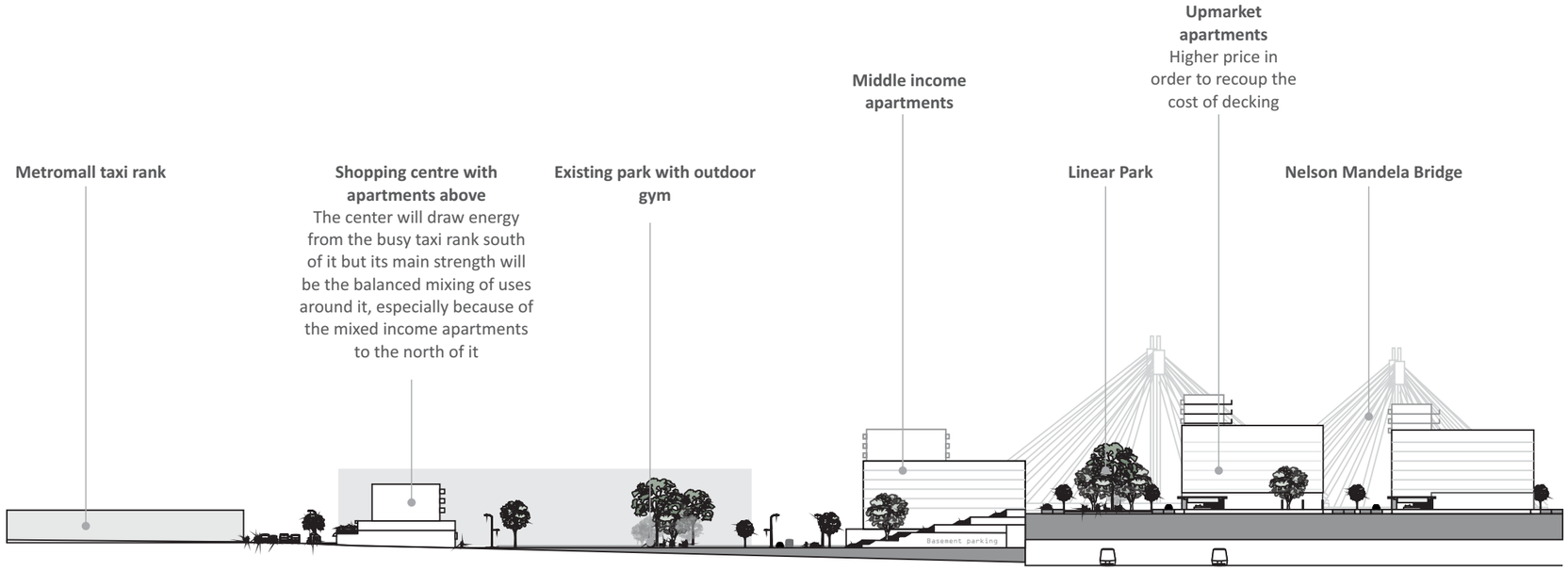


section cc

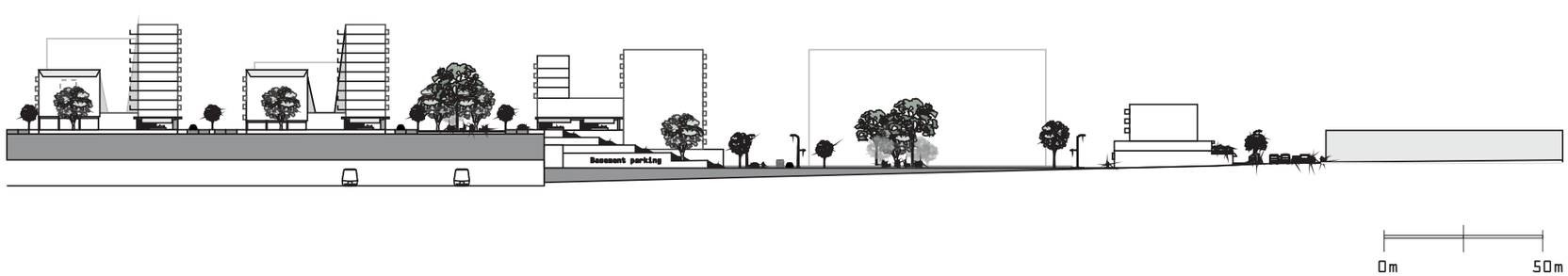
PRECINCT 3: Decking the over the marshaling yard



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

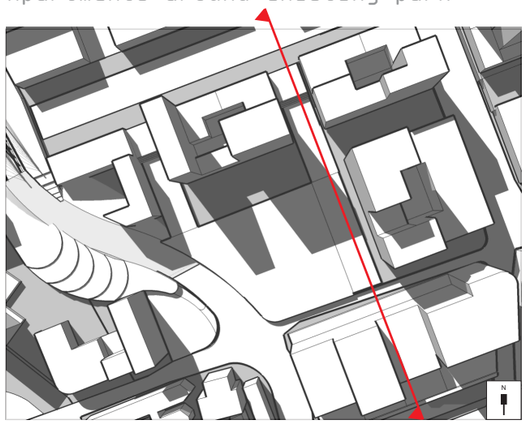


section 1.15: Precinct 3: Western elevation (along Melle Street)



PRECINCT 3: Sunlight in relation to apartments and surrounding public spaces

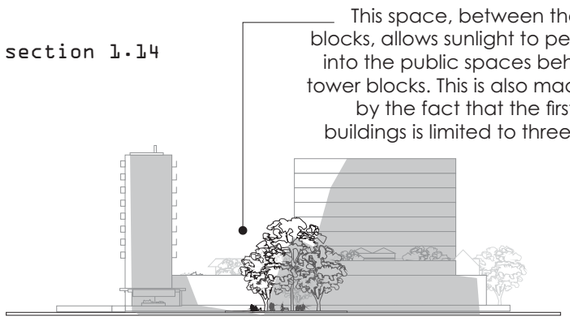
Apartments around existing park



section 1.14

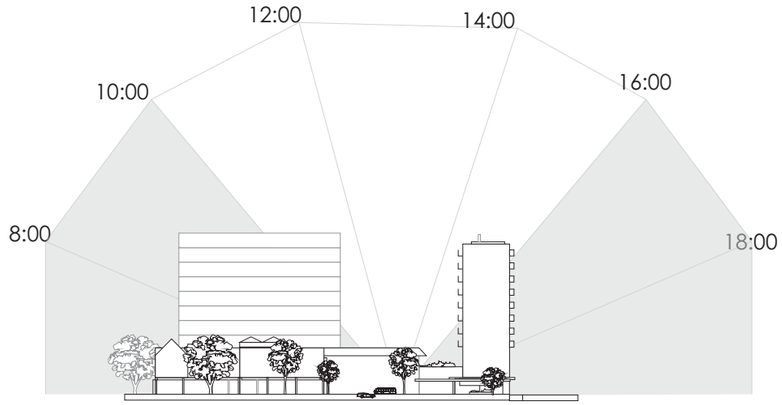


section 1.14

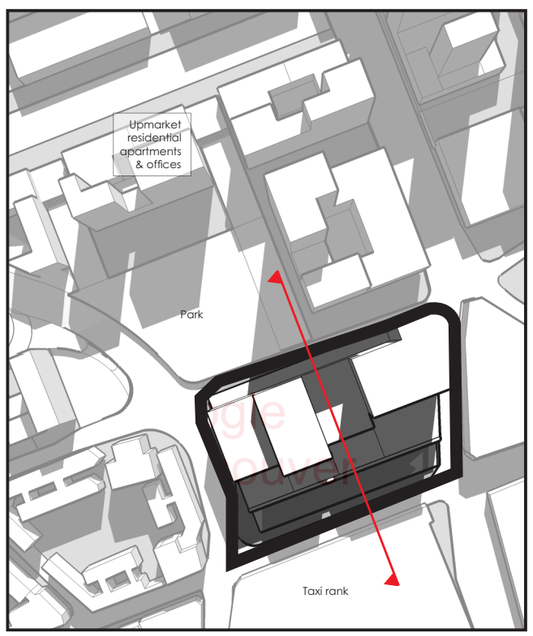


This space, between the tower blocks, allows sunlight to penetrate into the public spaces behind the tower blocks. This is also made easy by the fact that the first row of buildings is limited to three storeys

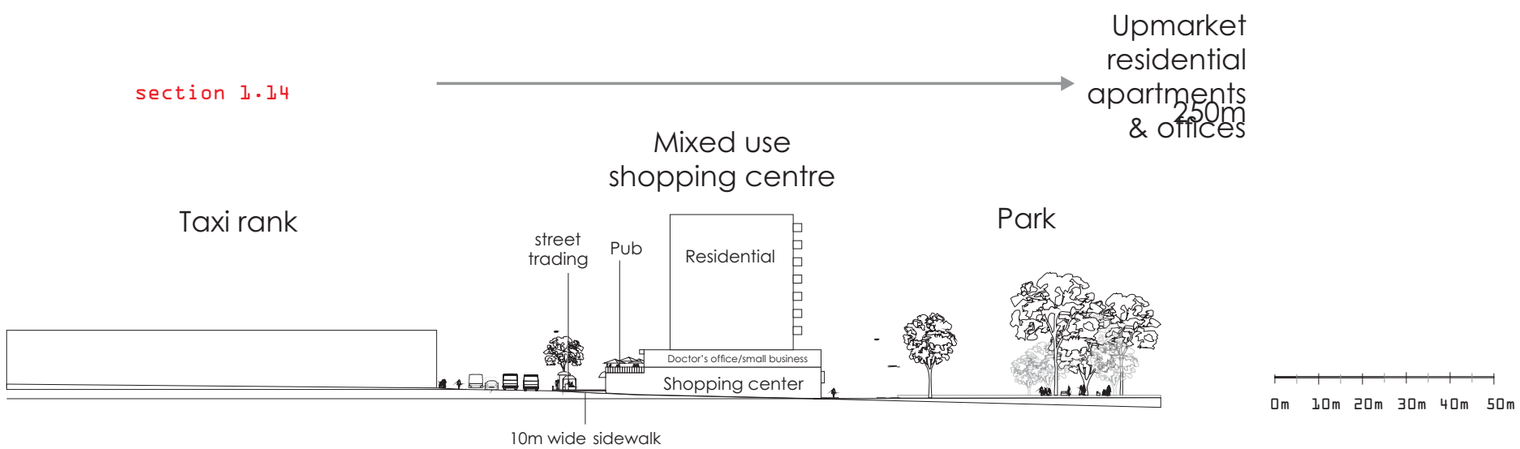
section 1.14



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



section 1.14



PRECINCT 4



Existing/proposoded

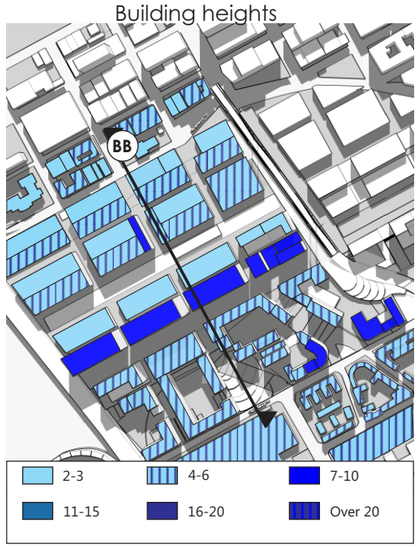




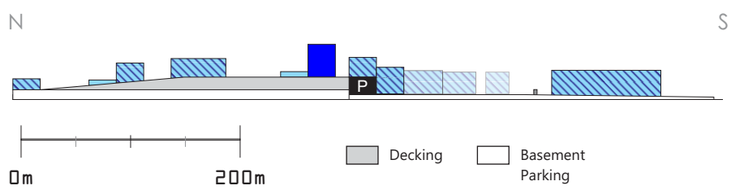
Land use



Building heights

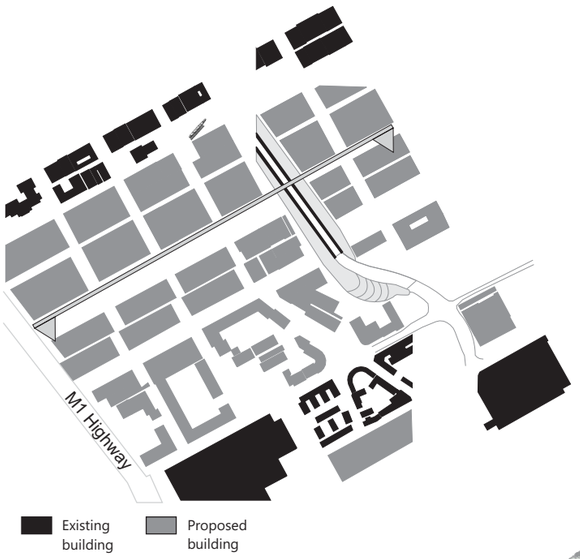


Building heights in section



section BB

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

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

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

Nelson Mandela Bridge

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

