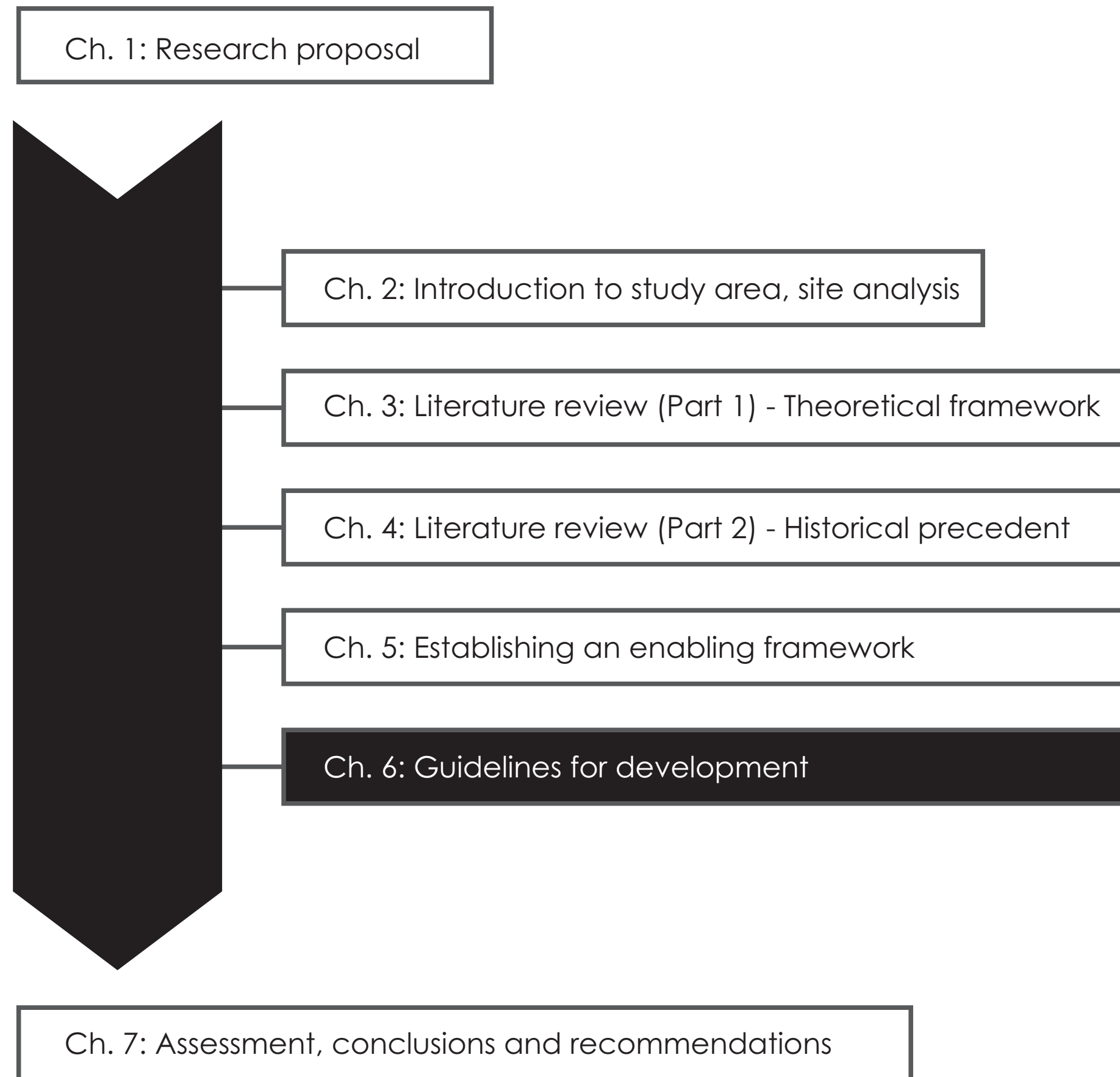


CHAPTER 6: PRECINCT PLANS - GUIDELINES FOR DEVELOPMENT



INTRODUCTION

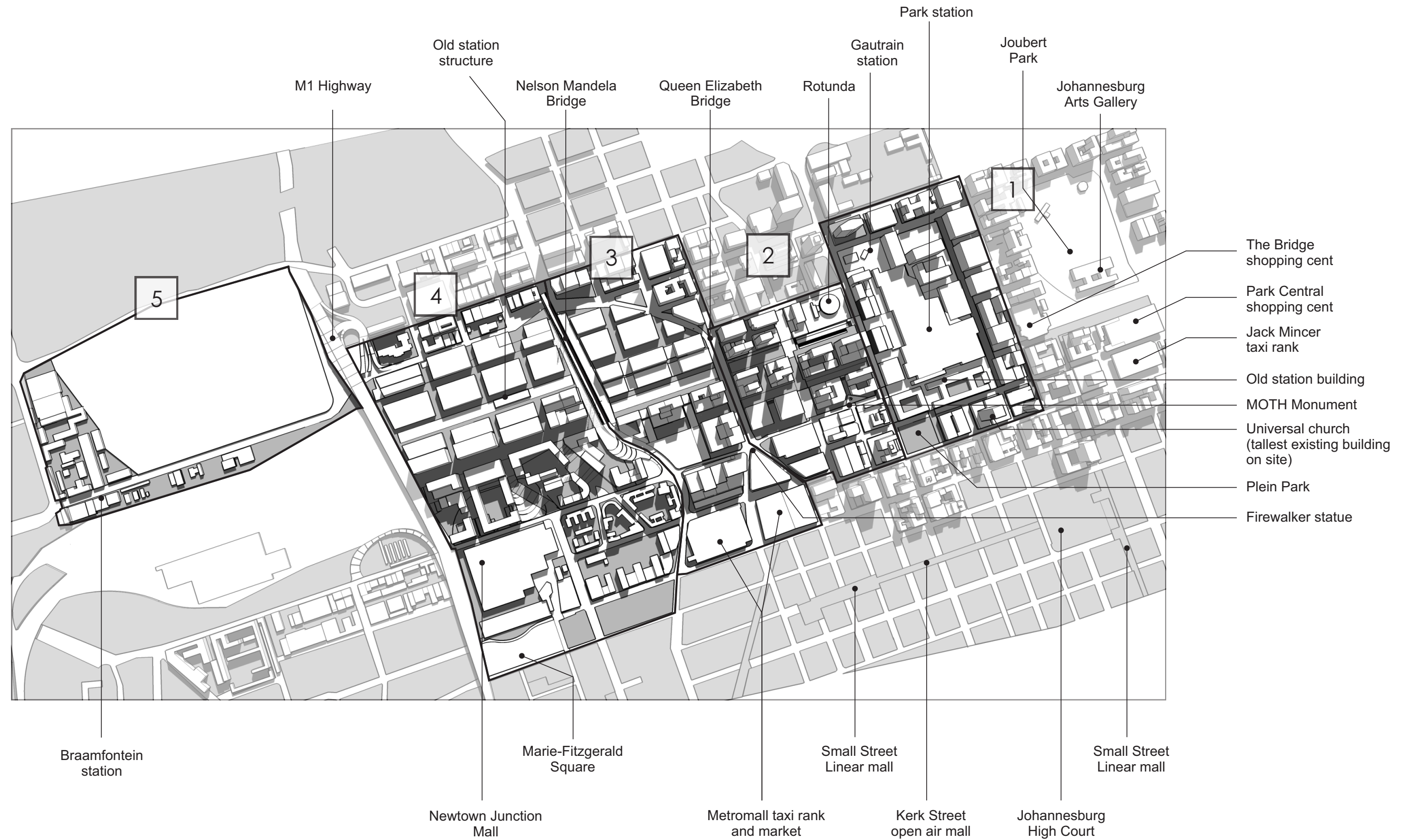
- **An enabling framework has been established** in the preceding chapter. In accordance to linkage theory (Trancik, 1986) the structure of the proposed settlement is now inherent in the movement system proposed by the enabling framework. *Desire lines* (routes with high pedestrian activity) have been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

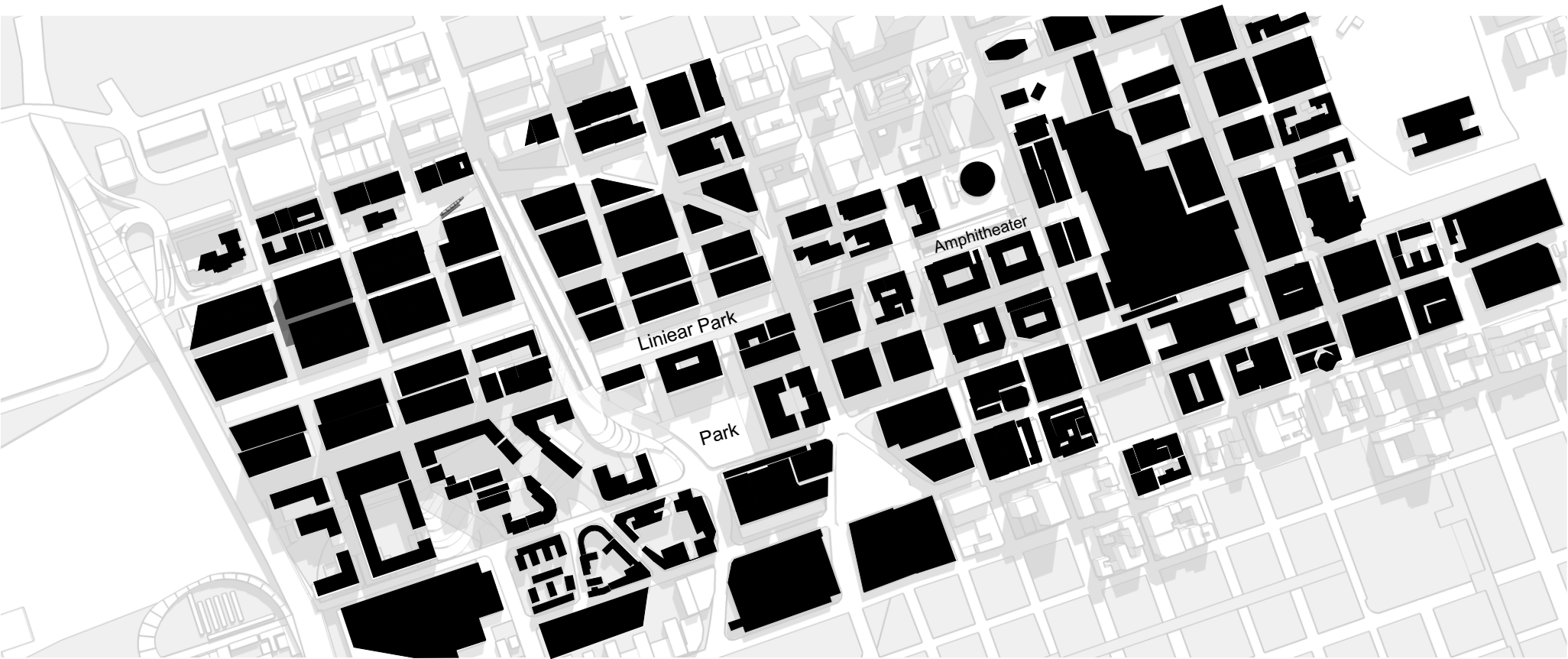
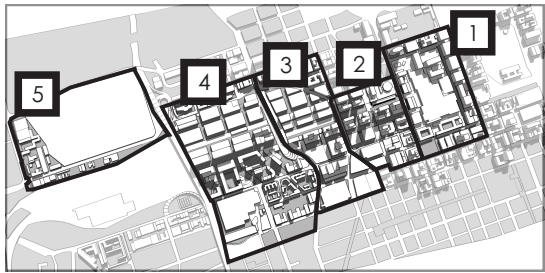
This chapter begins a discussion about the guidelines that explain how the proposed framework is to be applied. The guidelines are not meant as rules for development but rather they aim to offer a common language that can be easily accessed by the different stakeholders in the development process. Thus,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



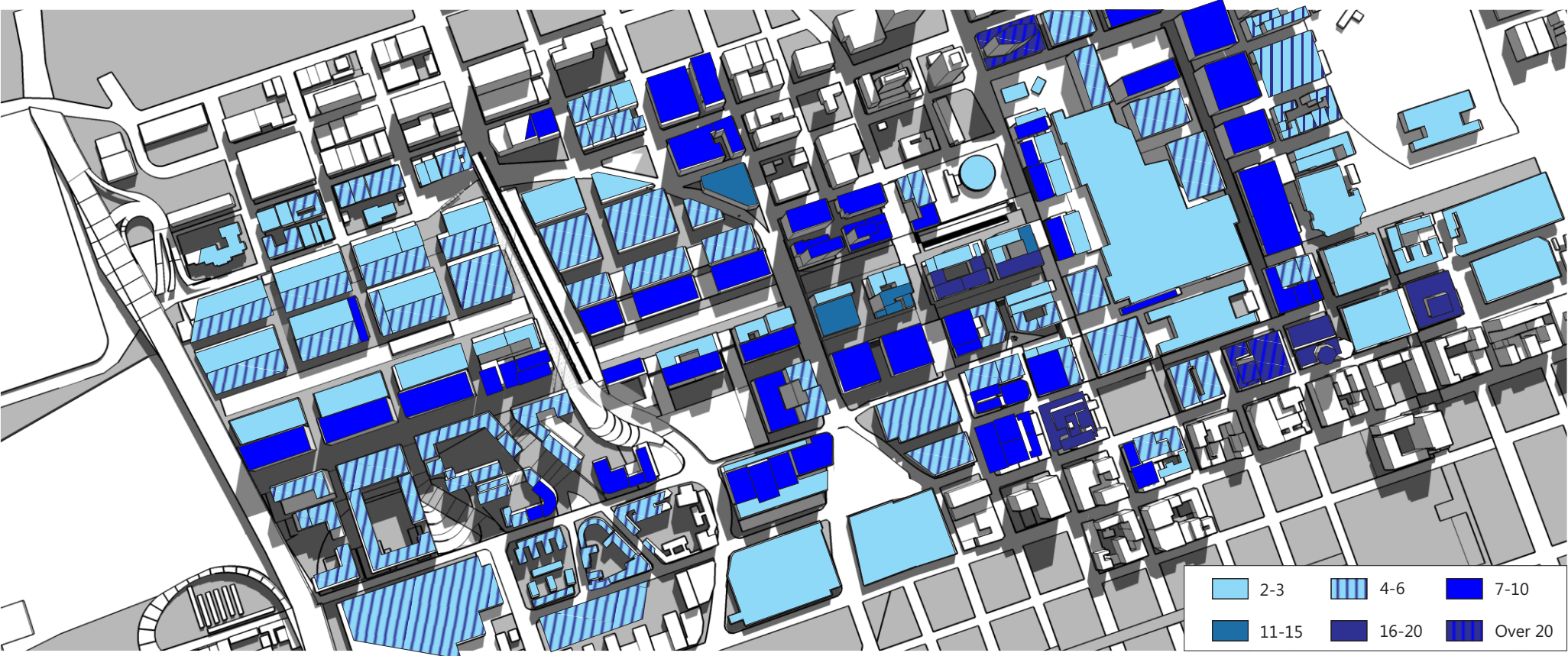
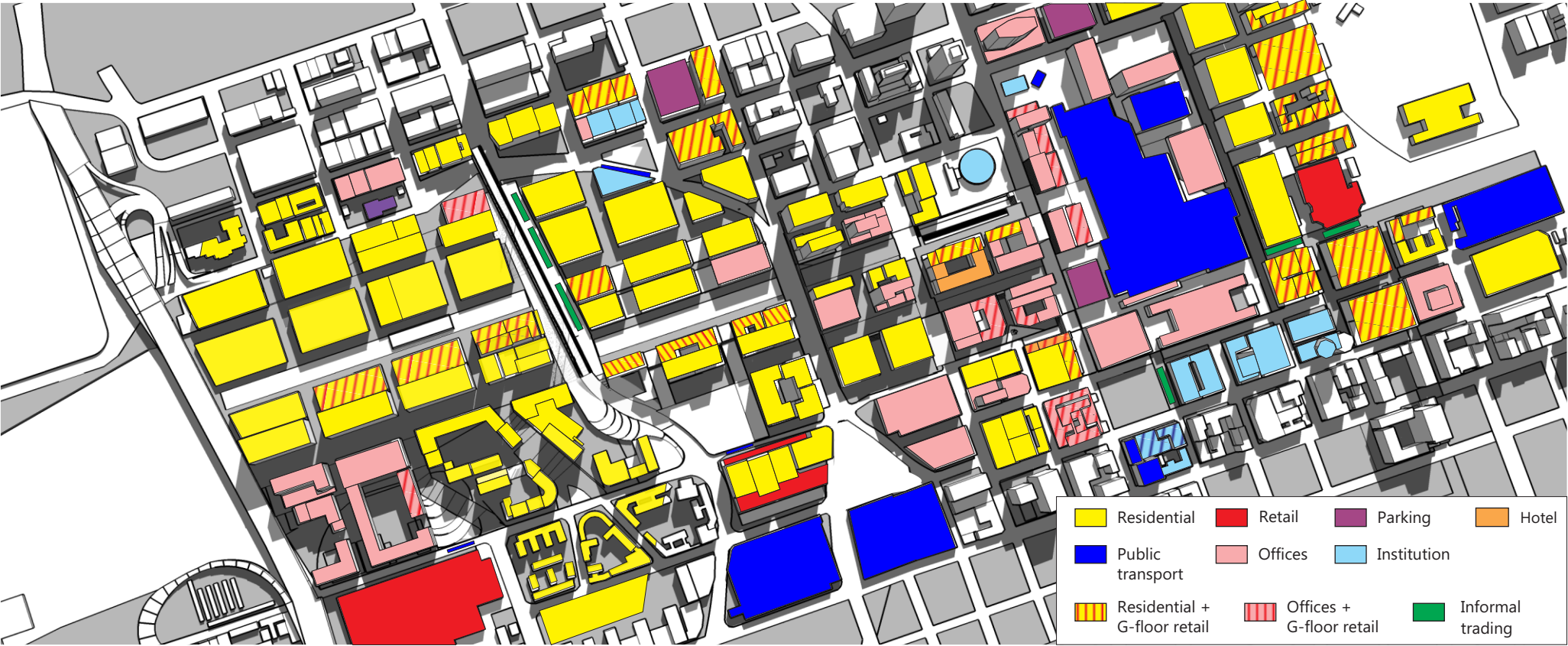
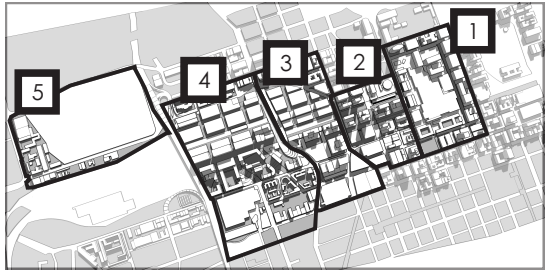
Location



New buildings and figure ground

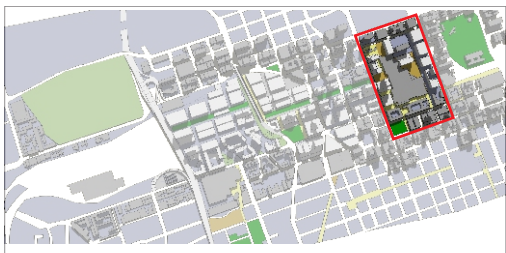


Land use & building heights



PRECINCT 1

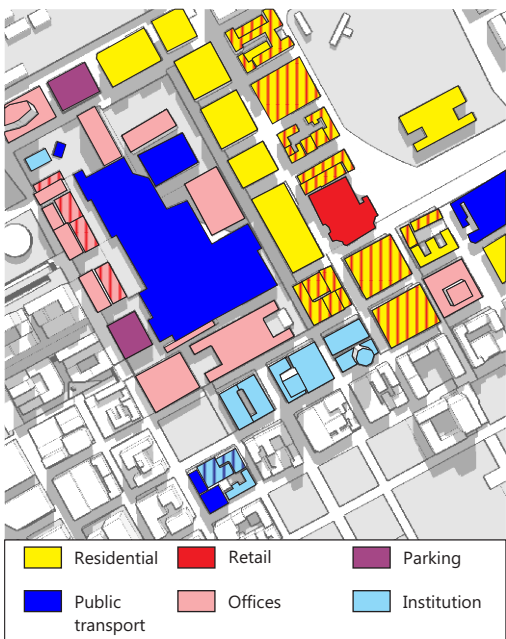
Greater Park Station - in-fill development



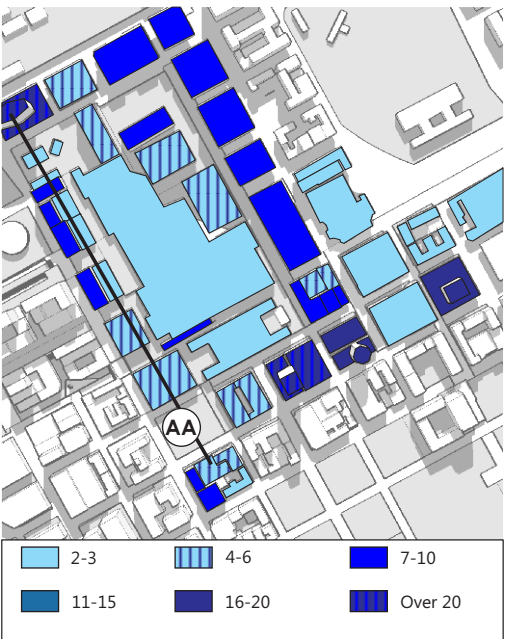
Existing/proposed



Land use



Building heights

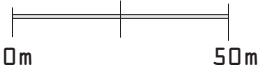
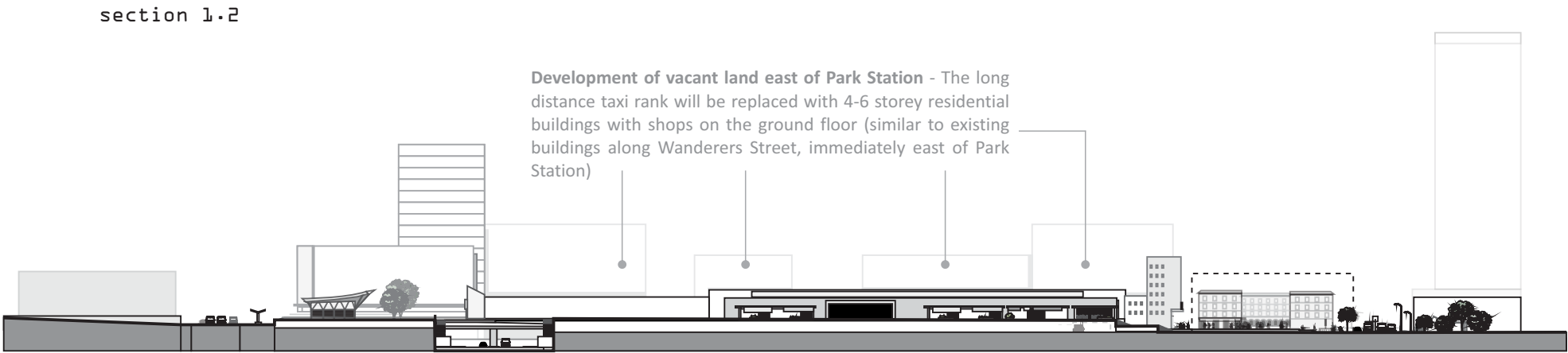
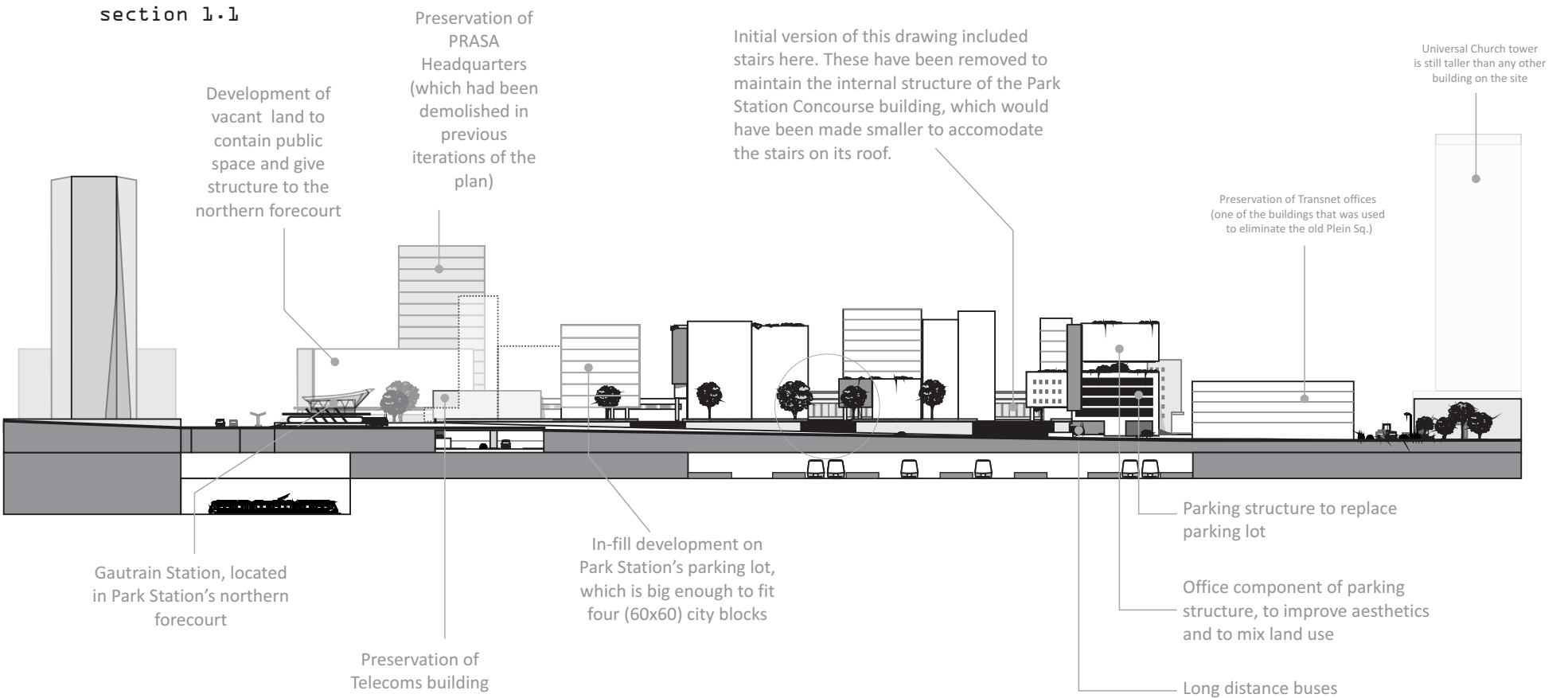


Building heights in section

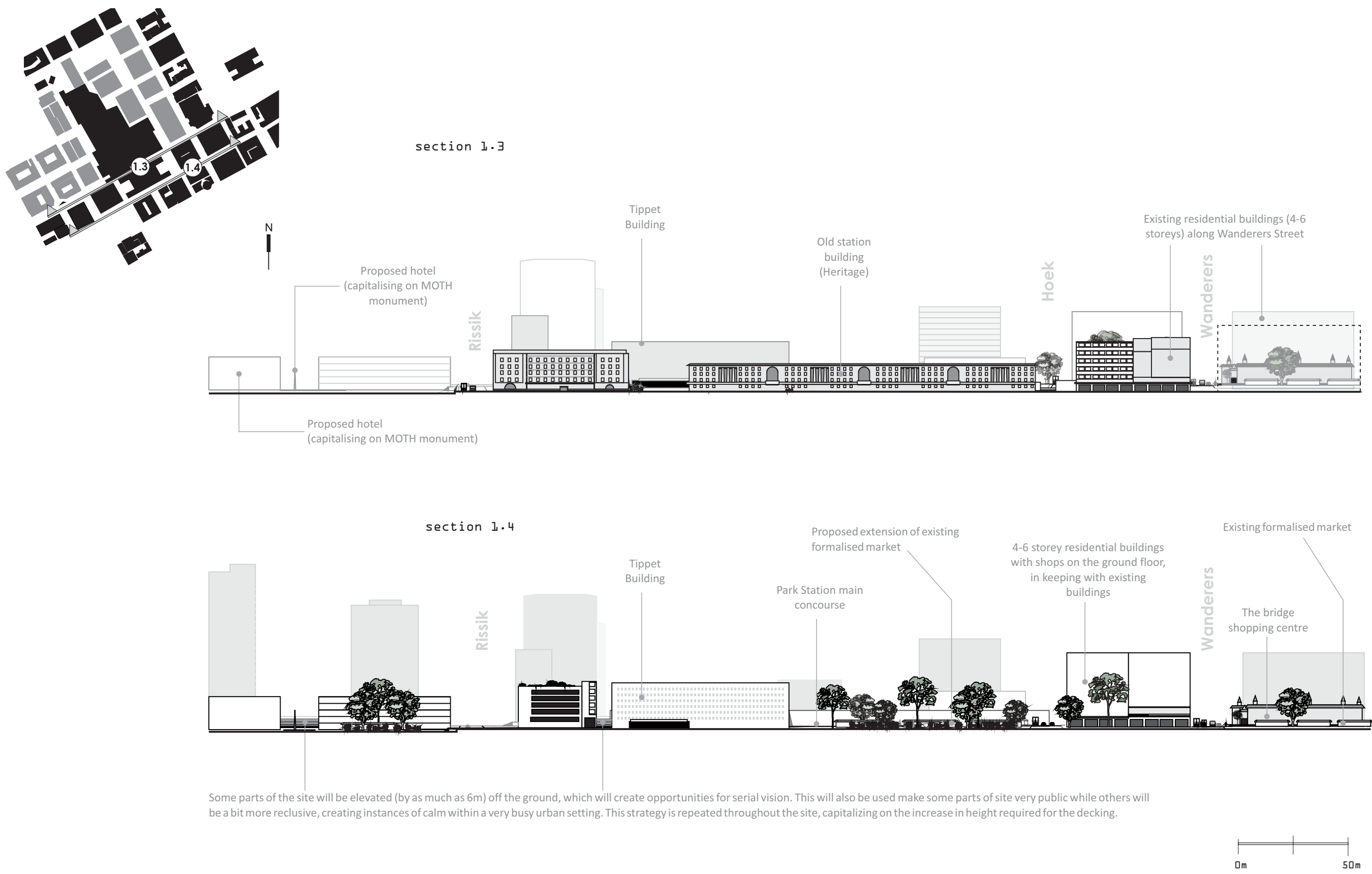


section AA

PRECINCT 1: western elevation (Rissik Street)

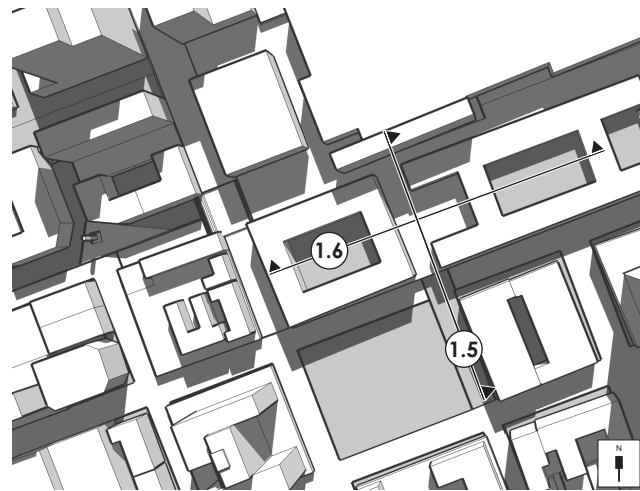


PRECINCT 1: Southern elevation (De Villiers Street)

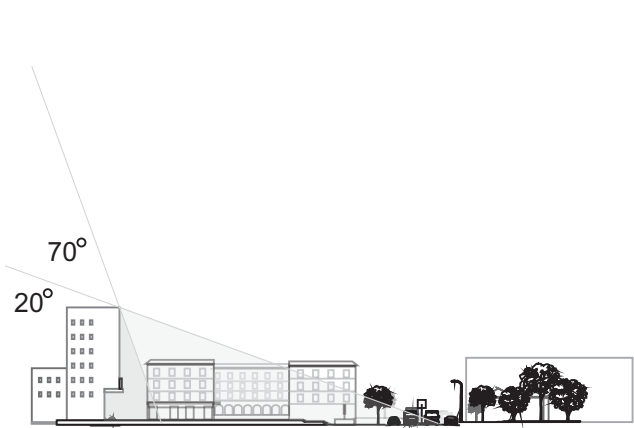


PRECINCT 1: Considerations about sunlight

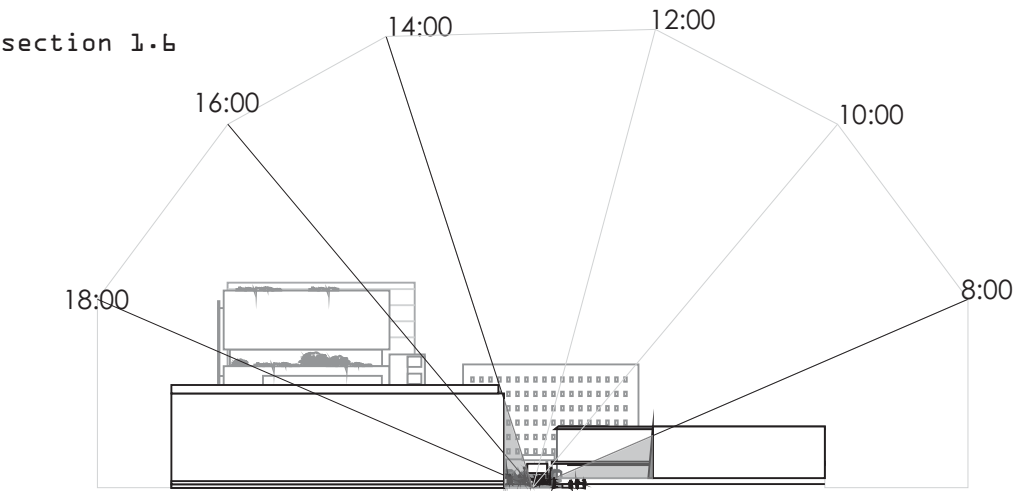
Southern forecourt, sunlight



section 1.5



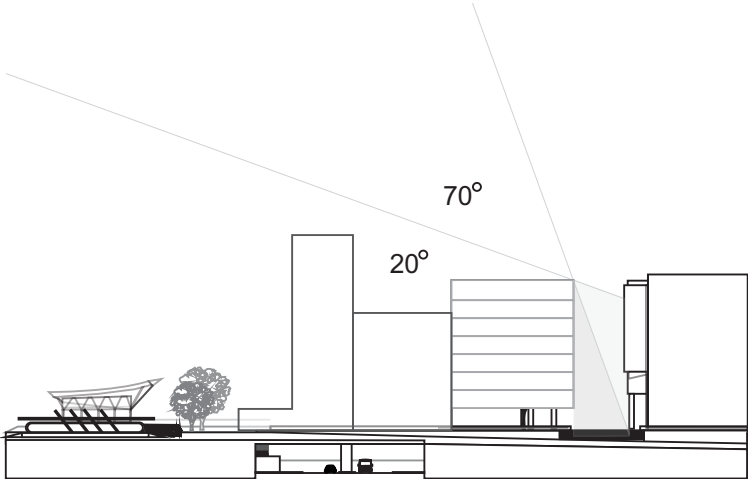
section 1.6



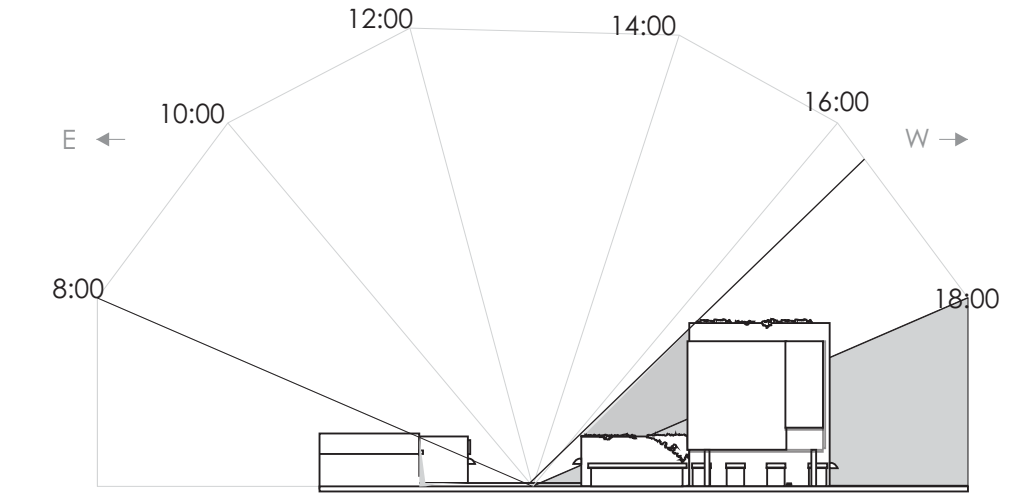
Western forecourt, sunlight



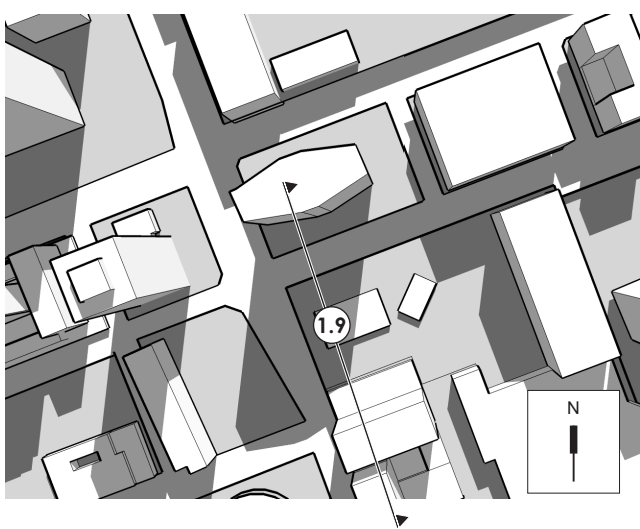
section 1.7



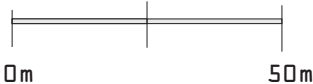
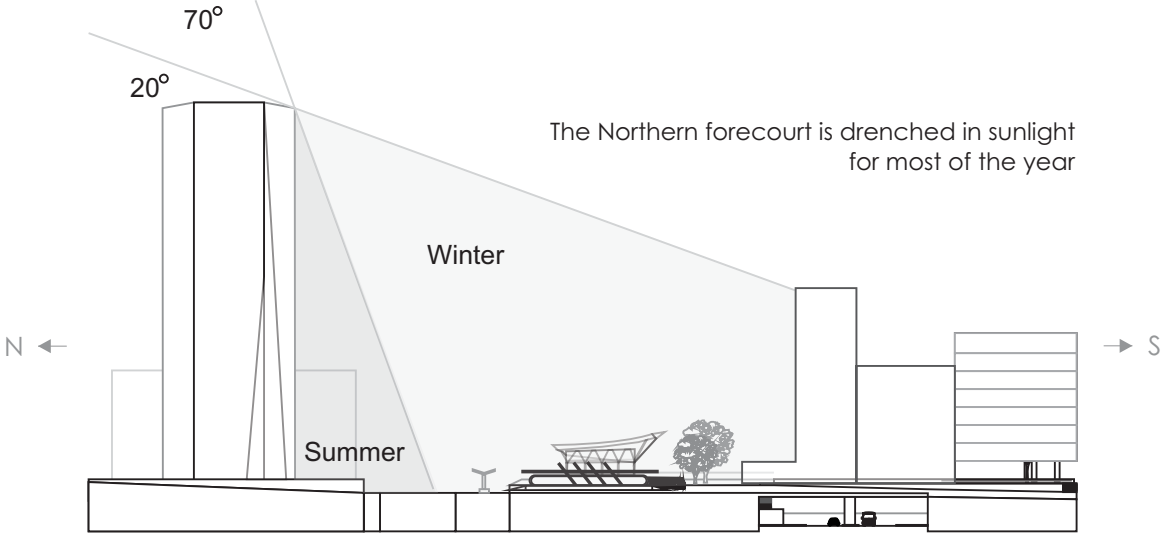
section 1.8



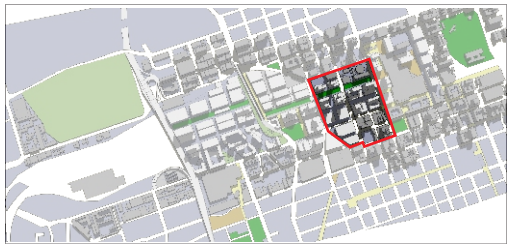
Northern forecourt, sunlight



section 1.9



PRECINCT 2



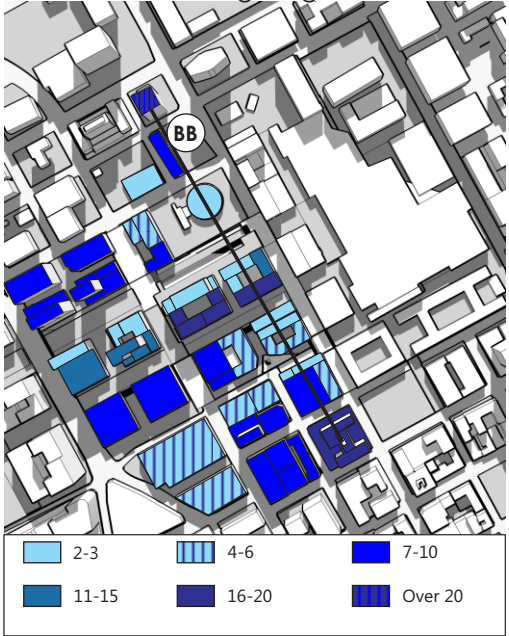
Existing/proposed



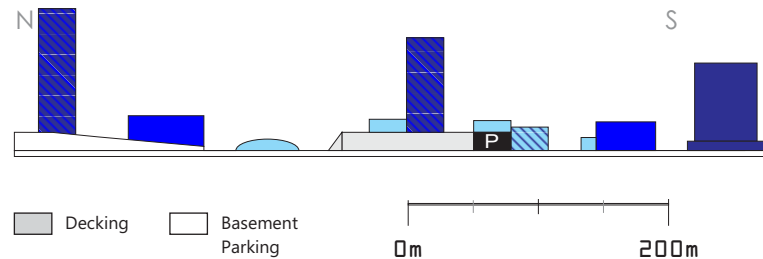
Land use



Building heights

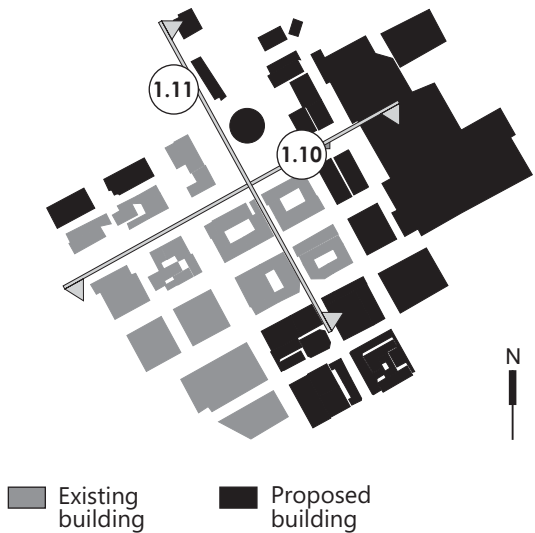


Building heights in section

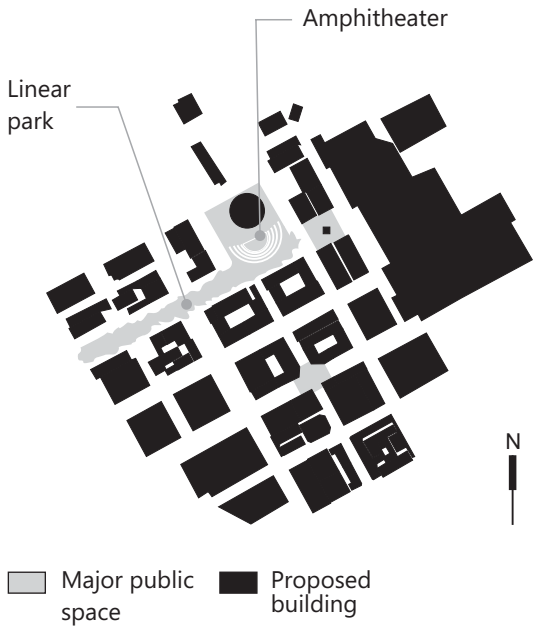
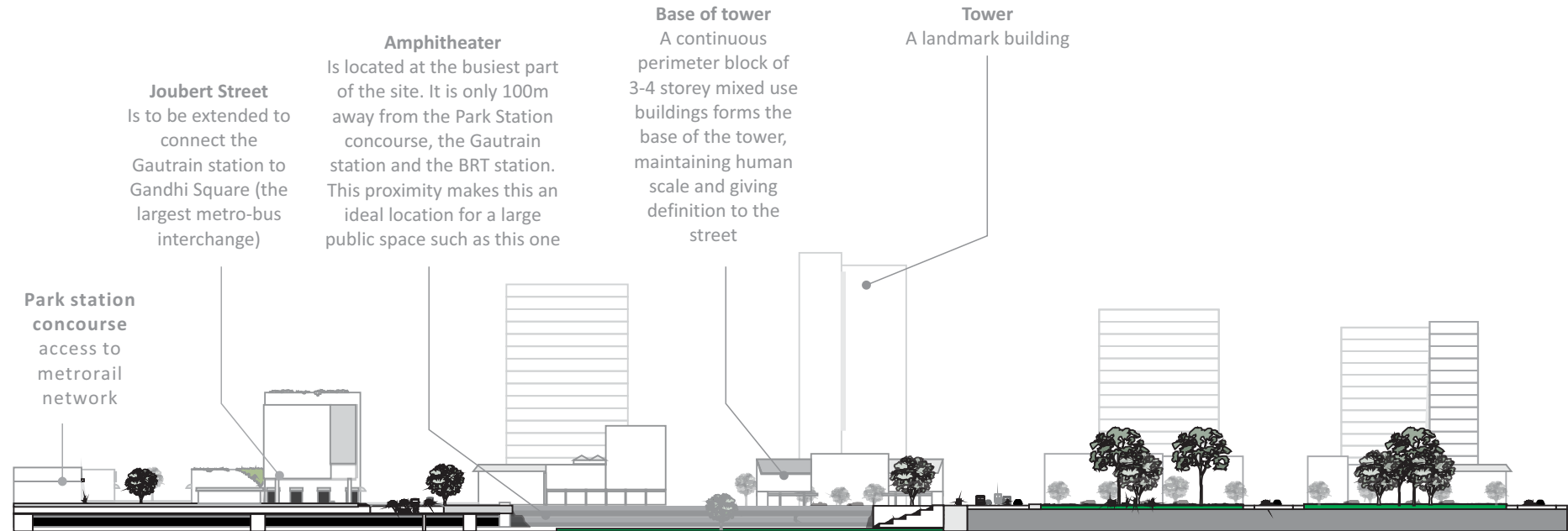


section BB

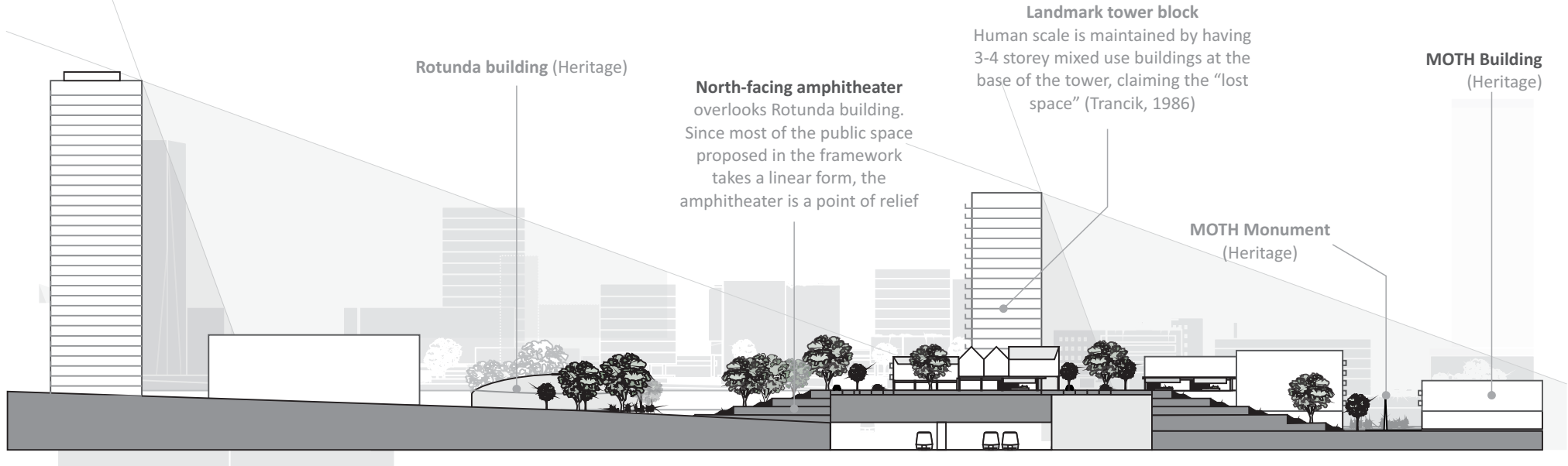
PRECINCT 2: Linear Park and Amphitheater



section 1.10: southern elevation (along central park)



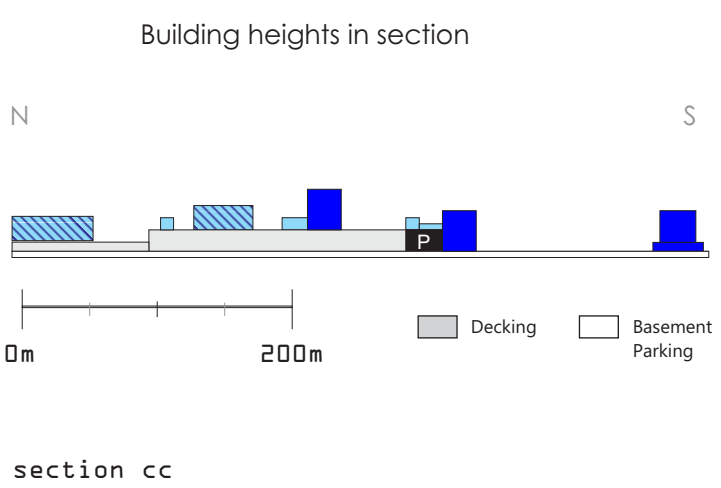
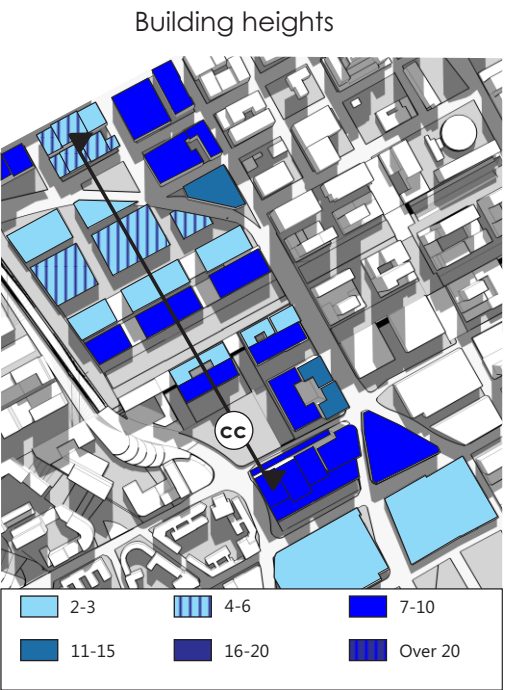
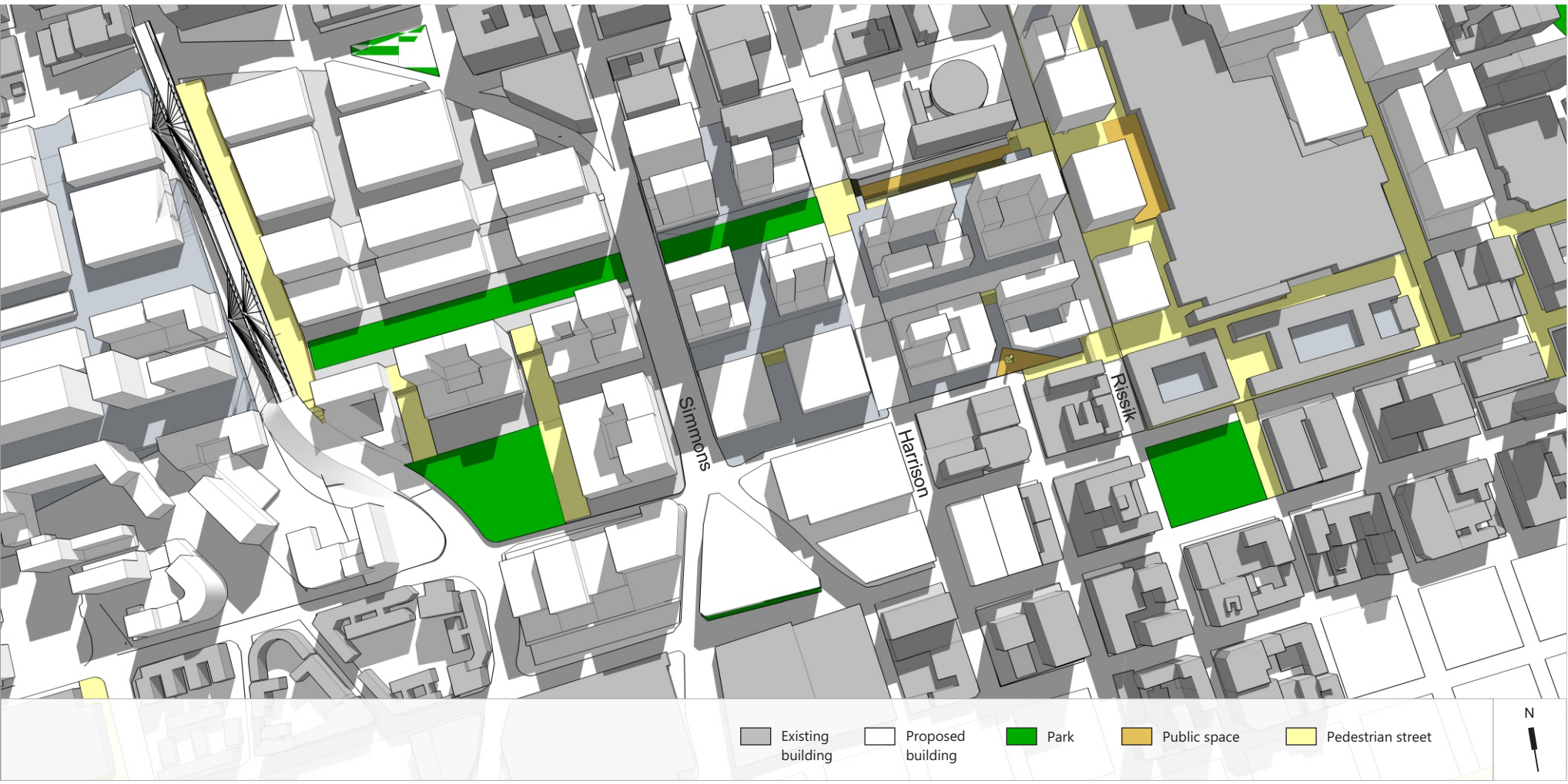
section 1.11: southern elevation (across central park)



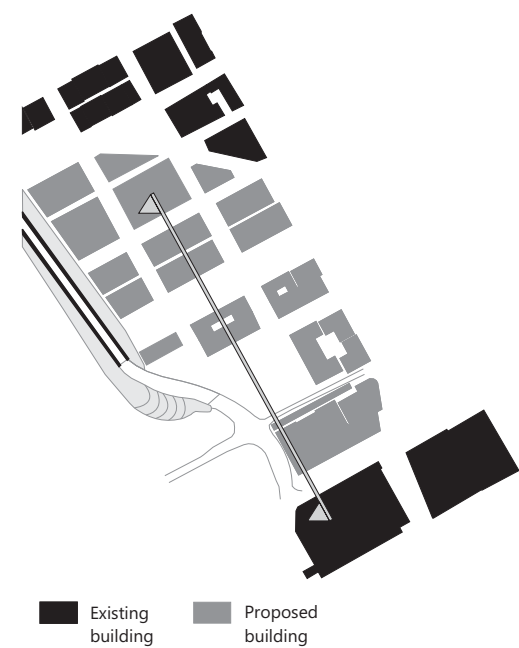
0m 50m

PRECINCT 3

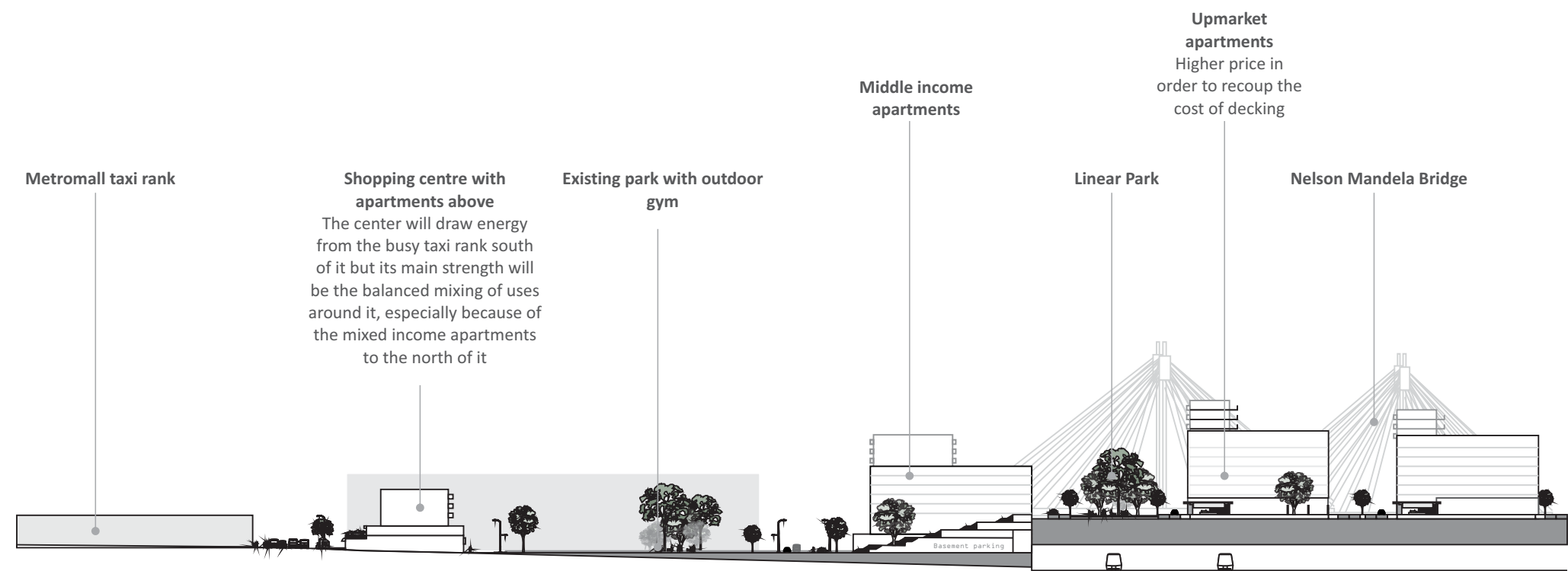
The Nelson Mandela Bridge precinct - Decking the over the marshaling yard



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)

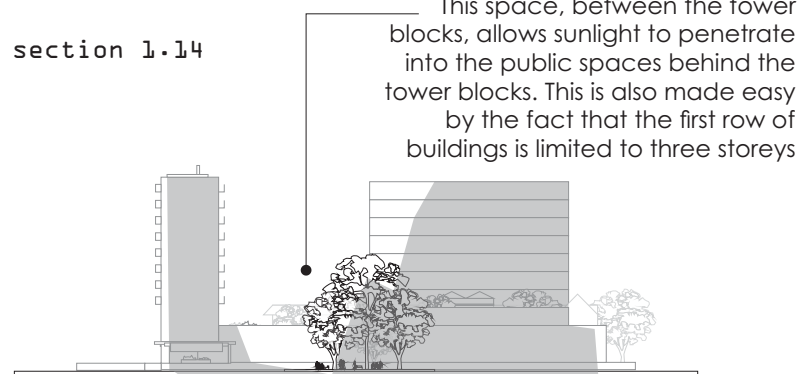


PRECINCT 3: Sunlight in relation to apartments and surrounding public spaces

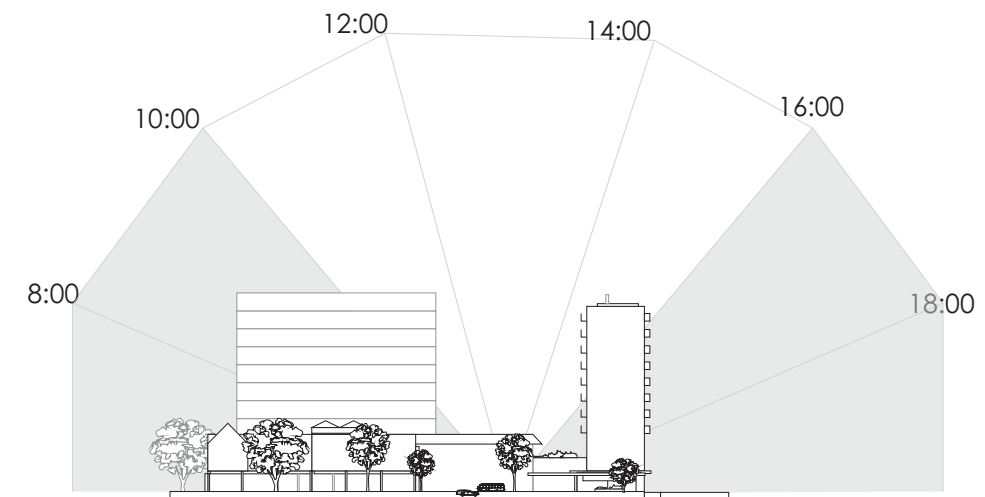
Apartments around existing park



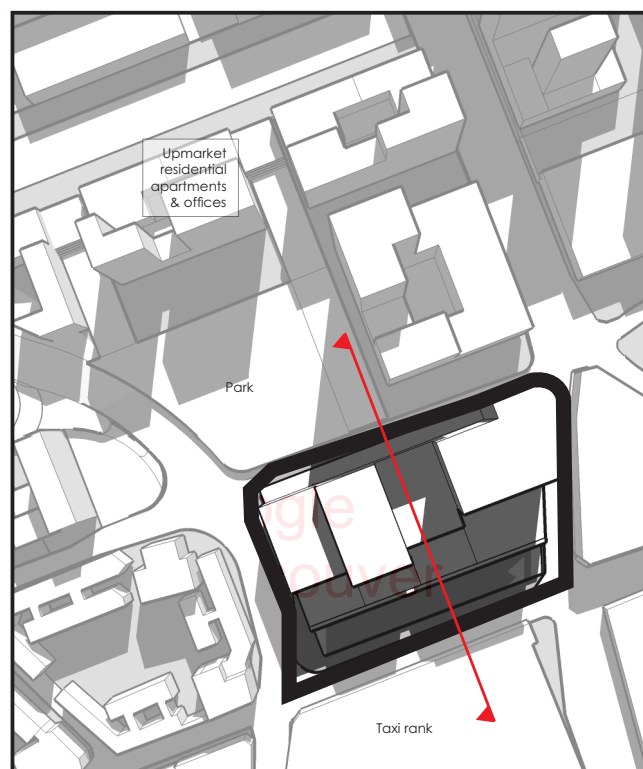
section 1.14



section 1.14



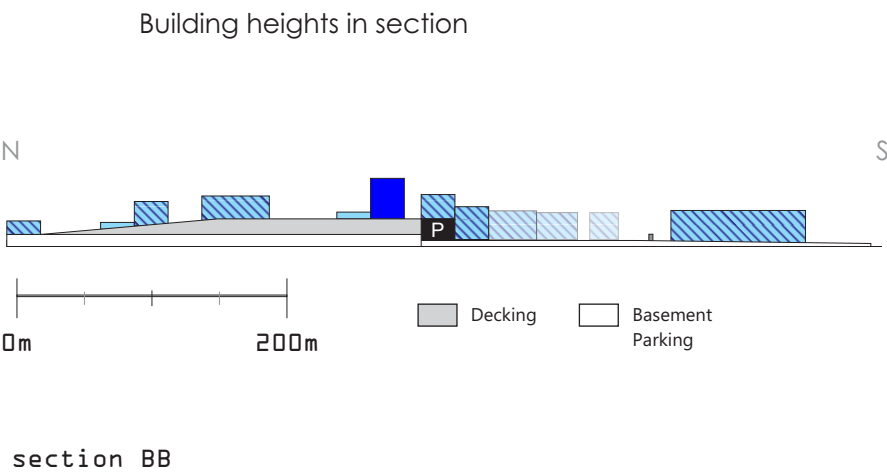
Direct sunlight will pass between the buildings into the park behind them most intensely between 12pm and 2pm



section 1.14



PRECINCT 4



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

