CHAPTER FIVE

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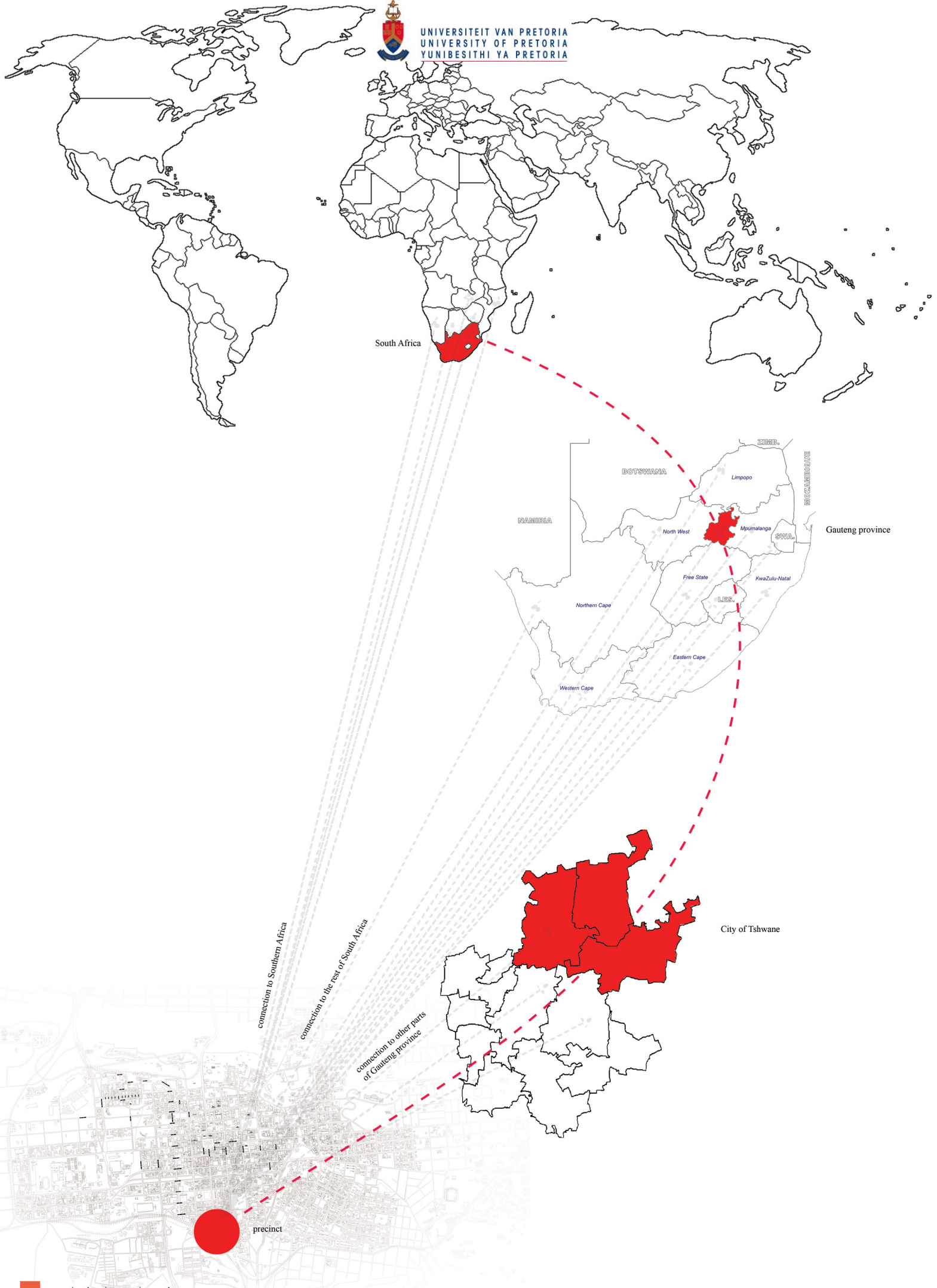

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Figure 30: **Precinct connects Pretoria to Southern Africa and all provinces in South Africa** (Author 2016).

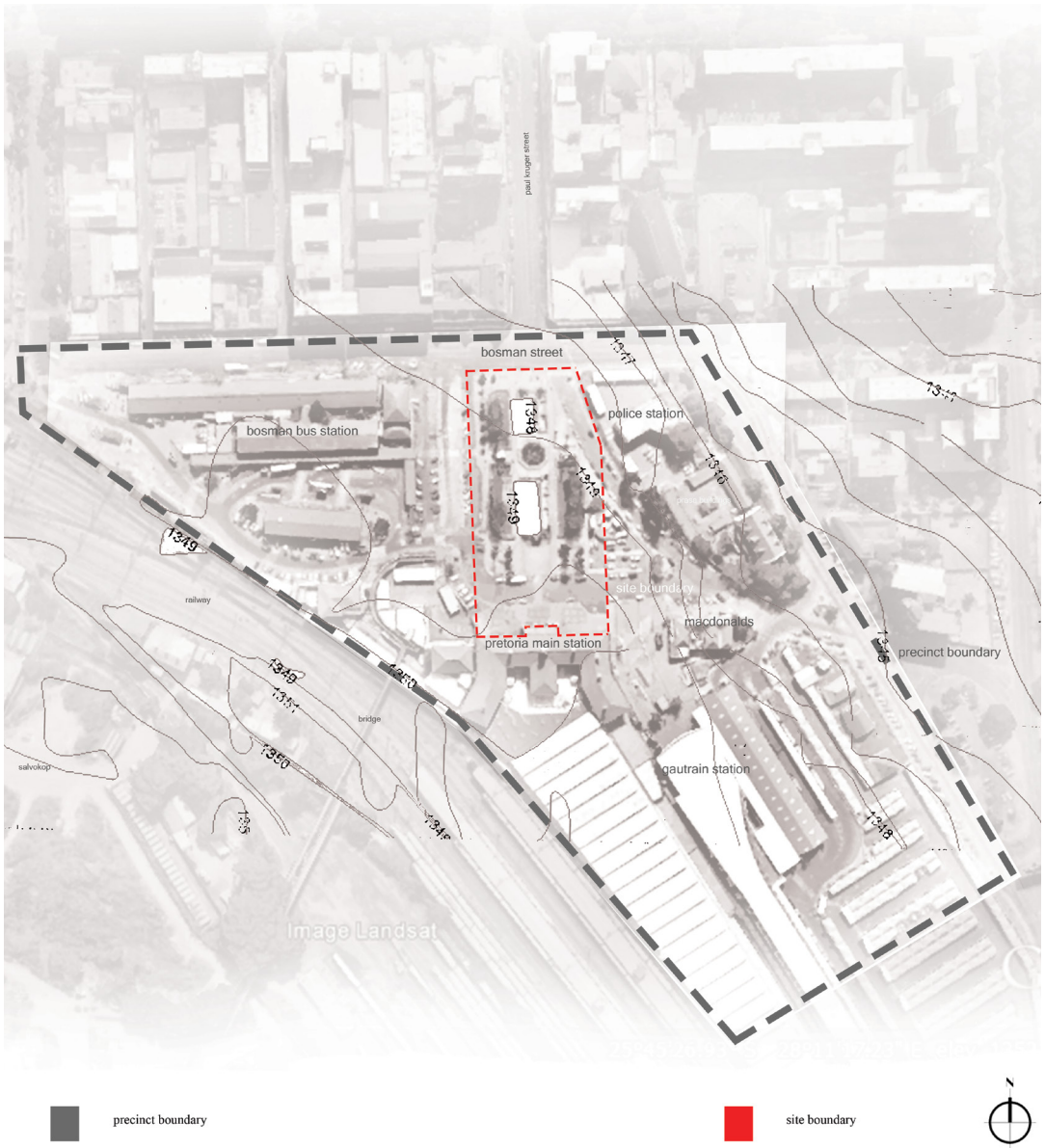

Figure 31: **Precinct and site location** (Author 2016)

5.1. Pretoria main station precinct

The Pretoria Station precinct consist of three transport stations. Bosman Bus Station, Gautrain Station and the Pretoria Main Station (main transport interchange). The precinct is situated close to the city centre of Pretoria. It is a busy area that is defined by high pedestrian and vehicle traffic. The Bosman Bus Station is mainly used by long distance travellers. The Bus Station is over populated by people and movement within the area is dense. The Gautrain Station is mainly used by passengers travelling within the Gauteng Province. The Pretoria Main Station accommodates passengers who mostly travel to townships. The area around the main station consists of a park that sits in front of the station building. The park is mostly used by travellers and people who live in the city.

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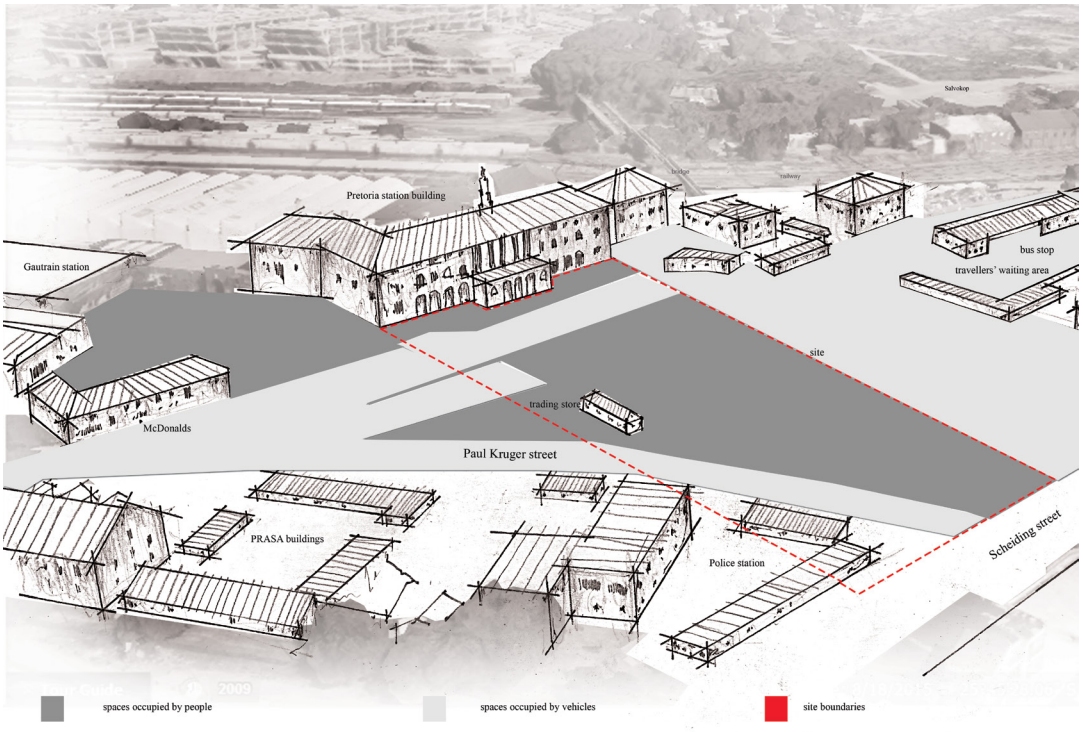
Figure 32: **Spatial definition** (Author 2016)



Bosman bus station | Gautrain station | Pretoria main station

edges and parking | pedestrian circulation along Scheiding street | performace events

The relationship between vehicular and pedestrian spaces has led to a lack of spatial definition in the whole precinct. There isn't a common spatial language between the Bosman bus station, Gautrain station and Pretoria main station. This is because vehicle occupation in most spaces in the precinct breaks up the site into many parts, therefore spaces for people need to be clearly defined so that the interference from vehicles becomes minimum. Instead of the vehicles occupying many small spaces in the park, a large dropoff and parking area can be proposed.

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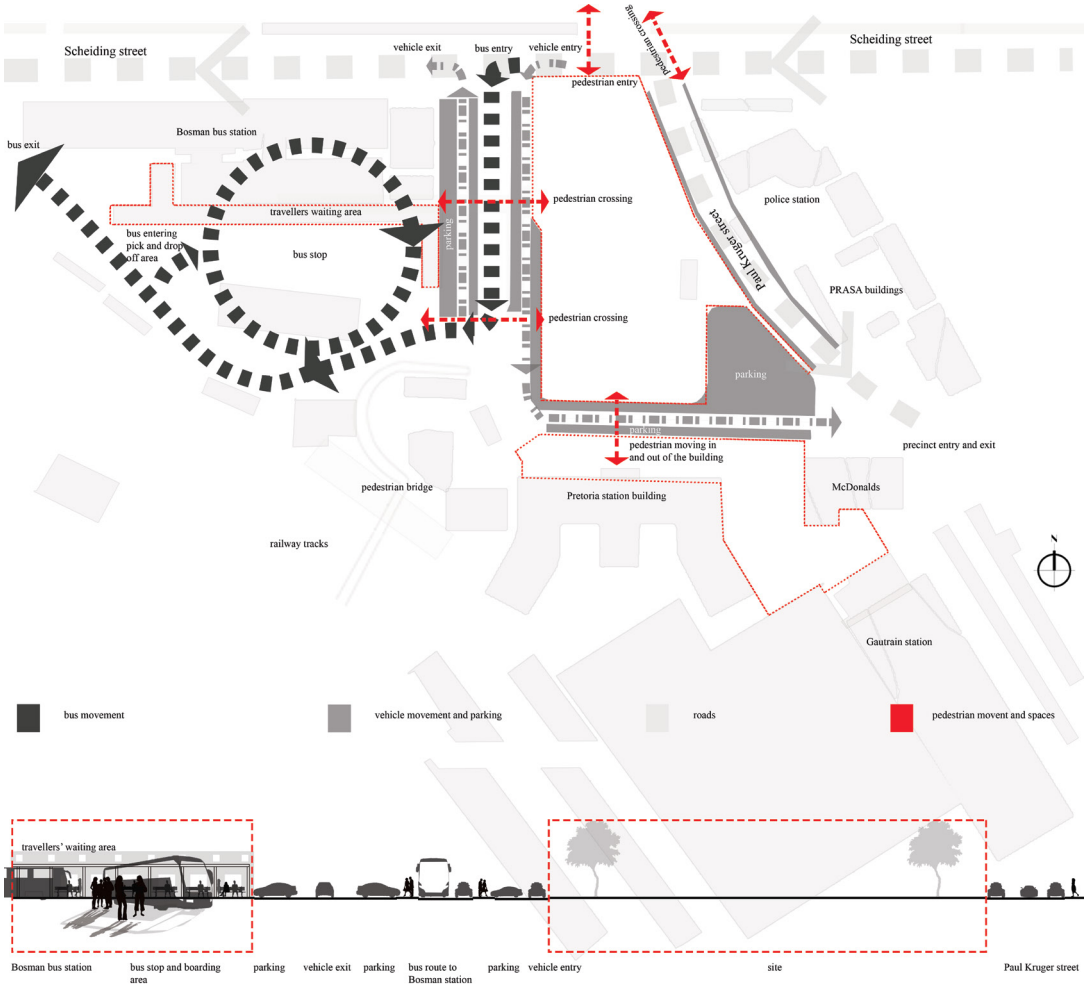

Figure 33: **Circulation: relationship between pedestrian movement and vehicular** (Author 2016)

travellers' waiting area and bus stop (Bosman station)

bus entry into precinct area (bus route to Bosman station

vehicle route and parking

vehicle route and parking in front of station building

parking between Paul Kruger street, park in front of station and McDonalds

parking on Paul Kruger street

parking next to McDonalds building

The major challenge in terms of circulation is that when people walk out of the Pretoria station building ,the first thing they are confronted with is cars parked right in front of the building. Next to this parking is a road that can be quite busy. The parking and the road separate the station building from the public park, therefore, closing down this road offers the opportunity to create a better transition from the the station building to the public park. The site is surrounded by either a road or a a parking lot. on all sides. As a result, the site can be said to be a vehicle public space instead of a people oriented public place.

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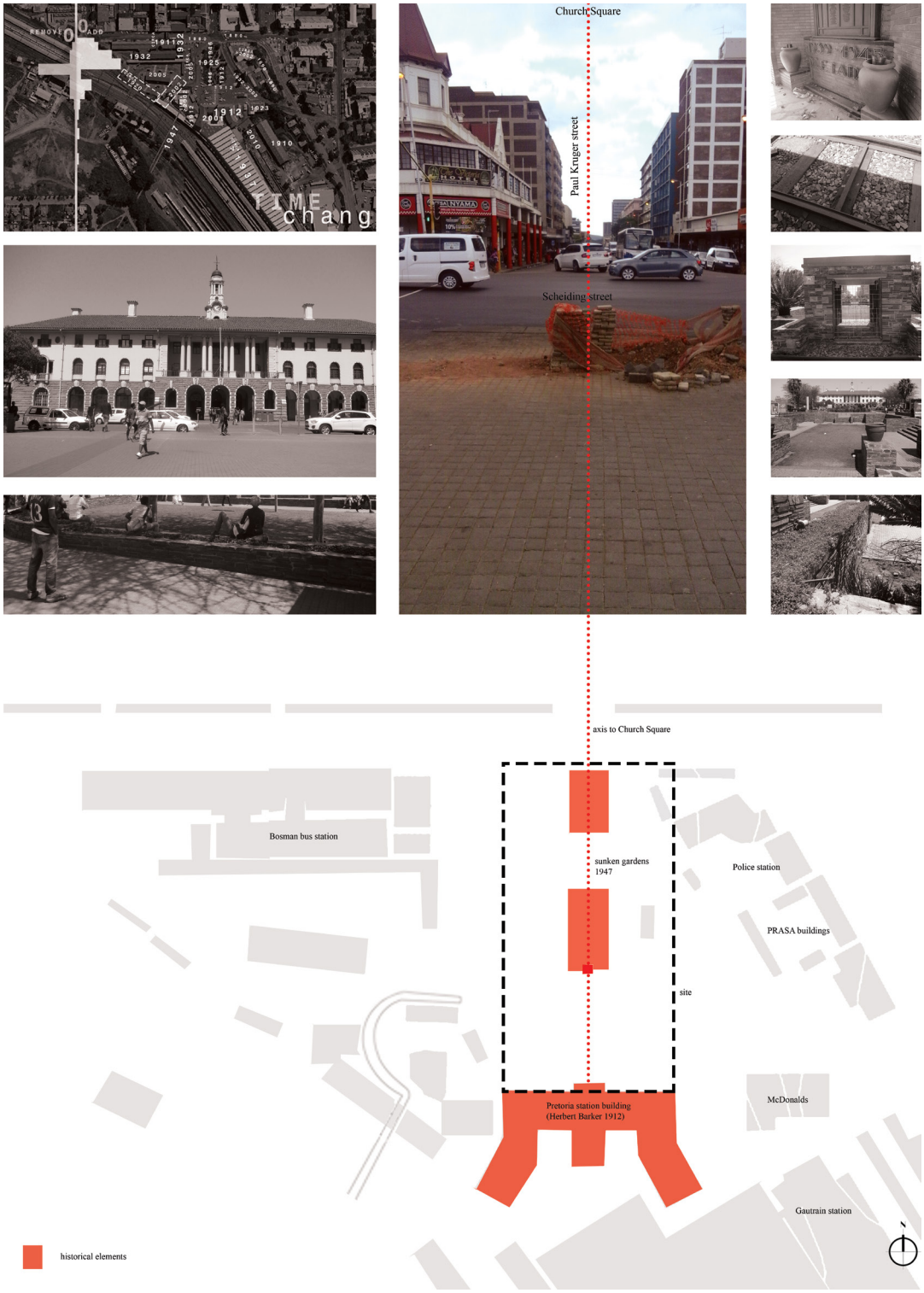

Figure 34: **Historical elements on site** (Author 2016)

The station building by historical architect Herbert Barker was constructed in 1912. After the construction of the building the station square was constructed from 1912 to 1925. The prominent sunken gardens were constructed in 1947 in preparation for a visit by King George IV and Queen Elizabeth. The site used to accommodate the Paul Kruger statue before it was moved to Church Square, The site consist of an axis that connects the station building to Church Square (Hugo 2010). The heritage stance taken in this dissertation is that no historical elements should be made prominent on site as this might lead to more protests especially if there are people that might feel that the history is not representing them for example the Rhodes must fall protests. The historical elements should rather be introduced in a subtle way so that they are not even noticeable.

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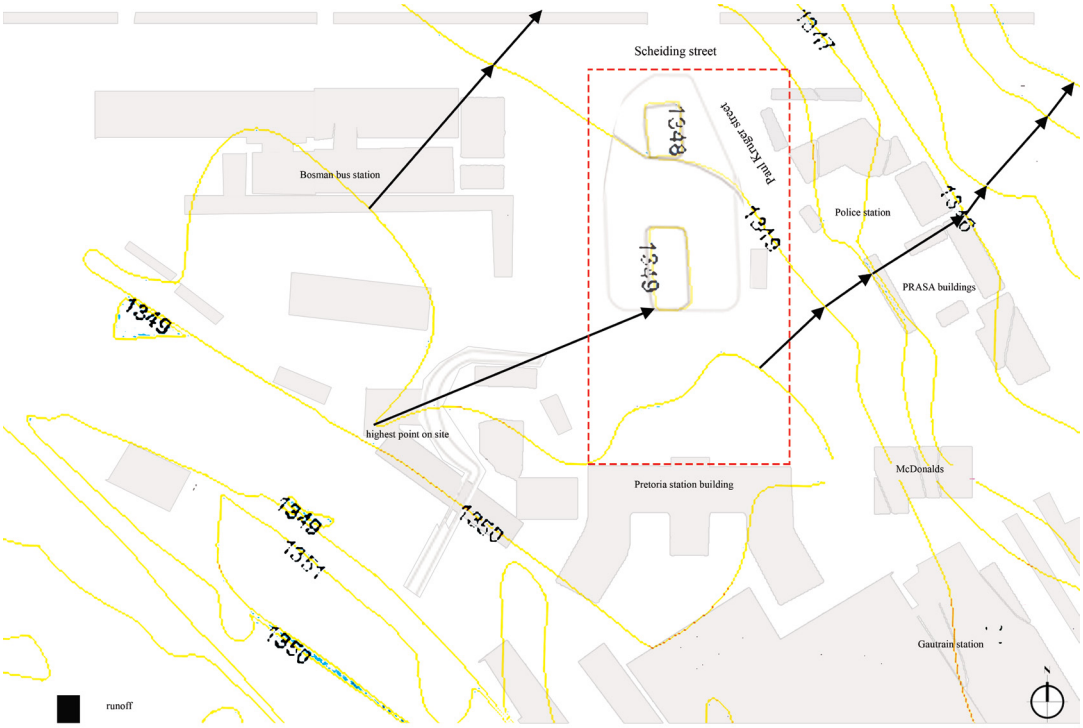

Figure 35: **Water runoff** (Author 2016)

5.2. Conclusion

The main issue is circulation for both vehicles and pedestrians especially the impact of intervening on the road and parkinglot in front of the station building. The current site layout makes uses of classical principles to order spaces. The new intervention will not completely erase this type of layout but will instead make use of some of the ordering principles even though the design investigation is about reinterpreting public spaces in the city. This is because the classical ordering principles are not the problem in the notion of decolonising public spaces but the issue lies in the narrative.

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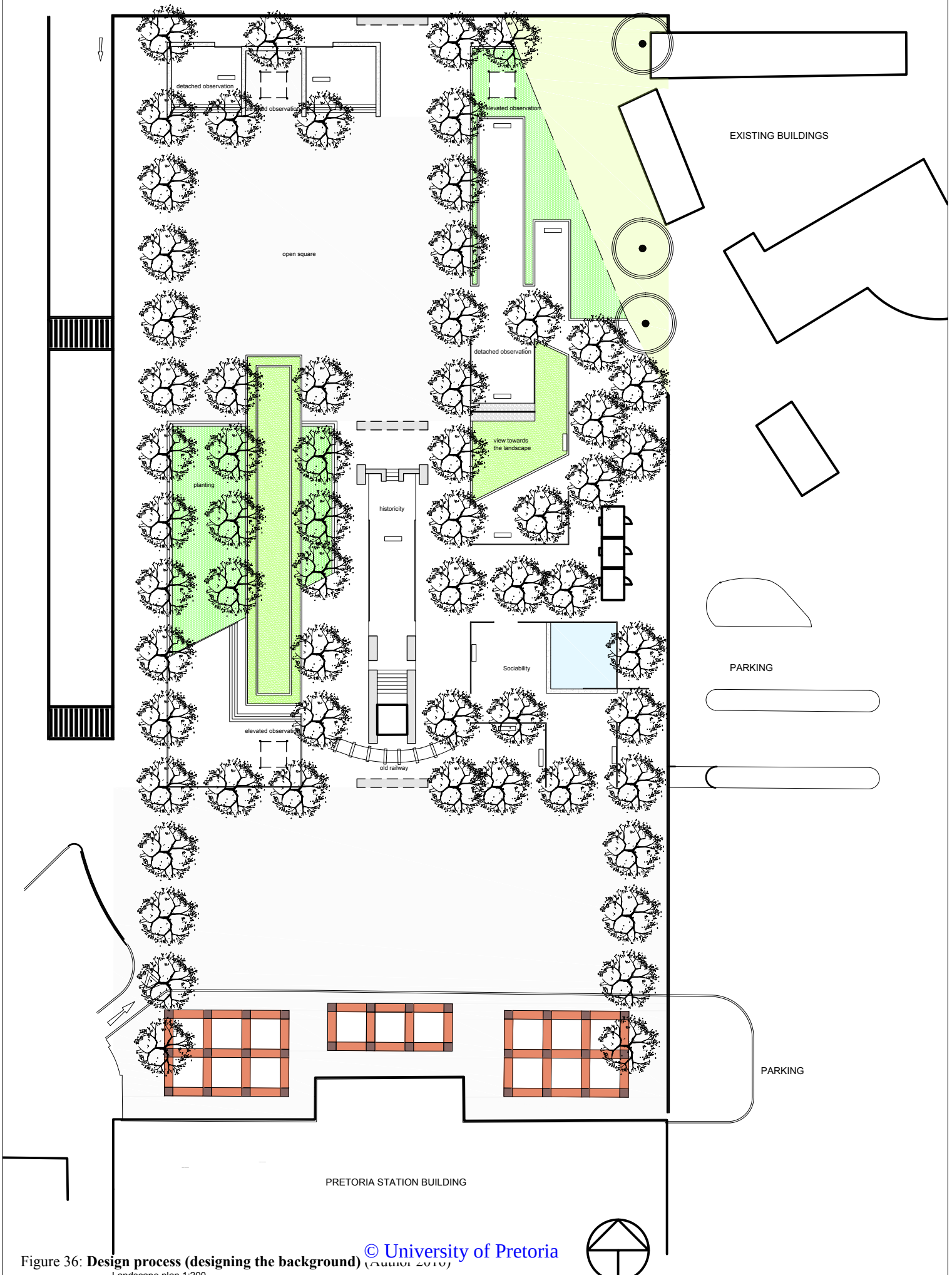

Figure 36: **Design process (designing the background)** (Author 2016)
Landscape plan 1:200

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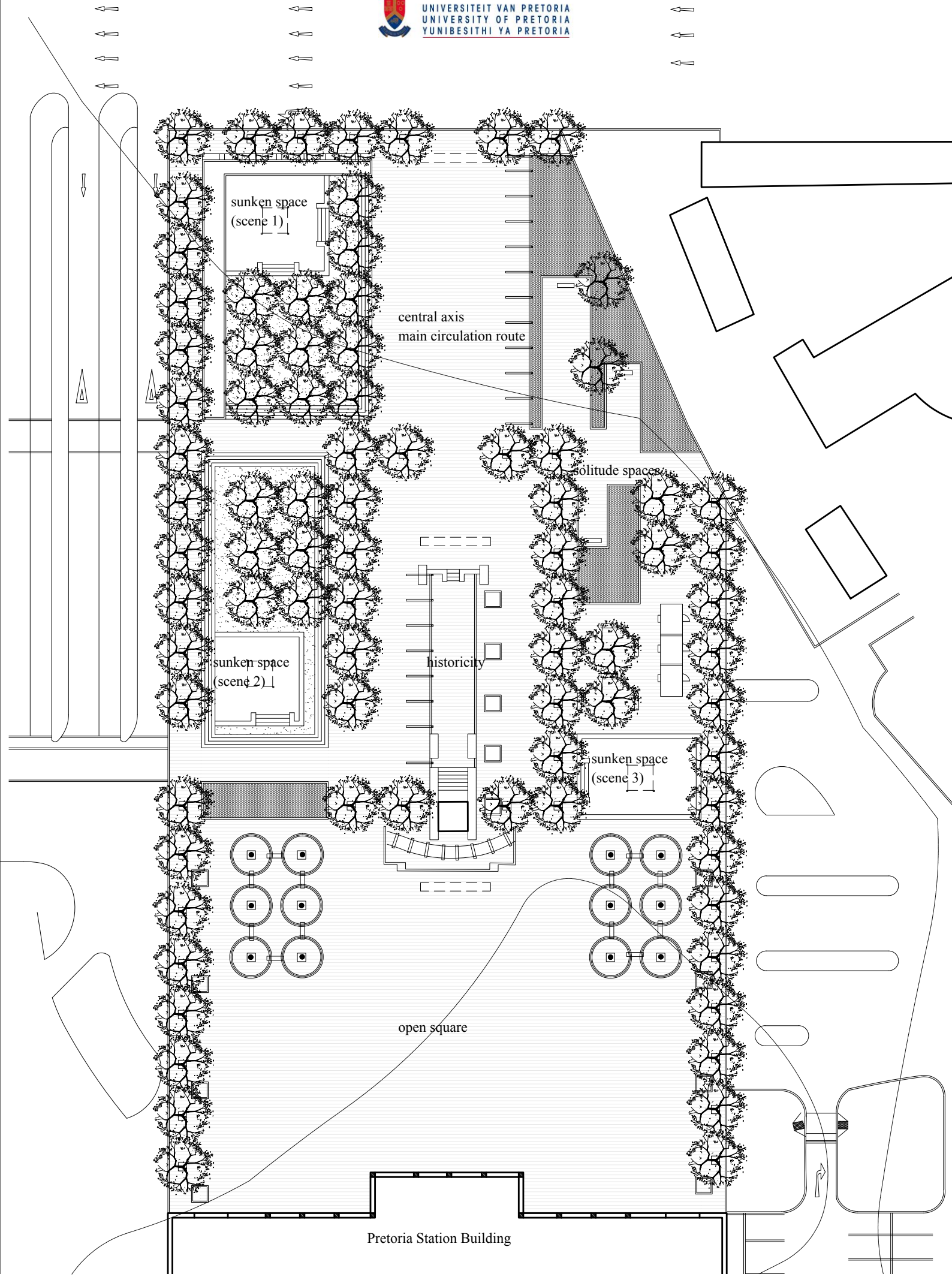

Figure 37: **Design process (investigating sunken spaces)** (Author 2018)

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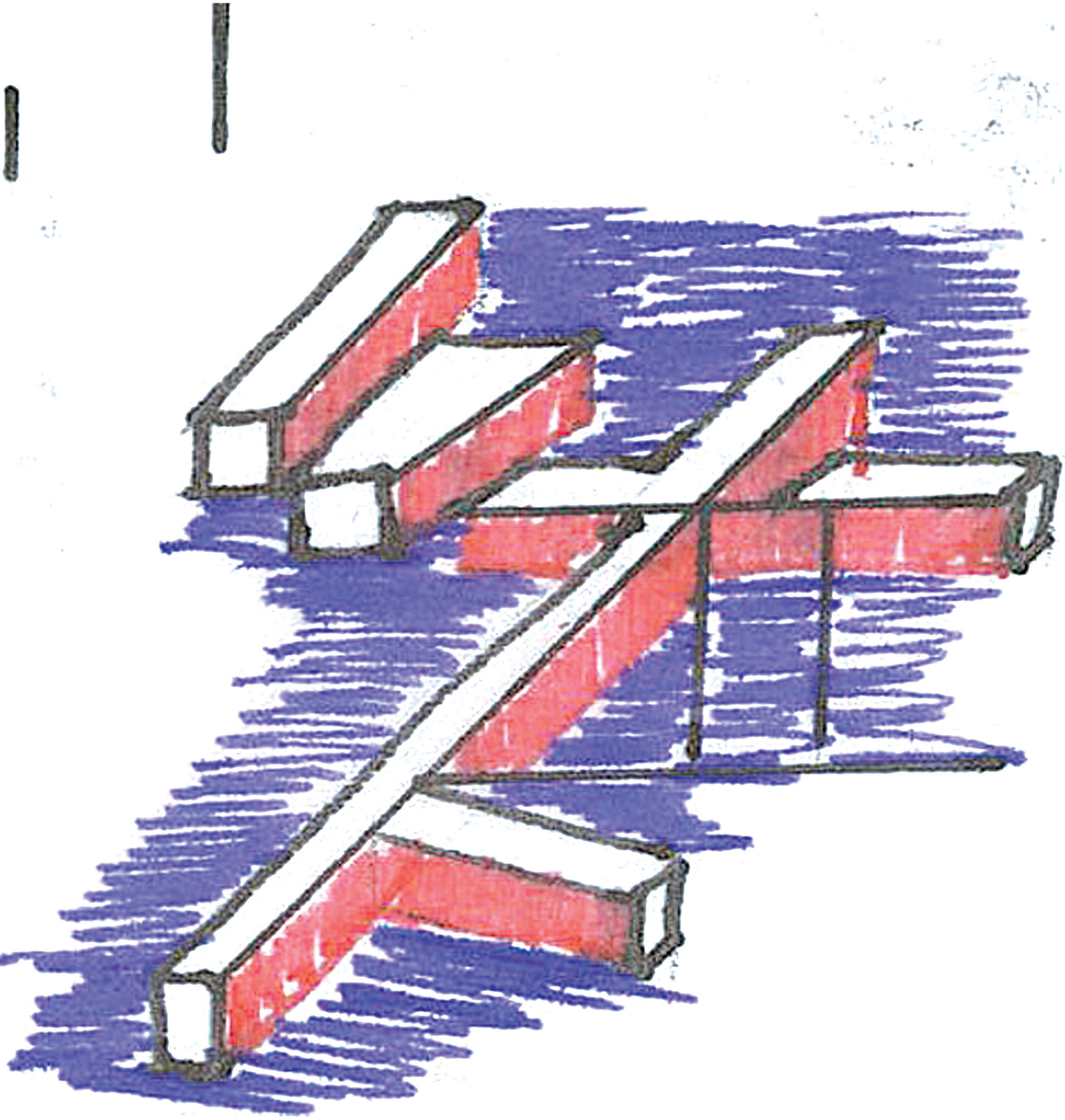

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