LIST OF FIGURES
INTRODUCTION
METRO METAMORPHOSES
FORMULATING THE DESIGN TASK
CONTEXT STUDY
PRECEDENTS
BASELINE
DESIGN DISCOURSE
TECHNICAL RESOLUTION
DESIGN DRAWINGS
CONCLUSION
BIBLIOGRAPHY
APPENDICES
CONCLUSION

The Gautrain Sandton station formed the ideal prototype station for the Subterranean Space methodology. It highlights important principles that can be applied in other scenarios to achieve similar qualities. The design delivers a transparent commercial environment that interacts and reacts to a pragmatic and predictable station structure. It intends to achieve spatial clarity, which is provided by relationships formed between space in space, space and user, user and object and object in space. Space, object and user refer to the station envelope, commuters/customers, and the commercial structure with its objects. Proportion and aesthetic qualities assist the process.

This investigation substantiates the importance of clear circulation and legible space in a transportation hub. However, modern-day society requires multifunctional spaces that tend to its needs and hence supplementary services are supplied. The design attempts to avoid compromising the essence of the station’s function and space. The station remains to be the interface of transport service and as such the primary functions associated with this task should not be vague. Additional and supplementary services strengthen the purpose and promote the transport system by establishing its own language, distinguishable from the articulation and expression of primary functions. The station interior is perceived in a multilayered spatial arrangement of responses and contrast.

The strategic integration of commercial entities within the station structure provided the opportunity to create a safe, transparent, inclusive and appealing station environment that will attract users. The design allows the station to become a destination in its own right.
BOOKS:


PAPERS, REPORTS AND OFFICIAL PUBLICATIONS:

Jeremy Gibbert, Sustainable Building Assessment Tool (SBAT), Notes compiled for Continued Practice Development 713 (2004), Department of the Built environment, University of Pretoria

Johannesburg Regional Spatial Development Framework 2004/2005, Johannesburg Metropolitan municipality


JOURNAL ARTICLES:


SPRING, M. 2004. The jet set, Building, December, p33-38

PERSONAL INTERVIEWS:
ALBONICO, M. Architect / urban designer working on the Sandton Central Project, personal interview; 15/05/2005

COCHLER, P. Consulting engineer, Spoormaker and Partners Inc., personal interview; 12/09/2005

JOUBERT, Dr. H. Chief consulting engineer of the Gautrain Project Team, personal interview; 11/03/2005

WORLD WIDE WEB INFORMATION:
http://www.corporate.gautrain.co.za, accessed on 4 February 2005

http://www.railway-technical.com/stations accessed on 15 April 2005

http://www.sandtoncentral.co.za, access on 8 April 2005

http://www.urbanrail.net/as.htm accessed on 25 September 2005


ILLUSTRATION CREDITS:
Fig 001   London Transport Museum
Fig 002   RATP
Fig 003   BECK, H. London Transport Museum
Fig 004   London Underground, Transport of London
Fig 005   http://www.corporate.gautrain.co.za
Fig 006   http://www.urbanrail.net/as.htm
Fig 008,009   Johannesburg Metropolitan municipality
Fig 011   http://www.gettyimages.com
Café bar rendering
Café bar rendering
Bookshop rendering
Acknowledgements

Nico: Your endless support, motivation and constructive ideas inspired me to be a creative thinker and designer.

Barbara: Thank you for your guidance and help with my study this past year.

Stephanie: My “Boukunde-partner in crime”, for being the best friend I could ask for.

My parents: For your help and support, especially my mother for all your love and the opportunity to have completed my studies.

All my friends: For being there for me.

To God: My Creator, for the talent, inner strength and guidance given to me; without You none of this would ever have been possible.