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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.

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Fig 002 RATP

Fig 003 BECK, H. London Transport Museum

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Café bar rendering



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Bookshop rendering

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