

凤凰空间·上海 编

ARCHITECTURE FOR **交通枢纽**
TRANSPORTATION

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凤凰空间·上海 编

ARCHITECTURE FOR **交通枢纽**
TRANSPORTATION

火车站

TRAIN STATION

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West Kowloon Terminus
- 014 螺旋火车站
Spiral Train Station
- 022 杰尔胡森市未来火车站方案
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- 038 华金索罗拉火车站
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Transtation 0
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The Terminal of Tianjin International Cruise Home Port

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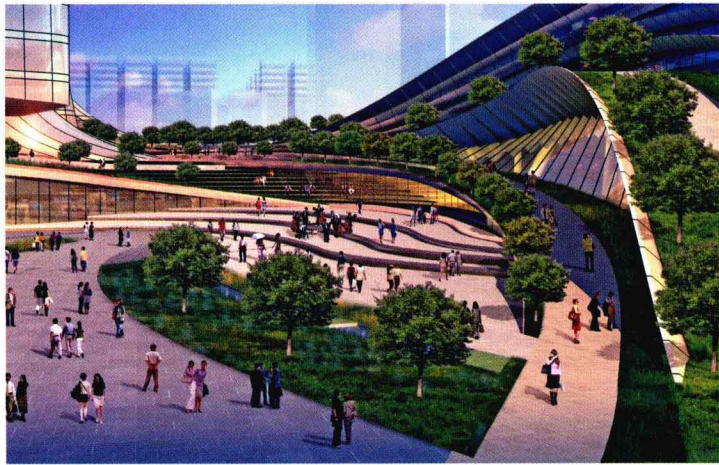
火车站 在现代化的都市中追寻地域风格

TRAIN STATION – PURSUING REGIONAL STYLES IN MODERNIZED CITIES

伴随着“全球化”的进程，不论是在材料使用还是整体设计上，火车站的设计者们都力求更快捷更智能，同时兼顾环保和低碳。然而在“全球化”的背后，地域风格仍保持着强大的张力，时时提醒着人们：建筑同时也作为一种文化而存在。

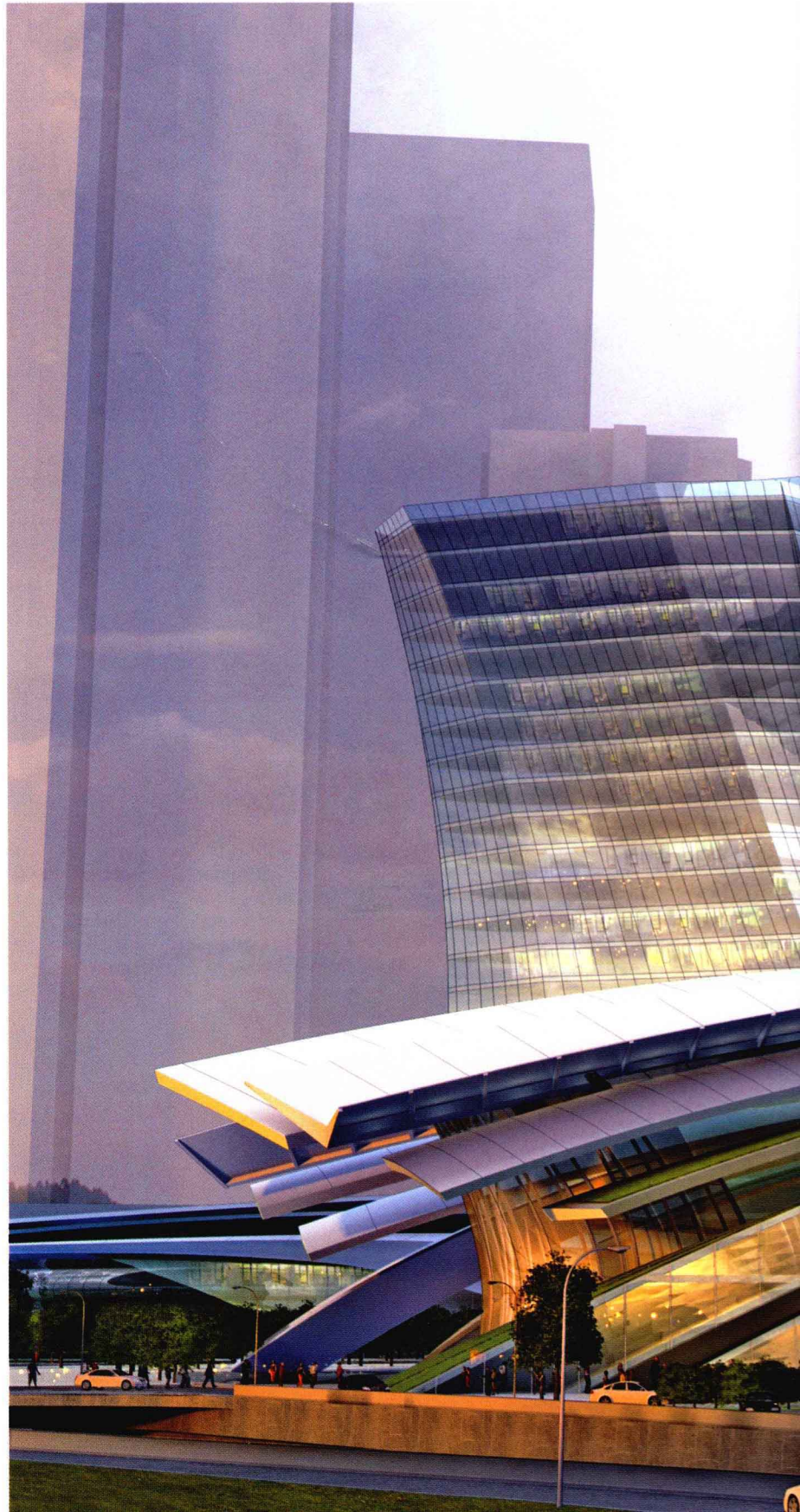
During the progress of globalization, train station designers are striving for greater efficiency and intelligence in both material utilization and overall design, and meanwhile taking environment protection and low carbon into consideration.

Nevertheless, regional style as a powerful factor still plays a significant role, which constantly reminds people that architecture is also a kind of culture.



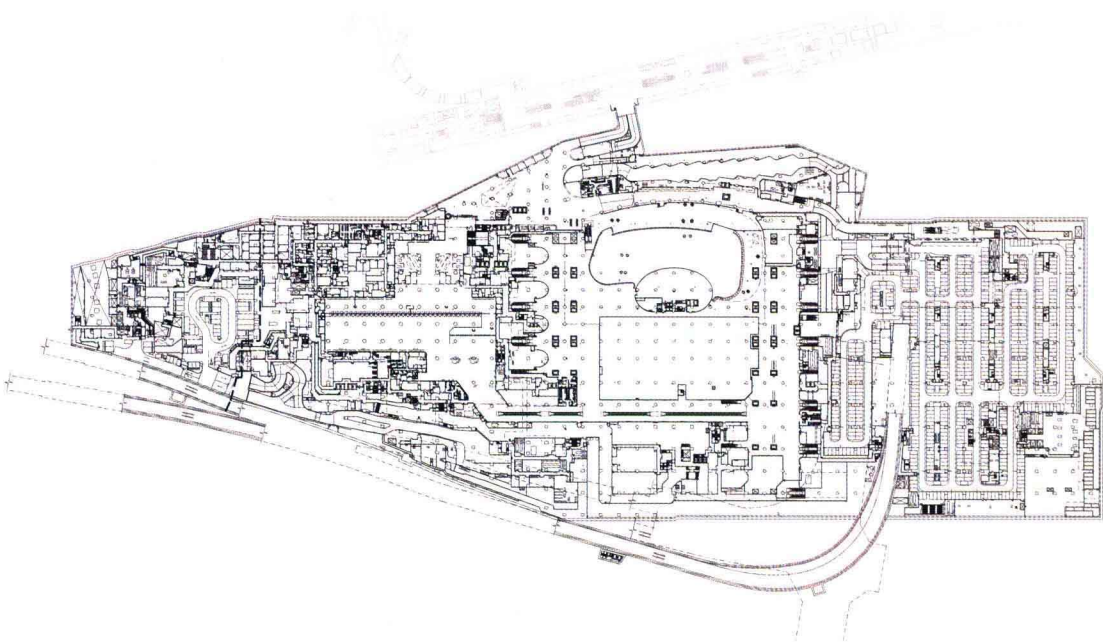
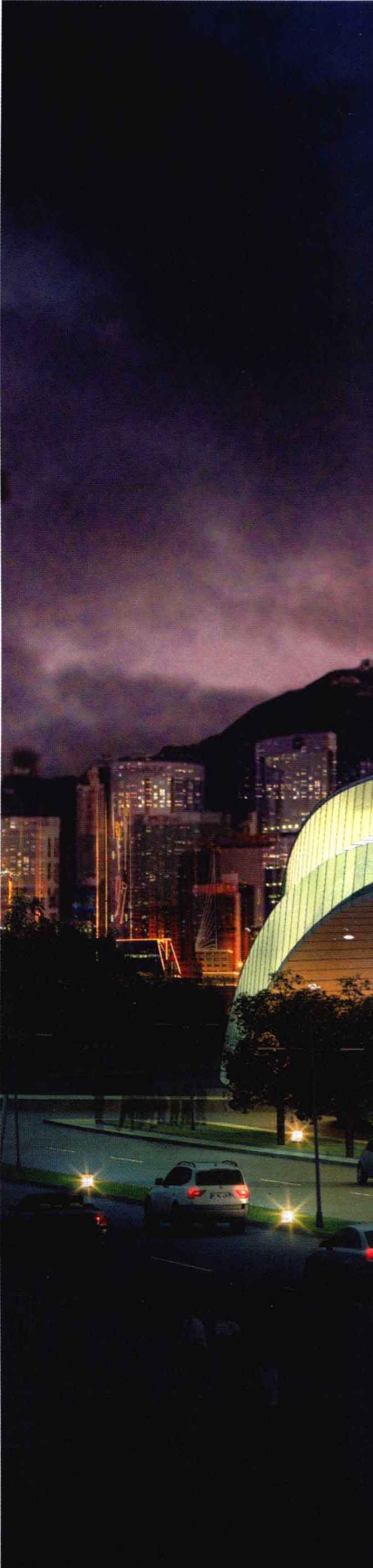
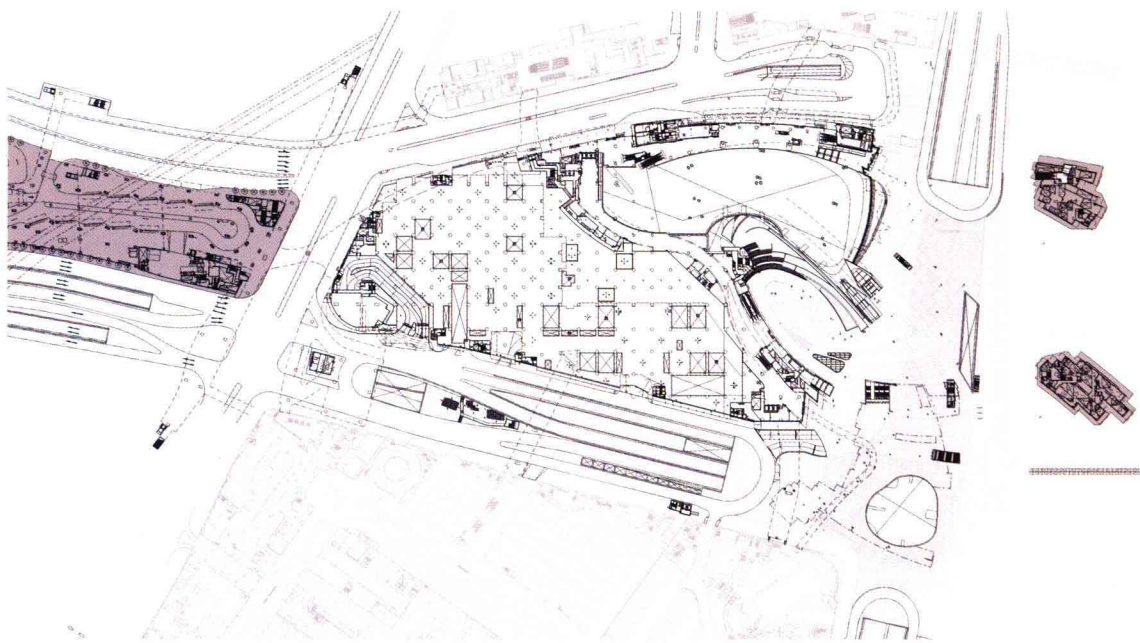
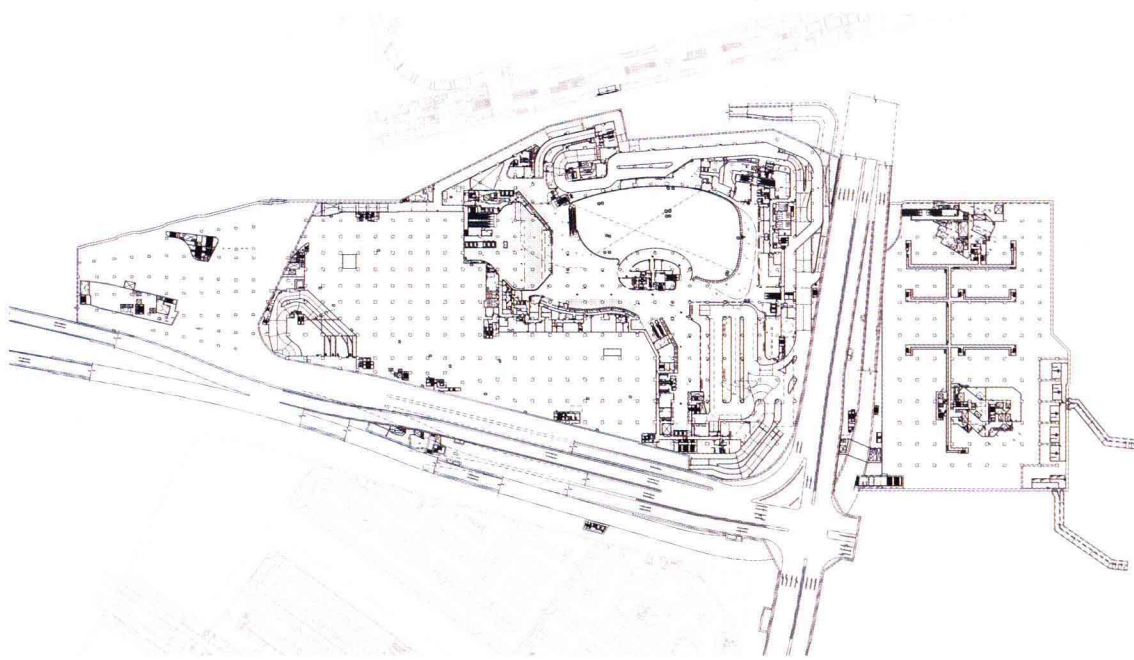
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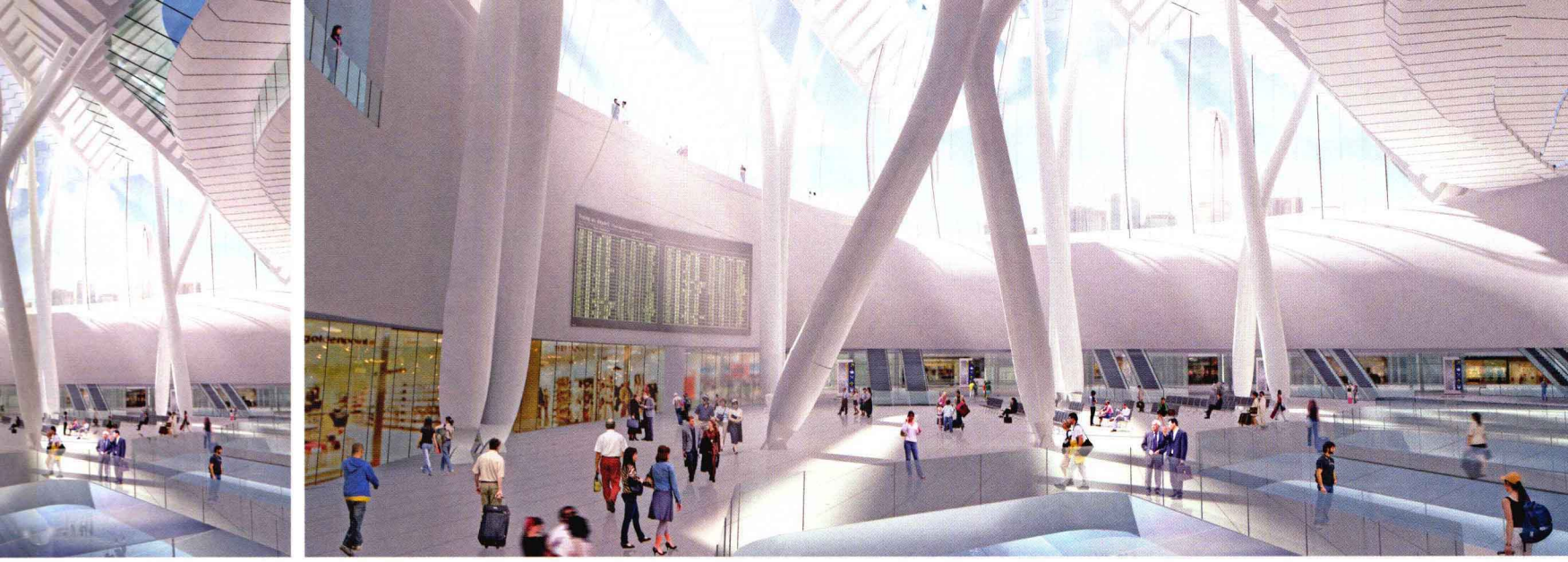
Designer: Andrew Bromberg of Aedas
Structural & Environmental Consultancy:
Buro Happold, Hong Kong
Client: MTR Corporation Hong Kong
Project Manager: Aecom
Structural, Fire Safety, Civil and Geotechnical Engineer:
Aecom
Architect: Aedas
Building Services Engineer: Meinhardt
Structural Engineer, Façade Performance:
Entrance Building Buro Happold
Sustainability Consultant: Buro Happold
Landscape Architect: EDAW
Quantity Surveyor: Widnell
Traffic and Transport Engineer: MVA
Rail and Transport Planning Advisor: Systra

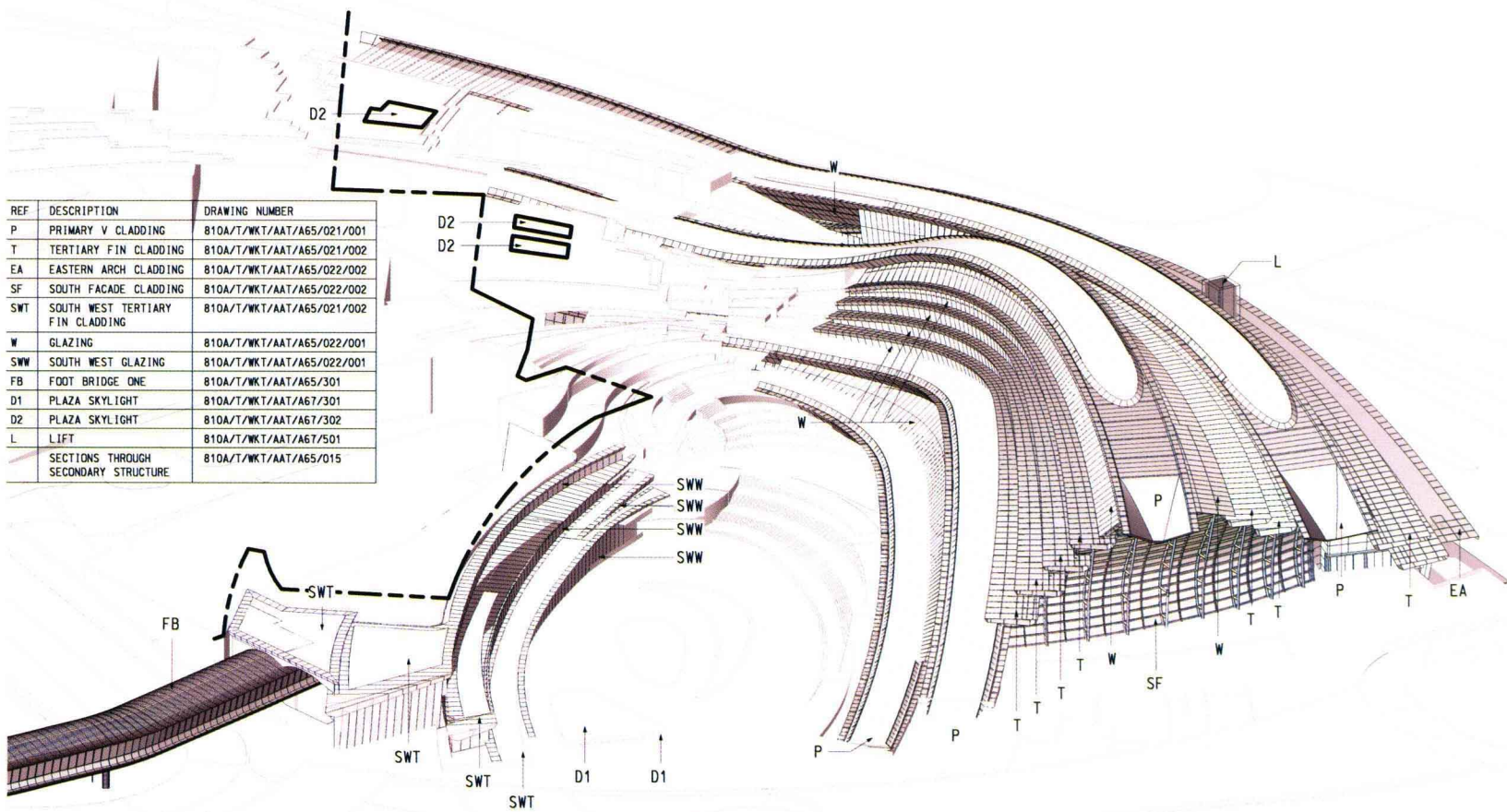
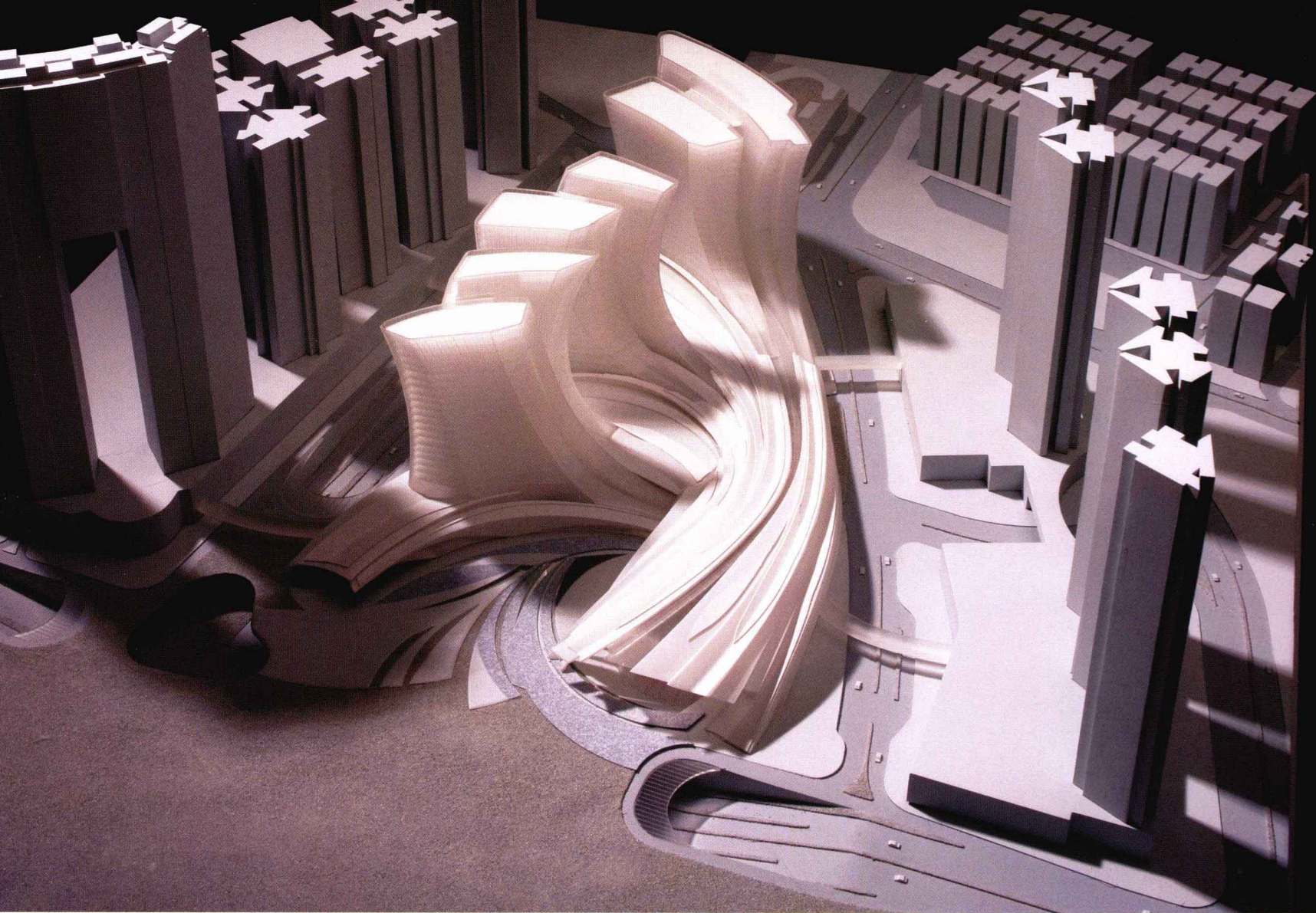


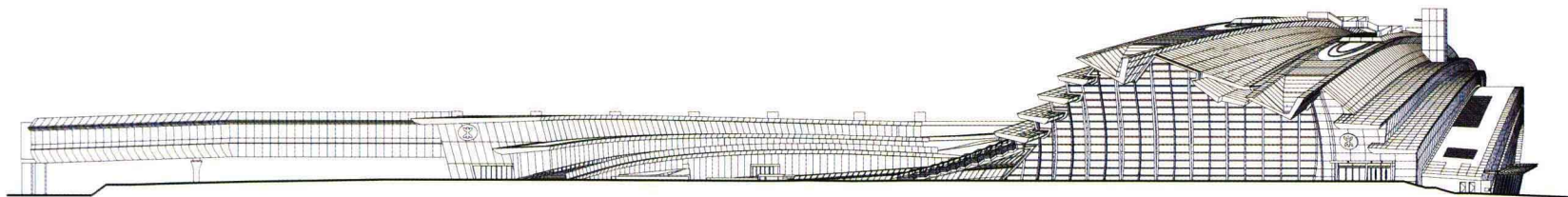
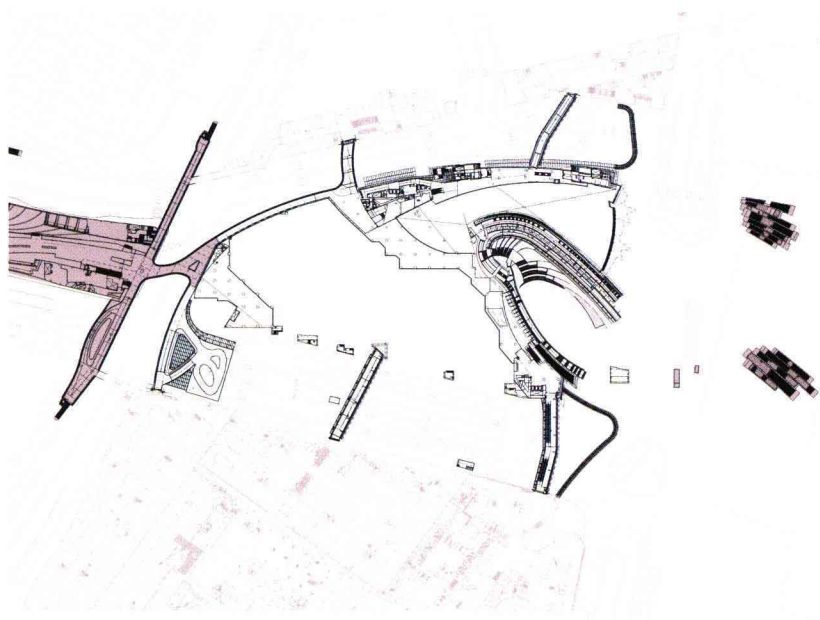
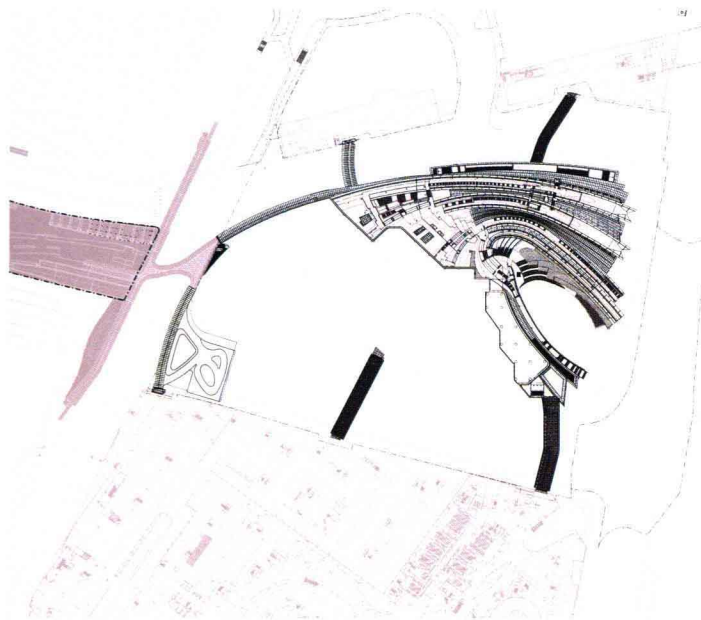
W 西九龙总站 Aedas **West Kowloon Terminus**











这个高速铁路总站连通香港与北京，是我国历史上最大的铁路运输网络。它坐落于香港的城市中心地带，占地 430 000 平方米，设有 15 个轨道，将成为世界上最大的地下总站。

西九龙总站的功能更像一个国际机场，而不仅仅是个火车站。因为香港特别行政区的经济和政治与内地不同，这就意味着运行设施需要有对出入境的旅客进行管理的部分。

该位置邻近于未来的西九龙文化区和维多利亚港，需要一个能高度迎合公民需要的设计。另外的挑战是在车站上方建造一个 400 000 平方米的商业开发区，将在今后拍卖给开发商。

作为香港的“门户”，它被认为是连接周边城市环境至关重要的车站，无论出和入，都能感受到城市的特征。为了做到这一点，设计压缩了支撑物所占的空间，使大厅留出了更多的空间到达轨道站台。外部结构沿大厅和屋顶方向向下弯曲，直至海港，最终造就了 45 米高的庞大建筑，将所有的注意力吸引到南面——那里拥有香港中央天际线、维多利亚山及更高的视野。

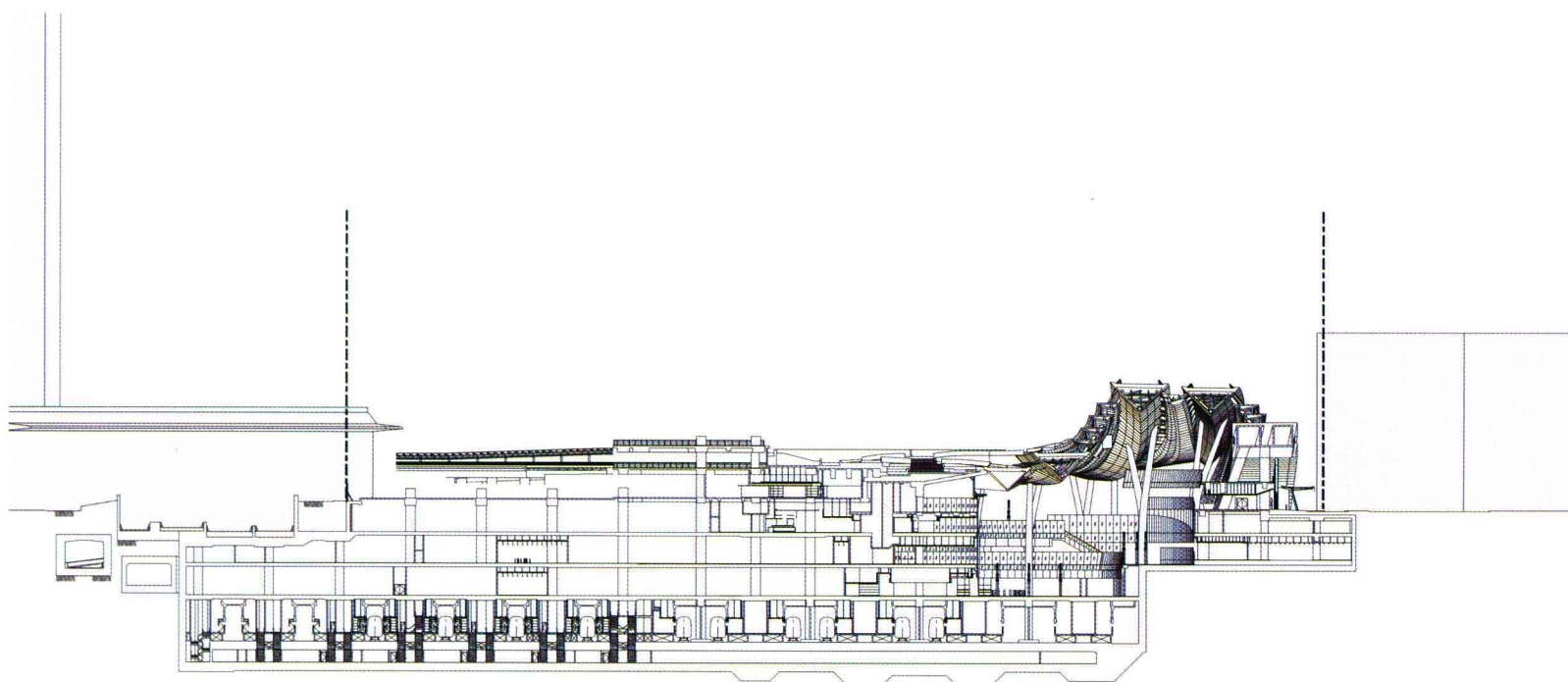
总站站区有通勤列车和长途高速列车。通勤列车穿越香港到深圳——一个蓬勃发展

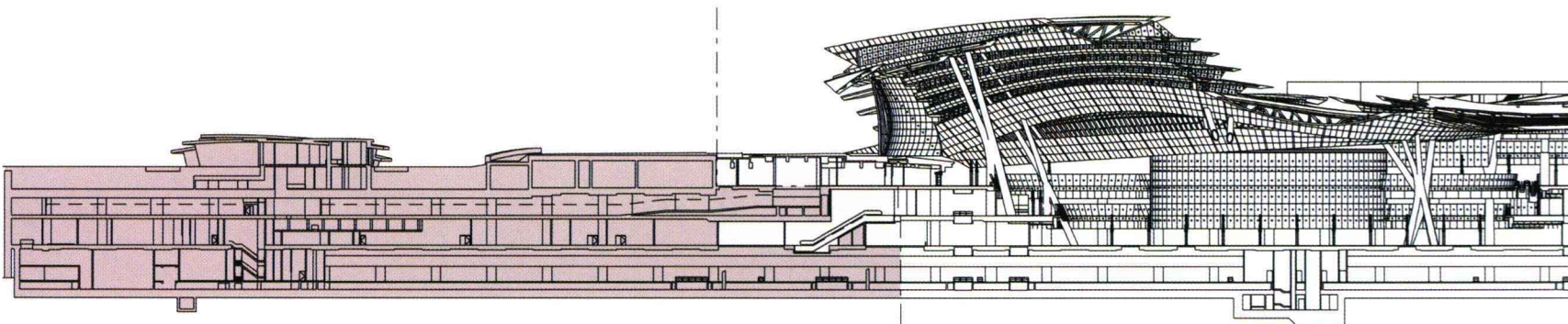
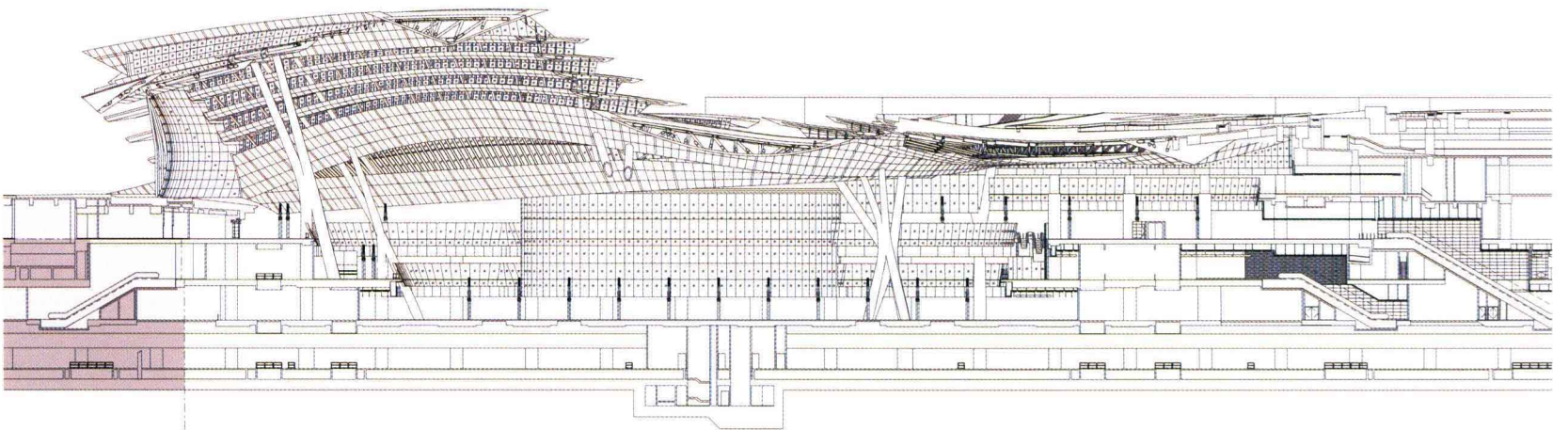
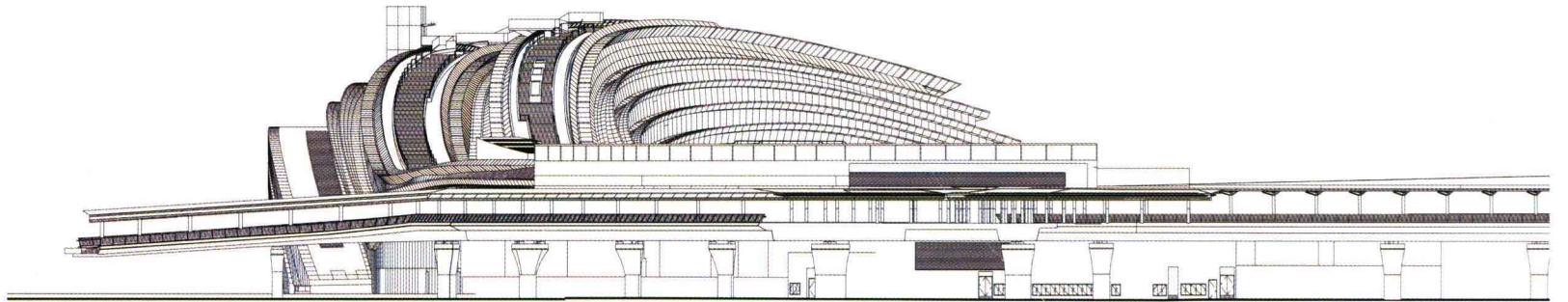
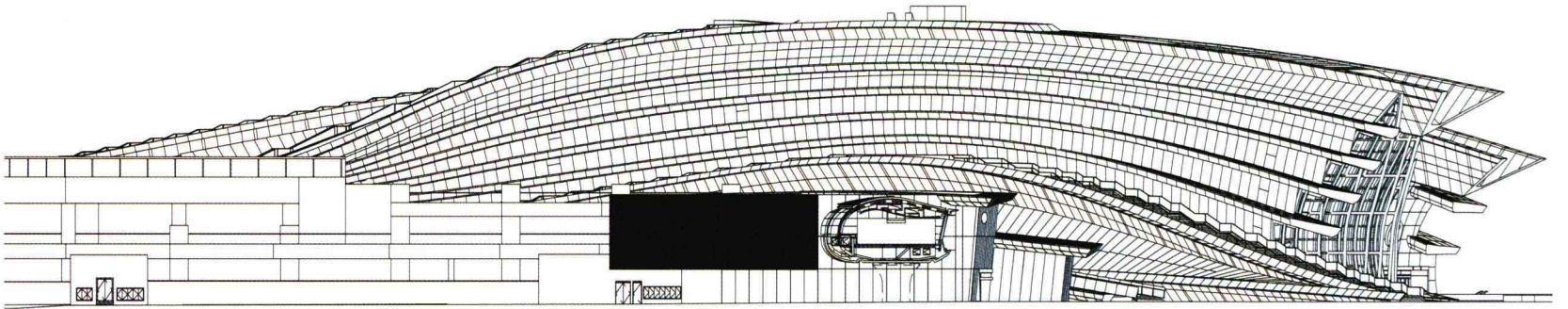
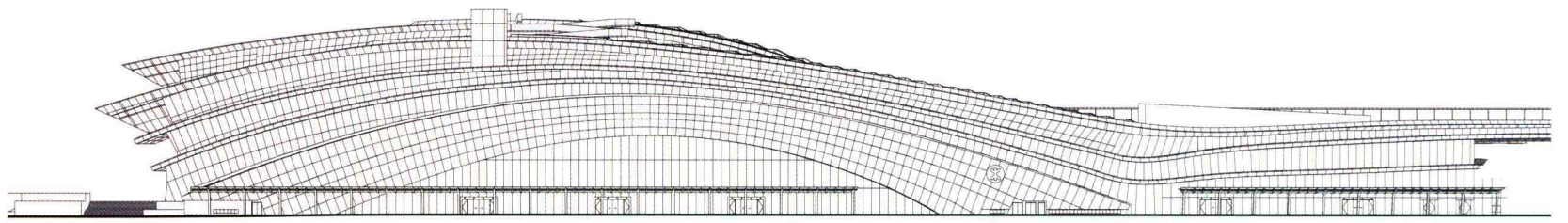
的中国边境城市，更北边到广东的省会广州。进行土木工程研究得出结论，基于城市规划和内部位置的限制，短途轨道需要被放置在西面，长途轨道放在东面。因此这些轨道的位置就这样固定。此外，研究表明，80% 的车站使用者是短途乘客，迫使设计尽量减少这些乘客的乘车时间。

该站雕刻出了这些特征的活力，并且将设计的重点确定在维多利亚港和香港的天际线上。西九龙文化区也被建设在该区。大型的“市民广场”将面朝文化区开放，在另一边则有其自己的户外露天剧场。

步行道一直延续到该站的屋顶上方，那里有一个高度植被化的雕塑园，绿色延伸到屋顶下面。由此产生的开放空间是总体规划中的近 5 倍。这个绿色空间北接公共交通换乘处、东接奥斯汀地铁站、西接九龙站发展元素购物广场，内部连接到西九龙总站本身和在其上面的商业区。

即使发展的成功独立于该项目的整合，该区的商业发展也力求在规划上融入整个项目。市民广场车站入口和其他设施在东、西两侧，邻近的小道也能通往总站的顶上，进入绿色“屋顶风景”。





The high-speed rail terminus station will connect Hong Kong to Beijing with the largest rail network in our history. Located centrally in Hong Kong within the city's urban realm, the 430,000 square meter facility, equipped with fifteen tracks, will be the largest below ground terminus station in the world.

The WKT will function more like an international airport than a rail station as the Hong Kong Special Administrative Region maintains economic and political differences from P.R.C. This means that the facility needs to have both custom and immigration controls for departing and arriving passengers.

The site's proximity to the future West Kowloon Cultural District and to Victoria Harbor required a design which was highly influenced by civic demand. Adding to the challenge was the construction of a 400,000 square meters of commercial development on top of the station, which would be auctioned off to a developer at a later date.

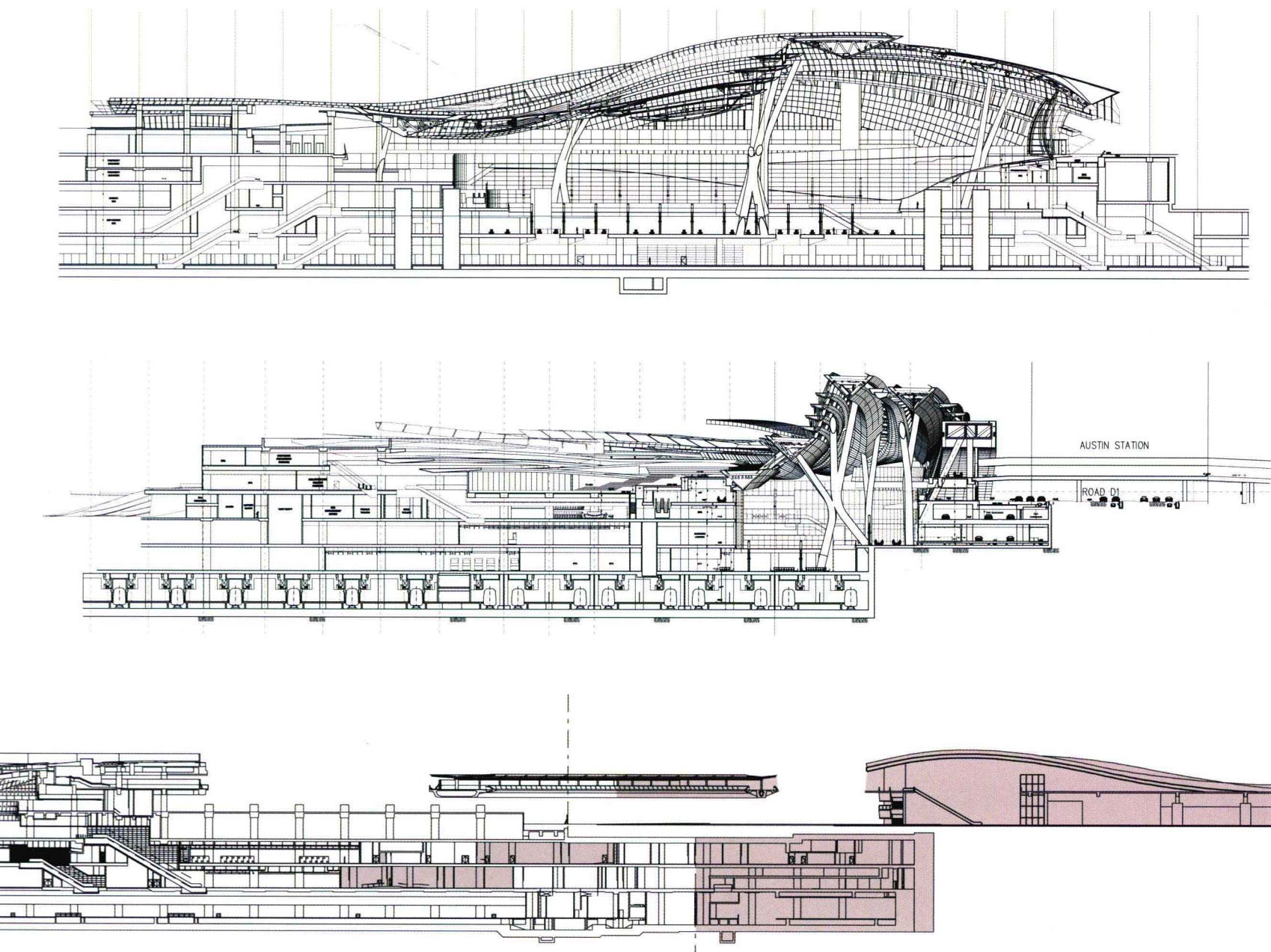
As the "gateway" to Hong Kong, it was considered vital to connect the station with the surrounding urban context and make one aware of the city's character whether arriving or departing. In order to do this, the design efficiently compacted all of the supporting space to allow for a large void down into the departure hall below, with added apertures going down to the track platforms. The outside ground plane bends down to the hall and the roof structure above gestures toward the harbor. The result is a 45 meter high volume which focuses all attention to the south façade with views of the Hong Kong Central skyline, Victoria Peak and beyond.

The terminus station has both regional commuter trains and long-haul high speed trains. The commuter trains go across Hong Kong to Shenzhen, a booming Chinese border city, and further North to Guangzhou, the capital of Canton. Research performed on civil engineering concluded that based on the urban make-up and internal site restrictions, the short haul tracks needed to be placed on the western side of the site, and the long-haul on the eastern side. The locations of these tracks were thus fixed. In addition, research showed that 80% of the station users are short-haul commuters,

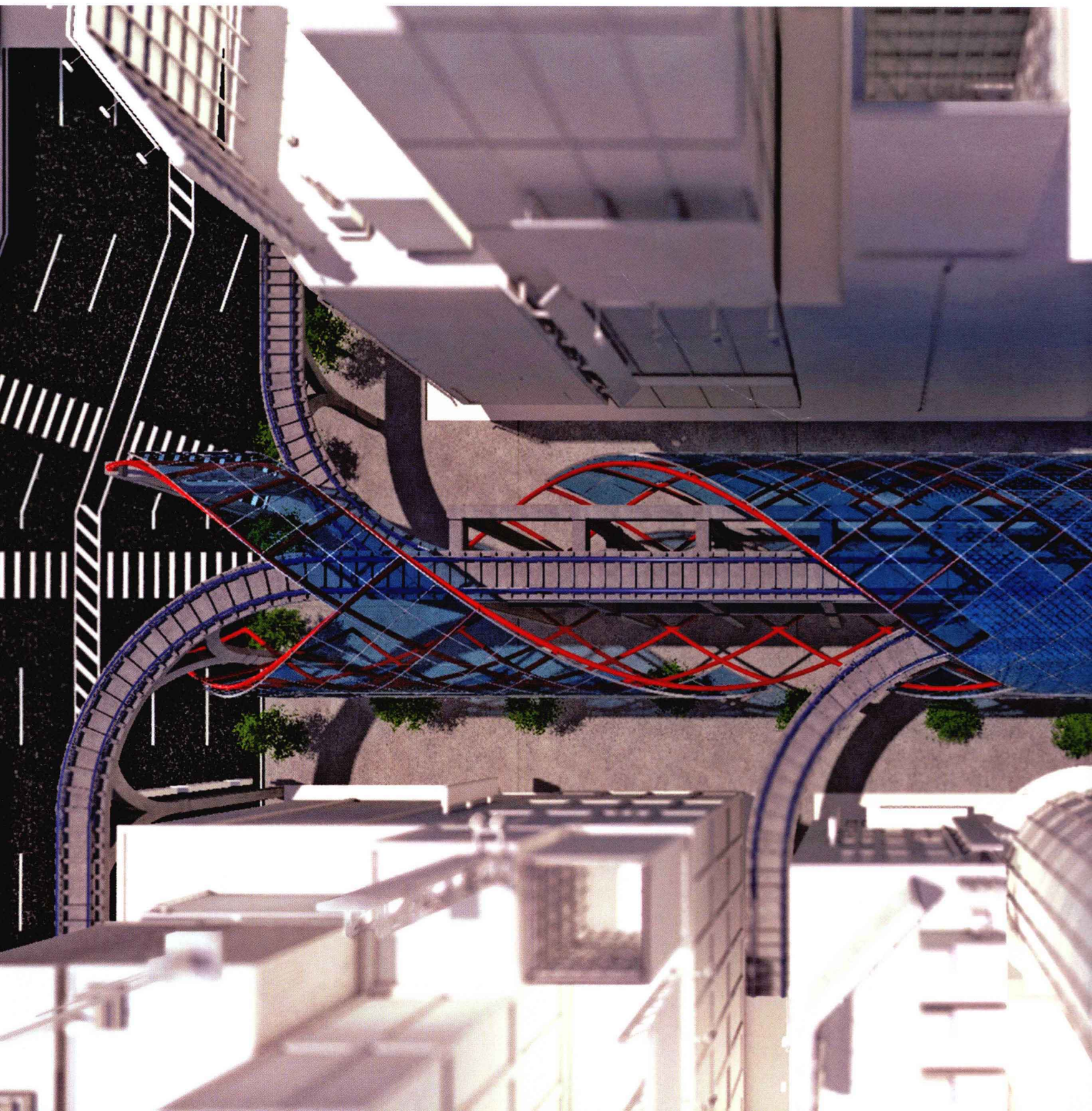
pressuring the design to reduce travel times for these passengers as much as possible. The converging tracks coming into the terminus station becomes a metaphor for Hong Kong's own converging forces. The project maximizes civic gestures both internally and externally. The station is sculpted out of the energy of these moves and strongly defines the design's focus toward Victoria Harbor and the Hong Kong skyline. The West Kowloon Cultural District is invited into the site. A large "Civic Square" opens up toward the cultural district and is defined on the other side with its own outdoor performance amphitheatre.

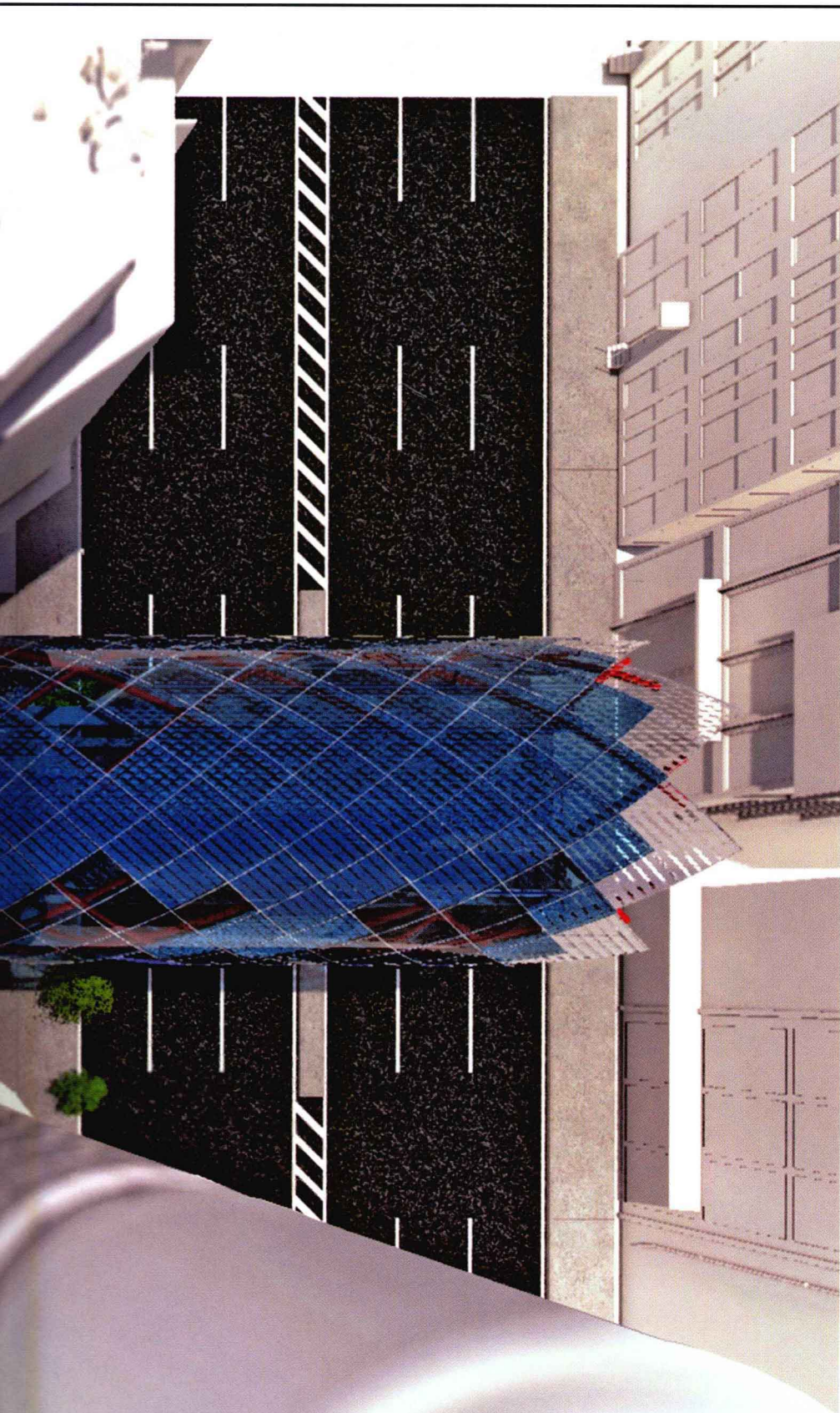
The pedestrian flow into this amphitheatre continues up onto the roof top of the station where there is a highly vegetated sculpture garden, an extension of the green below. The resulting open space is almost five times the area of the already ambitious mandate in the master plan. The green space provides links flowing through the site to a Public Transport Interchange to the North, the Austin MTR Station to the East, the Kowloon Station Development and the Elements shopping mall to the West, as well as internal connections into the WKT itself and its future commercial development on top. This commercial development aspires to be seamlessly knitted into the overall flow of the project even though the success of the development is not dependent on this integration. The station will be situated in the southeast corner of the site. The Civic Square will be defined by the station entrances and facilities on the east and west sides as well as adjacent paths moving up to the top of the station, into the green "roofscape".

The culmination of these ideas is an observation deck on top of the entrance building's crest, twenty five meters above the Civic Square and forty five meters above the Departure Hall below. At the top, the perfect view acts as an extension of the journey into Hong Kong - into and beyond the West Kowloon Cultural District; Victoria Harbor and the concrete jungle of Hong Kong. The station may be visible below as a reminder of where one came from but the future paths of discovery present themselves invitingly beyond...



螺旋火车站 GTL Design
Spiral Train Station





Credits:

Rendering: Gordon LaPlante

Texts: Gordon LaPlante