

Gatways

客运大楼

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建筑巨匠一百

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Hundred Outstanding Architects

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Hundred Outstanding Architects

A series of 'X Volumes of Architecture' of which each volume is dedicated to one building type, such as Dream Houses, Housing, Educational Facilities, Libraries, Athletic Facilities, Gateways, Commercial Buildings, Hotels, Museums and Theatres. A comprehensive selection of projects are chosen represented by well over 100 most distinguished architectural firms worldwide reflecting the pluralism of architecture.

建筑巨匠一百

《建筑巨匠一百》系列丛书共10册，按照建筑物的类型分类，分别为：别墅建筑、住宅建筑、教育建筑、图书馆、体育建筑、客运大楼、商业建筑、酒店、博物馆和歌舞剧院，汇集了从100多家世界上最著名的建筑师事务所挑选出来的多元化的建筑作品。

Gateways

客运大楼

Hundred Outstanding Architects
建筑巨匠一百

辽宁科学技术出版社
Liaoning Science and Technology Publishing House

Preface

序

Terminals such as airports and railway stations are modern gateways to one particular city or another. In ancient times, the architecture of a gateway of a city has a symbolic nature denoting various aspects of the celebration of entering into a specific place with its own identity using elements such as milestones, bridges, towers, arches and city walls.

Since the 19th Century, with the introduction of the Age of Machine, in the delightful examples of Victorian railway stations, these buildings create a sense of spaciousness through light steel structure allowing ample of natural light filtering into the buildings. The form of these buildings is driven very much by the type of construction. It generated great partnerships of architect and engineer.

Nowadays, terminals are reduced to hubs serving whole regions or countries. They become transitional points of interchange for arrival and departure. This is the result of modernity that these terminals are simply tools to make the flow of movements for people and goods more efficient, integrating into a web of global transport system. An international airport is therefore often found adjacent to a domestic airport, railway, metro and bus stations.

The structural forms, which are both flexible and dynamic, dictate the architectural forms of these buildings. There is the 'Hangar' type illustrated by Renzo Piano's Kansai and Norman Foster's HK International Airport. Paul Andreu's Terminal One, Roissy, Charles De Gaulle Airport gives the example of satellite mini-terminals. The primary objective of efficiency is perhaps the decisive factor in these terminals and there is no question on how wonderful these airports provide the convenience of the travelers.

Individuality and characteristic perhaps can better be expressed in smaller scale terminals such as the metro stations. It is equally delightful to see Makoto Sei Watanabe's Lidabashi Subway Station as a fine and bold example.

Bernard Chan

机场航站楼和火车站的客运大楼是通往另一个城市的现代化交通建筑。早在古代，城市的入口建筑已有明显的象征性，人们利用像里程碑、桥梁、城墙等不同元素来表现城市特征，展示出该城市独特的风采。

自19世纪以来，随着机械时代的来临，以让人耳目一新的维多利亚火车站为代表，客运建筑群通过使用轻盈的钢结构，让充足的自然光线进入建筑物，使整个内部空间给人感觉更宽敞和明亮。这种类型的建筑受结构类型的制约非常大，它们更需要建筑师和结构工程师的紧密合作。

当今的航站楼减弱了为整个国家或者地区之间往来的服务，它们成为到港和离港转换的一个过渡建筑。现代化使这些航站楼变成了加速客货流通的工具，使客运和货运可以更有效地通过全球运输网络运作，因此国际机场总是临近国内机场、火车站、地铁、公共车站等快速交通网络。

这类建筑的结构形式是灵活多变的，也因此影响了建筑形式。如诺伦佐·皮亚诺设计的关西国际机场和诺曼·福斯特设计的香港国际机场便体现了流行的“飞机棚”风格，保罗·安德鲁设计的法国戴高乐国际机场一号航站楼等都是卫星式超小型航站楼建筑的极好范例。决定这些航站楼建筑的有力因素很可能就是高效率的流通要求，这些机场巧妙地旅客提供最大的方便就是一个例证。

在小型的交通建筑中，如地铁站，其独特的个性更容易得到充分的表现，像渡边诚设计的饭田桥地铁站便是一个绝好的、大胆的案例。

陈晋略

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斯特拉特福地区火车站

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致谢



Way out ↗

Way out ↖

NORTH GREENWICH

North Greenwich Station

北格林威治站

London,
England

Completion Date: 1998

Built Area: 10800m²

英国伦敦

竣工时间：1998年

建筑面积：10800平方米

One of the 12 new stations that forms the extension to the Jubilee Line running from Charing Cross to Stratford. North Greenwich Station had now become the rail gateway to the Millennium Festival Site.

For the architects, the primary concern was to create clarity of movement, openness and simplicity of function. This has been achieved by skillful manipulation of volume and space and powerful use of colour.

Accessed at ground level from the new bus station concourse, passengers descend by escalator into a light spacious ticket hall, and move through the ticket barriers and into a vast concourse, stretching the full length of the platforms below. The concourse is designed as an independent U shaped structure suspended within the void of the station box (405 metres long, 32 metres wide, 25 metres deep) from the concrete roof. Glass side panels to the concourse provide views over the three platforms below, providing orientation and creating a sense of spaciousness. All the services for the station are housed within the hollow core of the concourse.

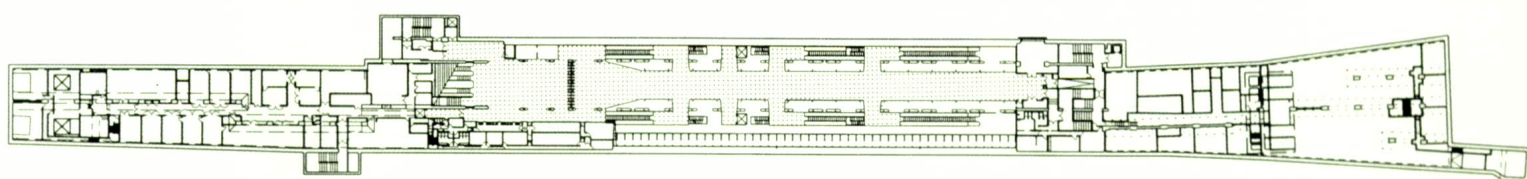
From the concourse, passengers descend by escalator into the cavernous blue depths of the station to the platforms below. From the platforms passengers will appreciate the drama of the vast elliptically-shape raking columns reaching from platform to roof and the curved underbelly of the suspended concourse hanging above them. The magical subterranean ambience of the station is enhanced by the use of deep ultra marine blue tiling to walls, columns, floors and ceilings. In contrast the concourse, air ducts and escalators are clad in bright stainless steel and suspended in the ultra marine void to create as one of the project team has said "an underground cathedral of blue and silver".

从斯特兰德街至斯特拉特福的珠比利线延长路段上设有12座新车站，北格林威治站即是其中之一，现在已成为通向千年宫的门户车站。

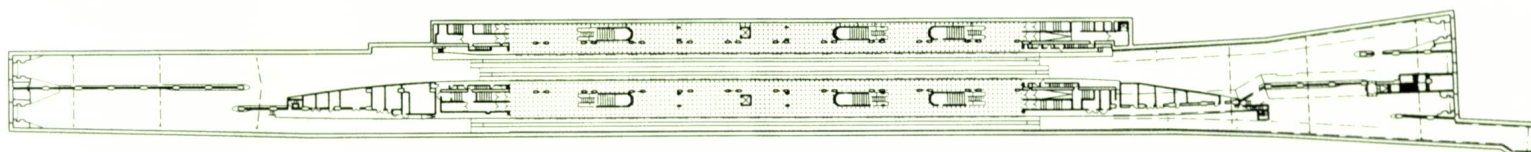
对于建筑师而言，其基本的概念在于营造明晰的交通路线、开放的空间环境以及简洁的功能设置。建筑师通过巧妙的空间处理手法以及对色彩的有效运用达到了这个目的。

旅客从新车站大堂的地面层乘自动楼梯下到宽敞明亮的售票厅，经检票口进入一个巨大的集散大厅。该大厅与下面的月台延伸了同样的长度，被设计成一个独立的“U”形结构，悬挂在混凝土屋顶下，悬浮在车站空间（像一个405米长、32米宽、25米深的方盒子）之中。透过大厅两旁的玻璃墙可以望见下面的月台，既强化了旅客的方向感，又营造了一种空间感。车站所有的服务设备都布置在这个大厅的核心空间内。

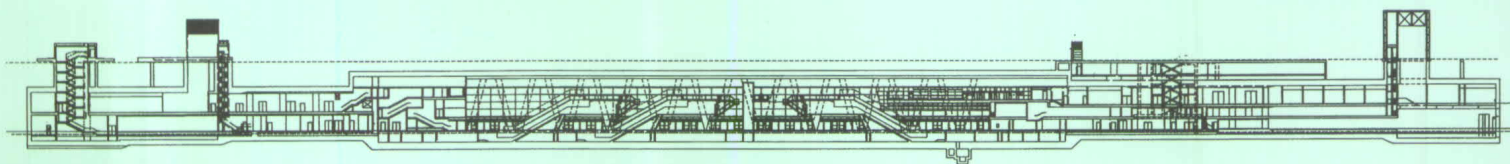
旅客从这个集散大厅乘自动扶梯而下，来到下面的月台，宛如置身于蓝色的洞穴。月台巨大的椭圆形立柱以及上方悬挂的集散大厅营造出一种震撼人心的效果。墙面、立柱、地面和天花板上采用的深海蓝色瓷砖更加烘托了车站内的那种具有魔幻色彩的地下洞穴的氛围。与集散大厅形成对比的是，空调管道、自动扶梯均采用明亮的不锈钢材料，它们悬挂在深蓝色的空间内，营造出一个设计师们所谓的“蓝色与银色构成的地下大教堂”。



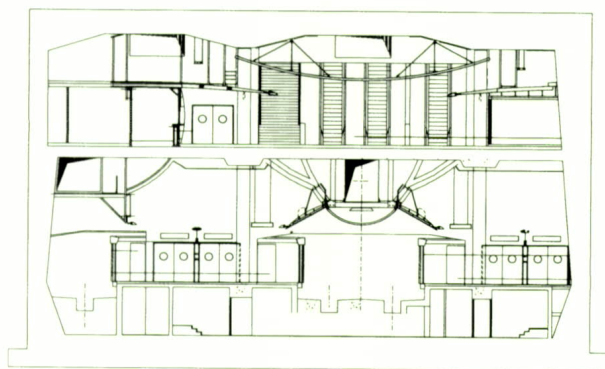
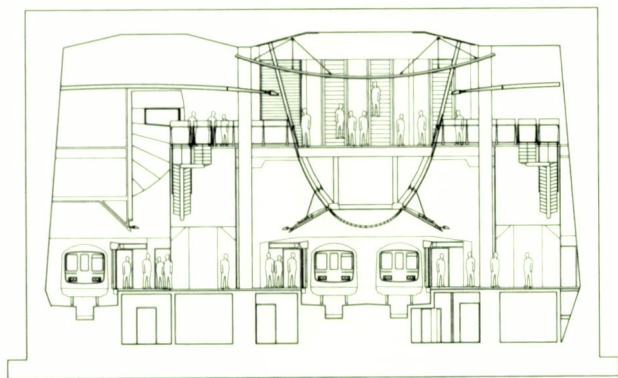
Lower Level plan
低层平面图



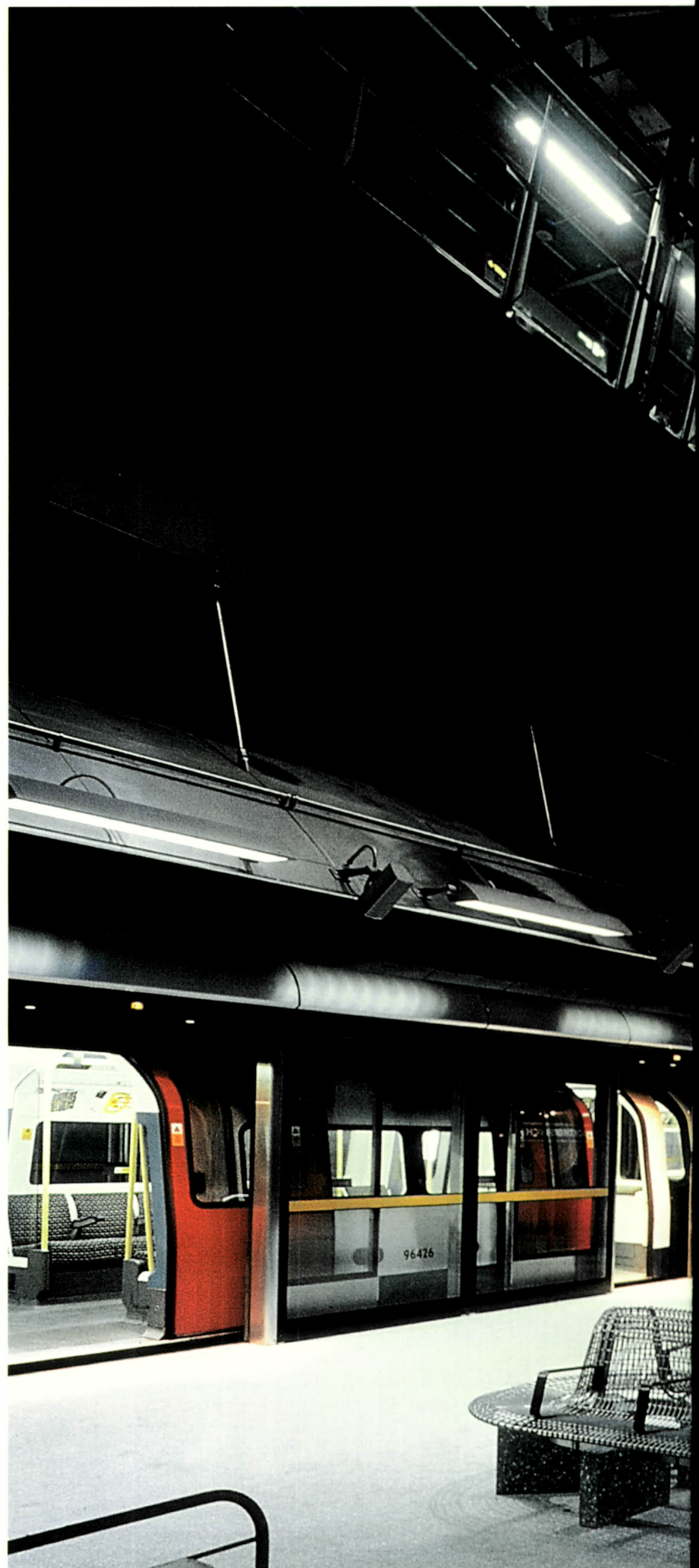
Platform level plan
月台层平面图



Longitudinal Section
纵剖面图



Sections
剖面图









Design Team: Alsop Architects in conjunction with the JLEP team

M&E Consultant: Drake & Scull Ltd.

Engineer: Benaim Works Joint Venture

Contractor: McAlpine-Wayss & Freytag - Bachy Joint Venture

Client: Jubilee Line Extension

设计组: Alsop Architects in conjunction with the JLEP team

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工程师: Benaim Works Joint Venture

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