

CZESTOCHOWA - RAILWAY STATION

ARCHITECTURE

CZESTOCHOWA, POLAND, 2019 IN PROGRESS

Competition, WON

PROGRAM

Railway Station - Chapel - Commercials (project in 2nd phase) - Hotel - Conference rooms - Restaurant

TOTAL SURFACE: 13.000m²

CLIENT

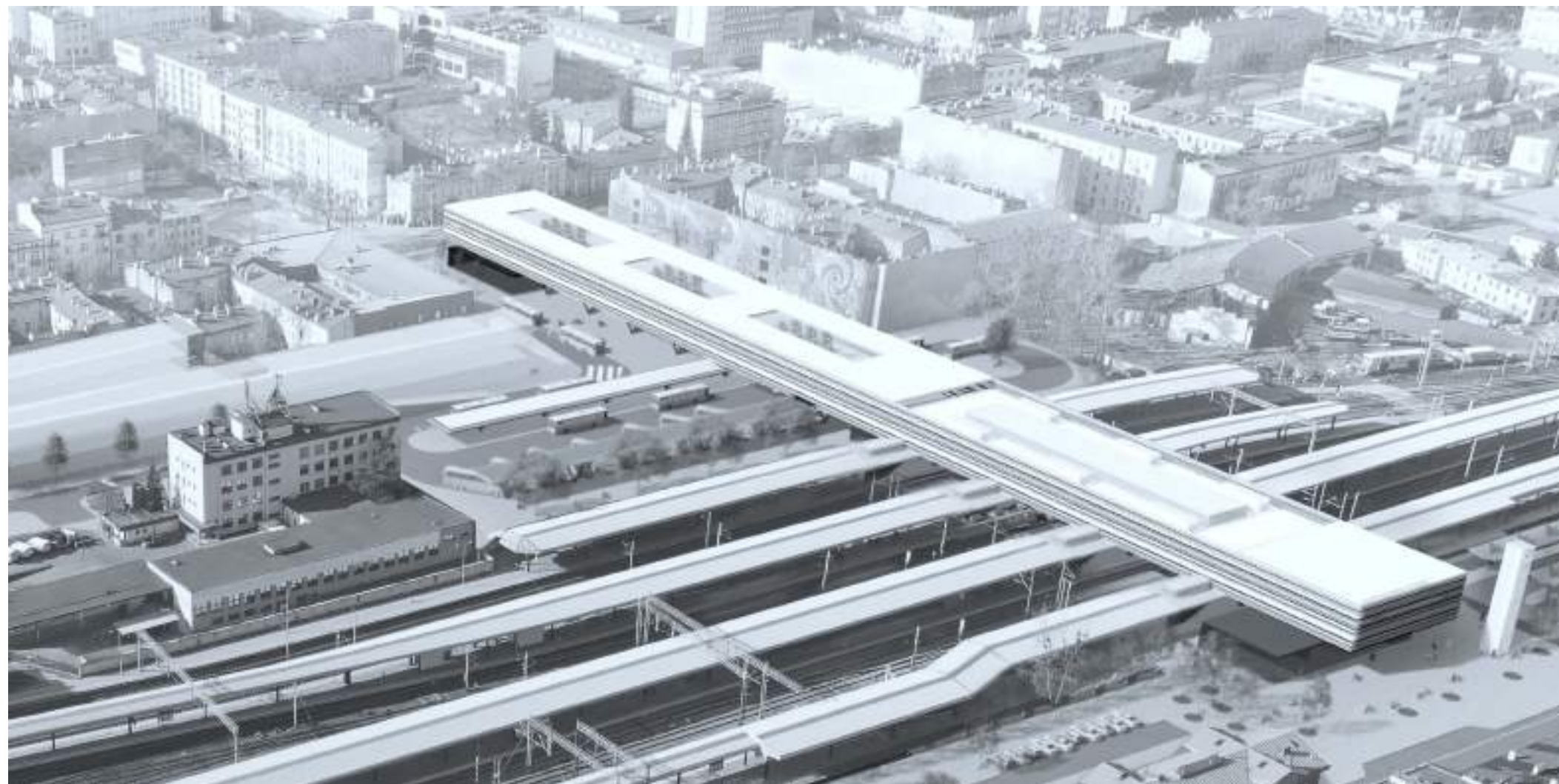
Polish Railway Station S.A.

BUDGET

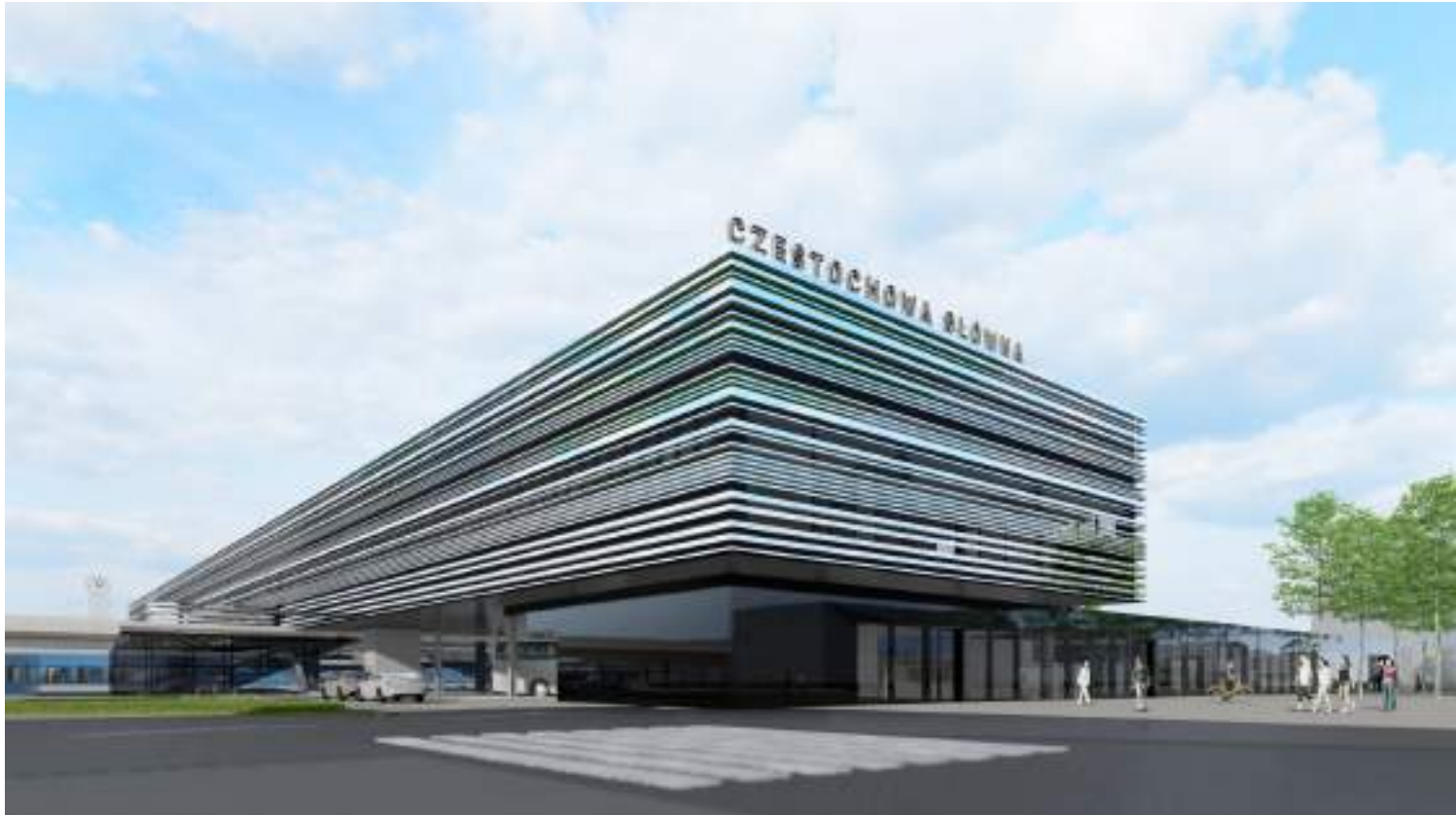
16M€

PHASE

IN PROGRESS



The first phase of design finds its roots from the existing structure of the bridge over the railway tracks, which has been fully preserved and is extended to the east and west directions. At both ends, the new bridge is supported by clear volumes on the ground floors, of which the eastern one, the larger volume houses the ticket offices, information, car rental point, ticket vending machines, information centers, toilets and includes entrance to the existing underground passage. In terms of spatial decisions, the second phase of design is a continuation of phase 1. The upper volume(bridge) of the station is stretched up to the western frontage of Avenue Wolno ci and supported on two additional glass volumes on the ground floor. In the newly created part, it will be possible to locate any commercial functions, of which the hotel function seems to be the most reasonable due to the touristic & pilgrimage nature of the city. On the ground level would be other hotel functions: lobby, restaurant, and conference rooms. The height of the ground floor part will allow mezzanine functions to be used for services.

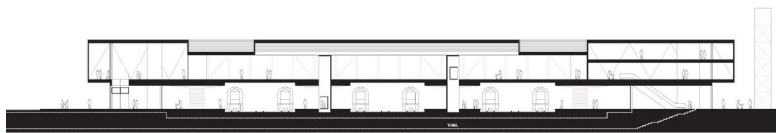
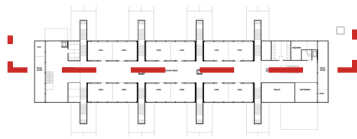


VIEW FROM THE WEST SIDE

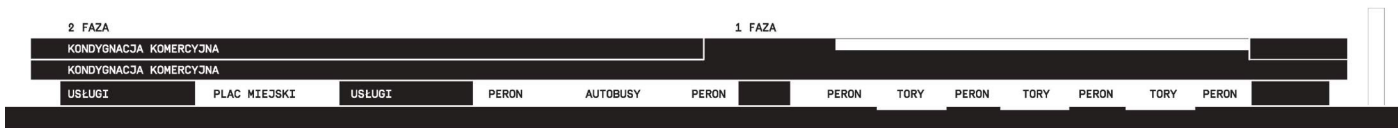
The station's program here is limited to ticket vending machines, ATMs, information and toilets on the ground floor and waiting room with a point for serving drinks and sanitary facilities. Communication between levels is facilitated by escalator and elevator. Additional elevators allowing for the disabled access to internal platforms are designed on the intersection of the arcade and stairs.

MATERIAL : The 'bridge'/first floor is clad in horizontal, metal, reflective panels. The cladding profile varies in its width is wrapped around all four sides of the floor.

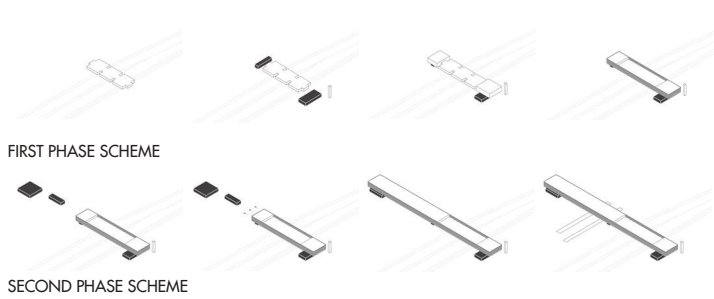
The immense longevity of the bridge provides various reflections depending on where the user's location. It provides a vibrant facade with a constantly changing play of light. The cladding also covers all points of contact between the old and new parts, accidental window connections, differences in roof heights, ventilation and air conditioning components located on the roofs. Long, irregular, horizontal lines with reflections of light are to materialize the object and give the impression of linear movement, which is the quintessence of railways.



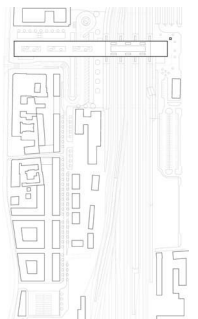
SECTION IN FIRST PHASE



SECTION IN SECOND PHASE



FIRST PHASE SCHEME

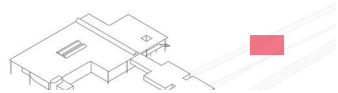


SECOND PHASE SCHEME



VIEW FROM THE EAST SIDE

EAST SIDE: The escalator and elevator, as well as a small staircase, leads to the first floor. At the highest level of the eastern part are located rooms for railway services and technical rooms. The clock tower on the east side is the reminiscence of the original Warsaw-Vienna Railway station. It's designed in a steel structure covered with white milk glass, thanks to which it will be reflecting the sunlight during the day and at night through the internal lighting. The tower is visible not only from Marszałka J. Piłsudskiego Street but also from the Council of Europe square and Avenue Wolno ci.



CHAPEL



LES GRÉSILLONS - RAILWAY STATION

ARCHITECTURE

Gennevilliers (92), FRANCE, UNDER CONSTRUCTION

Competition, WON

PROGRAM

Gare du Grand Paris Express de correspondance ligne 15, RER C et son projet immobilier en surplomb

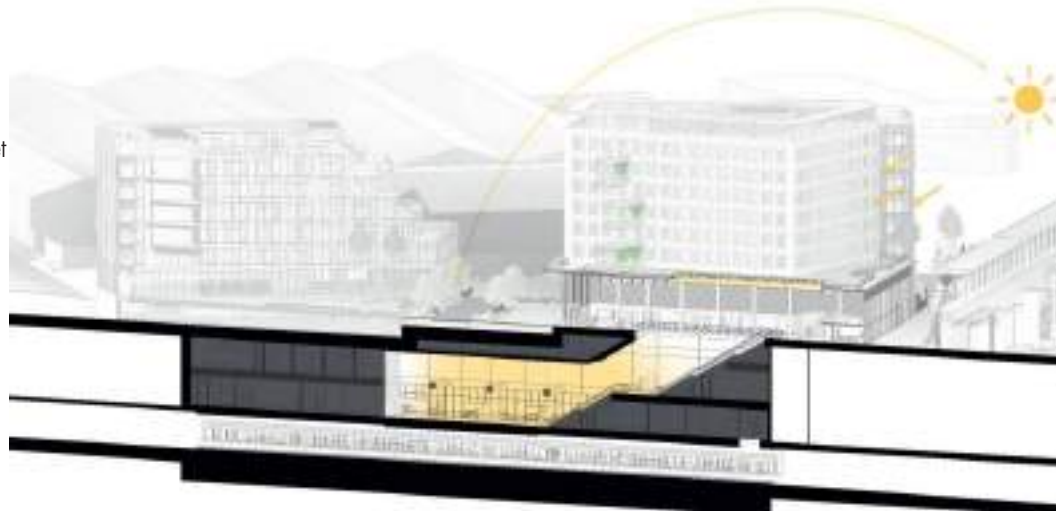
TOTAL SURFACE: 10.800 m² (gare) + 8.600 m² (projet immobilier)

CLIENT

Société des Grands Projets

PHASE

UNDER CONSTRUCTION



A Gennevilliers, la nouvelle gare Les Grésillons, véritable pivot du réseau de transport et de l'intermodalité.

A Gennevilliers, la nouvelle gare Les Grésillons, véritable pivot du réseau de transport et de l'intermodalité

Située à la croisée des voies ferrées du RER C et de l'avenue des Grésillons, la gare offre un parcours fluide et lisible en jouant sur la lumière naturelle comme élément architectural et indicateur d'espace..

L18 DE MASSY-PALaiseau

ARCHITECTURE

Massy (91), FRANCE, UNDER CONSTRUCTION

Competition, WON

PROGRAM

Gare de métro pour la ligne 18 du Grand Paris Express

TOTAL SURFACE: 7.600m²

CLIENT

Société des Grands Projets

BUDGET

75M€

PHASE

UNDER CONSTRUCTION



La gare L18 de Massy-Palaiseau est posée au milieu du grand plateau des voies ferrées, comme un récif qui relie les deux parcours piétons qui le surplombent.

Deux longs volumes obliques vêtus de zinc et de verre accompagnent la montée des voyageurs, du sous-sol du métro au vaste horizon du site. Entre eux, sous une fine nappe de sheds, un parcours extérieur maille les deux passerelles.

LE HAVRE TRAM WAY

ARCHITECTURE

Le Havre (76), FRANCE, UNDER CONSTRUCTION

Competition, WON

PROGRAM

Ligne de tramway de 14 km

TOTAL SURFACE: 7.600m²

CLIENT

Le Havre Seine Métropole

BUDGET

209M€

PHASE

UNDER CONSTRUCTION



Elle reliera les grands équipements de la métropole (l'université, l'hôpital Monod) et ses centralités (centre-ville d'Harfleur et de Montivilliers, quartiers sud des Docks) afin de les souder au cœur métropolitain.

Project to unite an entire region, the tramway defines the new unified urban space of Boulevard des Arts and designs future transit spaces, from T3 to RER C via the Grand Paris Express train station.

Le projet porte un fort potentiel de développement des itinéraires cyclables : levier de réalisation du programme « Tous à vélo » de la métropole, il contribue à mailler plus de 160 km de réseau existant.

