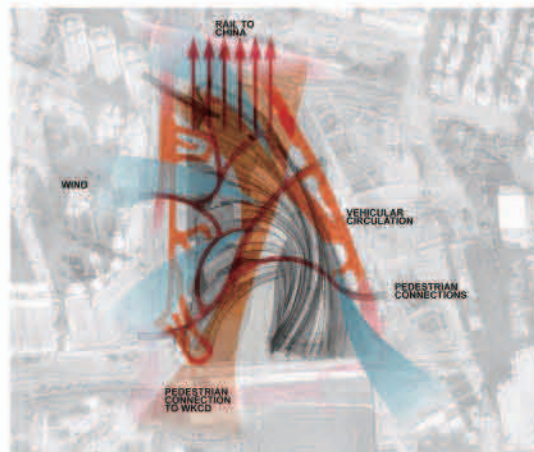
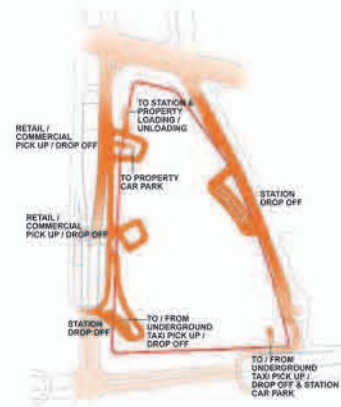
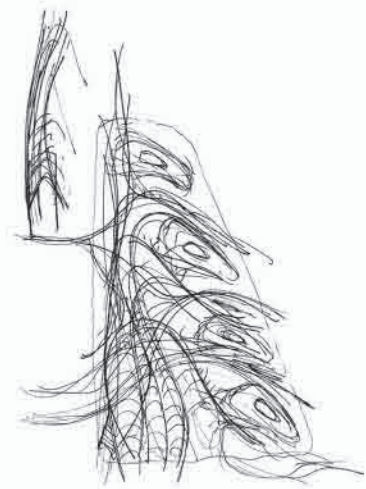


Hong Kong West Kowloon Station

Andrew Bromberg at Aedas





The new section of the Guangzhou-Shenzhen-Hong Kong high-speed rail service, which is 142km in length, connects with the National High Speed Rail network all the way to Beijing, the total length of which is more than 25,000km. Located centrally in Hong Kong, within the city's existing urban realm, the 430,000m² facility with fifteen tracks will be the largest below-ground station terminus in the world. Within the station itself, there was one underlying goal of the scheme. Acting as the 'gateway' to Hong Kong, it was considered vital to connect the station with the surrounding urban context and make the traveler aware of their arrival or departure, announcing: 'You are in Hong Kong.' The site's prominence immediately adjacent to the future West Kowloon Cultural District and next to Victoria Harbour required a design that was completely motivated by civic demand. To achieve this, the design compacted all of the supporting spaces more efficiently to allow for a very large void down into the departure hall below. The outside

ground plane bends down towards the hall, and the roof structure above gestures towards the harbour. The result is a 45m high volume which focuses all attention through the south façade towards views of the Hong Kong Central skyline and Victoria Peak beyond. The organization of the design was inspired by the idea of forces converging on Hong Kong – likened to the converging tracks coming into the station. The project maximizes civic gestures both internally and externally. What is highly unusual here is that the station will have an immigration domain for both Hong Kong and China in the same facility, as opposed to the way immigration works in a typical international airport, which is solely the domain of the host country. The pedestrian paths flow up and access almost the entire rooftop of the station itself, 25m above ground, in a densely vegetated sculpture garden and landscaped extension of the green below. The resulting 35,000m² open space offers

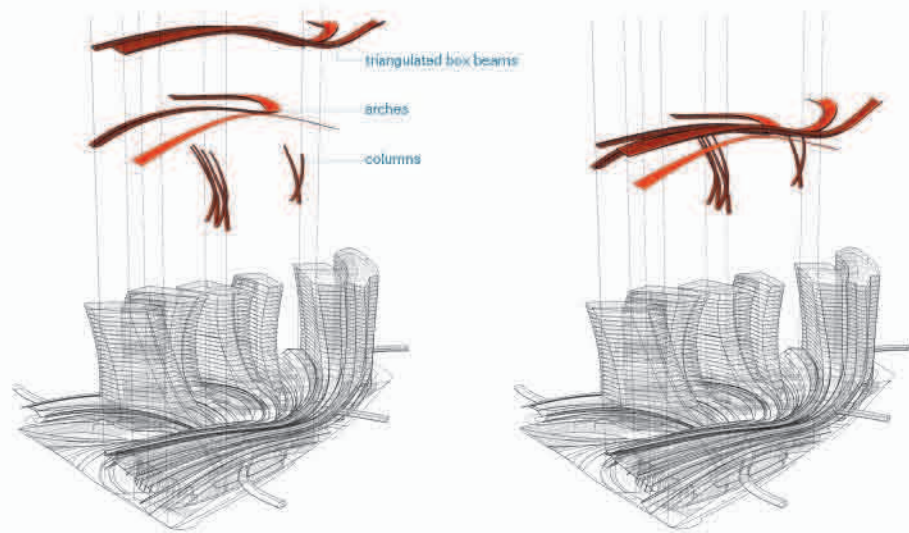
a spectacular public vista over Victoria Harbour and towards Hong Kong's skyline. The interior of the main hall is almost like a forest, with leaning steel columns robustly supporting the rooftop and curtain walls laid with 4,000 glass panels to bring in natural daylight into the building and a glimpse of the city, even from the lower levels of the station. Unusual for the dense vertical city of Hong Kong, the design of the station closely hugs the ground, merging with the surrounding landscape. The architect, Andrew Bromberg at Aedas, was keen to bring in the sense of fluidity, reflecting various forces converging in this global city. "I have been working on this station for nearly 10 years and it's great to see it now teeming with people. The new station is an opportunity for all people to discover new connections to the city of Hong Kong," says Andrew Bromberg.



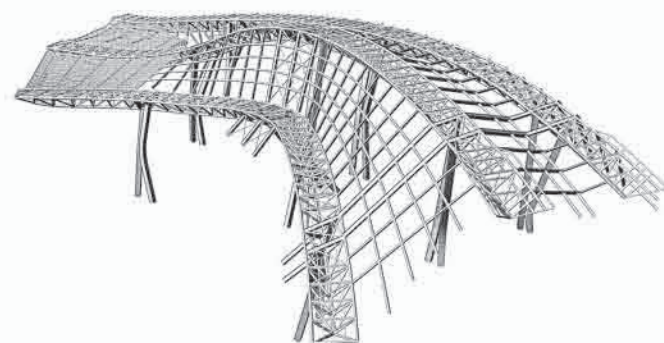
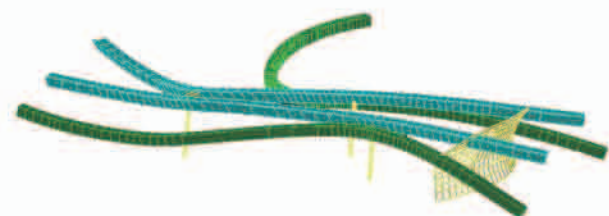
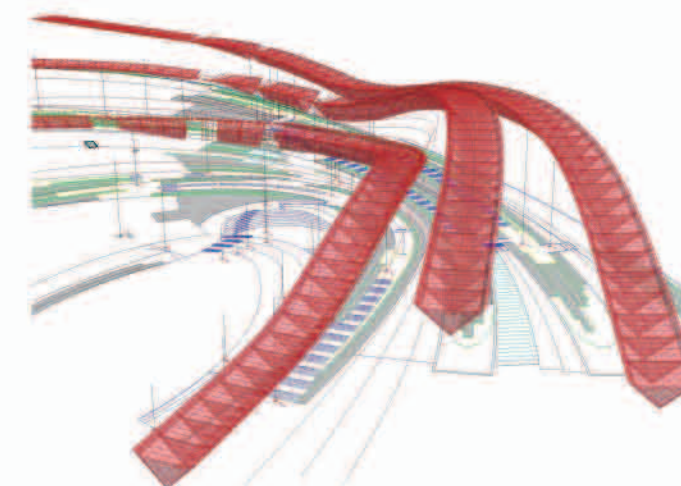
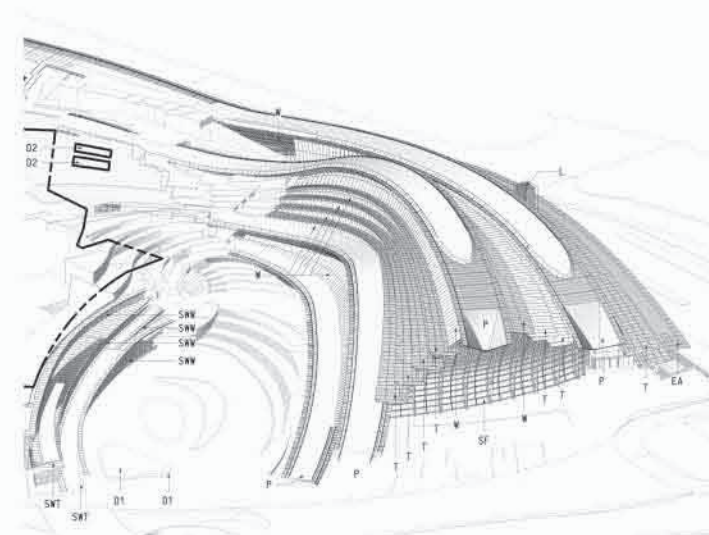
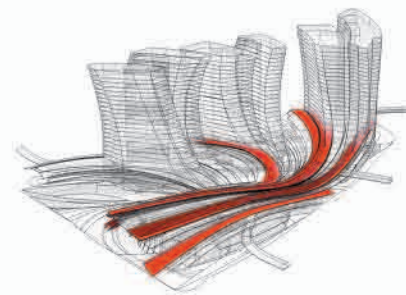




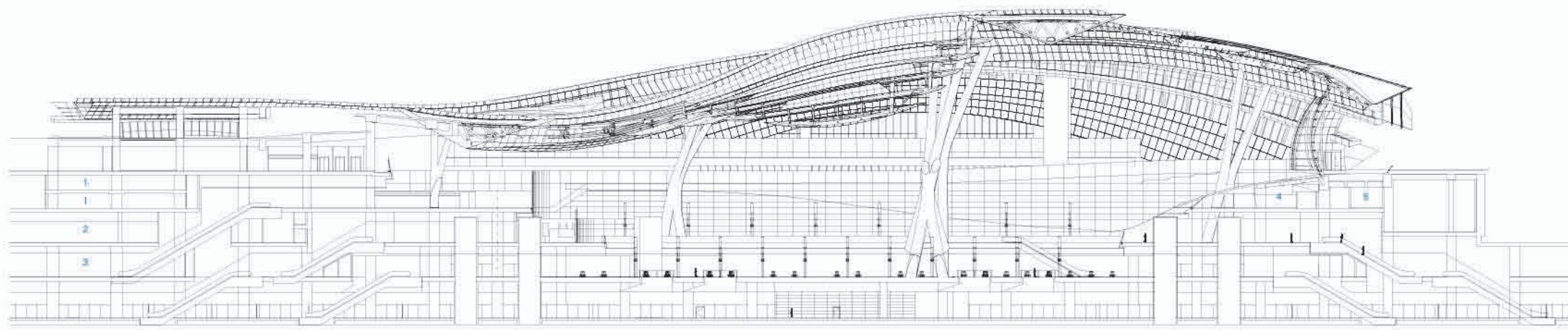




roof engineering

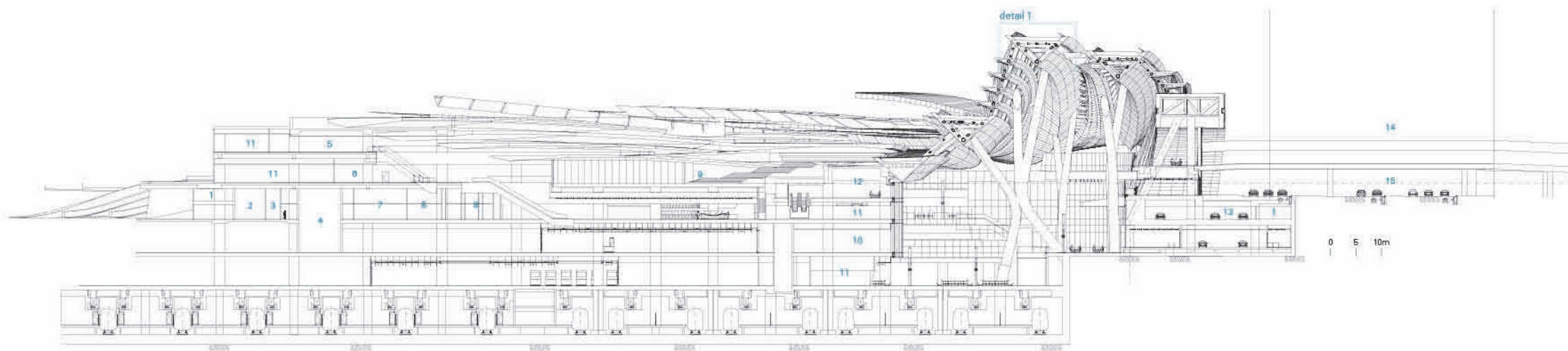


structural optimization



1. property car park 2. arrival CIQ 3. departure CIQ 4. M/E zone for STA 5. EAA corridor
longitudinal section

Project: Hong Kong West Kowloon Station
 Location: West Kowloon, Hong Kong
 Architects: Andrew Bromberg at Aedas
 Project manager: AECOM
 Detailed design consultant: AECOM - Aedas Joint Venture
 Structural engineer: AECOM, Buro Happold
 M&E consultant: Meinhardt / Façade consultant: ALT
 Landscape architect: EDAW / Quantity surveyor: Windell
 Main contractor: Leighton – Gammon Joint Venture
 Others: FMS, ROSTEK, MVA, Atelier Pacific
 Client: MTR Corporation Hong Kong
 Site area: 58,797m² / Gross floor area: 430,000m²
 Open space: over 30,000m²
 Building height: 29m / Completion: 2018
 Photograph:
 ©Paul Warchol (courtesy of the architect) - p.110–111, p.114–115, p.116^{boom}, p.124
 ©Virgile Simon Bertrand (courtesy of the architect) - p.112–113, p.116^{pp}, p.118–119, p.122–123, p.126–127



1. EAA corridor 2. store 3. refuse store 4. vent shaft 5. 3,000 clear for station passage 6. 3,500 clear for station passage
7. STA management office 8. toilet 9. plaza 10. business lounge 11. STA 12. VIP 13. taxi queueing 14. access to Austin station 15. road D1
cross section



