

伦敦桥大厦, 伦敦, 英国

LONDON BRIDGE TOWER, LONDON, UK

建筑设计: 伦佐·皮亚诺建筑工作室
ARCHITECTS: Renzo Piano Building Workshop



伦敦桥大厦也叫夏德大厦,是一座72层的综合功能塔楼,位于泰晤士河南岸的伦敦塔火车站。这个车站接驳了火车、汽车和地铁线路,是伦敦最繁忙的车站之一,每天人流量高达20万。根据伦敦市发展政策,本项目旨在促进重要交通节点上的高密度开发。

塔楼的形式取决于它在伦敦天际线上的突出地位,不同于纽约或香港之类的城市,它并非已有高层建筑群的一部分。项目设计参考了基地附近伦敦大型船舶的桅杆形状以及莫奈的画作“议会大厦”。

建筑的细金字塔造型和多种功能用途相适应,底部每层面积较大的楼层用于办公,中间楼层用于公共

活动和酒店,而顶部的楼层用于住宅。最后的68-72层也是公共楼层,提供了一个高于街道240m的观景展厅。在这上面,玻璃幕墙向上继续延伸至305m,使用功能的综合性为建筑增加了更多活力。对于伦敦一个如此重要的公共建筑,公共参与性非常重要。

8片玻璃幕墙决定了建筑外形和大厦的视觉质量。双层被动式幕墙全部采用了地铁玻璃,幕墙内的凹槽安装的机械滚动百叶起到遮阳功能,幕墙通风孔上的缝隙提供了自然通风,这种通风被用在办公层的会议室或休息空间以及住宅层的冬季花园中。这种设计让建筑可以与外部环境联通,而在大多封闭的建筑中是

无法实现的。

建筑主要结构是一个位于建筑中心的滑模混凝土核心筒,承载了主要的管道、客梯和消防通道。单层和双层电梯总计44台,将位于街面和车站大厅的众多建筑入口联系起来。

本项目还包括了对于火车站大厅、汽车站和出租车站的重建,两个新的长宽各30m的广场将会形成项目中心。这种对于公共空间的改善将会成为这个拥挤但被人忽视的城市空间新生的契机,也有望成为这个区域长远发展的催化剂。□(孙晨光译)

London Bridge Tower, which is also known as the Shard, is a 72 storey mixed use tower located besides London Bridge Station on the south bank of the river Thames. The station, which combines train, bus and underground lines is one of the busiest in London with 200,000 users per day. The project is a response to the Mayor's policy of promoting high density development at key transport nodes.

The form of the tower was determined by its prominence on the London skyline. Unlike other cities such as New York or Hong Kong, the Shard is not part of an existing cluster of high rise buildings. References included the masts of ships docked in the nearby Pool of London and Monet's paintings of the Houses of Parliament.

The slender pyramidal form is suited to the variety of uses proposed: large floor plates for offices at the bottom, public areas and a hotel in the middle, apartments at the top. The final public floors, levels 68-72, accommodate a viewing gallery 240m above street level. Above, the shards continue to 305m. The mix of uses add vibrancy to the project; public access was deemed particularly important for such a significant building in London.

Eight glass shards define the shape and visual quality of the tower. The passive double façade uses low-iron glass throughout, with a mechanised roller blind in the cavity providing solar shading. In the "fractures" between the shards opening vents provide natural ventilation to winter gardens. These can be used as meeting rooms or break-out spaces in the

offices and winter gardens on the residential floors. They provide a vital link with the external environment often denied in hermetically sealed buildings.

The main structural element is the slip formed concrete core in the centre of the building. It houses the main service risers, lifts and escape stairs. A total of 44 single and double-deck lifts link the key functions with the various entrances at street and station concourse level.

The project also includes the redevelopment of the train station concourse and bus station. The existing roof is to be removed and replaced with a glazed canopy, and retail units relocated to open up visual connections between the train station, bus station and taxi ranks. Two new 30m x 30m public squares will form the centre of the scheme. Such

improvements to the public realm are vital to the regeneration of this congested and neglected part of the city and will hopefully provide the catalyst to further redevelopment in the area. □

业主 / Client: Sellar Property Group

合作 / Collaborator: Adamson Associates (Toronto, London)

一期 (规划实施) / Phase One (Planning Application), 2000-2003

设计团队 / Design team: J. Moolhuijzen (partner in charge), N. Mecattaf, W. Matthews with D. Drouin,

A. Eris, S. Fowler, H. Lee, J. Rousseau, R. Stampton, M. van der Staay and K. Doerr, M. Gomes, J. Nakagawa, K. Rottova, C. Shortle; O. Aubert, C. Colson, Y. Kyrkos (models)

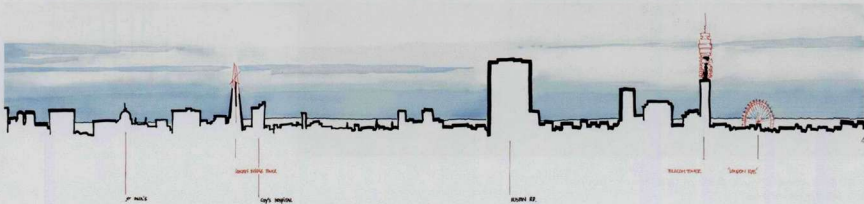
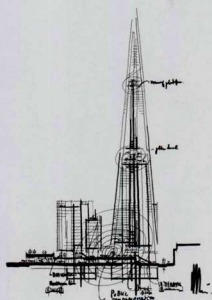
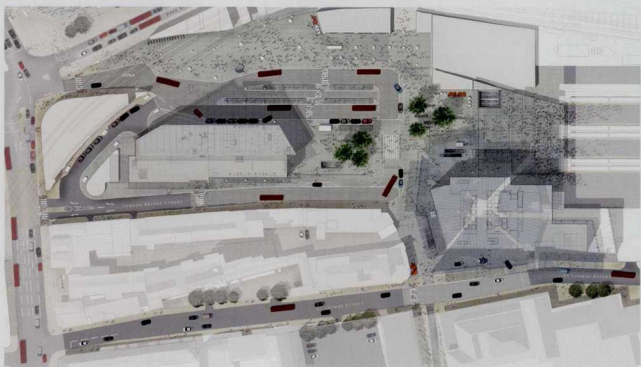
顾问 / Consultants: Ove Arup & Partners (结构与设备 / Structure and Services); Lerch, Bates & Associates (垂直交通 / Vertical Transportation); Broadway Malayan (顾问建筑师 Consulting Architect)

二期 / Phase Two, 2004-2012

设计团队 / Design team: J. Moolhuijzen, W. Matthews (partner and associate in charge), B. Akkerhuis, G. Bannatyne, E. Chen, G. Reid with O. Barthe,

J. Carter, V. Delfaud, M. Durand, E. Fitzpatrick, S. Joly, G. Longoni, C. Maxwell-Mahon, J. B. Mothes, M. Paré, J. Rousseau, I. Tristrant, J. Winrow and O. Doule, J. Leroy, L. Petermann; O. Aubert, C. Colson, Y. Kyrkos (models)

顾问 / Consultants: WSP Cantor Seinuk (结构 / Structure); Ove Arup & Partners (建筑设备 / Building Services); Lerch, Bates & Associates (垂直交通 / Vertical Transportation); Davis Langdon (成本顾问 / Cost Consultant); Townshend Architects (景观 / Landscape); Pascall+Watson (车站负责建筑师 / Executive Architect for the Station)



1 全景 / External view (摄影 / Photo, Michel Denance)

2 总平面 / Site plan

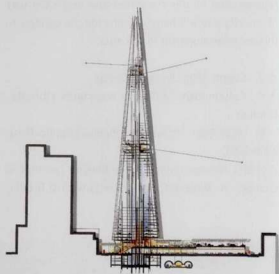
3 草图 / Sketch

4 伦敦天际线 / London skyline

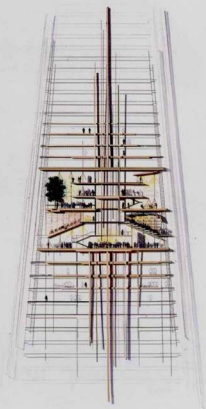


5 建造中外观/External view under construction (摄影/Photo, Nic Lehoucq)

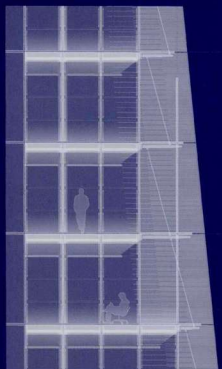
6, 7 剖面草图/Section sketch



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8 立面细节/Facade detail
9 剖面细节/Section detail
10 立面/Elevation

万方数据

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13



14

11, 12, 14 建造中外观/External view under construction (摄影/Photo, Nic Lefoux)

13 玻璃幕墙/Glass shards (摄影/Photo, Rob Telford)

15 建造中外观/External view under construction (摄影/Photo, Michel Denance)

