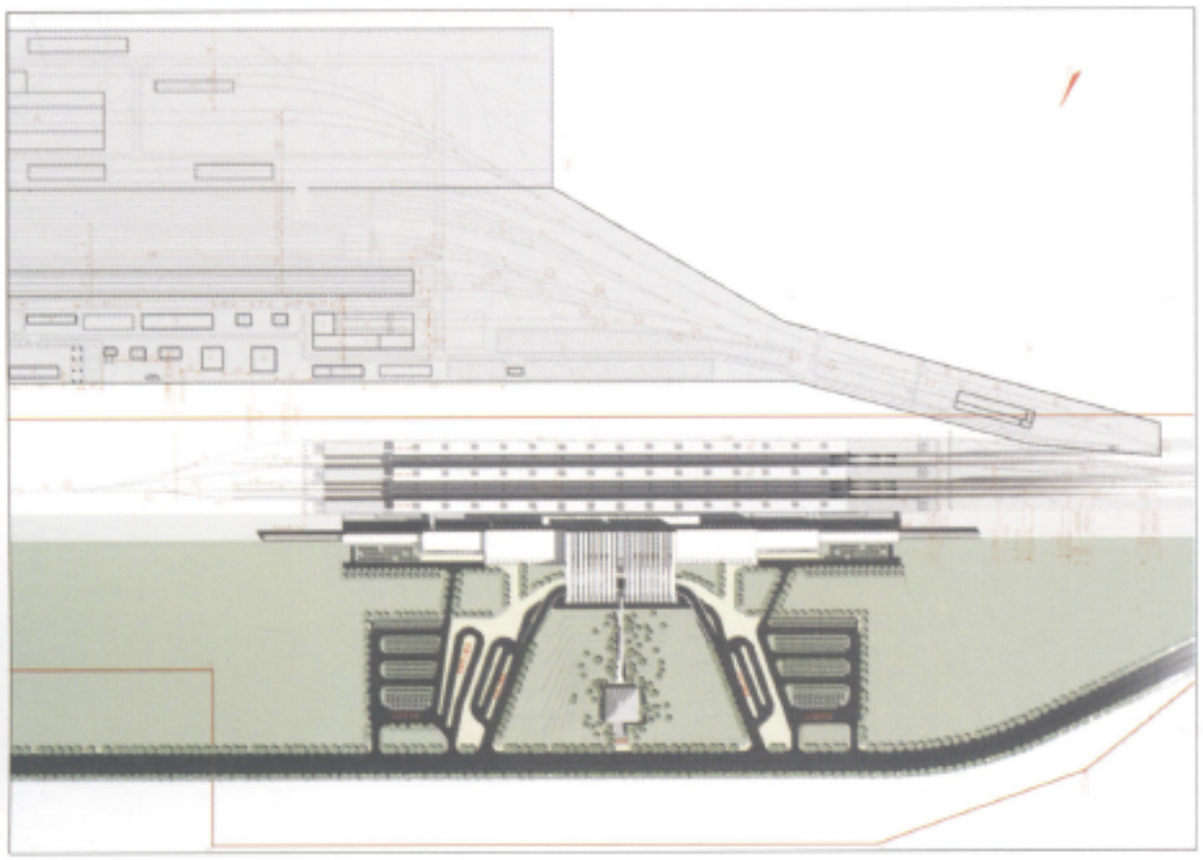


Site plan
總平面

Scheme designer: Kang Kai Yu Tao Zhao Xiaogang Zheng Meng
Construction: Shan Lixin
Structure: Zhu Bingyan
Water & Wastewater: Xia Shuwei
Air Conditioning: Jin Jian
Electric: Li Junmin
Telecommunication: Luo Youzeng (No. 1 Survey & Design Institute of Ministry of Railways)
General layout drawing: Lian Li
Design: 2004–2006
Completion: 2006
Engieenring place: Lhasa City, Tibet Autonous Region
Site area: 111 646 m^2
Floor area: 23 697 m^2
Structrue: reinforced concrete, partial steel structuer

方案設計：康凱　喻強　趙曉剛　鄭萌
建築：單立欣
結構：朱丙寅
給排水：夏樹威
空調：金健
電氣：李俊民
電訊：駱有曾（鐵一院）
繪圖：連荔
設計時間：2004年–2006年
竣工時間：2006年
工程地點：西藏自治區拉薩市
用地面積：111 646平方米
建築面積：23 697平方米
結構形式：鋼筋混凝土，局部鋼結構

Lhasa Railway Station

拉薩火車站

Architects: Cui Kai, Shan Lixin
主設計師：崔愷　單立欣

Surrounding circumstance:
Lhasa Railway Station is located in Liuwu New Zone, south part of Lhasa city, and it is facing Lhasa City with a river running across between them. The station is about 2 kilometers away to Lhasa downtown area located at North Bank of Lhasa River, and opposite to The Potala Palace. Uninterrupted mountains stand around the station, with the space wide and flat. The station take the land 111 646m^2, with main body of the station building taking floor space 23 697m^2. Lhasa Railway Station is the key portal for Tibet, and it is also the representative project for Qinghai-Tibet Railway.

Transportation:
The design shall meet the requirement of railway passenger transport streamline structure, and it p stresses the passenger transportation flow deign focusing on passenger flow. It shall comprehensive consider the streamline relationship among station plaza, station building and station yard, in order to assure the smooth, convenient and efficient passenger centralization & decentralization, mailing, and baggage transportation, in addition, the activity areas and facility arrangement in streamline design shall be match one another. In terms of function, Lhasa Railway Station' s all special service requirements have been intensified (including tourism service, medical service), therefore, the definite concept has been employed for special requirement.

Landscape
The design idea for Lhasa Railway Station is: under the precondition of fully meeting the function of modernized transportation hub, the coordina

周邊環境關係
拉薩火車站位于拉薩市南部的柳吾新區，與拉薩市區隔河相望，距拉薩河北岸的拉薩市中心約2.0公裏，與布達拉宮遥相呼應。站房周圍是連綿的山脉，場地寬闊而平坦，站區總用地面積111 646m^2，站房主體總建築面積23 697m^2，拉薩站是西藏面向外界的重要門户，也是青藏鐵路重要的標識性工程。

交通組織
設計滿足鐵路客運組織流綫的要求，强調以人流爲主的客運流程設計，綜合考慮站前廣場、站房、站場之間内在的流綫關係，保證旅客乘降集散、郵政、行包轉運等流綫暢通、簡捷、明了，且流綫設計中各項活動區域及設施布置應互相匹配，功能上强化了拉薩火車站所特有服務要求，這其中包括了旅游服務，醫療服務，以明確的概念針對特殊的要求。

環境景觀
拉薩火車站設計構思是在充分滿足現代化交通樞紐功能的前提下，追求與自然環境和西藏民族文化的協調。該站站房位于鐵道北側，呈現水平舒展的形態，造型語匯簡潔有力，創造了與寬闊宏偉的高原景觀風貌協調一致的大地景觀。

功能分區
青藏鐵路拉薩站站房主要分爲三個功能區，Ⅰ區爲售票大廳及附屬辦公用房；Ⅱ區爲進站大廳、候車室及各類服務用房；Ⅲ區爲出站大廳及行包庫房。

室内空間
入口正上方直至站棚設置了鋼芯木質構架，它采用了藏區典型的搭接方式，層叠而起，木架在入口的正上方層層挑出，又形成了一個門楣，與傳統的藏區門楣、窗楣形式不謀而合。木架由束柱支撐，束柱也是西藏建築中一種對木材獨特的使用方式，束柱形成的柱列體現出神聖莊嚴的意味。
頂部木架、中間柱列、以及兩層通高的空間圍合出明亮、光影豐富、導向明確的中央通廊，直對站臺以及南面的群山，提供良好的景觀視野。
藏紅和白色是主導着藏族建築的典型色彩，也構成了本方案基本的色彩體系，本次修改增加了紅色在建築中的比重，使外部形式更具藏區建築的可識别性。通過將此兩種顔色在室内設計的應用，使室内外達成潛在的聯係。

tion between natural beauty and Tibetan civilization should be considered. The station building is located in the north side of the railway, presenting leveled and unfolded shape, with pattern simple and forceful, which creates magnificent and broad landscape harmonizing with plateau scene.

Functional Zones

Qinghai-Tibet Railway Lhasa Station falls into three functional zones: Zone I is the ticketing hall and accessory office rooms; Zone II consists of entrance hall, waiting hall and different types of service rooms; Zone II covers departure lounge and baggage warehouse.

Inner Space

Steel-cored timber frame is set over the entrance and the rain-roof shed, and the typical construction mode in Tibet has been employed; timber frame interweaves over the entrance to form another door head, which is consistent with Tibet's traditional door head and window head. The timber frame is supported by beam column, which is also a special means for wood use. The colonnade constituted by bean columns is kind of sublime and holy. The top timber frame, middle colonnade and two levels of rocketing space constitute the bright central traverse with abundant light and shadow and definite orientation, which is directly opposite to mountains in the south, creating sound sightseeing vision.

Alizarin red and white are typical colors for Tibetan buildings, which also constitute the basic color system for our scheme. In this modification, the proportion of red in buildings has been increased, which will enable the outer shape have more Tibetan style. Such two colors will be employed in inner design, in order to create potential relationship between the room inside and outside.

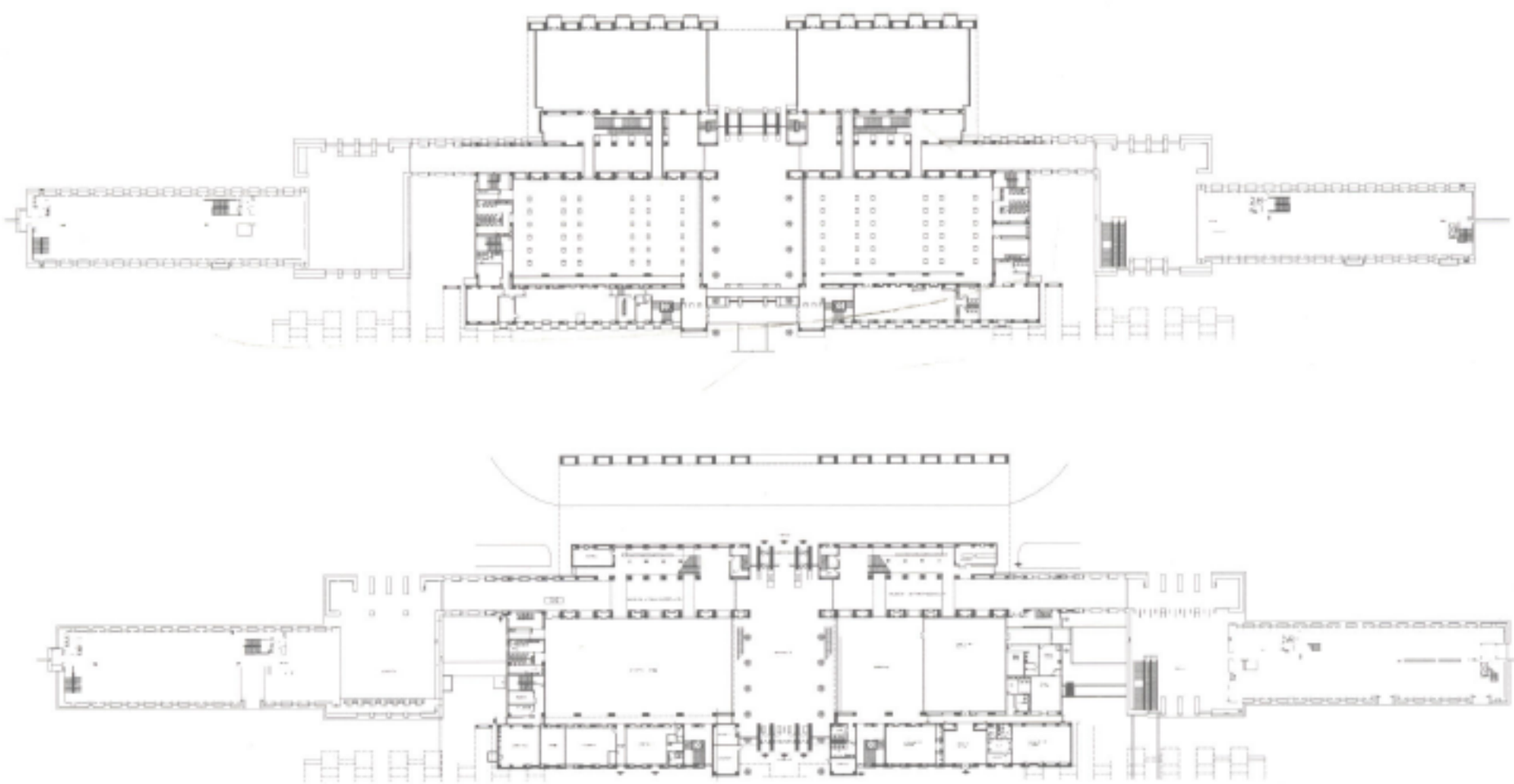
Building Pattern

Lhasa Railway Station adopts and digests Tibet's traditional architecture style, and it has employed special processing modes such as wall battering, application of heavy block building and timber frame, and continuous leveled roof, in order to continue local city context and realize modernized evolvement based on traditional style.

Alizarin red and white are typical colors for Tibetan buildings, which also constitute the basic color system for our scheme. The top timber frame, middle colonnade and two levels of rocketing space constitute the bright central traverse with abundant light and shadow and definite orientation, which is directly opposite to mountains in the south, creating sound sightseeing vision and realizing the harmony between heaviness and lightness.

建築造型

拉薩站對西藏傳統建築進行了手法上的抽象和提煉，利用墻體的收分，厚重的砌築，木構架的運用，連續的水平屋面等特有的處理方式，延續當地的城市文脉，在傳統的基礎上實現現代的演進。藏紅和白色是主導着藏族建築的典型色彩，也構成了本方案基本的色彩體系。中央大廳的頂部木架，中間柱列，以及兩層通高的空間，圍合出明亮、光影豐富，導向明確的中央通廊，直對站臺以及南面的群山，在提供良好景觀視野的同時，也實現了厚重與輕靈的對話。



Plans
平面圖