



Western elevation 建筑西立面

## Main Railway Station Innsbruck

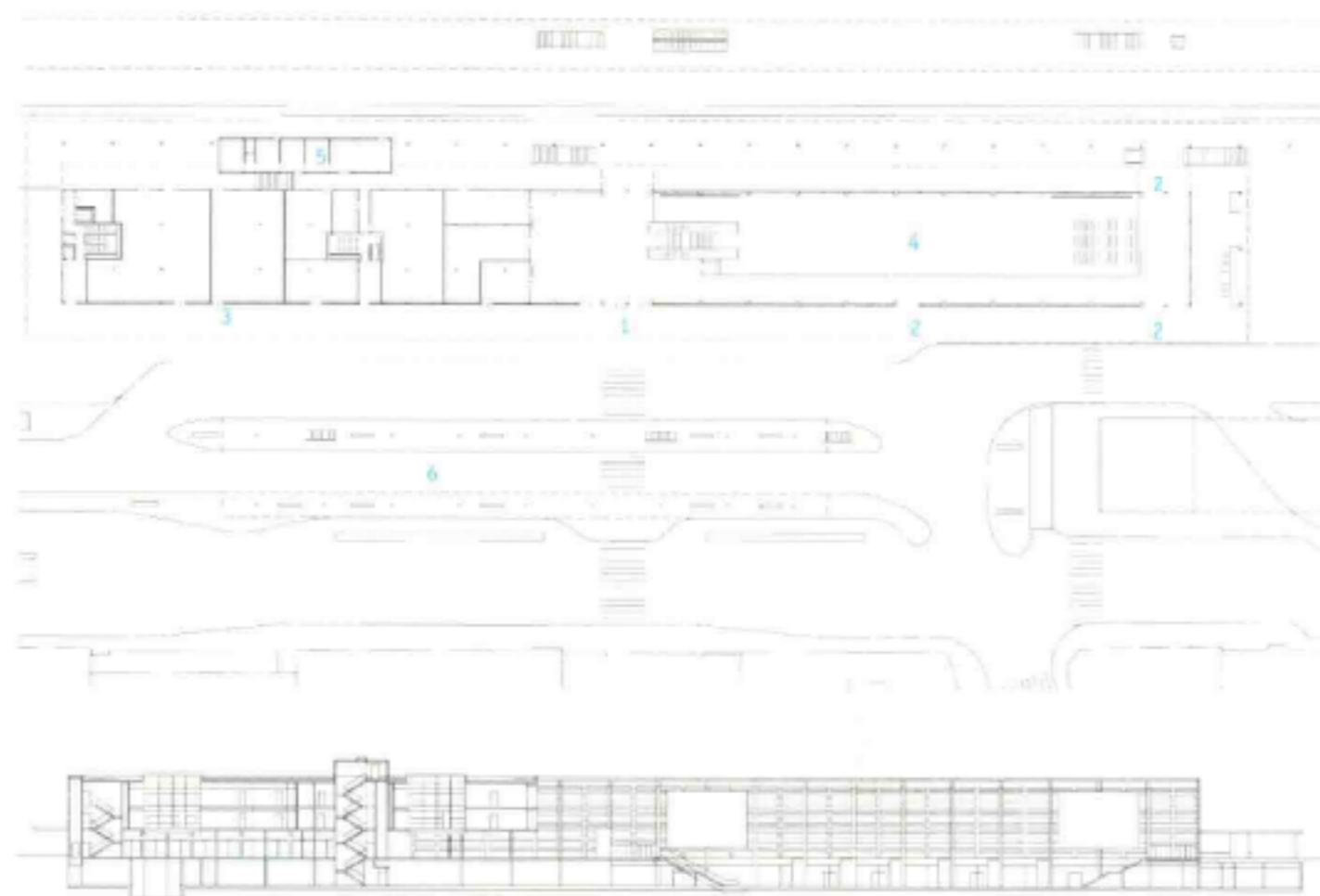
Although for the most part the trains travel on viaducts above street level, the station represents a real barrier across the main orientation of the valley. The reaction to this sharply defined urban situation that is further complicated by the long, narrow railway station forecourt was a relatively low and very long building with an extremely open and regular lattice-like façade that is placed at the east side of the forecourt but shifted six metres further back. This means that it moves out of the existing street line and – employing a classic way of shaping space – can assert itself as a liberated, freestanding building against the rest of the dense high-rise development on Südtiroler Platz. The building measures are grouped in detail around the theme of permeability.

All the important functions, such as travel centre, waiting and retail areas are placed in the central, lowered part of the railway station concourse. On the one hand this allows a direct approach from the underground car park to the concourse and thus to the trains, while on the other it also permits an uninterrupted view of the platforms from the city and vice versa.

## 因斯布鲁克火车站

尽管大部分时间火车都在高架桥上行驶，但火车站本身却也构成了实在的视觉障碍。为解决这一问题，设计师构思打造一幢低矮的长条状建筑，外观打造成开敞规整的条状样式，同时整幢建筑在原有场址上退后6米。这就意味着，新建筑从原有的街道处退出来，确保其自成一体。所有的建筑细节全部围绕着“渗透性”这一理念展开。

所有的功能区：如游客中心、候车室以及零售区全部设置在中央空间内（车站大厅内沉下的部分）。一方面，这极大地方便了从地下停车场经由大厅去乘坐火车的旅客；另一方面，人们可以在其他地方一览无余地看到月台上的场景。



- 1. 主入口
  - 2. 接入大厅
  - 3. 接入商店
  - 4. 大厅
  - 5. 办公室
  - 6. 汽车站
- 1. main entrance
  - 2. access hall
  - 3. access shops
  - 4. hall
  - 5. offices
  - 6. bus stop





建筑南立面 Southern elevation



1号站台夜景 Platform 1 at night



站前广场夜景 Station forecourt at night

Photo: Nikolaus Schletterer

Architect: Riegler Riewe Architects Pty. Ltd. / Florian Riegler, Roger Riewe

Transportation

Completion Date: 2004