Creating a new centrality and gateway to the city

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ARK128
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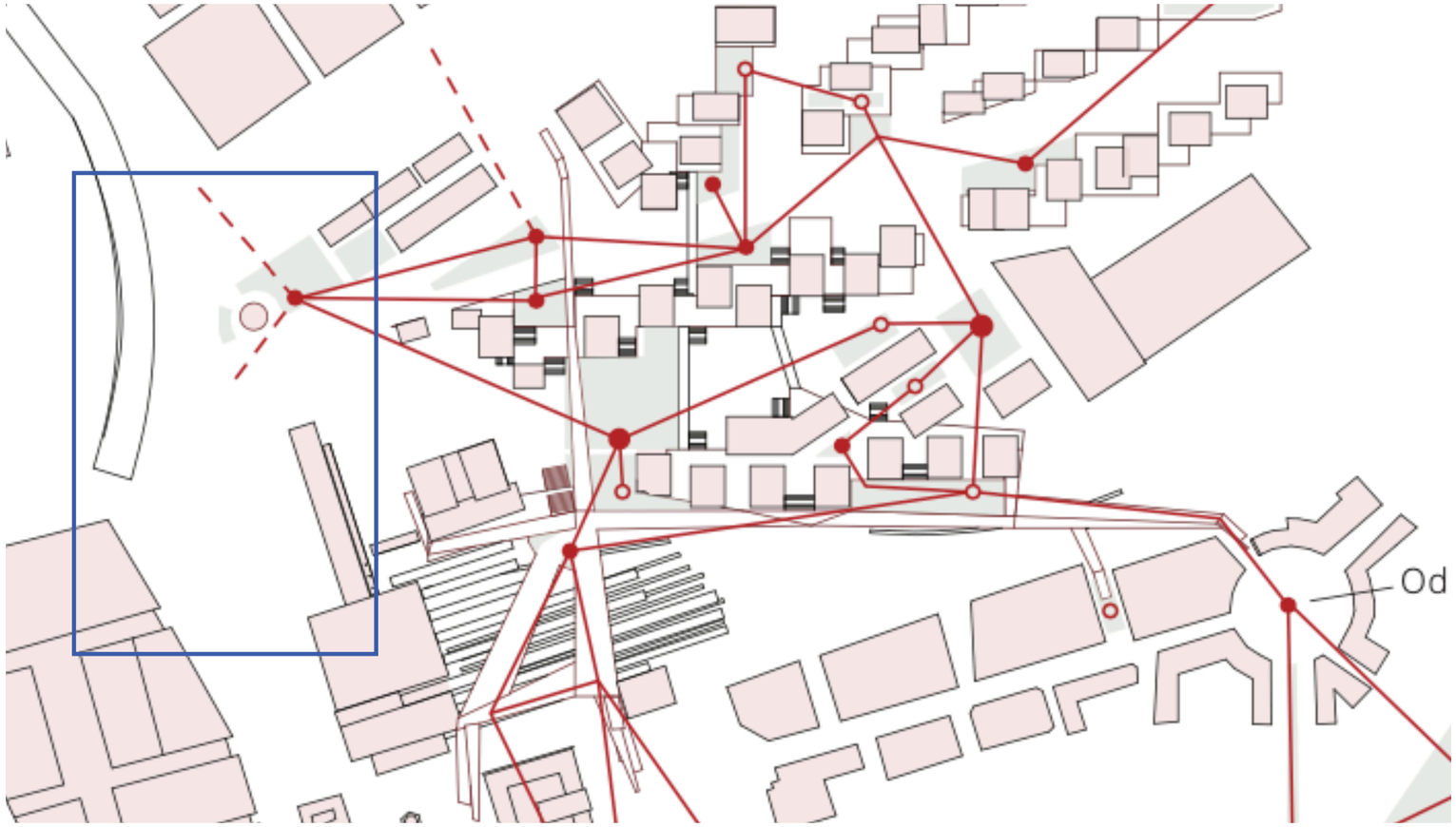
1. Scope and analysis

Site

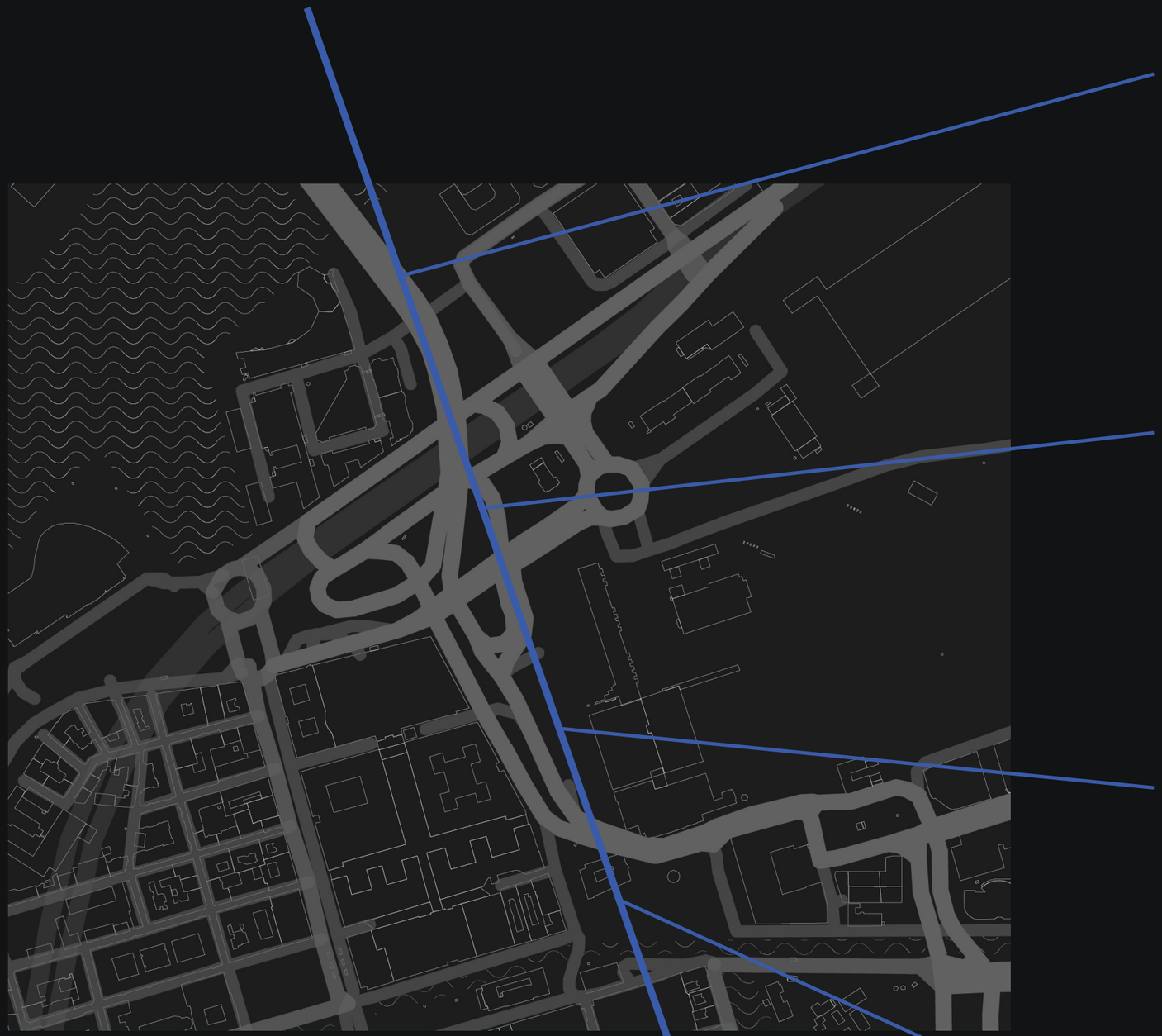
Scope

Suprastructure



Site

"As-found" conditions of the site



- No visual connection of water from central station

- Secluded from the inner city

Landing of Göta-älvbron

- Hierarchy of vehicular traffic

- Variety of speed

- Edge and gateway to inner city by vehicular traffic

- In-between space

Central station and Nordstan

- Pedestrians, traffic and trams share the same space - except pedestrian tunnel between Nordstan and station.

- Paved area in front of Central station used as drop-off space.

Drottningtorget

- Public space

- Edge and gateway to inner city by pedestrian traffic.

Assets of interest

Hisingsbron

E45 / start of tunnel

Göta-älvbron

Central station

Nordstan

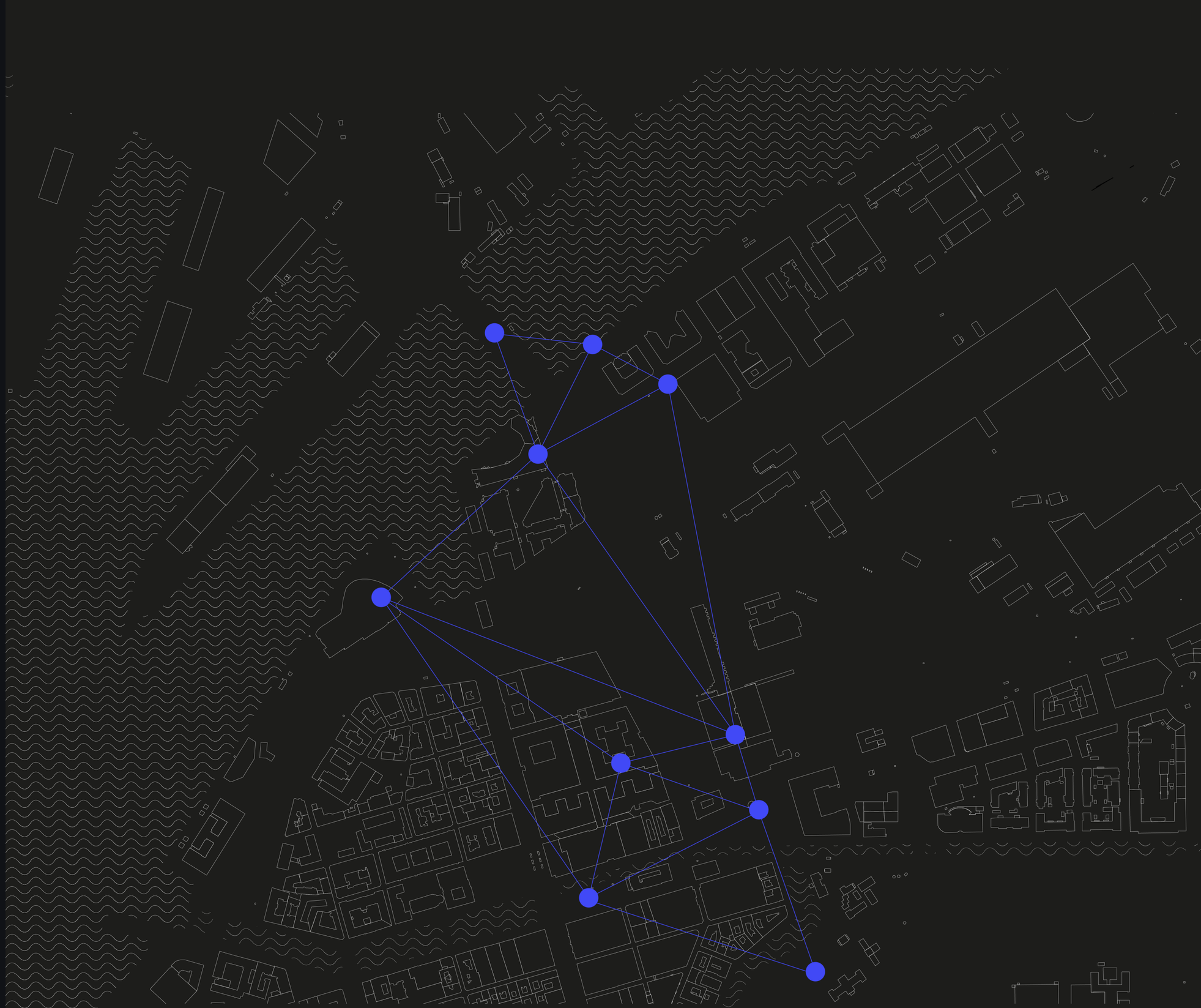
Lilla Bommen

2. Cartographies

Connectivity between adjacent areas

Connectivity between strategic adjacent points.

Showing the potentiality for webbing adjacent areas.



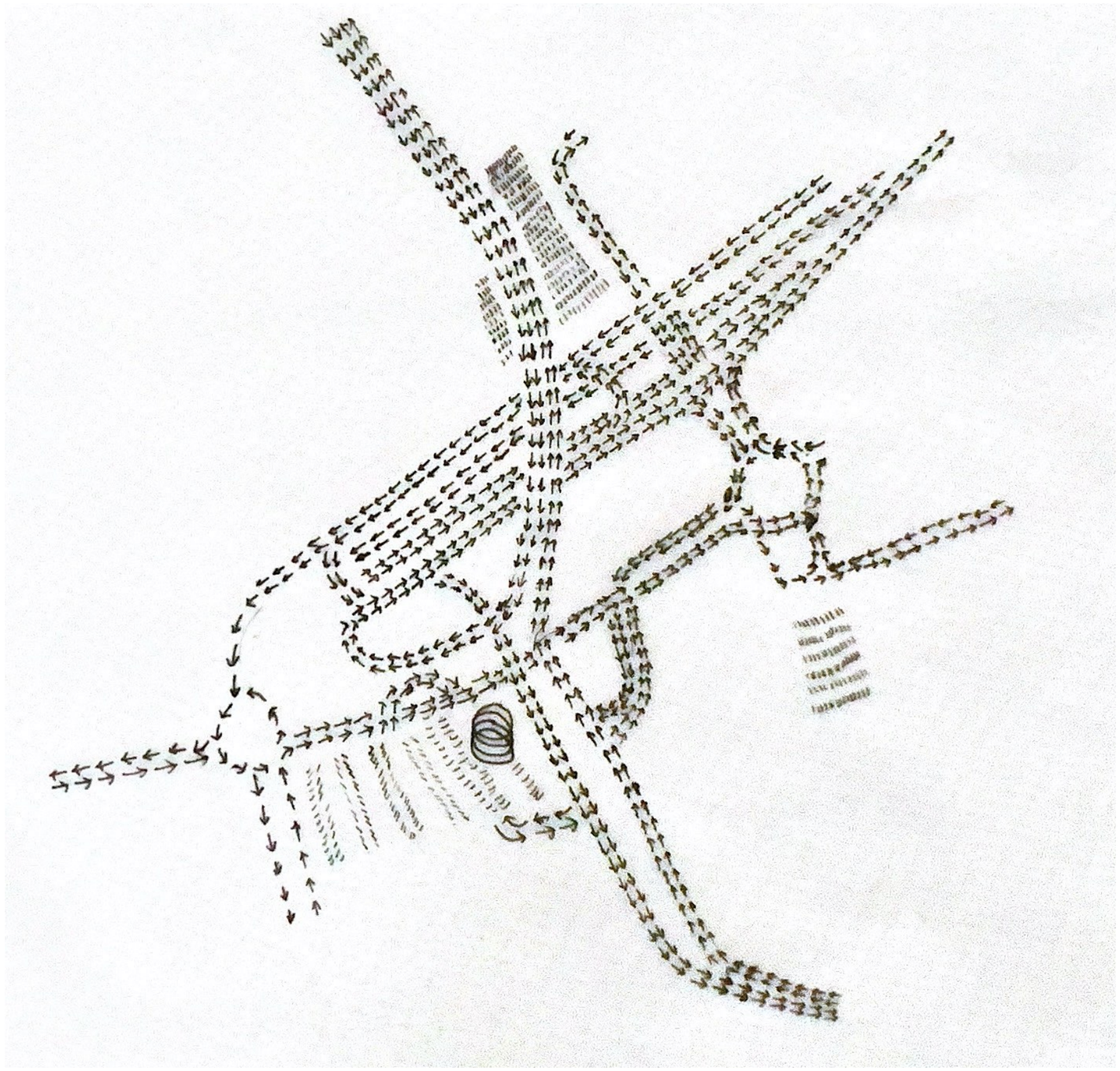
Pedestrian connection to adjacent areas

Pedestrian connection to same strategic points.

Highlighting how hard it is to reach the river from the station.

Movement/directions (Kahn)

Vehicular movement and directions of the site.



Sun radiation

High

Medium

Low

Noise

High

Medium

Low

Wind (from west)

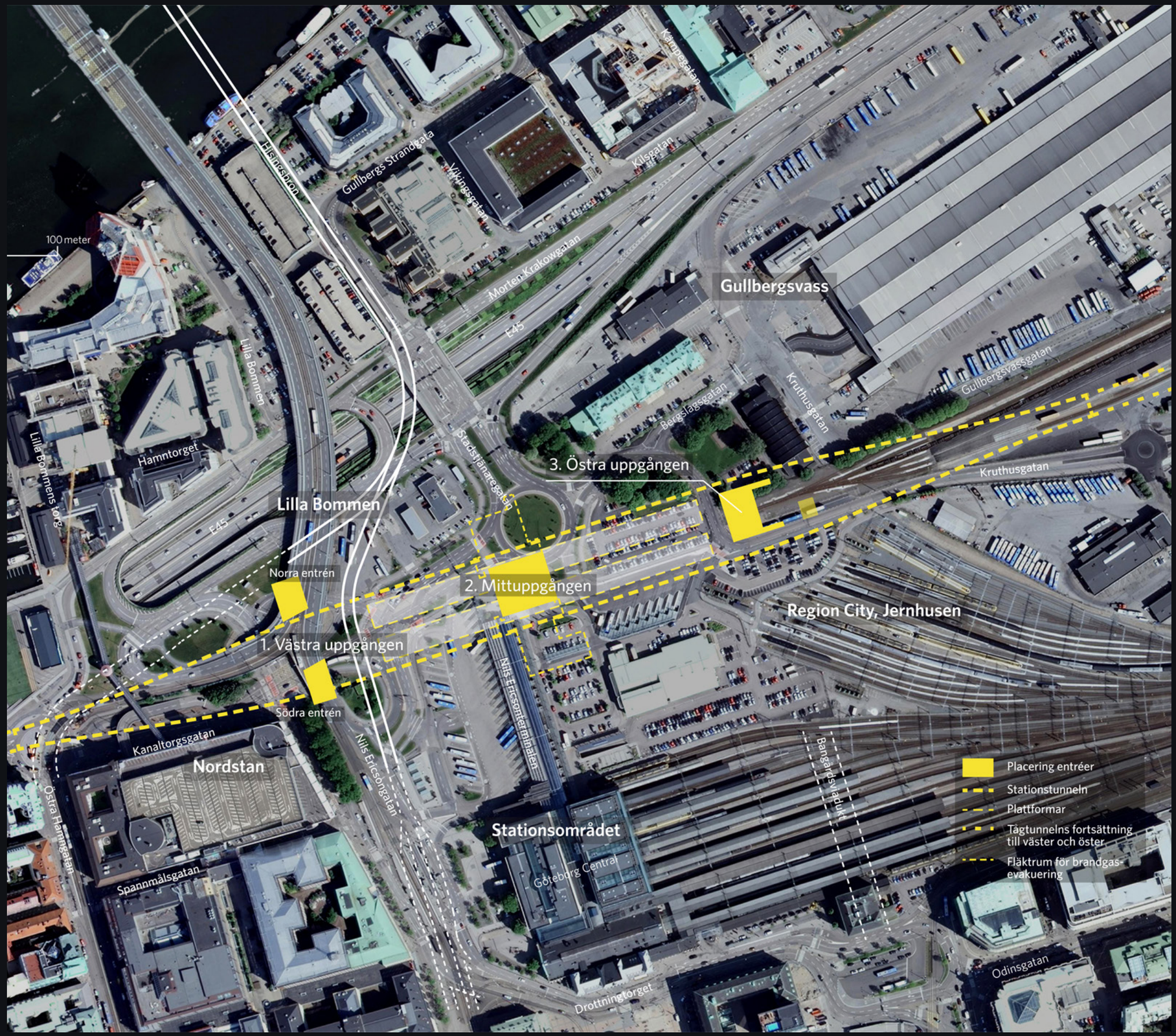
High

Medium

Low

Plans from stadsbyggnadskontoret

The planned station for Västlänken is located next to the existing bus terminal



Plans from stadsbyggnadskontoret

The plans are showing a vision of a densified area, covering the E45 and making way for pedestrian movement.

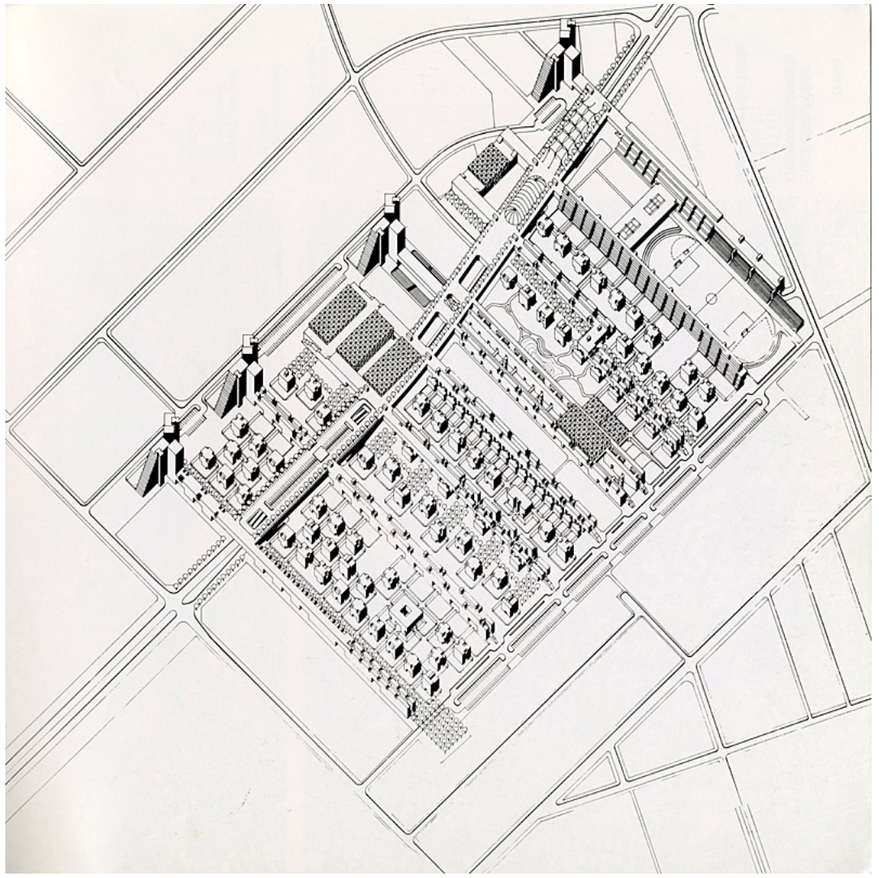
The old Götaälv-bridge is removed, and the new Hisingsbron is the new connection to Hisingen.

References

Historical references of modern urbanization

Slussen, Stockholm 1935
Tage William-Olsson

Mix of infrastructure, architecture and public space.
“The convexity of movement, the concavity of quiet space”

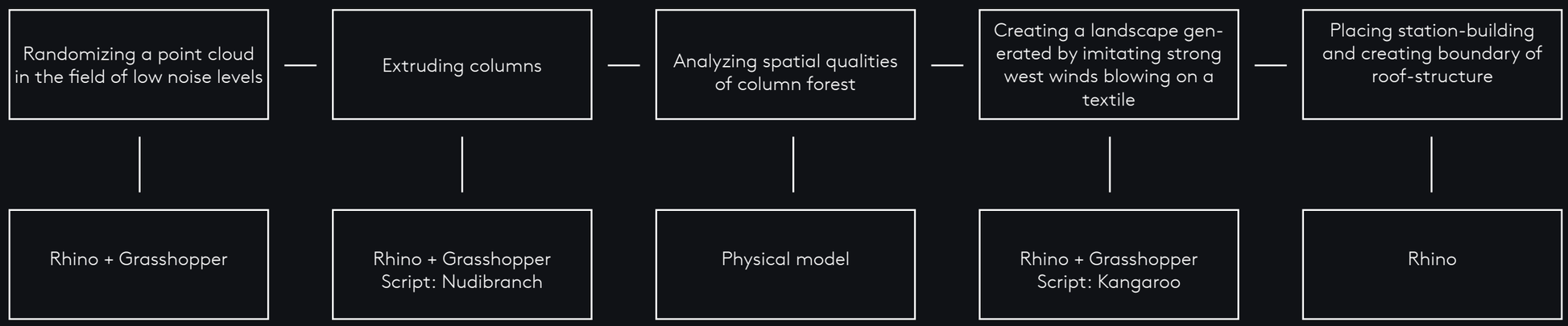


Competition entry for IV Ring, 1974
Ungers, Koolhaas, Dietzch

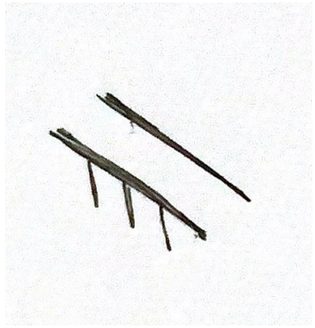
Identifying the present parts, analyzing the city’s collective nature.
Formation of city parts around contemporary forms of public and collective spaces.

3. Methodology

Geometry workflow

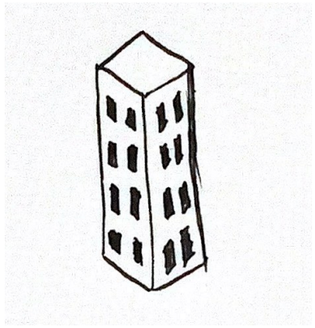


Hybrid elements



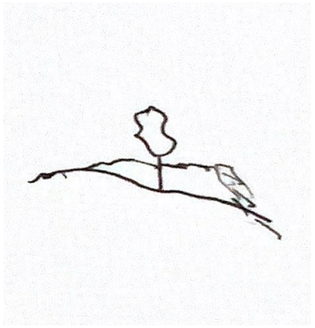
Infrastructure

Valued within network of connectivity
Facilitating space



Architecture

“Precious object”
Occupying space



Landscape

Environmental setting
Loss of space

(Daniel Jauslin)

Reference theory

Infrastructure

Prepares and creates conditions
Division, allocation and construction of surfaces
Provision of services
Establishment of networks

Flexible and anticipatory
Precise and indeterminate
Always evolving within a loose envelope of constraints
Moves away from self referentiality toward collective enunciation
Above all pragmatic
Degree of play - slots left unoccupied

(Stan Allen)

Strategy

Surface
Service (paths, flows, program)
Organization (network, affiliation)
Structure (Space/frame, occupied structure)
Anticipation (Passive/active programs)

(Stan Allen)

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(Stan Allen)

Concept

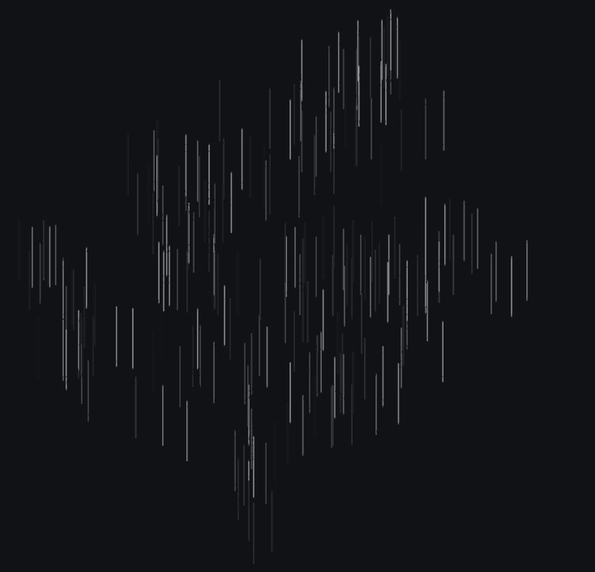
Keeping the Götaälv-bridge and extending it onto the central station - becoming a roof over the västlänken-station and bus terminal.

Creating connections and bridging to adjacent areas in means of pedestrian movement.

Process

Introducing infrastructure by using the low-noise level field, converting the points into extruded columns.

Plan



Axonometry

Process

Attracting and repelling field
according to strategic connections.

(Organization)

Connection/path
Repelling field of columns,
clearing the way for pedestrian
movement and creating local
spatial relationships at the
same time.

Process

Introducing architecture

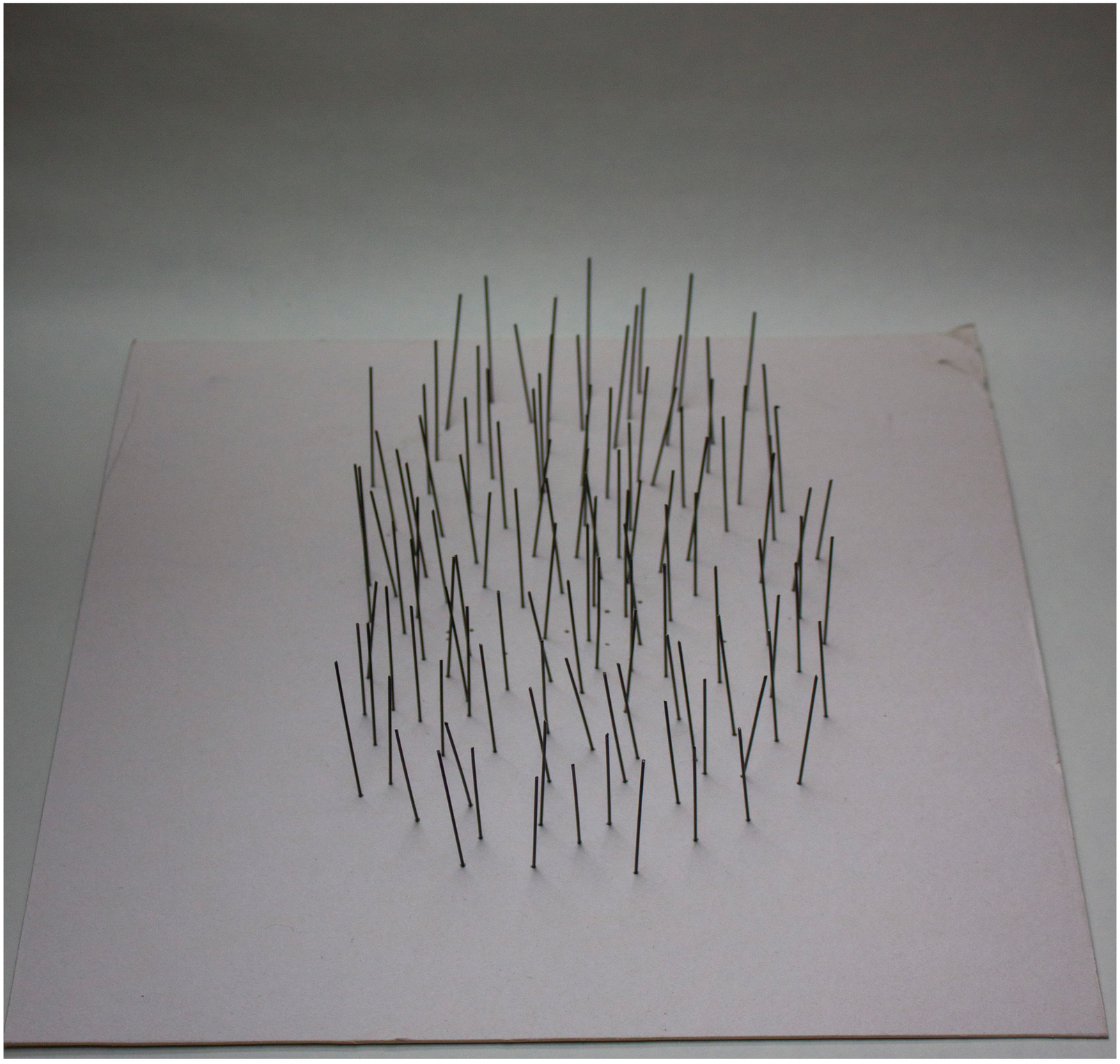
Placing Västlänken-station
according to important connections:

Lilla bommen - Station - Gullbergsvass
Nordstan - Station - Gullbergsvass

Sketch model

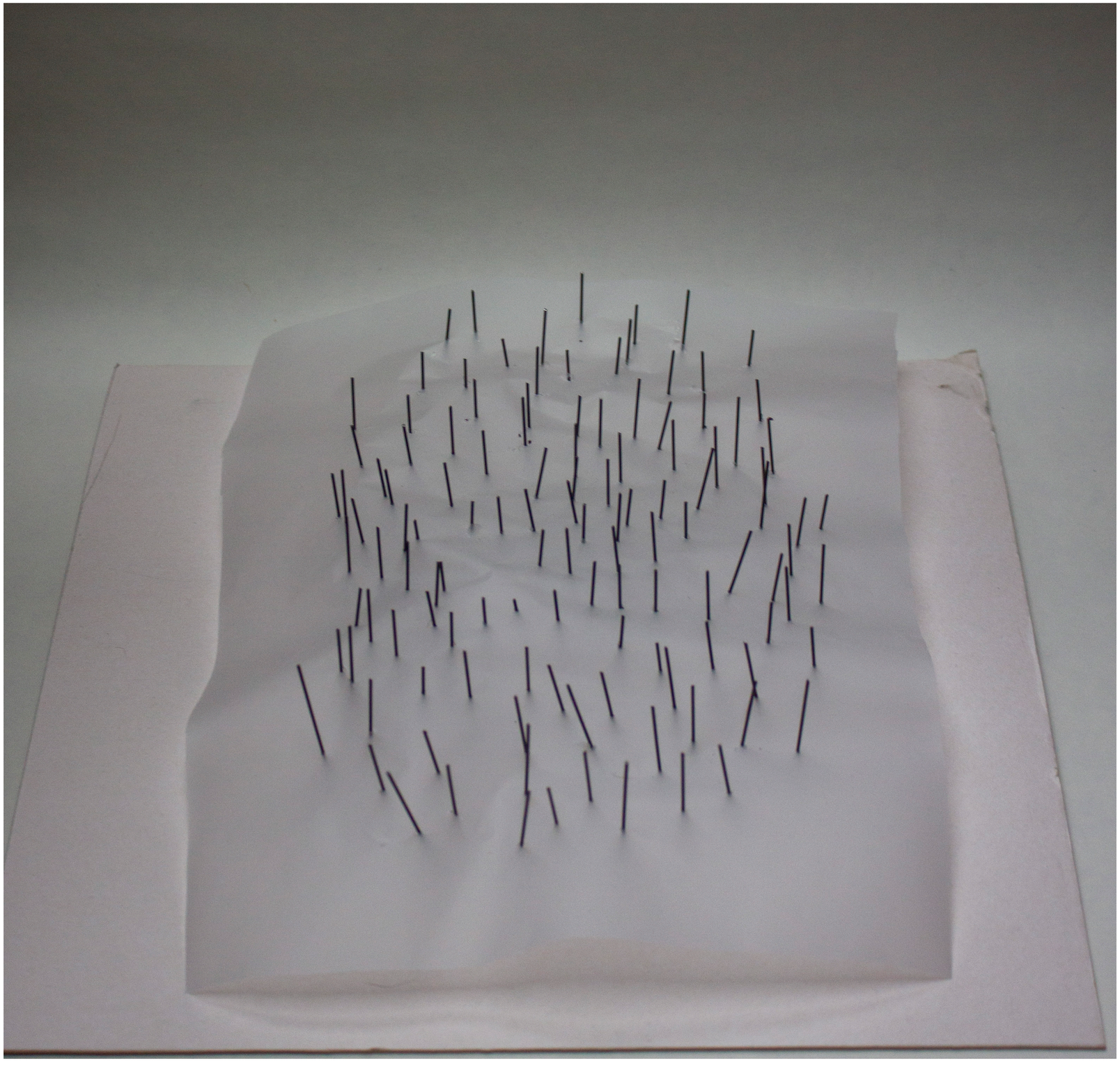
Column forest

Investigation spatial qualities created by a randomly placed field of columns.



Sketch model

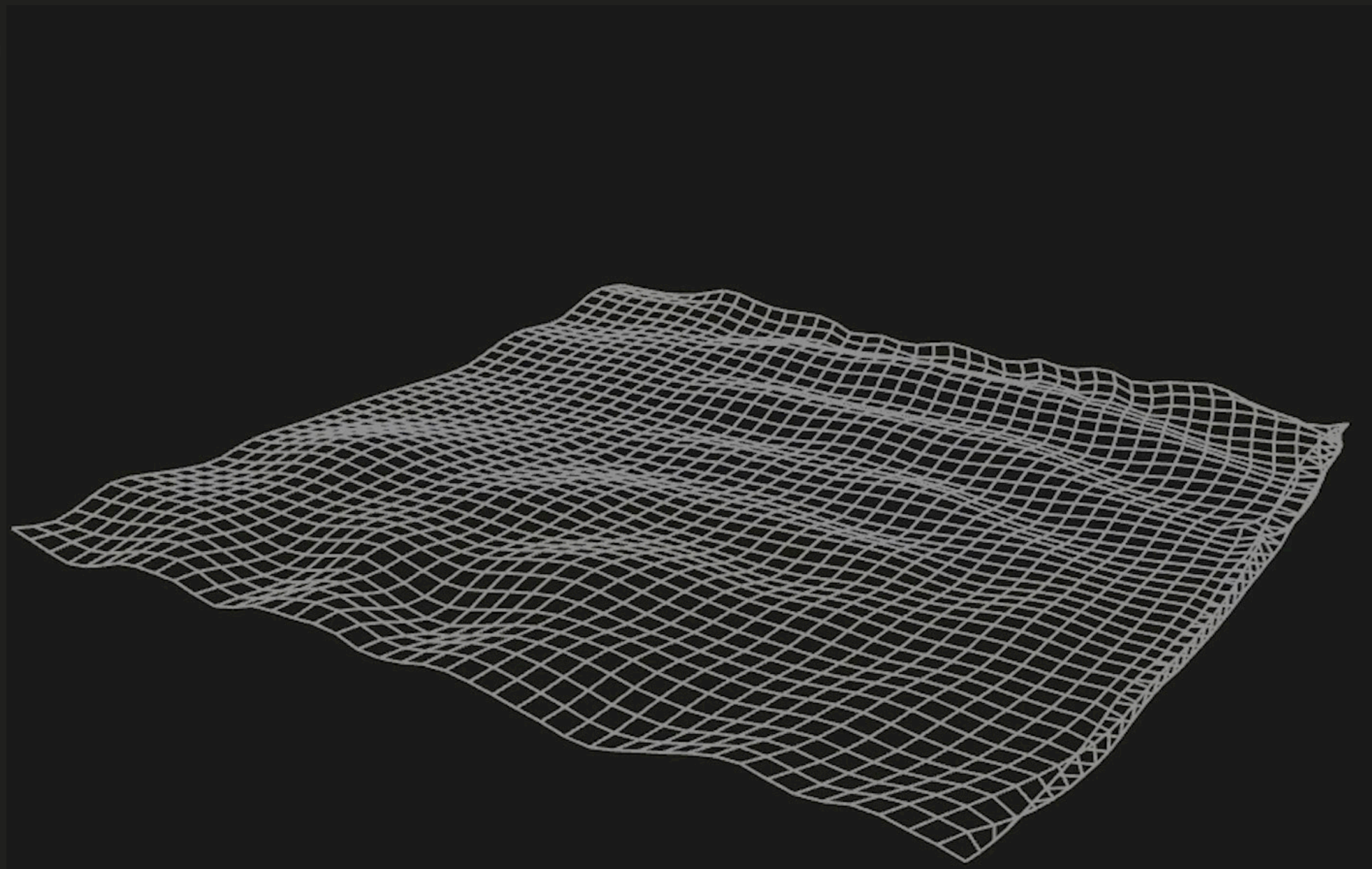
Introducing the surface/roof of station by folding method.



Process

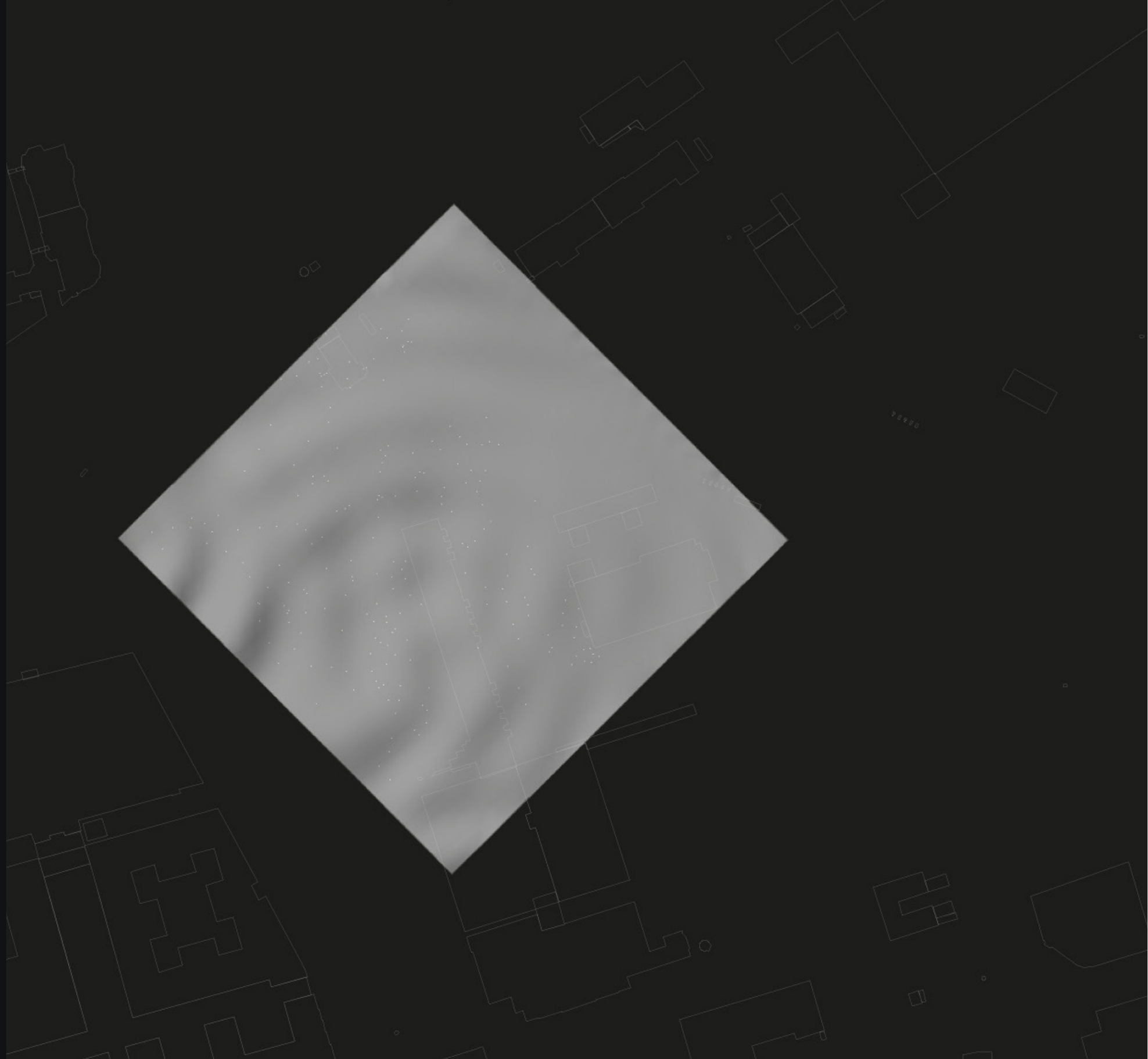
Introducing landscape

Creating landing of the bridge/roof of station by imitating the strong west winds - affecting a surface lika a piece of cloth blowing in the wind.



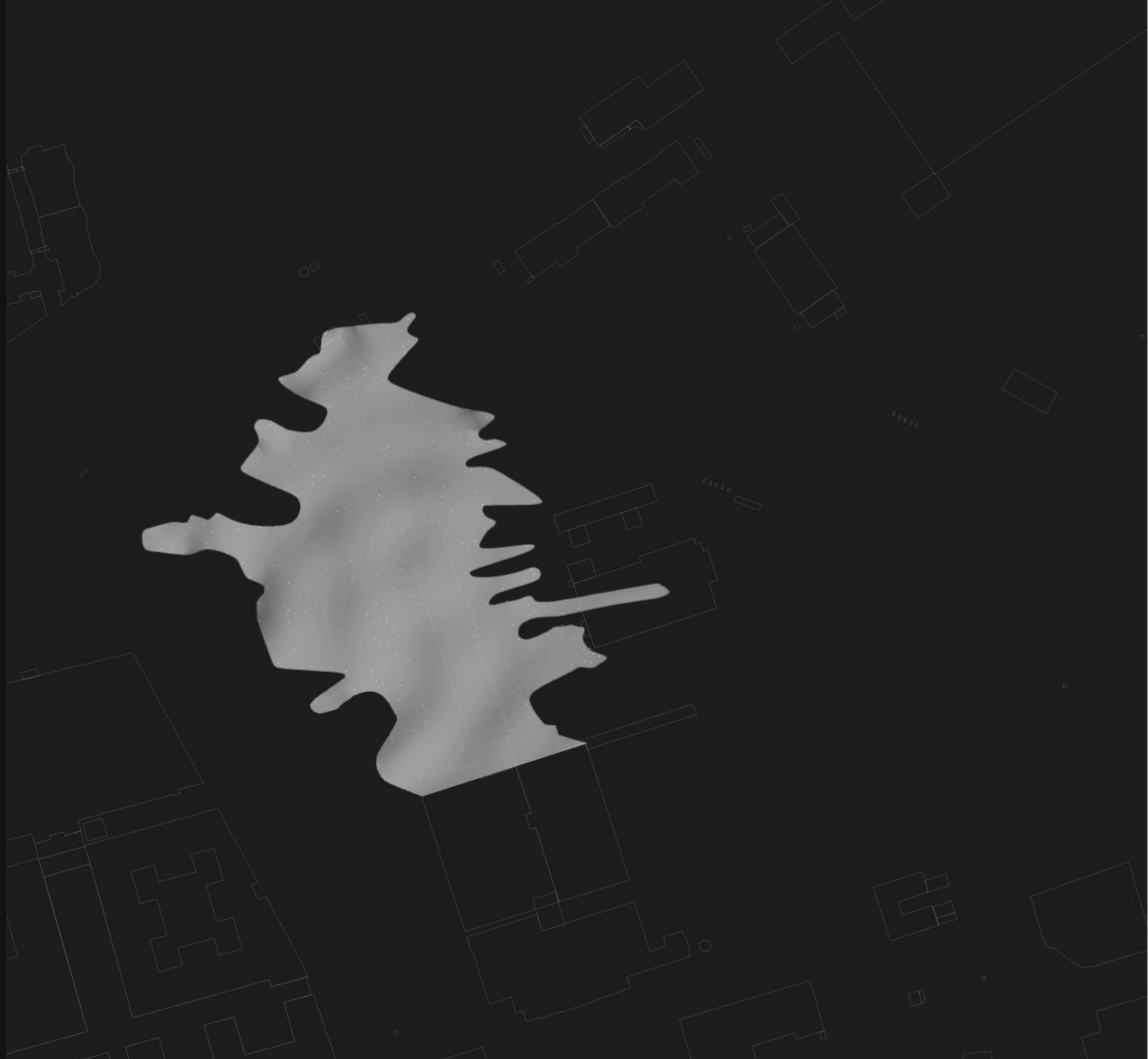
Process

Placing surface/landscape into the site



Process

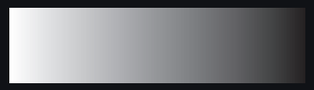
Boundary created by column field



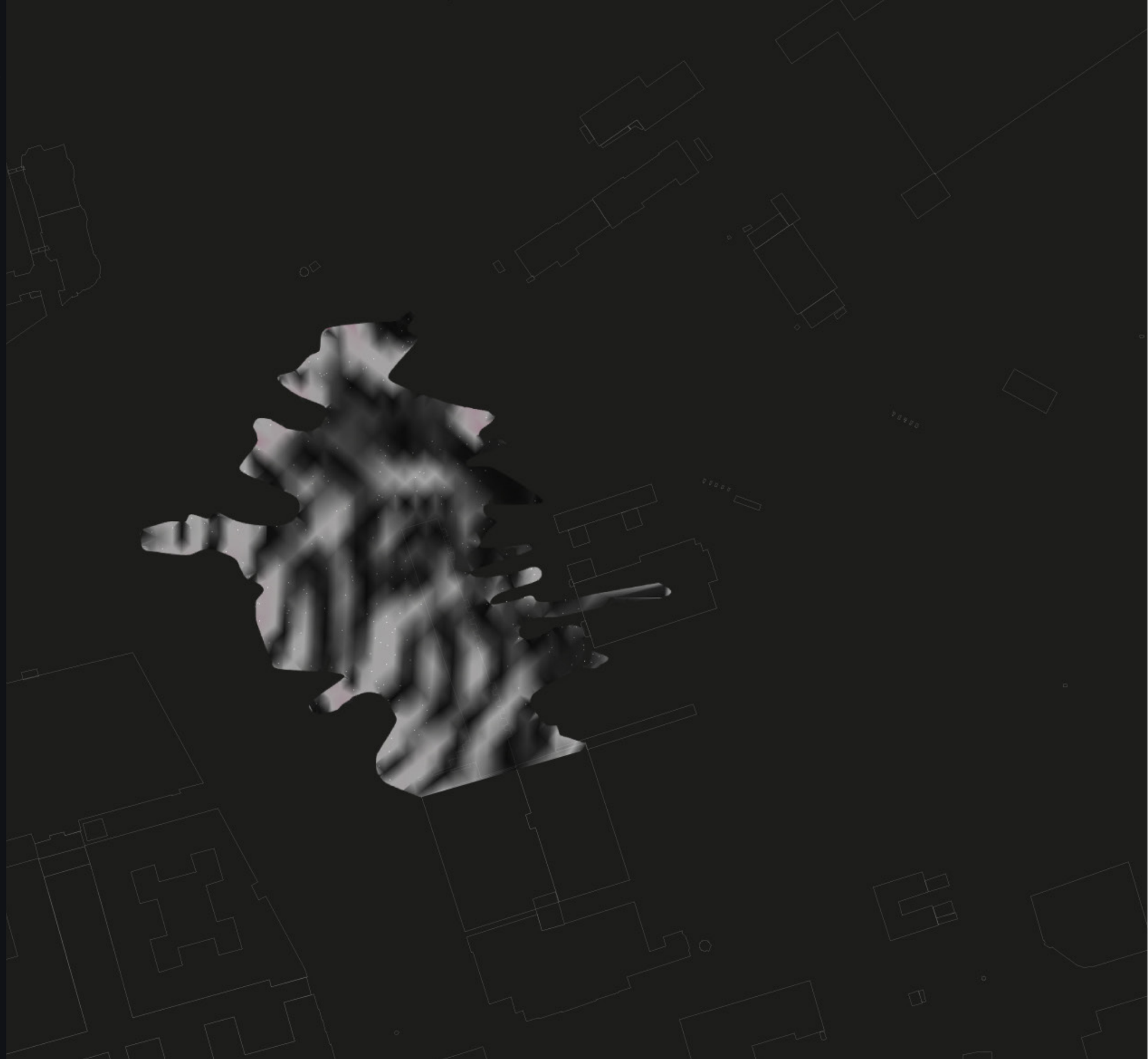
Process

Altering inclination, making space accessible

Inclination value



High Low



Process

Connecting to bridge and strategic points

Making the roof flow out on the ground - creating access points.

Clearings where many columns gather - columns exchanged for trees on ground

Process

Parts

Surface

Station

Columns

Process

The whole is created by the three parts:

- Columns (Structure, service. anticipation)
- Station (Organization)
- Surface (Surface)

4. Final proposal

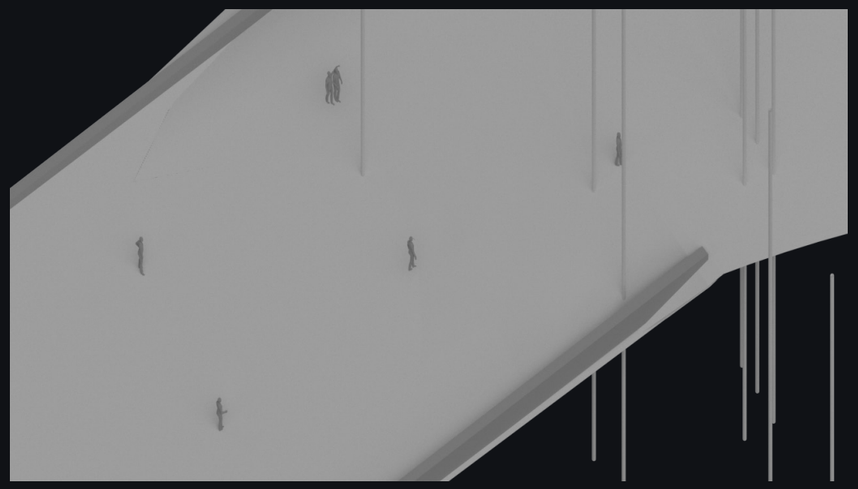
Axonometry

Surface is textured by fields that correspond to the inclination - highlighting accessible and non-accessible parts.

Trees are placed in the clearings, allowing nature to reach to the surface.

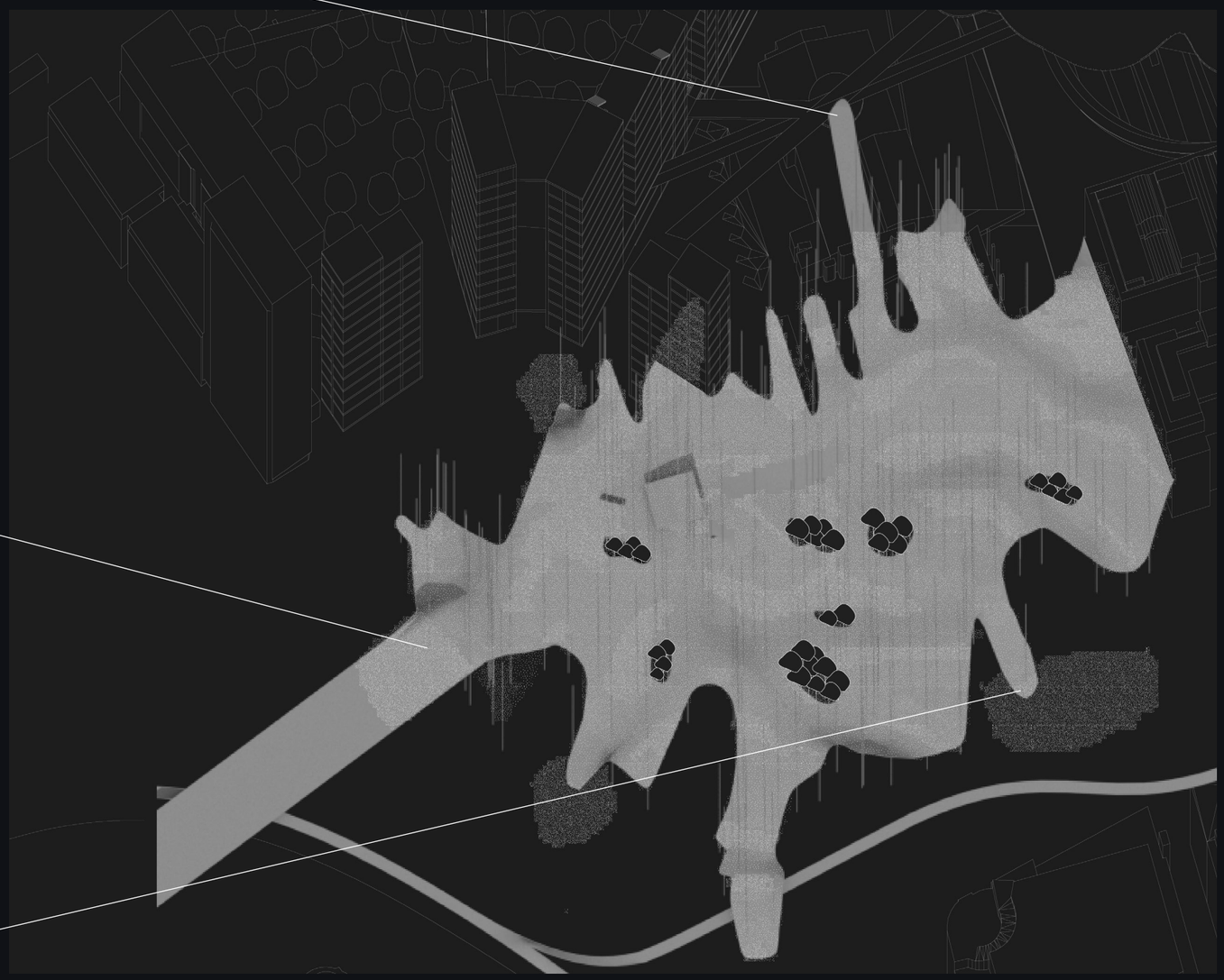
Connections

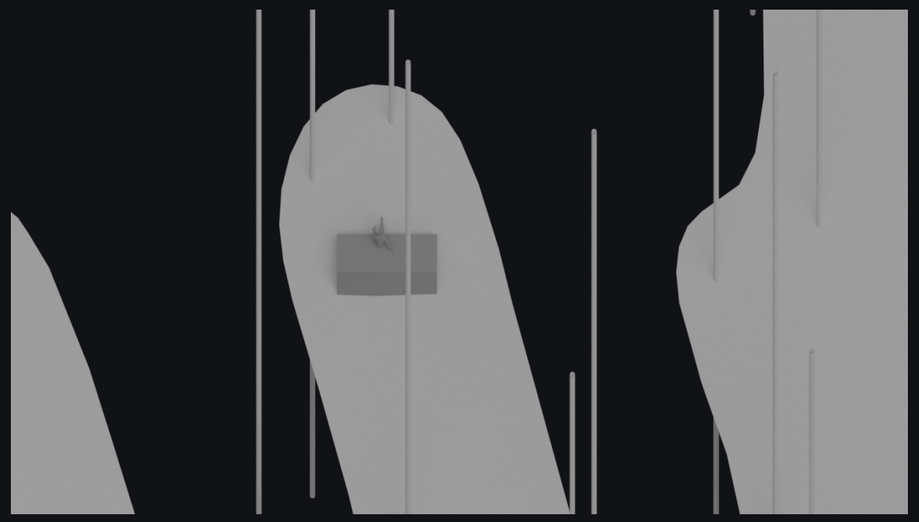
Suprastructure connection



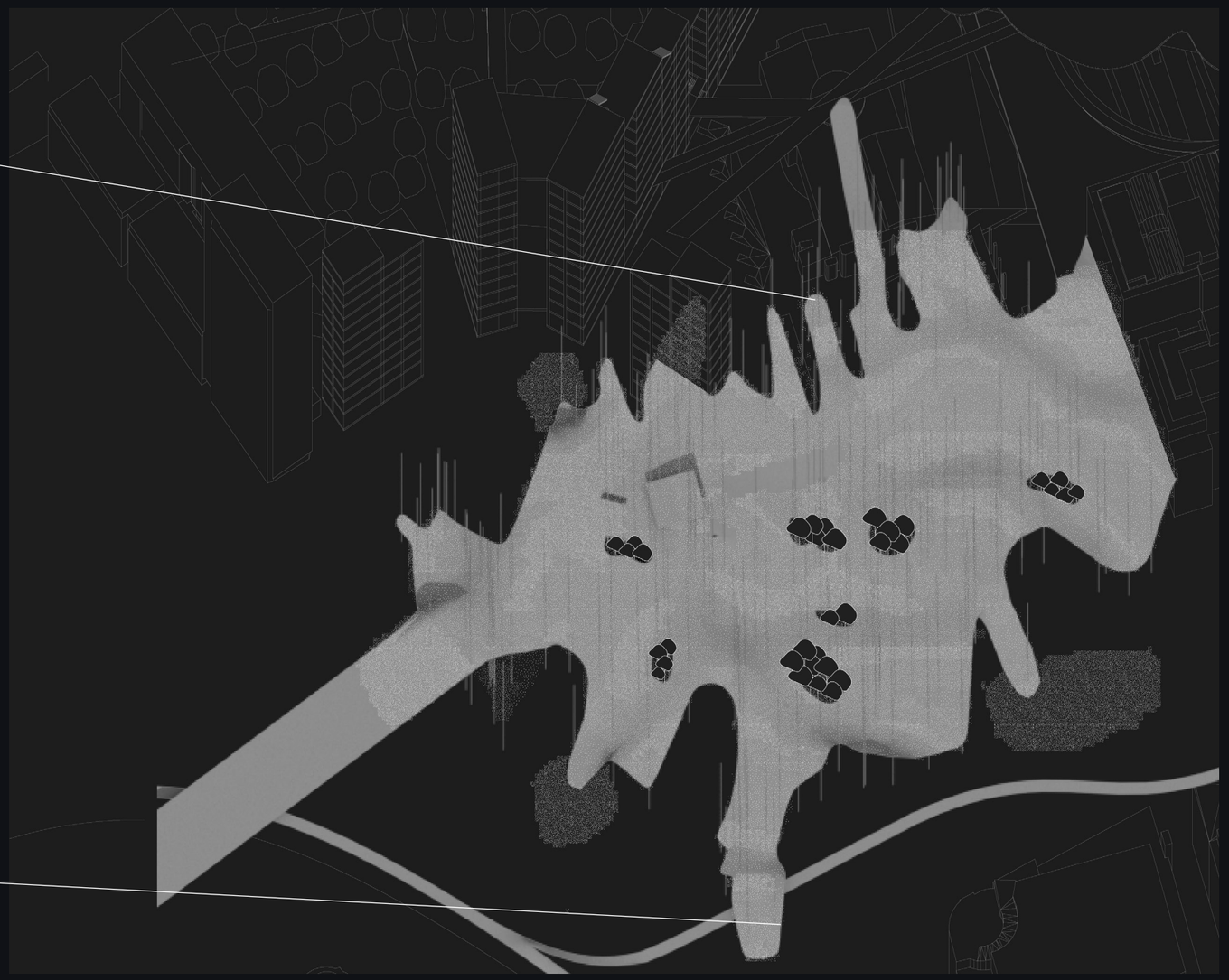
Bridge connection

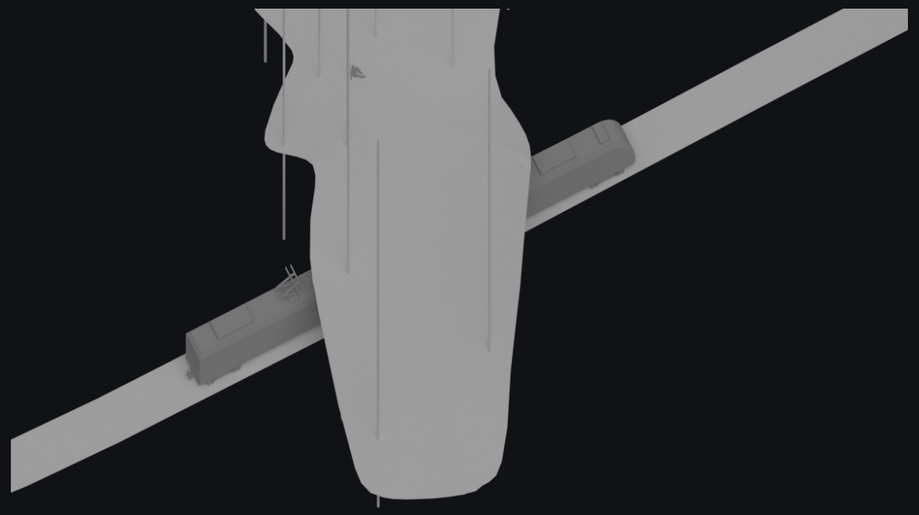
Public square connection



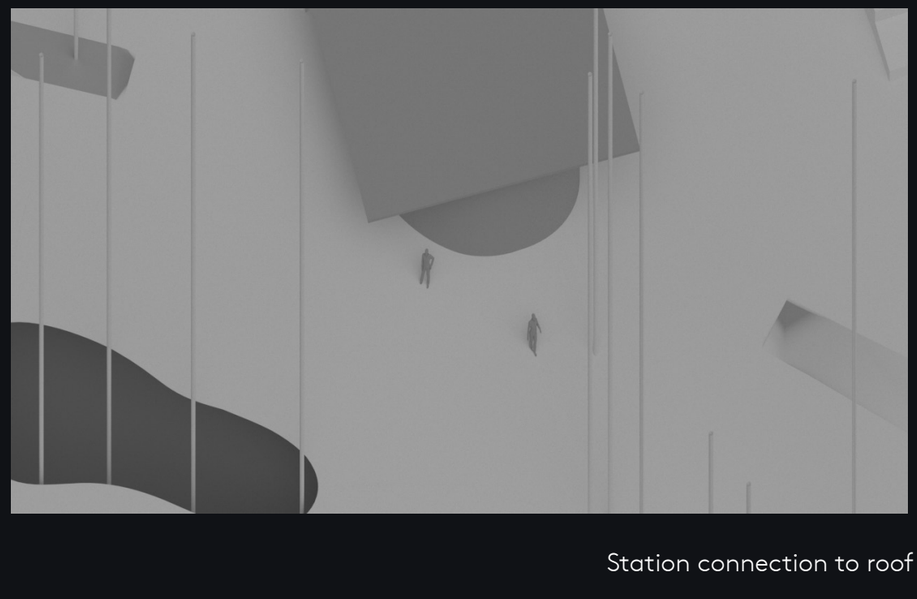


Viewpoints



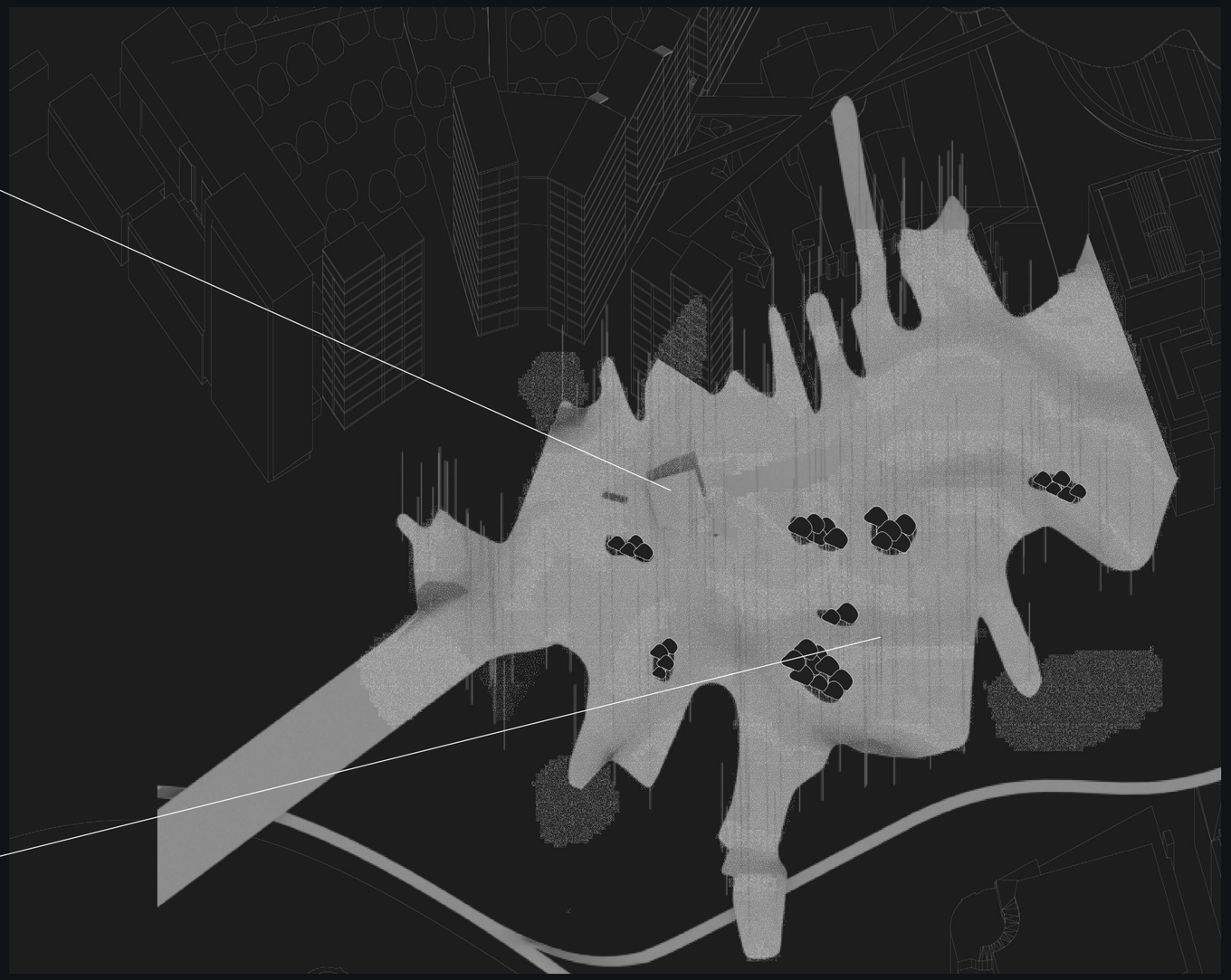


Tram stop

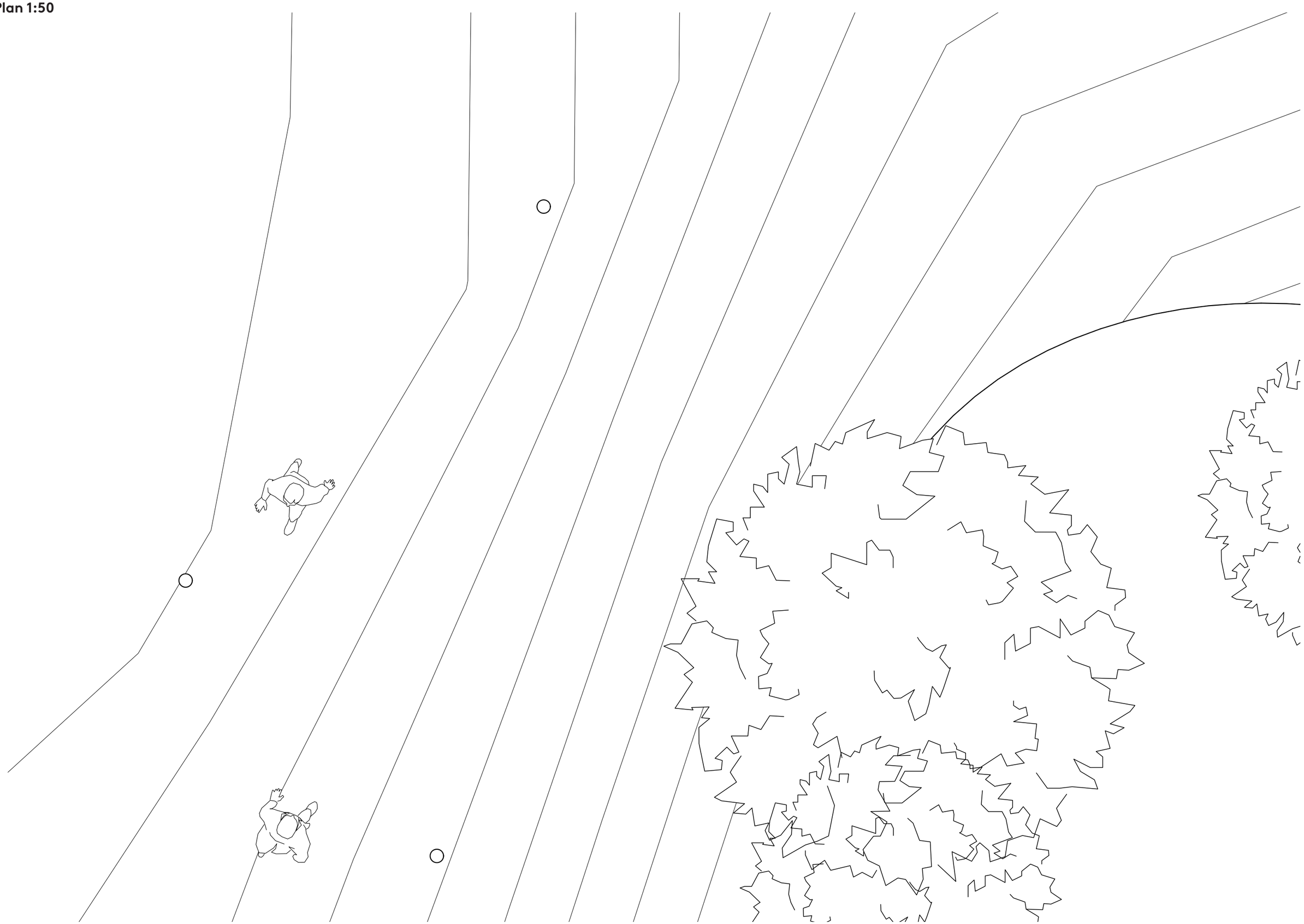


Station connection to roof

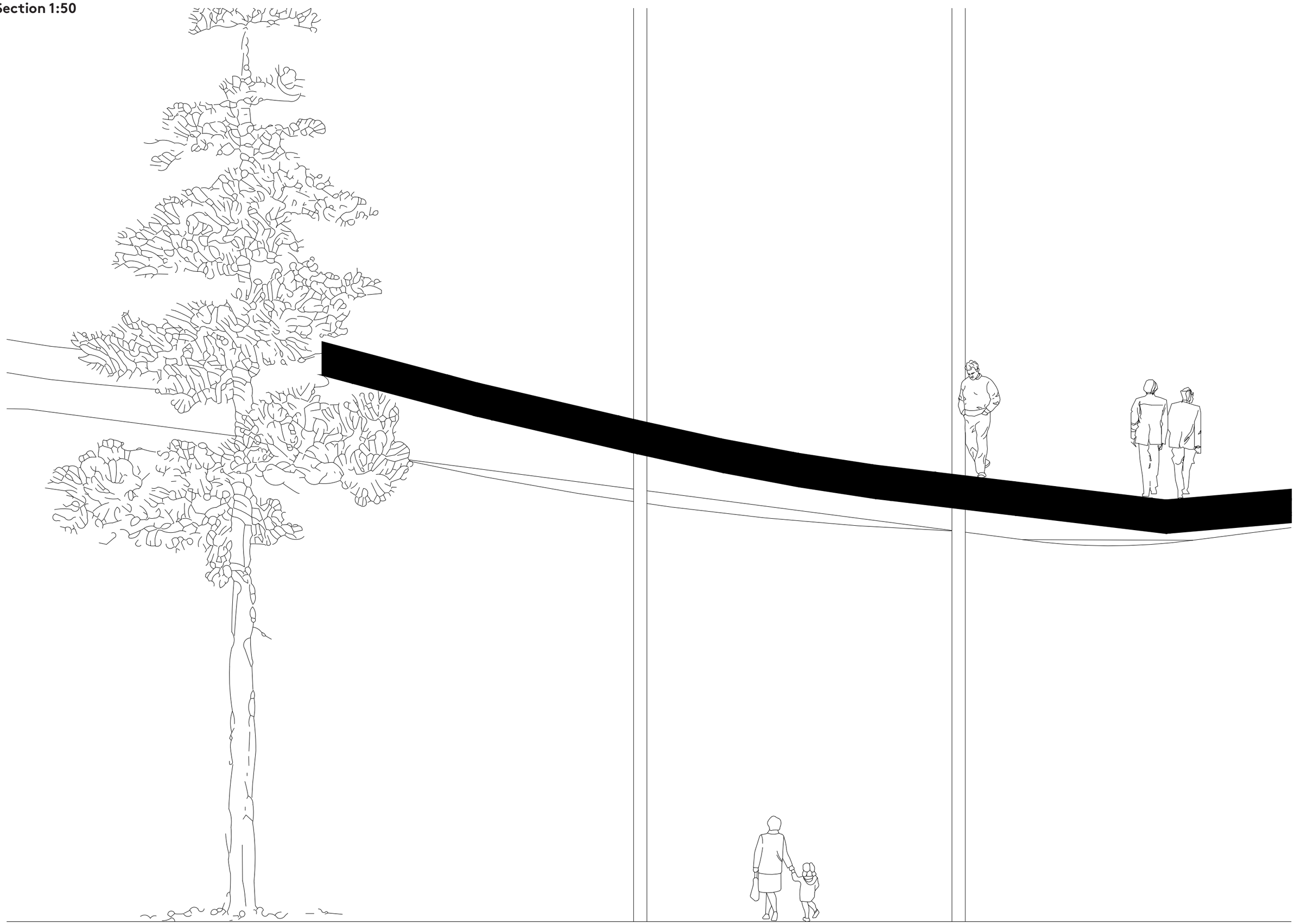
Anticipatory structure



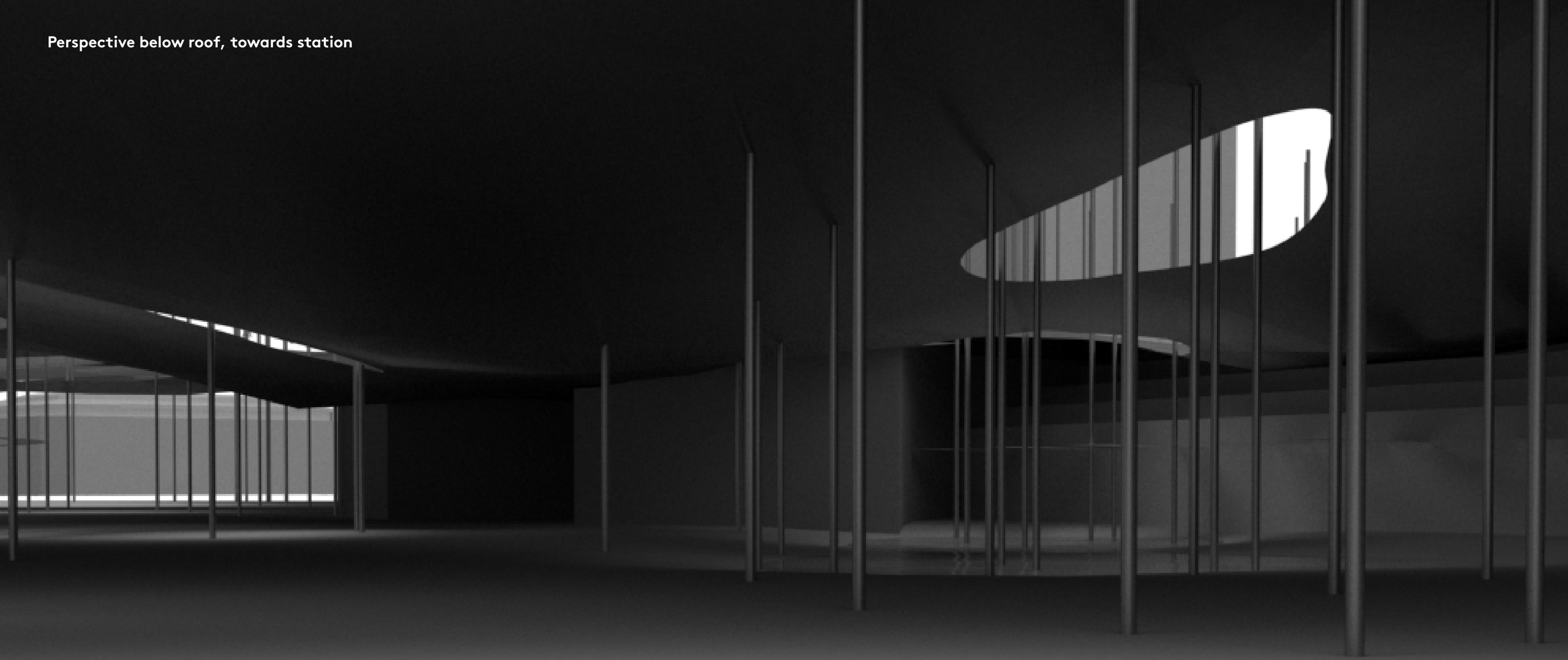
Plan 1:50



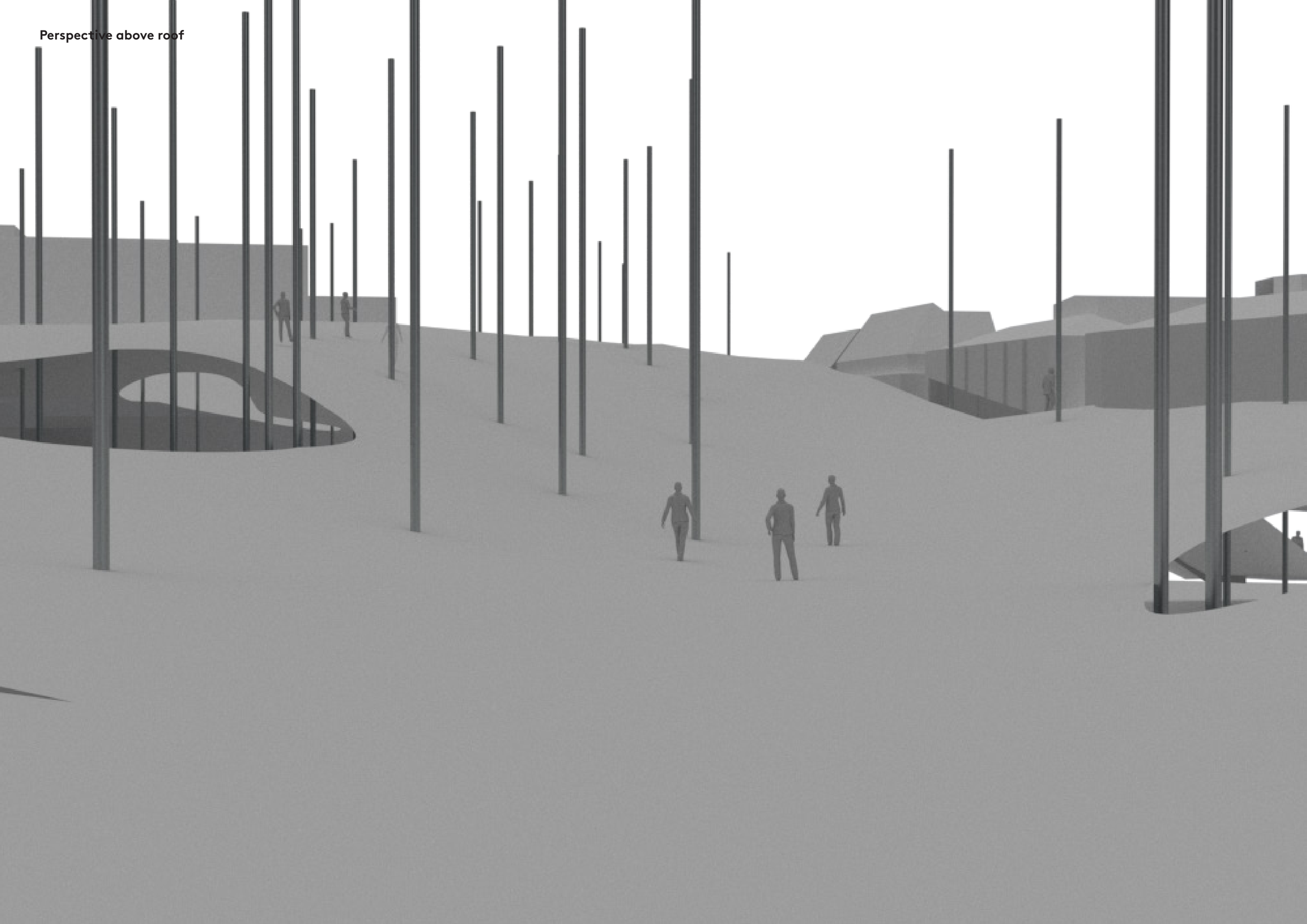
Section 1:50



Perspective below roof, towards station



Perspective above roof



5. Conclusions

The site is extremely interesting and challenging. It is a site that reflects the character, development, strategies etc. of Gothenburg. It was my ambition to create a hybrid structure that creates a connectivity and a new centrality. I had a clear idea of connecting the old bridge to the new trainstation and making it a public space, and I wanted to use the actant analysis data to create a tactile hybrid structure. It was a challenging and fun process, however I regret that my final proposal is not defined or represented in a way that mediates my ideas. It is my ambition to complete my project + representations for the final presentation.

6. Bibliography

Allen, Stan. Points + Lines. Princeton Architectural press, 1999

Jauslin, Daniel. Infrastructure as landscape as architecture. In Flowscapes designing infrastructure as landscape, 229-251. Delft 2015