

Year —2019

Investor —Polish National Railways S.A.

Phase 1 — 3 719 m²

Phase 2 — 5 650 m²

Total area — 9 369 m²

Status —SARP competition 1 prize

Team —

arch. Marek Wawrzyniak

arch. Karol Wawrzyniak

arch. Pushkraj Tambdey

inż. Agata Skiba

mgr inż. Adriana Łukowska

arch. Joanna Wawrzyniak

in collaboration with AND Studio i Studio Antonini, Paris

Location

Life in the city of Częstochowa revolves around the Avenue NMP. Its strong spatial structure dominates the urban layout of the city. The existing Władysław Biegański Square never took over the role of the main market square unlike other European cities and its functions spills all over the axis of Avenue NMP right from the church of St. Zygmunt to the Jasna Góra hill. As a result, the center of the city becomes slightly blurred due to the linear activity zone. The proposed railway station will not only provide as an alternative route for the people to reach from old city to new city but will also create a new active loop comprising of various public functions. In order to achieve this a strong and long, almost a city park-shaped volume is thrown over the tracks which connects Wolności Avenue with Marszałka J. Piłsudskiego street. Because of its prominent appearance the station post phase 2 will be visible from Avenue NMP from over a distance of 300m.

Phase 1

The first phase of design finds its roots from the existing structure of the bridge over the railway tracks, which has been fully preserved and is extended to the east and west directions. At both ends, the new bridge is supported by clear volumes on the ground floors, of which the eastern one, the larger volume houses the ticket offices, information, car rental point, ticket vending machines, information centers, toilets and includes entrance to the existing underground passage.

East side-The escalator and elevator, as well as a small staircase, leads to the first floor. At the highest level of the eastern part are located rooms for railway services and technical rooms. The clock tower on the east side is the reminiscence of the original Warsaw-Vienna Railway station. It's designed in a steel structure covered with white milk glass, thanks to which it will be reflecting the sunlight during the day and at night through the internal lighting. The tower is visible not only from Marszałka J. Piłsudskiego Street but also from the Council of Europe square and Avenue Wolności.

West side-The station's program here is limited to ticket vending machines, ATMs, information and toilets on the ground floor and waiting room with a point for serving drinks and sanitary facilities. Communication between levels is facilitated by escalator and elevator. Additional elevators allowing for the disabled access to internal platforms are designed on the intersection of the arcade and stairs.

Phase 2

In terms of spatial decisions, the second phase of design is a continuation of phase 1. The upper volume(bridge) of the station is stretched up to the western frontage of Avenue Wolności and supported on two additional glass volumes on the ground floor. In the newly created part, it will be possible to locate any commercial functions, of which the hotel function seems to be the most reasonable due to the touristic & pilgrimage nature of the city. On the ground level would be other hotel functions: lobby, restaurant, and conference rooms. The height of the ground floor part will allow mezzanine functions to be used for services.

Material

The 'bridge'/first floor is clad in horizontal, metal, reflective panels. The cladding profile varies in its width and is wrapped around all four sides of the floor. The immense longevity of the bridge provides various reflections depending on where the user's location. It provides a vibrant facade with a constantly changing play of light. The cladding also covers all points of contact between the old and new parts, accidental window connections, differences in roof heights, ventilation and air conditioning components located on the roofs. Long, irregular, horizontal lines with reflections of light are to materialize the object and give the impression of linear movement, which is the quintessence of railways.