

Station Trier - Pallien development, Trier (GER)

project	Construction of a new exploitation at the planned train station 'Pallien' in Trier
awarding authority	DB Station & Service AG (GER)
participation	2nd evaluation viewing, restricted realisation competition
services	WW+, Esch-sur-Alzette (LUX) / Trier (GER) architecture
rendering	rendertaxi, Aachen (GER)
facts	- barrier free exploitation of the adjoining bridge - taking into account monument preservation considerations, with regard to the protected bridge - robust and sustainable material usage
dates and numbers	
gfa	318 m²
gv	1.226 m³
total area	330 m²
competition phase	07/2016 - 08/2016

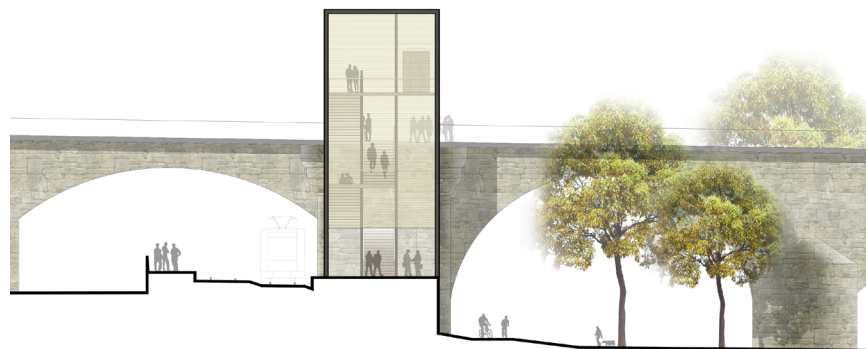
Location

The new station on the Trier West railway line will be constructed directly on Bonner Straße in the suburb of Pallien below the Kaiser-Wilhelm bridge. The station is located in what from an urban planning and architectonic viewpoint is a heterogeneous environment. It is one of several new stations being built for public transport in the urban area. Running along the left bank of the Moselle, this "suburban railway" line will connect the city with the more remote parts of Trier as well as with Grevenmacher in Luxembourg. It will be used by local commuters as well as by tourists. The Kaiser-Wilhelm bridge crosses over traffic on the western city side, first of all over the lower-lying Bonner Straße and along the railway line, and subsequently in two large bows over the main navigation channel of the Moselle. It is the heavy-use primary circulation axis for vehicle traffic, for the BAB 64 from Luxembourg, the B51 from the Eifel surroundings and the Trierweiler industrial park. It connects the Weissshauswald local recreation area, the Hochschule Trier at Schneiders Hof and the suburb of Pallien with the city centre. The 1913 bridge spans the Moselle at this location over a length of approximately 350m. As a result of various constraints and restricted space, the chosen position at the second northwest bridge pier with its protrusions is the only possible location for the station. The traffic situation at the heavy-use junction of Kölner Straße/Bonner Straße makes for a particularly difficult on-foot and barrier-free connection to the city centre, respectively the local public transport network of the city of Trier. To achieve this connection, the platforms must be vertically connected to the approximately 8m higher Kaiser-Wilhelm bridge.

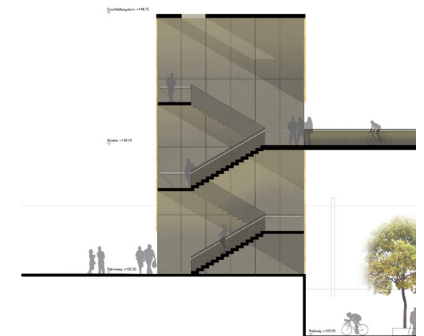
Access to the southern platform

The access to the southern platform of the new Trier-Pallien station consists of three wall panels. These are erected in stages as a steel structure and clad with opaque panels out of black steel. The wall panels house the flights of stairs, made of dark-coloured precast concrete with embedded underside lighting, as well as the glass lift. As a result of the proposed modular construction, which has a high level of prefabrication, the elements can be assembled in a short timeframe and cost-effectively.

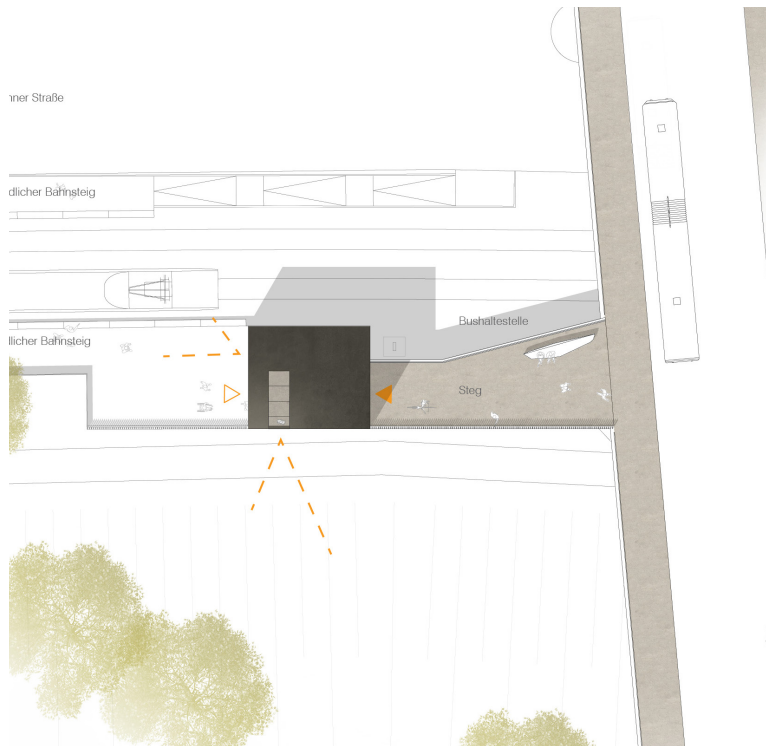
In contrast to the closed wall panels, the front sides of the tower are covered with a gold translucent grid made out of powder-coated expanded metal or metal mesh. This covering ensures that the stairway and lift system are suitably protected from the weather. In addition to transmitting light, it also provides a view onto



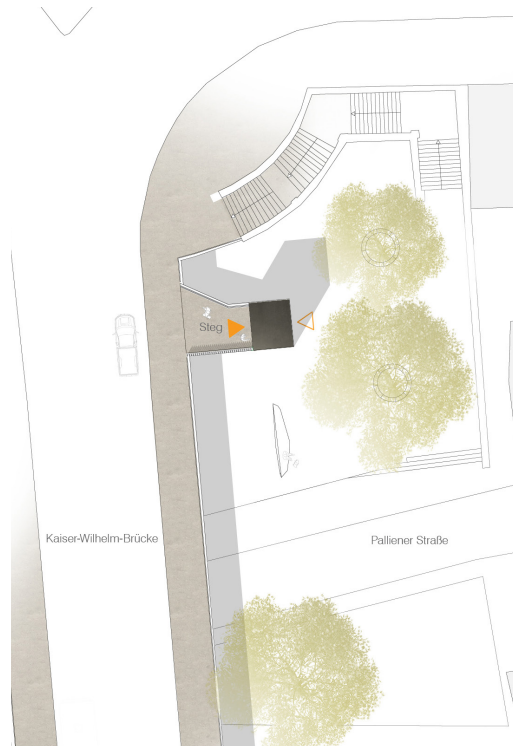
elevation south



section north-south



site plan access south



site plan access north



elevation east



elevation elevator east

the Kaiser-Wilhelm bridge from Kölner/Bonner Straße. From the bridge, it provides a view of the Moselle meadow landscape and down to the trains. In addition, the supply of natural light fulfils users' need for security. The result is a bright and friendly location, which allows for interaction between the inside and outside.

The access tower is positioned as far away as possible from the Kaiser-Wilhelm bridge to form an independent element. The existing view onto the protected cultural monument will be preserved as much as possible. The only element connecting the bridge to the tower is the generous yet economically dimensioned footbridge, also out of coloured reinforced concrete. Structural interventions to the existing structures are kept to a minimum. The new construction is clearly visible and as a result of the contrast between old and new becomes an exciting point of orientation.

The widening on the Kaiser-Wilhelm bridge, which is already being used by the city's residents as a meeting point for running groups and a starting point for mountain bike or hiking tours, is to undergo further expansion and upgrading. The acceptance of what was initially just a functional structure is considerably improved.

On the level of both the platform and the bridge, generous space is reserved in front of the lift and the stairway, providing sufficient space for tour groups with bicycles or individuals with disabilities. The footbridge widens towards the bridge pier. This is where the seating facilities are incorporated with the vitreous weather protection of the bus stop.

The northern guardrails of the platform and the footbridge (traffic side), which run along Bonner Straße, respectively the railway line, are envisaged as closed metal balustrades. Their upper lip is angled and houses the concealed, indirect LED lighting. This ensures that access paths are evenly lit. This closed configuration creates distance and serves as a safety barrier for people on the platform from the busy Bonner Straße. On the footbridge, it provides an additional safety measure against the overhead lines of the railway line.

For the southern balustrade elements (nature side), individually positioned metal posts are foreseen. This open structure allows individuals with a disability in a wheelchair or children to have a view over the Moselle and its meadow landscape. To the city side, the structure reveals itself as open and transparent, providing both an outlook and an insight. The guardrails are also independent elements. It is desirable, however, that this open balustrade be at a later date adopted on the Kaiser-Wilhelm bridge.

As a further attraction, a viewing platform will be provided in the access tower, so that when visitors enter this lookout point, their eyes travel through the transparent grid along the railway line all the way to Trier West to take in the Römerbrücke and the industrial monuments of the former Bundesbahn repair workshop or to the Mariensäule along the steep face of the Markusberg.

The purposely positioned side opening provides an outstanding view over the treetops of the banks of the Moselle onto the city silhouette of Trier. The elevated position opens up new perspectives. The Pferdeinsel nature reserve, the monument zone Zur Lauben as well as the shipping traffic along the Moselle are revealed in a new and unique light, also to the city's residents. The structure projects high above the Kaiser-Wilhelm bridge, embodying a confident landmark at the city entrance of Trier with a long-distance impact.

Access to the northern platform

The design of the vertical access to the northern platform of the new Trier-Pallien station is similar to that of the southern platform access. As the 'little brother', the lift is also covered by the opaque metal exterior. Given its more secondary and purely functional position, the lift shaft's front sides are proposed to be glazed. It is conceivable, however, that here too a metal screen will be used. A flight of stairs is not necessary here, since the existing bridge exit will continue to be used.

Distanced as much as possible from the Kaiser-Wilhelm bridge, the structure recedes into the background before the cultural monument. The bridge is affected only by the footbridge, which also widens at this point. The balustrade elements of the guardrails also follow the principle of the open structure to the city side and of the closed version with lighting on the opposite footbridge side.

Awarded the same value as that of the southern tower, this urban lift also fulfils the requirement of a desired architectonic quality. The height is restricted to the technically required dimensions.

Both structures are perceived as a coherent ensemble, harmoniously and naturally blending into the surroundings of the Kaiser-Wilhelm bridge.