Summary

Objekttyp: **Group**

Zeitschrift: **Bauen + Wohnen = Construction + habitation = Building + home : internationale Zeitschrift**

Band (Jahr): **25 (1971)**

Heft 1: **Bürobauten = Immeubles de bureaux = Office buildings**

PDF erstellt am: **21.07.2024**

Summary

Office and recreation building of a shipping company.

Foster Associates, London.
Fred Olson Lines, London.

Office and recreation building, transit halls, passenger terminal.

(Pages 4–9)

Begun in 1960, the studies carried out in cooperation with the Port of London authorities demonstrated that the company had to transfer its installations to the Millwall Dock. The architects thereupon concentrated their research on the complex functions of maintenance and transport that characterize such an installation. Ill. 3 to 9 show a whole range of possible solutions. The scheme of the final project constitutes a departure from the usual. While proposing an integrated development of the docks, it leaves room for warehouse expansion and ensures free movement for vehicles.
All the buildings are parallel to the port zone; the different traffic flows take place without any intersections on separate levels.
The office building, at the same time a recreation centre, enhances the prestige of the company.
The various premises are distributed over two levels and are practically free of supports, which fact gives the building a high degree of functional flexibility.

730 m² of office space designed and realized in eight weeks

Foster Associates, London

Pneumatic hall of Computer Technology Ltd., Hemel Hempstead.

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Summary description of the installation

- Studies, commissioning, deliveries: 6 weeks
- Setting up: 55 minutes
- Interior temperature in winter: 24° with outside temperature of –1° Automatic regulation of temperature
- Site and building program
  In the industrial zone of an urban core area undergoing planning. Rapid creation at low cost of a large office block.
- Construction system: Nylon membrane reinforced and inflated. Safety props ensuring permanent escape routes.
- Interior fittings: Complete electric installations. Warm colours, carpeting. All the work locations are delimited by furniture or by low screens.
- Financing:
  Total cost, furnishings not included: £ 13,500.
  Net building cost per m³: £ 18.

Architects' comment: Thus instalation in the first of its kind for office buildings. It was necessary to regulate the interior climate around the desks. This was the special task of Loren Butt, engineer. It goes without saying that there is a great deal of room for improvement in this sector.

Integrated office building

Building Design Partnership, London
E. M. Donau, Vienna
H. Puchhammer & G. Wawrik, Vienna

Headquarters of international organizations and convention hall in Vienna.

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Editorial comment: An international board of experts selected the project which we are presenting here. Despite certain delays that are political in nature, we trust that construction will get under way in the near future.
The 25-hectare site is a green zone situated 4 km from the centre of the city, between the former and the present beds of the Danube.
A metropolitan railway line, now in planning stage, as well as several express highways will channel heavy traffic to the site.
22 000 m² of office space for UNIDO
20 400 m² of office space for AIEO
36 800 m² of joint premises
57 700 m² for the convention hall
75 000 m² of reserve space for future office buildings.
The complex, with its shops, restaurants, exhibitions, etc. . . ., ought to constitute a first-rate centre of attraction.
The main building (Stage I and II) has a width of 160 meters and a length of 370 meters. All parking and pedestrian circulation problems have been resolved by means of ramps and escalators. High-rise structures placed every 50 meters handle the drainage of the building.
The office units measure 13 × 42 meters.
The construction is to a great extent prefabricated.
The complex, which will accommodate 30 000 employees, is remarkable for its public facilities, such as galleries, passageways, open squares, covered promenades, foot-bridges, service roads, conveyor-belt, etc. . . . In short, this is a building complex that is conducive to communications.
Total cost of complex: 2,3 billion Schillings.

Spatial composition as a construction element

F. W. Kraemer, G. Pfennig, E. Sieverts, Brunswick
Direction of project: H. Huth with St. Cadez, K. F. Gerstenberger, H. Wagler, D. Bernstorf, H. J. Büttner, J. Diekmann, B. Feldhüsen, B. Kiel.
Contractors: R. Harms, G. Viehrig
Representatives of the client: H. K. Koch with W. Duttke, H. Kirschbaum

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Central Headquarters of the "Deutsche Krankenversicherung", Cologne.
The central headquarters of the DKV in Cologne is situated at the intersection of Aachener Strasse and Melatengürtel.
The exigencies of the program, especially the regulation that a work location must be 13 meters back of the elevation line, have compelled the architects to work out a solution based on a triangular modular unit. Owing to its lack of specific direction and its combination potentialities, the triangle is particularly well adapted to the "officescape" formula. The setting of the service units in the dead angles eliminates disturbing spatial subdivisions.
Another special feature of the project is the insertion of a service level between two main floors; on this intermediate level there are accomodated the communications passages, technical installations, etc. . . .
The construction consists of a concrete skeleton (mushroom flooring); the elevations are curtain-walls equipped with reflecting glass.
From the architectural point of view, the formula departs radically from the classical rectangular block. The absence of the right angle in the design clearly favours mobile furnishings. Human contacts are facilitated within such a building. "Seeing better" means "knowing better", and the result is better quality work. As for the architect, the organization of such a large space is a constructive act by which the totality of the building assumes the "prestige" character desired by the client.

The offices of a transportation enterprise

Hans U. Gübelin, Lucerne
Transportus AG, Lucerne

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The site in an industrial district lacking any special character has induced the architects to apply a functional and economic solution in keeping with the client's wishes. It consists of two balanced buildings accommodating trucks, repair shops, loading zones and offices.
The reinforced concrete construction of the basement level continues above ground in the shape of a prefabricated structure (mixed construction method) utilizing steel sections and reinforced concrete.
The non-carrying elevations are curtain-walls of wood and metal.
The interior fittings are very simple and are in keeping with the utilitarian character of the building. A more highly differentiated arrangement characterizes the offices. Special notice should also be taken of the permanent sunbreak system.

Built volume: 29,650 m³
Total cost: Fr. 2,618,000.
Cost/m³: Fr. 239.92

Student government

Walter Henn, Brunswick
Associates: Claus Wiechmann, Heinrich Tönnishoff, W. Janszen

Asta building of the Institute of Technology of Brunswick.

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The building (length 30,25 m, width 15,25 m, height 6,48) has 2 floors resting on reinforced concrete basement. The overall structure is a bolted steel skeleton. The floors are made up of reinforced concrete girder elements.
The soil conditions on the site were as follows:
Load resistance: 4 kg/cm²
Water table: –5,70 m
The different tracts of the program are distributed as follows:
Basement: laundry, common rooms, heating plant, storage
Ground floor: entrance hall, caretaker's flat and offices
Upper level: offices.
The parapet panels (total thickness 13,5 cm) are wood-and-metal sections (reinforced). The horizontal fir battens are ventilated and insulated on the underface. The window frames, of analogous construction, are fitted with insulating glass. The interior partitions are movable, the ceilings suspended. Heating and ventilation systems are of average quality.

Built up volume: 4,845 m³
Total cost: 1 400 000 DM
Cost/m³: 288,94 DM
Cost/m²: 975,28 DM

Sheet metal face elements covered with plastic

Walter Henn, Lothar Kammel, Brunswick, in association with the firm of Babcock Bau GmbH, Essen, and A. Schumann

Office building of Dupont de Nemours, Düsseldorf.

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These face panels (width 1,80, height 1,70) are made up of a carrying structure of aluminium ("Kawneer" sections, series 1600). The glazed part of the window is a reflecting glass of the "Cudo-Auresin" type, with neoprene joints.
The solid part of the panel is composed of two sheets of galvanized metal between which is a honeycomb mesh filled with phenol resin foam. The sheets are covered with a layer of Tedlar (Dupont product).
The K coefficient of the elevation is around 2,0.
This project was carried out by the firm of AMAX Aluminium GmbH, Rheydt.

Contemporary Hungarian architecture

Introduction: Jürgen Joedicke

Historical survey: Mihály Kubinsky, Sopron.

(Pages 31–36)

Although geographically close to us, Hungarian architecture, located within the context of a socialist economy, possesses a character of its own, determined not only by the ruling political ideology but also by a remarkable historical tradition.
Hungarian architecture was animated by uninterrupted progress during the capitalist period of the 19th and early 20th centuries; it required a space of 10 years to recover from the devastation of the 2nd World War. Having overcome the »return to the past« crisis of the 50's, it is now moving forward into elegance, simplicity and profitability. Our contemporary architectural styles, especially that of Hungary, are too complex and too mature to be described and assessed in a few lines. That requires a good knowledge of the country. Architecture in Hungary crystallizes in Budapest, the dominant city with its 2 million inhabitants.
A number of state planning agencies divide up among them the different building sectors (IPATERV, LAKÓTERV, KÖZTI, VÁTERV, AGROTERV) etc. . . . .
These organizations control development, but there is room within them for the growth of individual talent. Moreover, architects are trained in special schools.
The first successful projects make their appearance in 1950 with economical concrete structures. In the housing sector, plants employing Soviet or Danish methods led to the creation of big complexes: Budapest-Kelenföld, Óbuda, Györ, Sopron, etc. . . . More individual creations adapt to special topographical features (typical plans). Mention must be made here of the reconstructions of war-devastated centres. In the field of public and welfare construction, there would have to be enumerated schools, nurseries (Csatárka Utca), restaurants, railway stations, hospitals and universities (Montan in Miskolc), university hospital in Pécs), etc . . .
In the place of the old theatre in Budapest, there was put up a provisional building, which permits the organization of an international competition. Numerous hotels have been realized or are in planning stage (Intercontinental, Hilton, Budapest). Mention should also be made of department stores,the South Station in Budapest, the TV tower in Miskolc and, finally, all the factory buildings.