

Richard Rogers

Architecture of the Future

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Terminal 2, Shanghai Pudong International Airport

Shanghai, China
2004

Below: Aerial perspective of the terminal building.
Opposite: Diagrammatic exploded axonometric of the terminal concourse levels.
Following Pages: Masterplan.

Shanghai Pudong International Airport's Terminal 2 was conceived as a world-class airport and a lasting icon for the city that symbolises China's progress. The brief called for an iconic design, reflecting Shanghai's importance on the global stage as one of the principal trading capitals of the world and the fastest growing centre of economic development. The organic, sculptural design for the new terminal is both visually striking and highly sustainable – adaptable to future growth, it would have created one of the largest airport buildings in the world, with a capacity of 40 million passengers per annum.

State-of-the-art 21st-century terminals are expected to be operationally and commercially successful. They should simplify the complexities of modern travel by utilising integrated systems and visible way-finders, enabling large numbers of people to move effortlessly through the arrival and departure process. The design for the terminal creates a loose-fit, long-life and sustainable building offering transparency, good views and natural light, as well as generous, flexible spaces and clear way-finding.

The masterplan optimises efficiency and flexibility, responding to growth in air traffic and unknown future demands, whilst formulating an airport layout and terminal building concept that will accommodate a successful hub operation for this key international and domestic travel centre.

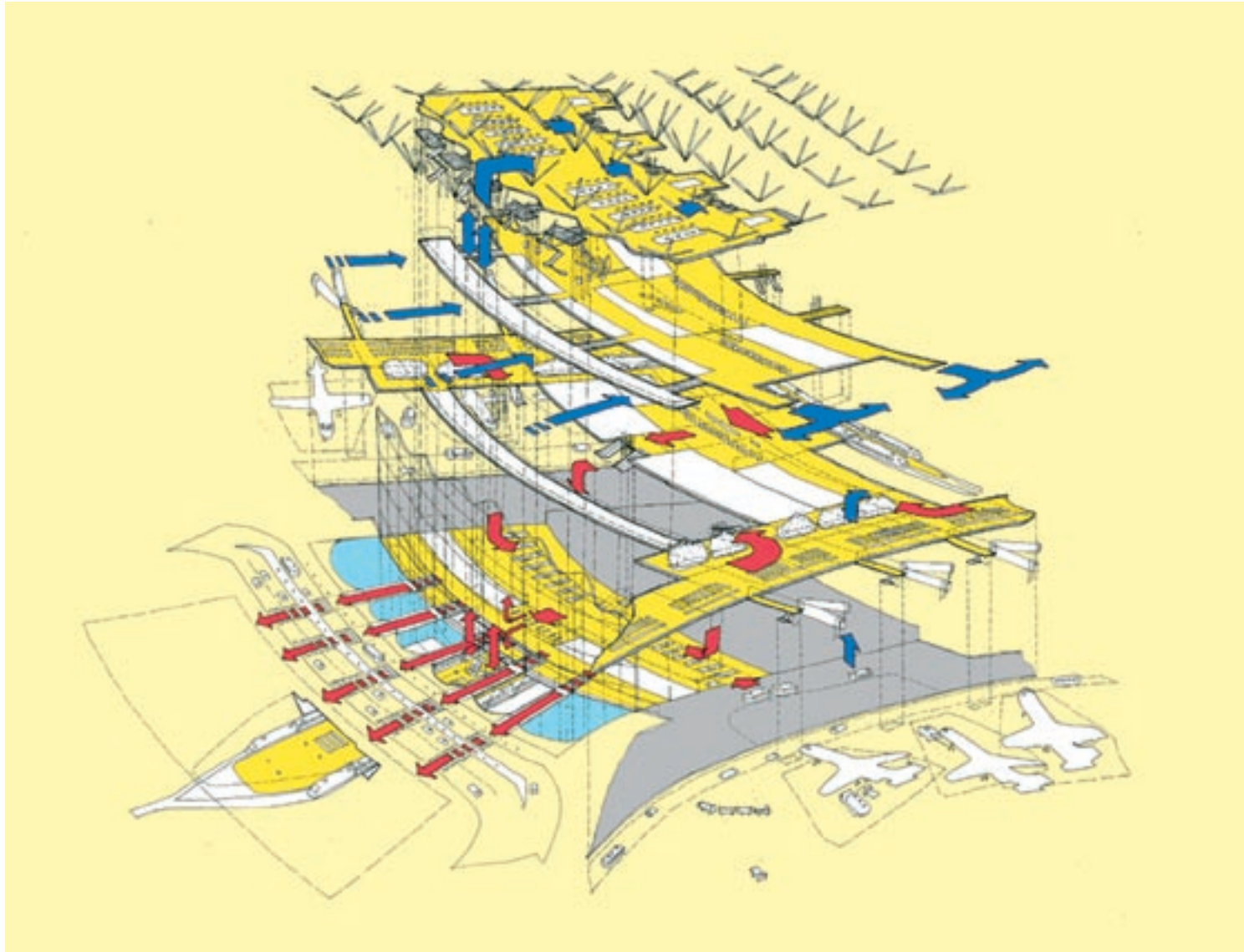
The scheme offers exceptional processing and service, reliable baggage handling systems, short walking distances, fast transfer times and integration of mass public transport. State-of-the-art technology will streamline systems and inform and entertain people, while excellent commercial revenue is ensured through the strategic sizing and positioning of world-class retail and leisure facilities.

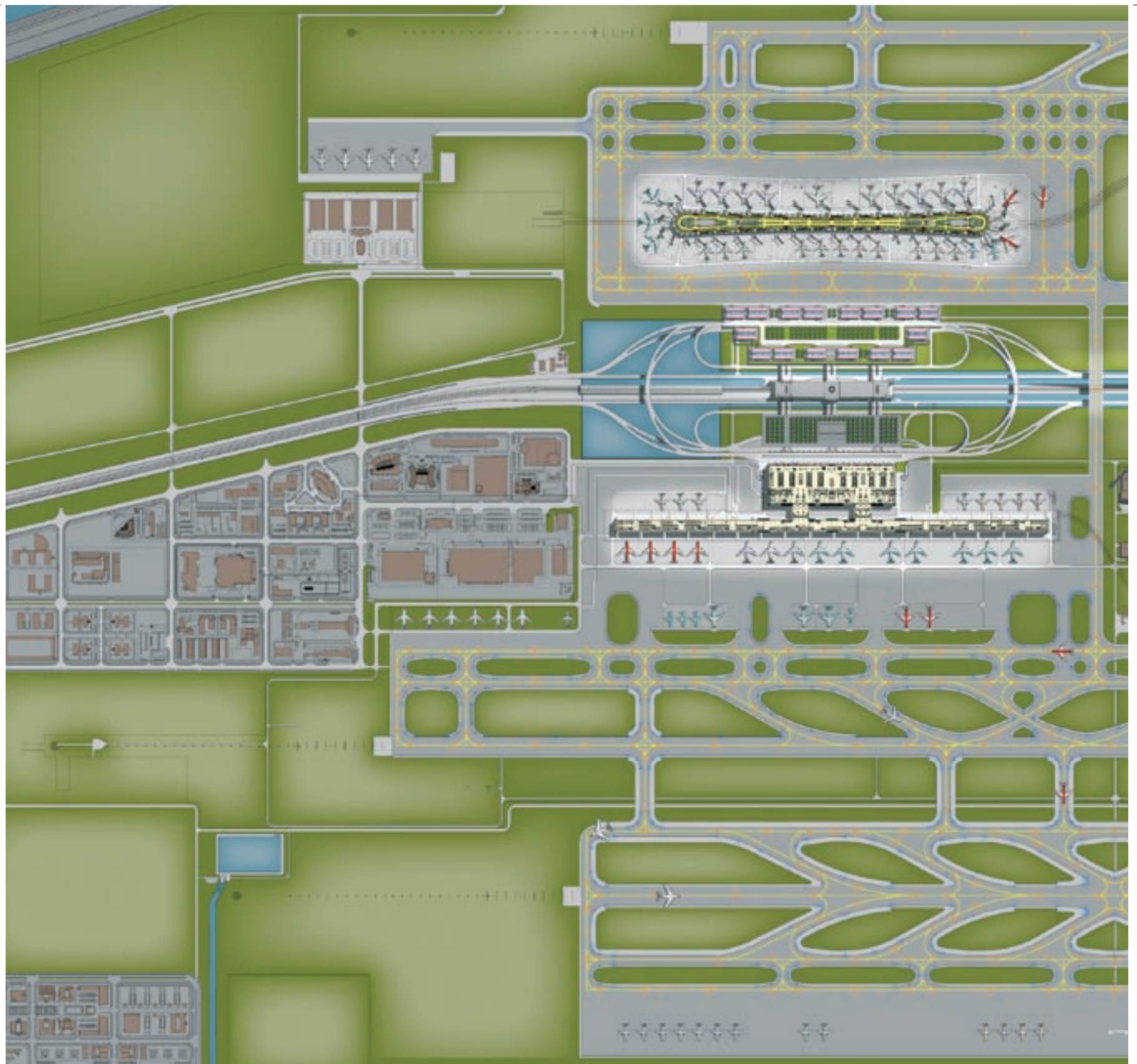
The concept for the Terminal 2A design is an expandable central processor building with integral piers serving Phase 2 requirements. The two curved piers to the east and west allow swing stands to be operated easily on each pier; in addition, international stands can be easily switched to domestic and vice versa when Phase 2 becomes available.

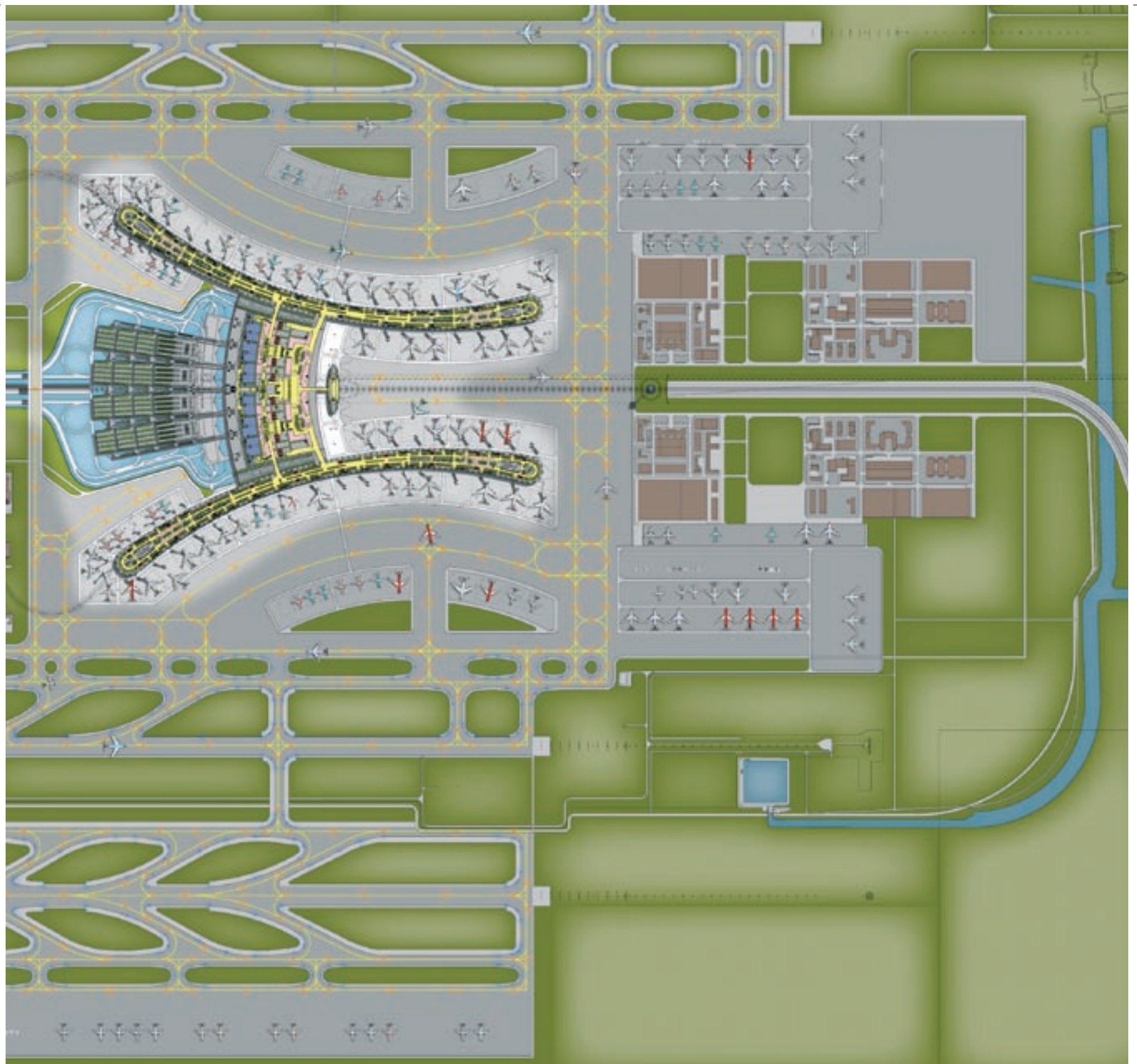


In the long term, a new terminal, known as Terminal 2B, will operate as a satellite situated opposite Terminal 1. With a capacity of 20 million passengers per annum, it will occupy a site parallel to the central axis and linked to Terminal 2A via an automated people mover. Together, Terminals 2A and 2B will provide a combined hub capacity of 60 million passengers, providing an overall airport capacity of 80 million passengers per annum.

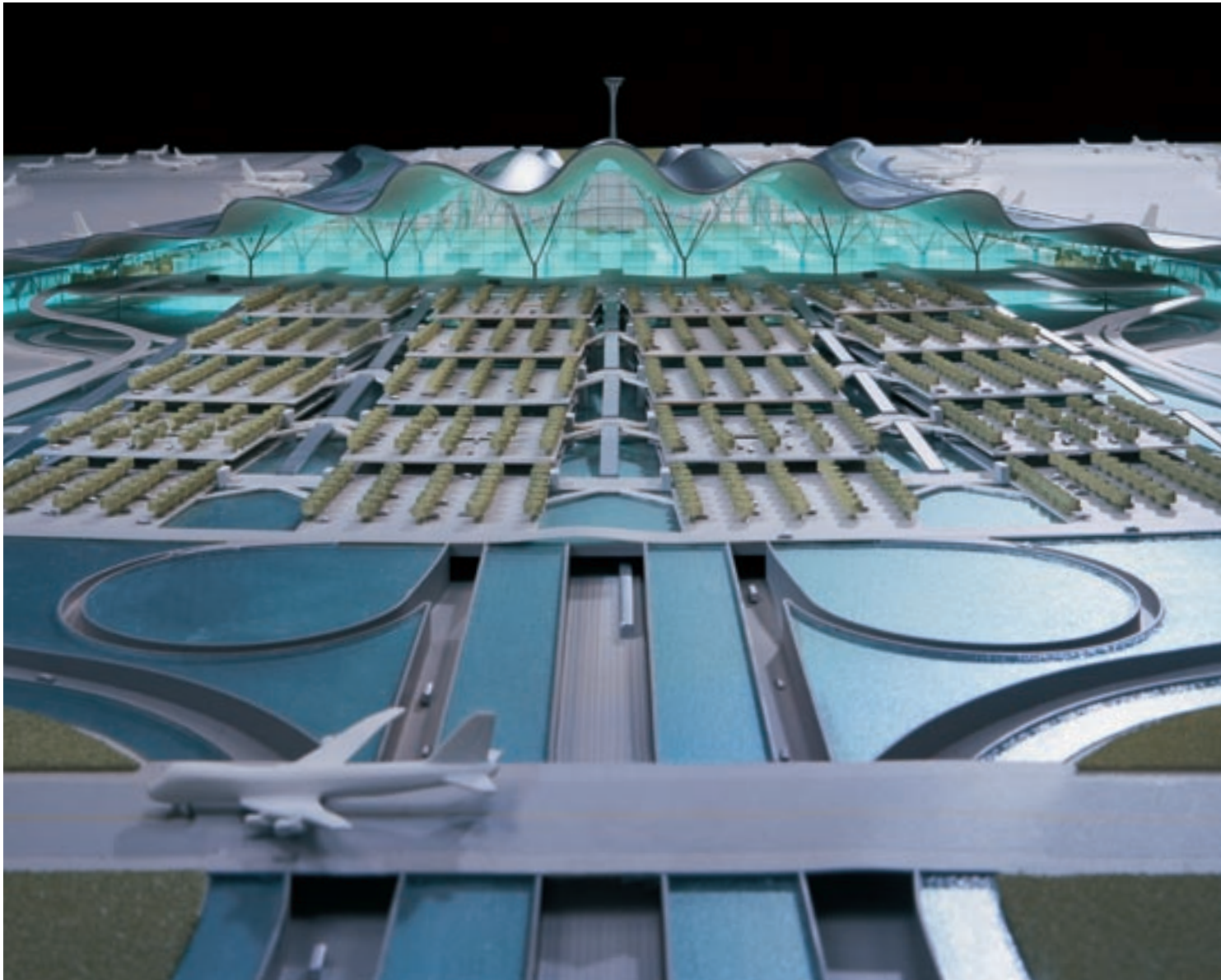
“Both the terminal design and the overall masterplan were intended to provide technically innovative solutions, providing maximum flexibility for future growth as well as a robust, long-term strategy for existing and new infrastructure.” Richard Paul

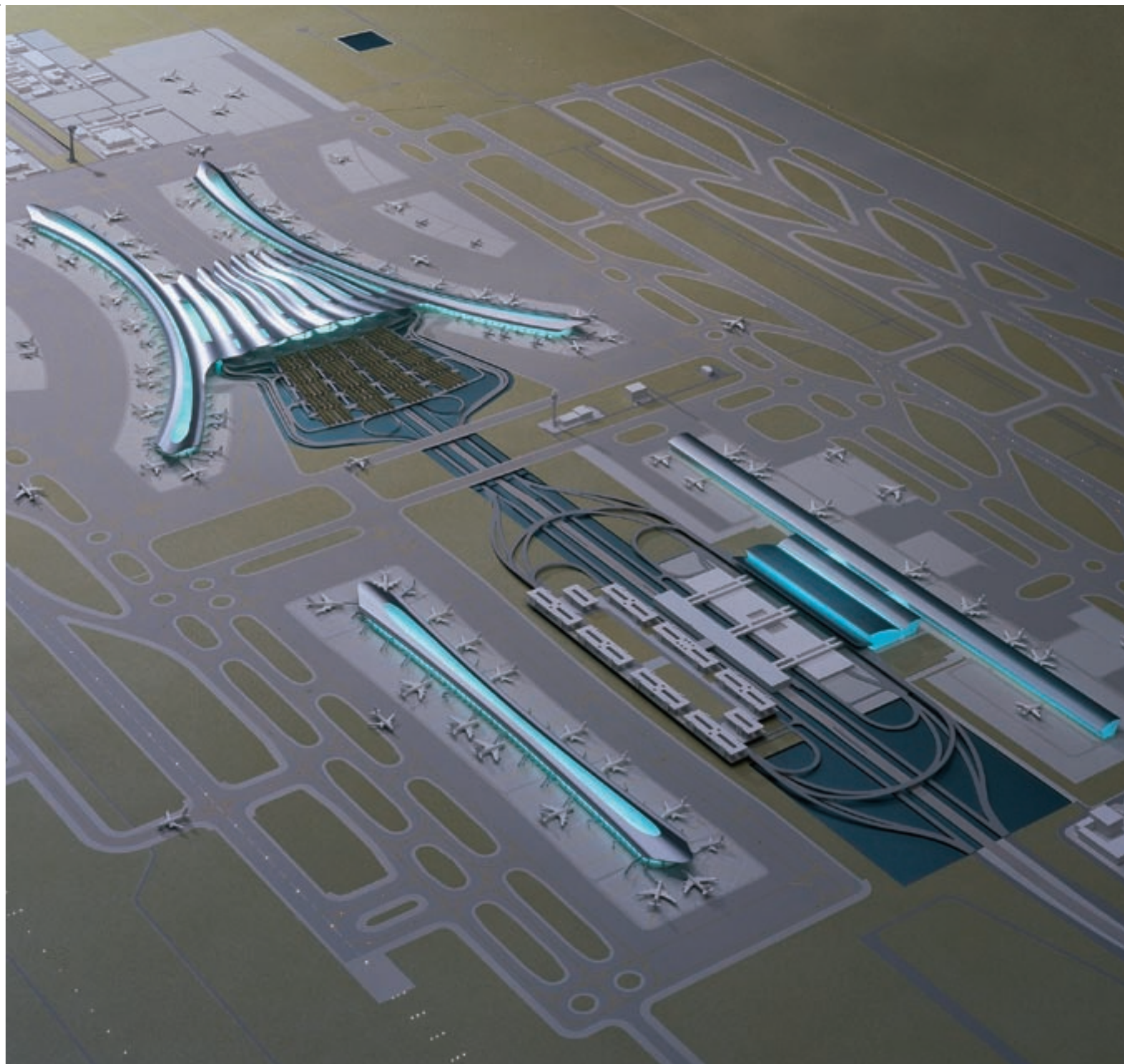






Below: Model view showing the entrance to the terminal under the great wave roof. Opposite: The main terminal building (top left) incorporates two integral piers, while in the long term, a new terminal, known as 2B, will be situated opposite the main terminal, parallel to the central axis (bottom left).





Right: View of the departure level concourse. Below: East-west section through the departures and arrivals concourse. Bottom: North-south section showing the extension of the public concourses from the main terminal processors to the linear piers. Opposite: View of the end of the pier. Following Pages: Perspective of the departures forecourt level and the main entry to the terminal.





