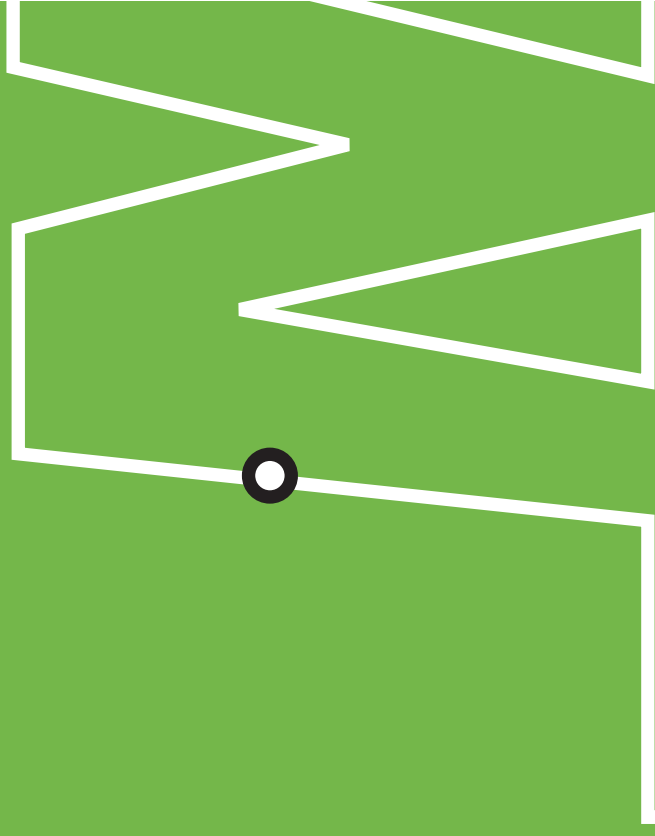
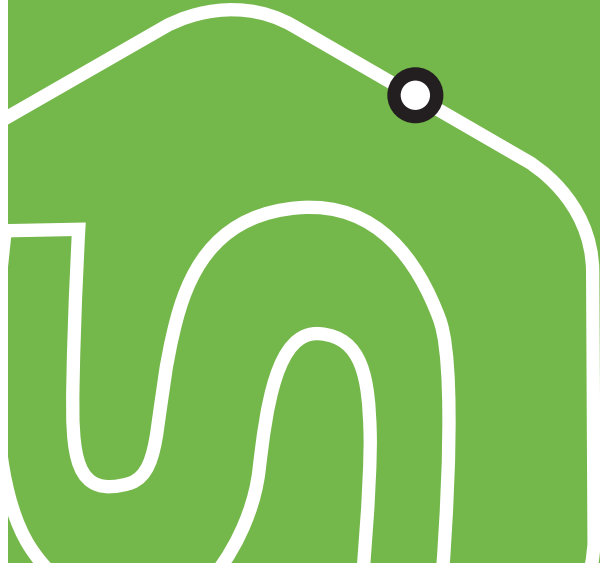


nørrebro station presentation



bo laugesen
ad10-ark15

foreword

This is the presentation of the finished project. Due to serious time constraint various items are missing but the included material should give a good idea of how the project works.

content

index

front page	1
foreword	2
content	3
plans	4
interior	8
gallery	10
materials	12
spatial program	16
comparison	18

-5th level (-20 m street level).

The plan shows the gallery around the atrium and the foot of the stairs leading up to the northern metrostation. Under the stairs are storage and restrooms for the public.



-4th level (-16m)

-3th level(-12 m street level).

-2nd level(-8 m street level).

Here the stairs to the s-train station touches the space under the rail and the landscape stairs touches the concourse level of the northern metro station



-1st level (-4m)

Street level

interior

main view

The interior of the project is focused around the two large atriums that draw light in from the above buildings. The main atrium is of course the one shown on the right. Most of the shops and the space is centred around this area.

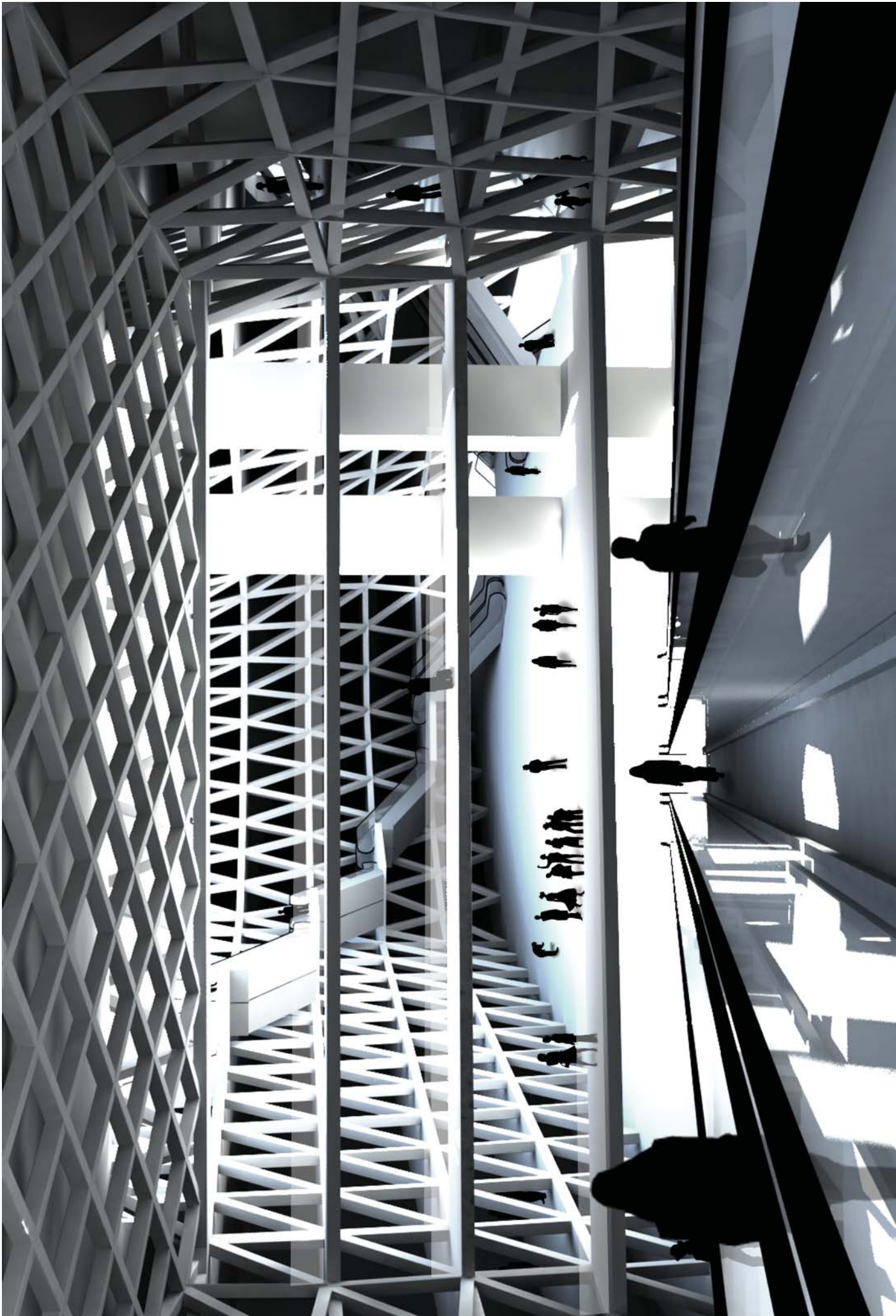
As shown on the render on the right the large landscape leading from the upper metro station towards Brønshøj is a mayor feature adding a sense of direction towards the atrium. The atrium is also accessible directly from street level with an entrance on Nørrebrogade with both escalator and lift access and of course a direct connection from Nørrebro Station.

This space is intended as the main experience of this underground city. It has a dimension of an oddly shaped football field (70x35m) just between the gallery area the landscape and the City Circle Line Station. It is intended to be a public space for events and markets and with space for variation.

Approaching the space from the Brønshøj line there is a visual barrier across the grand space. These are for practical view and as a visual barrier separating the two different spaces and creating a circulation around the mayor atrium.

This underground structure builds on a series of classical and historic references from Piranesi sketches of prisons to the enormous stairs seen all around the world.

The entire space is surrounded by the mega structure that carries the entire building including the above preserved building and the hotel in the other end of the building.



Digging itself 5 storeys into the ground the building has no views to the outside but instead gets a fantastic view over the atrium square. The walk around the atrium along the 40x40cm columns that lifts the structure can be compared to galleries of the domed churches or arcades of Italy.

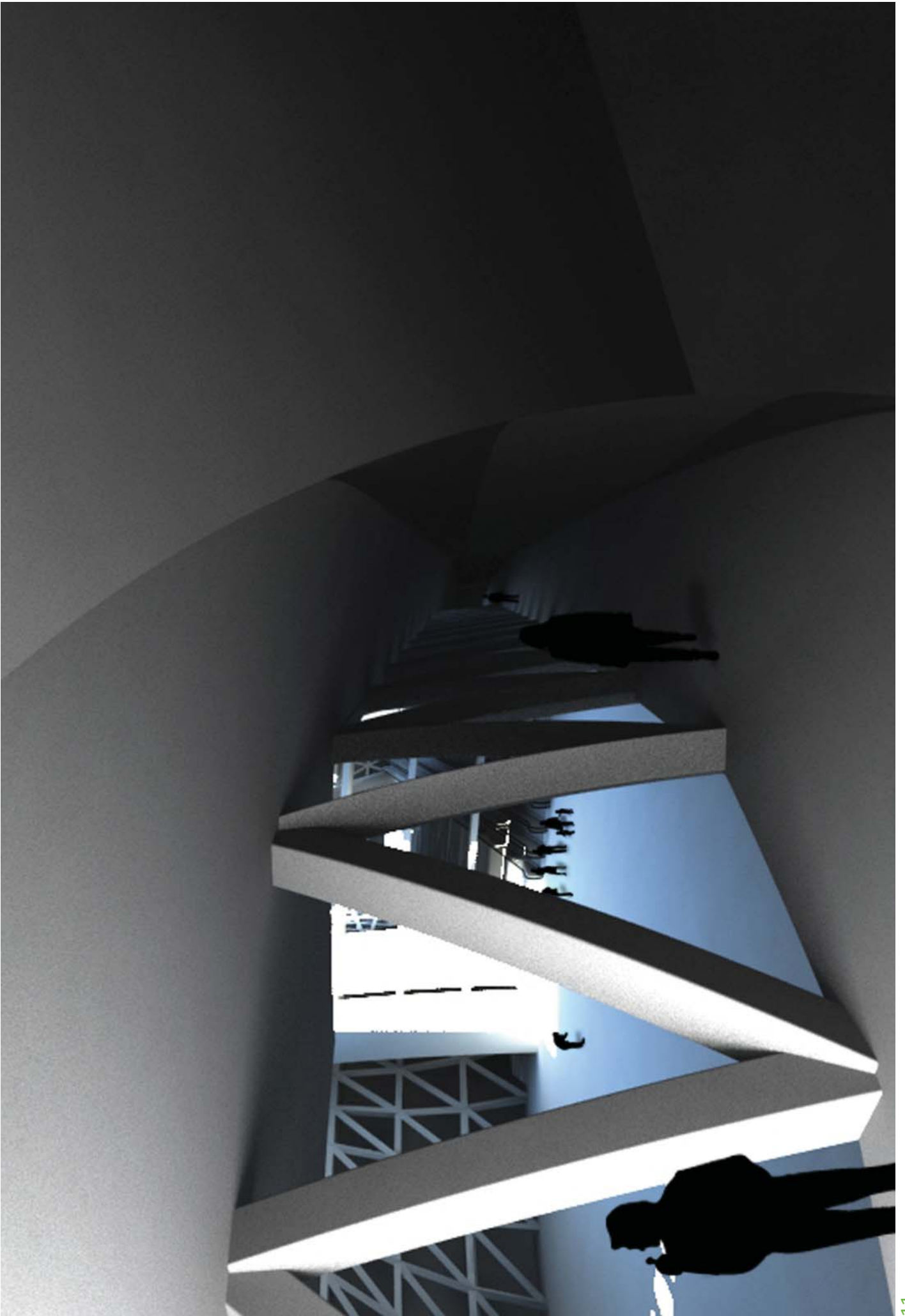
The building is open and transparent, not only for people crossing the atrium on their way to work or home who can follow life on the 5 storeys. But there is almost no corner in the building where one does not get a sense of the large space and grand gesture of the structure.

The strongest experience of this you get from a place like shown on the right. Even here on the 2nd floor (-4th floor counting from the street level) one gets a fantastic view of the atrium.

This is also where one will be able to find the details and a more soft and gentle experience. The structure almost begs you to touch and the view of the building pleads you to stop for just a second to look out and see what is happening and understand the building.

The galleries are connected via escalator, lift and in the northern ends via ramps. The galleries are also connected directly to all three boxed emergency exits and the service elevator connects directly to all levels except the atrium floor for easier deliveries.

The galleries are 4 m wide to create a large enough space for traffic and for the shops to utilise the area in front of their stores. The floor to floor height is also 4 m. Thereby the space is high enough to let light in and not deep enough for the back of the gallery is left without natural light.



To create a variation and a distinct difference from being in the transit and people heavy atrium and on the slower and more human scaled gallery the detailing concerning the gallery is intended to be more specific and deal with interaction with people.

The Atrium which is to be not only a transit area, but also a place for stands, cars, shows, exhibitions and other events that might require a strong floor and obvious choice would be something solid. Both for practical considerations but also to indicate this isn't the area you stop and rest. Therefore the floor is a concrete solution to withstand the usage.

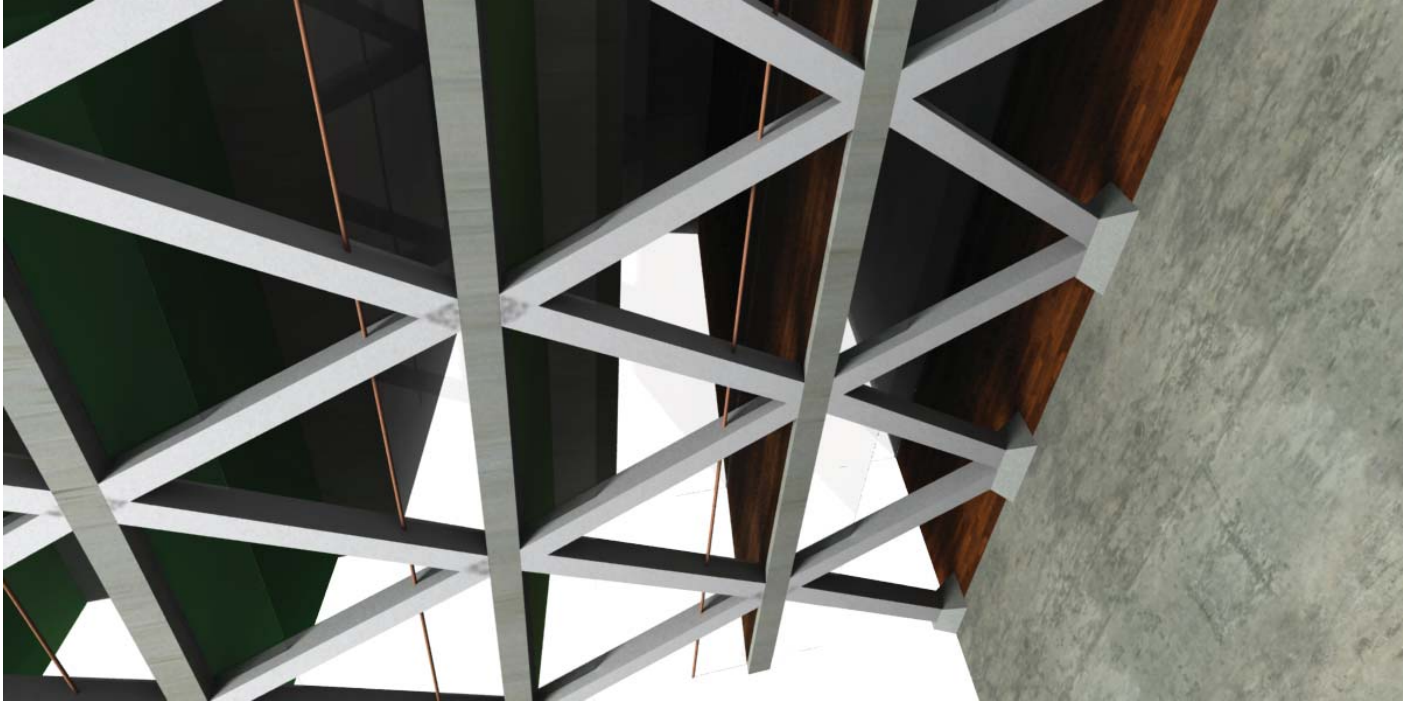
The gallery although it won't be as heavily trafficked as the atrium need to withstand the usage as well. But this being the slower paced areas of the building it need to be different. It is also where you will come into contact with railings. Therefore something comfortable to touch need to be implemented here. As one walks along the gallery one has to see and feel the difference from the atrium. To get this experience a walnut floor has been as it is a hard dark wood in contrast with the white painted concrete and steel structure. A more comfortable oak wood was chosen for the railing a very soft and yet hard wood.

A section of the building is shown on the right with the materials applied.

The same illustration of course shows the idea of the lifted building with the forces following the structure down with shops set back to create this gallery. The shops has a lower ceiling height (open to the possibility of having an open ceiling. The lowered ceiling will hide the ventilation and water pipes following the edge round the atrium. The same is implemented under the existing building where sewer, water pipes, heat and electricity will be carried here and gathered to go into the ground at a few places. These are hidden in the structure carrying the building. It is also worth noticing the smoke screen that in case of fire will keep smoke from spreading to the atrium and the above floor too fast. These are in glass to fit the railings above and under.

The below render shows the same principle of hard access routes and soft slower areas.

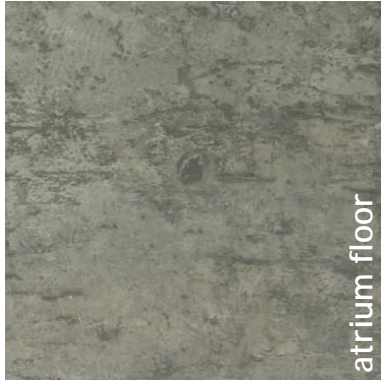




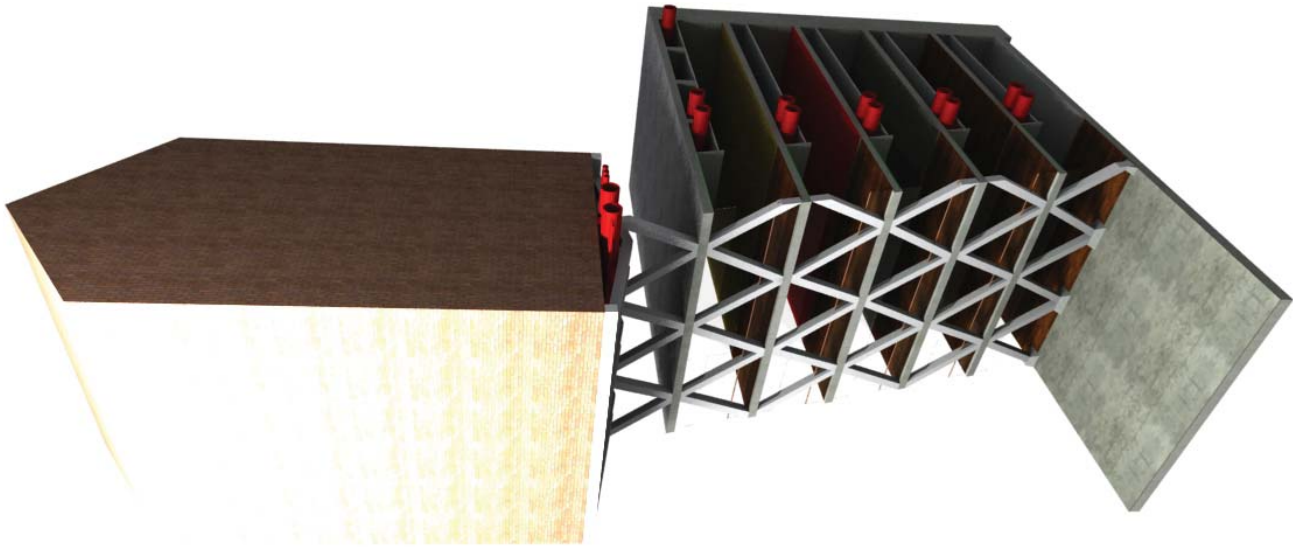
railing



gallery floor



atrium floor



Throughout the building there are these small views towards the atriums. This create a sense of connection and means the light will flow around the building.



spatial program

schedule of areas



comparison

squares

The first thought for connecting the two stations was a simple corridor with shops along it. A simple thought and a start on the project. The idea was taken from the existing metros around the world where efficient tunnels are dug under the city to connect various stations and functions.

The first attempt was to find a logical connection based on the existing stations that has entrance in one end. The corridors was meant to connect through these.

The illustration below shows the logical angle of the entrance according to the proposed suggestion shown on [...] and the streets. The illustration shows how this approach will create an odd s-shaped line of transit.

The idea of a simple single connection between and through the stations seemed to be unrealistic. Although a few attempts was made as shown on the next page.

comparison

shopping centres

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nørrøpro station presentation

