

nørrebro station

studytrip



bo laugesen
ad10-ark15

tunis

souks

Tunisia is a strange mixture of different mediteranean cultures: islamic, arabic, osman, roman and french is some of the most obvious. But it remains a northafrican country with the traditional culture being close to that of the arabic world, mostly that of the western arabic world. During the colonial period the french culture had a great influence. In the capital Tunis this influence from France is more clear than in other areas of the country. But this doesnt change that Tunis is founded in the Northafrican and Middeleasteen way of building their old cities with narrow streets and covered souks in the old Medina areas.

Souks are the markets or shopping districts of the city with areas dedicated for leather, silver, foods, clothes and others. These areas has merged more together now, but they remain in the city centres as independent shops that sell anything you can think of.

The pictures show different motives from the medina of Tunis. A very central motive is the arches, which functionally was the easiest solution as wooden beams werent easy to get their hands on. The arches creates both openings, spaces, views and roofs. Something that is almost impossible to notice is how the space in the souks are used. The souks are small narrow passageways. The shops varies in size but all extends their front into the street no matter how narrow. There is huge competition for the tourists and other shoppers attention.

A famous motive from souk(or bazars) is the covered busy streets with few light intakes in the top of the arched roof, securing some sense of the time in an otherwise closed environment.



crowded arched space - with two storey shops



stabilising arches between buildings



elevated entrance to house over a street



covered street



busy souk with shisha smoking men



alley with building across



building across the souk



high arched souk with light intakes



high arched souk with light intakes

arches souk

tunis

souk

Throughout the medina of Tunis you will find these areas of lights and views towards lights as the structure of the souks open in some places it creates some beautiful spaces and an interesting experience walking through the medina.



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tunis

city and modern

Modern architecture in Tunis is very much like the rest of the world; commercial. In the 60s and 70s tunisian architecture had some interesting projects that played with the notion of architecture in plan, section and decoration much inspired by french architecture. Today Tunis is being expanded to include more business districts. What seems to be common for most projects is that the plans are rather simple with very little variation. Much of the arabic architectures fascination lies in ornaments and decorations. Or so it seems when walking through the city. But basically the architecture comes down to keeping the sun out. Holes in the wall used creatively to create patterns and variation. It is about penetrating a surface rather than framing a view.



Hotel du Lac in Tunis as a example of modern architecture



one of the modern symbols of tunis



a modern facade decoration



the newly built lafayette shopping centre



interior decoration of the claridge centre



typical modern office building



example of simple decorative shading

contemporary



typical mall street - lafayette centre



decorated ceiling in claridge

paris

metro

The Paris Métropolitain is one of the most complex underground rail system in the world and one of the most famous. The famous cast iron entrances is probably one of the most famous metro symbols in world. This metro is one of the oldest and one of the most interesting systems. It has a unique presence and architectural quality. This presence might only be temporarily around the entrances but in recent years large interesting stations have been built and existing stations restored. The stations have a tactile quality that doesn't seem as mass production using cast iron, concrete, soft lights, tiles and even wood. Both the old and new stations also have a take on space that compared to for instance London Underground makes it interesting. Large halls are created underground, both naturally and artificially lit. In spite of this the system concerning the stations are very complicated and several stations can be interconnected with other stations sometimes making it easier to walk. One of the reasons moving walkways have been installed on several stations. The new stations are among the more interesting architecture in Paris like the new platforms at Gare du Nord and great hall of Haussman that uses dark concrete and wood with few but effective lights.



entrance to the metro at the louvre



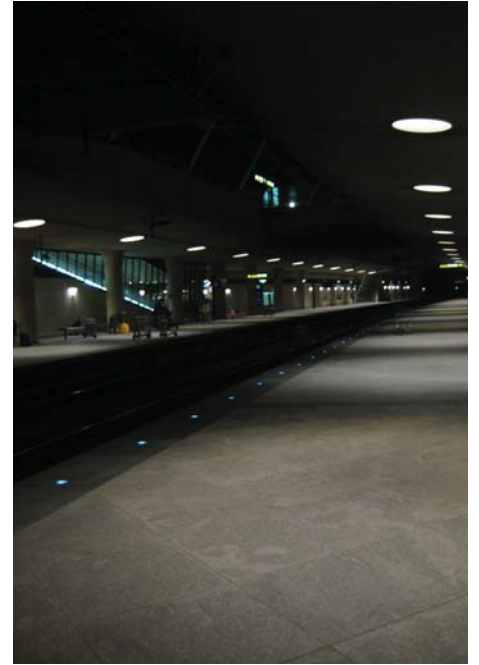
auber station spatial concourse



st. lazare's old concourse



light in take from above square



platform of the city trains at gare du nord



haussmann's impressive hall



main hall of gare du nord



new entrance and hall at st. lazare

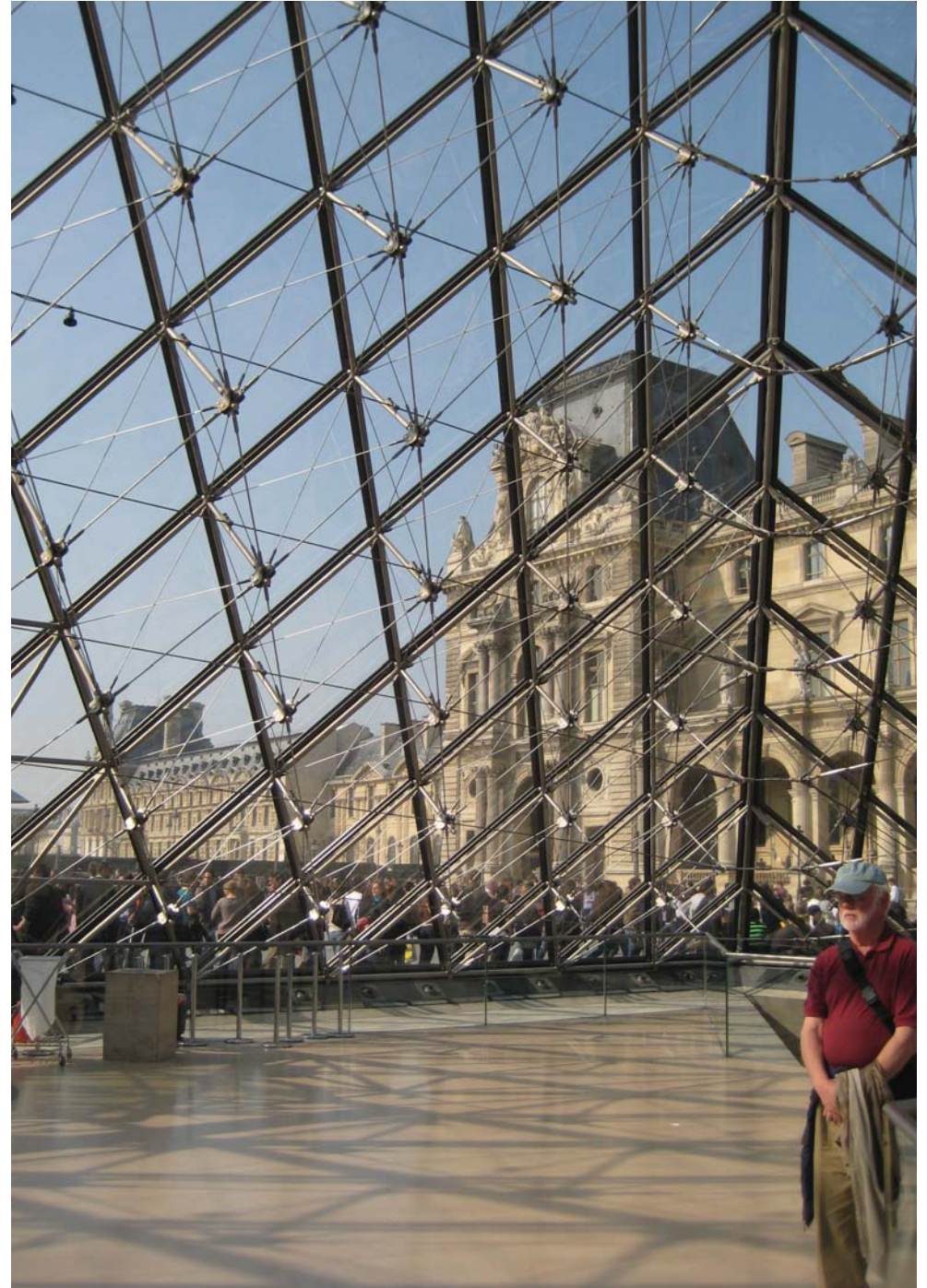


typical platform

paris

louvre

Louvre is largest tourist attraction in France and one of the most interesting places to go on a study trip. The strong motive, the scenic views, the contrasts, the underground space, the location, the experience, the story and the art. Louvre's pyramide is the main focus point of the complex as it steals the attention and it works as the main entrance. The simplicity of the pyramide set in the flamboyant palace is a strong motive that only works between these two components. What is notable about the complex is space. The whole shopping arcade, the entrance area and the palace square itself are huge spaces with so much extra room that it creates a grand sense of space even underground. It is a prestige project and it is obvious when one sees the clean grand spaces and of course the the level of the shops in the arcade.



entrance space of louvre



presence in the courtyard



open to the underground



stair as a motive in the space



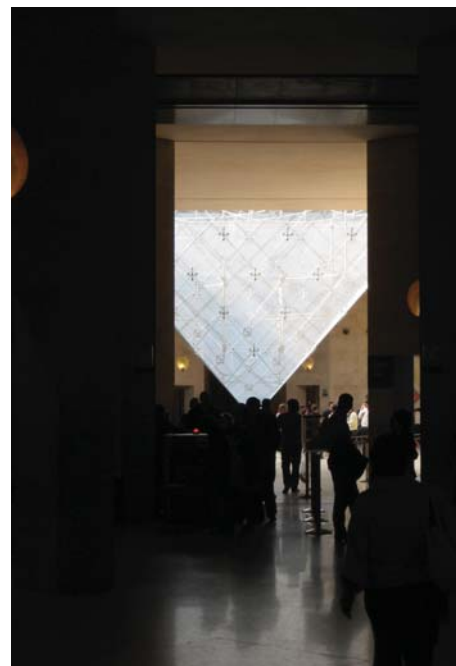
shopping arcade in the louvre



presence through the gates



space overlapping different levels



the bright upside down pyramid



a powerful and popular motive

london

the tube

London Underground is the oldest underground rail system in the world dating from 1863. The first lines were dug-and-cover routes around the central city. But what really made the system famous was the the deep-level lines where the tunnels were drilled and became circular giving the system the nickname "The Tube". The original stations were often open and therefore open to the outside. The later stations have been dug down with no natural light. One of the main elements of the Tube is that the stations often have several entrances, connected both to other functions and to the street. The new stations along Jubilee Line are among the most interesting to analyse as a new approach has been taken. Not only does each station vary along the line with only little in common with the old stations. There are often a new approach to the concourse level with natural light and grand halls with often "piranesque" spaces. The largest and most busy of the new stations is the Canary Wharf Station that connects with the DLR-lines and two large shopping centres and the basement of several of the areas skyscrapers. A lot of the stations are large infrastructure centre points for buses, trains, pedestrians, shoppers and cars.



the tube



westminsters piranesian space



space over levels



levels cluster around daylight



river passing through sloan squares station



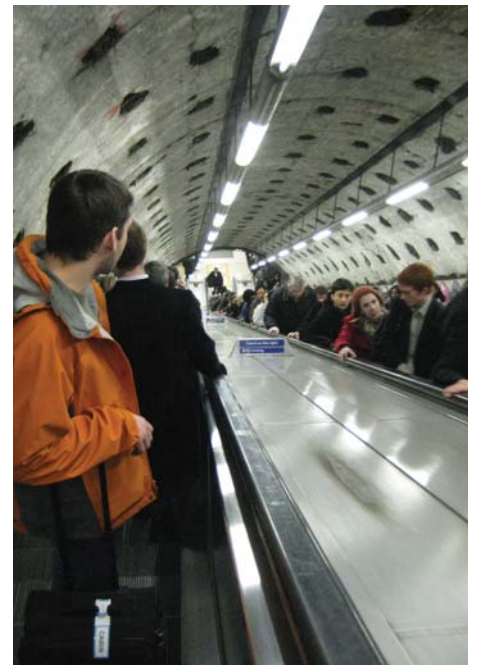
great hall at southwhark



entrance to canary wharf



utilising buildings above for light



unintented graphical effect on material

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