

nørrebro station program



bo laugesen
ad10-ark15

formalia

and foreword

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This program is intended to define the project concerning the addition of two metrostations and a busterminal on Nørrebro.
The program will deal with the local context, the standard metrostation solution, analysis of the area and my personal take on the project. This should help set up a list of goal to reach and for the later proces to be used as a check list for the project.

bo pettermann laugesen

content

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project

description

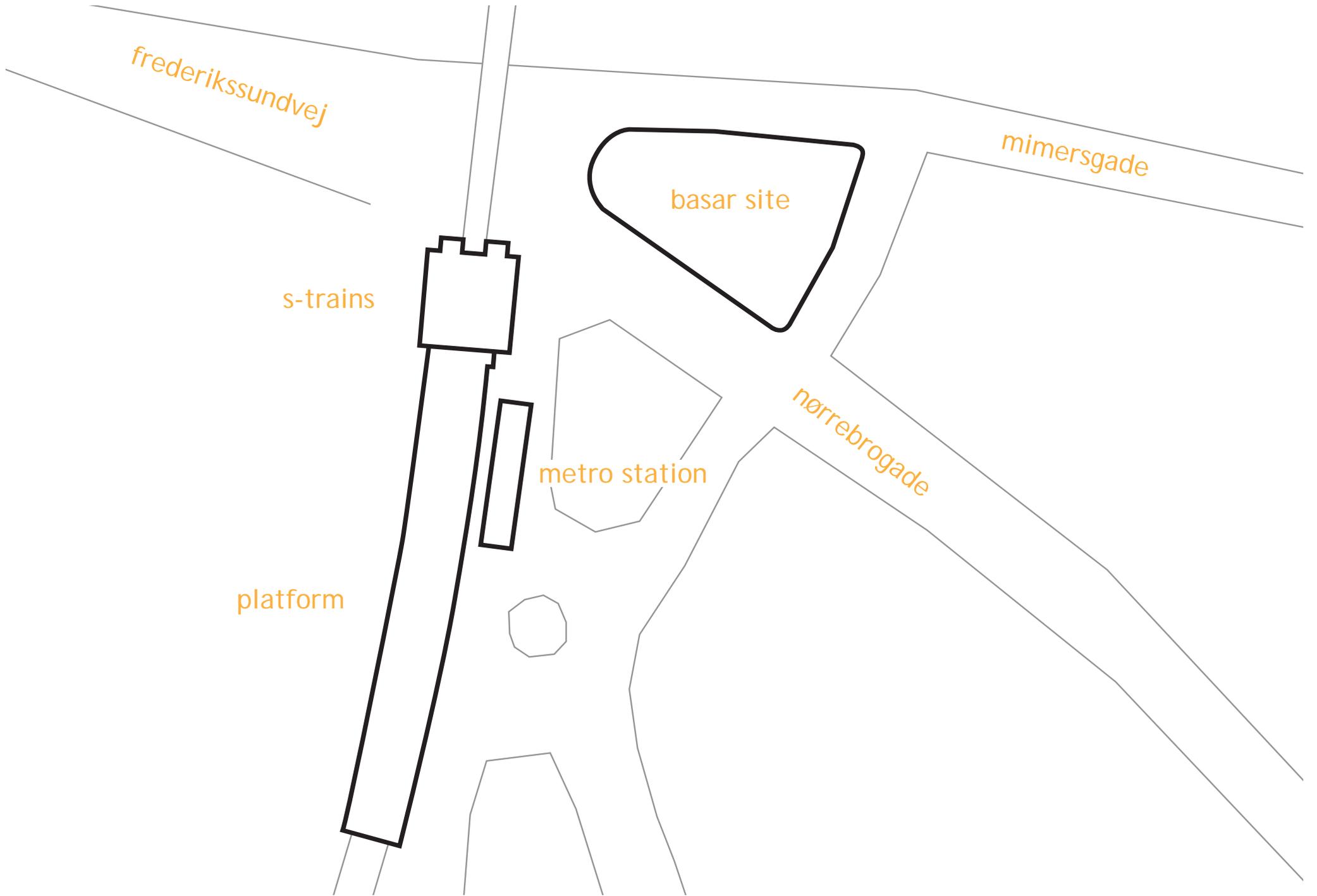
The project is shortly said concerning the link between the existing Nørrebro Station and the new additions of collective transportation that will be gathered in the area around and directly linked to the existing S-train station. Thereby it will be a meeting between S-trains, Metro, Busses and pedestrians and cyclists.

There is no official spatial program formulated for this project as it is not a fully decided project yet. Metroselskabet are now working on the stations and how to create them and the surrounding townscape. But this is only focused on the stations. The idea is to reuse many of the ideas from the existing stations in a policy called "more of the same".

The municipality has recently bought the so-called Basar Site right next to the S-trains station. This site is meant to become a central public space for transportation and cultural events in the area. The idea is to eventually use the site as a metrostation that will be part of the a connection going northwest towards Brønshøj and Herlev. The site is also thought to part of a new busterminal securing a better connection with the city, metro and s-train.

The project will deal with these different elements in the urban context and how to create a physical connection between them to secure a flow through the area. But it will also deal with what this flow will be as an experience focusing on the cultural background of the area.

The project will also deal with a more particular station design for Nørrebro Station and how it can be connected to the city, the infrastructures as well as being an addition to the area and replace the functions that the metrostation will be compromised with its presence as well as the functions that will be lost on the Basar Site.



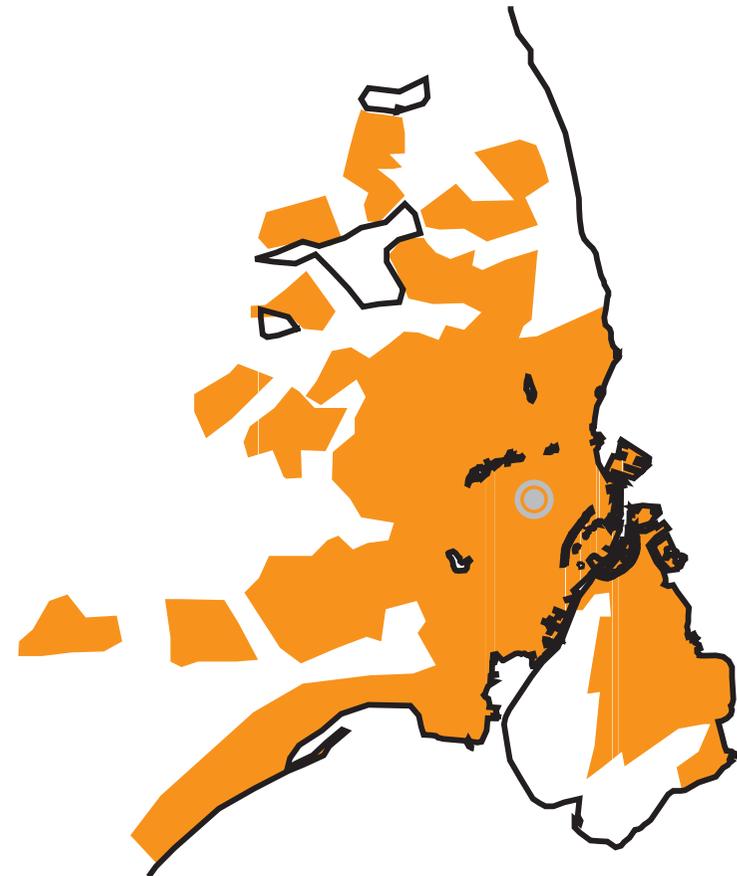
location

of the site

The project site is located on the edge between Ydre Nørrebro and Nordvestkvarteret. This is an area of some 85.000 inhabitants and which makes up one of the highest densities in the country.

The area is largely made up of housing and small shops, with a few larger stores in the vicinity of the station.

The site is a physical meeting between several overall infrastructures as well as cultural opposites and administrative areas. This makes up a lively area with many pedestrians, cars, busses, shoppers and commuters, and a rich multi cultural background.



s-train to hellerup

[mimers kvarteret]

frederikssundvej



[nordvestkvarteret]



[dre nørrebro]

borups allé



mimersgade]

s-train to flintholm

ågade

nørrebrogade

nørrebro station

as it is today

Nørrebro Station is one of the busiest on the S-train connection between Hellerup and Ny Ellebjerg, Ringbanen It served roughly 6.5000 each day in 2004 after a few years of decline in the numbers. It is unique in several ways most noticeable being that it is an elevated rail station and the striking design of the station done by architect K.T. Seest.

The station is the second station to be built in the area after. The first was Lygten Station which was part of an old connection toward Farum. It is still located right next to Nørrebro Station. Lygten Station is now working as an environment and cultural center.

The station was opened on May 15th in 1930 and was inspired by the large international train stations in cities like Berlin and London. The opening meant that a more central station was closed and created space for a series of green areas on Nørrebro.

The station has a large arched roof covering one end of the platforms. Unlike its inspiration the roof is rather short and makes it a strange and very noticeable addition to the city images. Each of the two platforms has an elevator installed that creates two noticeable towers on each side of the roof. The roof is situated on top of the main bulk of the building serving as wide stairs leading down into the lobby that is located directly under the rail tracks. There is today a Kort-&-Godt-shop located in the lobby as the only function along with public telephones. Along the backside there are several covered stands for bikes. On the front the building creates a covered area under the stairs with an arcade along the street with bus stops. Further down along the elevated rail creates spaces for shops of different kinds.

On the other end the rail passes over Nørrebrogade with the viaduct creating shelter for busstops.



nørrebro station from nørrebrogade brought back to the original green colour



nørrebro station and shops from folmer bendtsens plads



restored lobby with kiosk



structural decorated interior of roof inspired by Hugo Häusling



stair leading up to the platforms



view along the platform



bicycle parking behind the station

nørrebro station

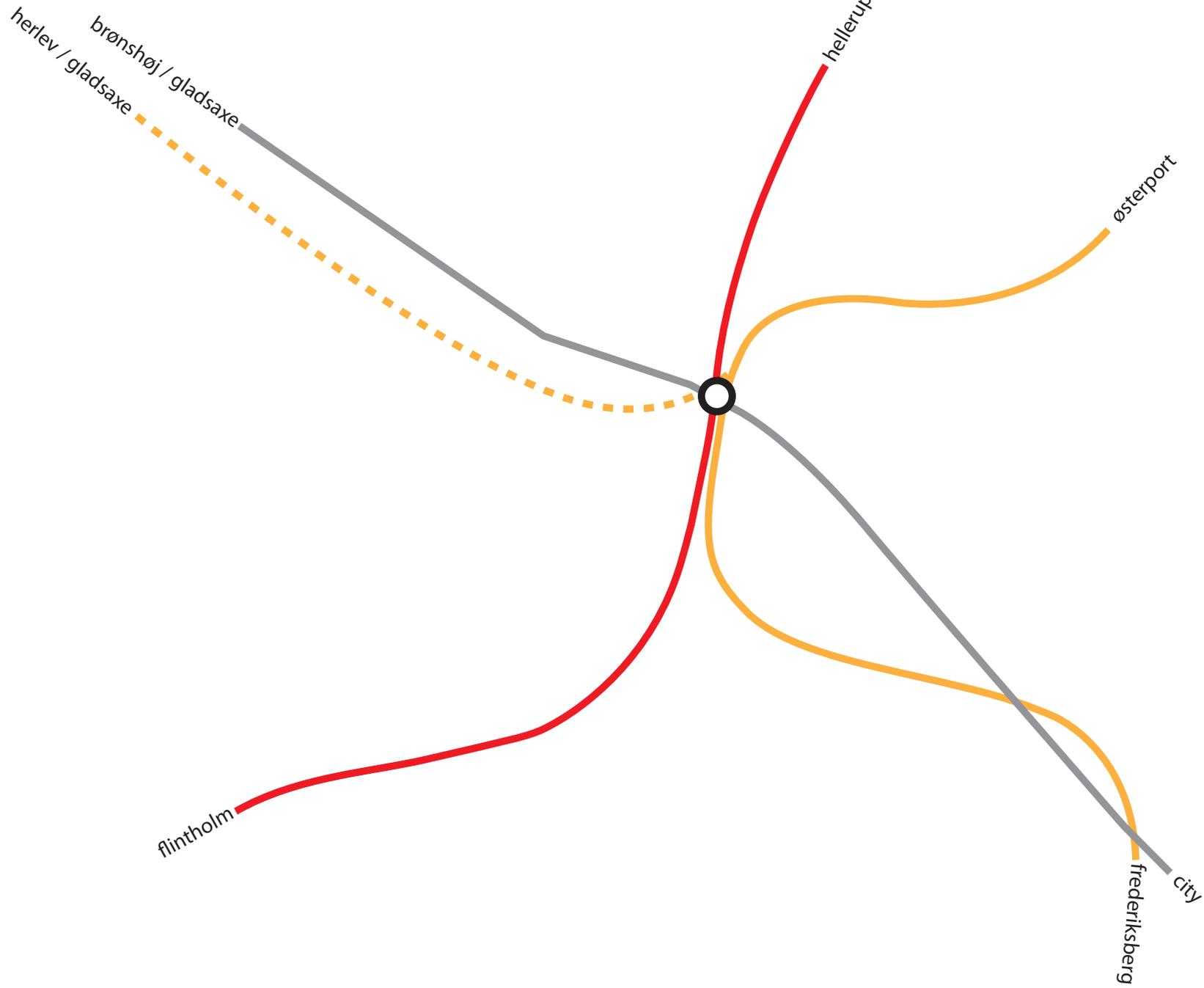
plans for the station and area

There are some ideas for the development of the area due to the new metrostation. The so-called Basar Site has been purged by the municipality in order for the area to be used as a hub for traffic connecting s-trains, busses and the metro with the area. One of the reasons for this is the in-development plans of an extension of the metro system to Brønshøj with it connecting to the City Circle Line at Nørrebro Station. The platforms were in that case meant to be placed under the Bazar Site with a busterminal on top. Nørrebro Station would that way become a major infrastructural hub linking the area with the City Centre, the northern, northwestern and western suburbs and Frederiksberg.

This development in the area around Nørrebro Station has been left very ambiguous by the municipality. The commercial Union Nørrebro Handelsforening has questioned the entire program for the renovation of the area and what the shopowners will do when the construction of the new metrostation starts and when the neighbouring Basar Site will be turned into a square. And there has been a debate over this, but it hasn't produced a solution yet.



suggestion for the nørrebro metrostation



basar site

facts and future

The Basar site has been coined as the location of “Nørrebro Square”, a public space intended for recreational use and as a traffic centre. The three connecting neighbourhood plans all point to a local square next to Nørrebro Station, at the Basar Site or on the Skoda Site on the other side of the viaduct.

The Basar Site gets its name from the temporary looking buildings on site. It is bounded by Nørrebrogade, Mimersgade and Borgmestervangen which are all heavily trafficked roads, with 20.000, 18.000 and 10.000 cars using them per day. The 2.458 m² site has a 1.100 m² one storey building from 1931 that is not considered to be of any conservation value. It is located in a 5-6 storey area and is a part of the shopping street area and the multiethnic Nørrebro.

The local plan for the area states that the density in this area has a maximum of 150 % and 24 m height of buildings.

The use of the site is intended to be traffic and service (tickets, info, small shops, cafés) in what the local plan describes as pavillions. The expression of these is to be light, transparent with a connection between inside and outside. Furthermore it describes the intended aesthetics to be with slim structure and non-reflective glass, not to have a “facade” and has to underline the city like character and the traffical function of the place.

Most of the area around the station has a medium conservation value because of its part in Copenhagen history. This is mainly the carré buildings. The station itself is listed as a protected building as is Lygten Station. The shops under the elevated rail have a high conservation value. Basar Site has as mentioned no conservation value.



basar site seen from south



- listed building
- high conservation value
- medium conservation value
- low conservation value

listed buildings around the sites

nørrebrogade

as the main street of nørrebro

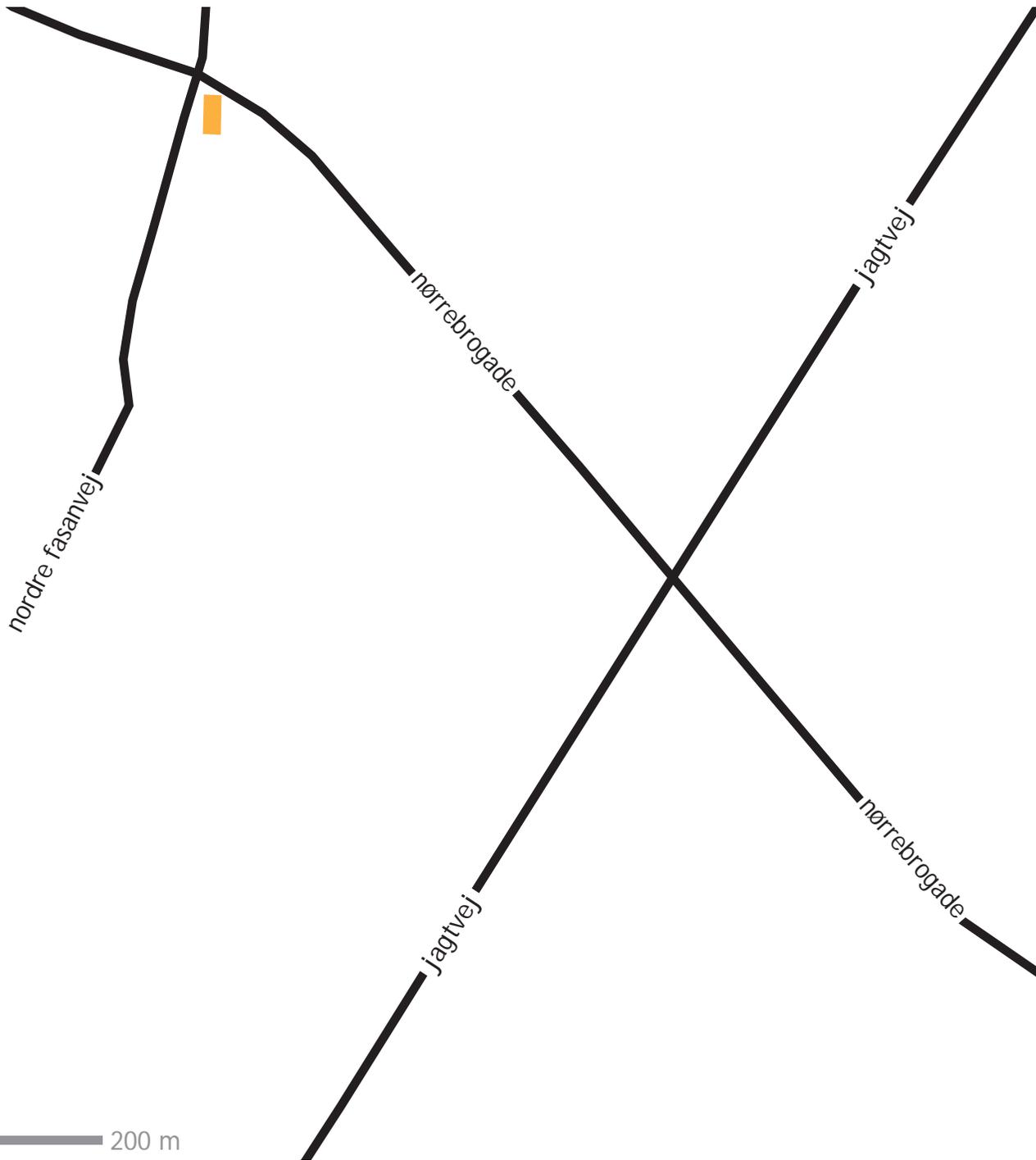
Nørrebrogade is the main street of Nørrebro. It starts at Droning Louises Bro at Søerne and runs northwest to Nordvestkvarteret where it continues as Frederikssundvej. It runs the all the length of the Nørrebro administrative area. This means it is a highly trafficked road with busses, cars and bikes. Further more is also serves as the main shopping street from Søerne to Nordvestkvarteret. And as a shopping street it is one of the most interesting in Copenhagen.

Historical the name of the street was paved in 1760 which led to the name Nørrebro(the northern paved road). The street is in more recent time developed into a unique street in Denmark as the gathering place of the highest density of ethnical danes in the country. It offers everything from supermarkets, mega stores to small shops by local arabs, thai restaurants and even the local Pølsevogn. This makes it an interesting example of integration within the commercial realm. This makes it one of the reasons the street has seen many riots, but also a reason so many wants to live in this area.

Nørrebrogade is currently subject to experiments with traffic to secure the 30.000 cyclists that use the street to get to the City Centre each day. This means it some places are turned into bus streets and that along the whole stretch they have introduced a green wave for cyclists if they keep a speed of 20 km/h.



nørrebrogade in rush hour



200 m



Nørrebro is the most dense area in Copenhagen and covers the administrative areas Inner and Outer Nørrebro. Nørrebro takes its name from Nørrebrogade that is the main street of the area. Because of the demarcation line that surrounded Copenhagen there wasn't much urbanity over the area until after the cholera epidemics which resulted in people being moved out of the city centre from 1852 where the large housing projects started. The urban sprawl rose to 10.000 inhabitants in 1857 and rose to 105.000 in 1901. During the 1880's the area got a more similar way of building, making it more continuous and the area turned into a workers housing area.

During the 1900s the standard of apartment rose in most of Copenhagen, but in Nørrebro it was frozen and in the 1960's the old small apartments were still to find.

From the 1960's and on the history of Nørrebro is very famous. The sanitation projects for the area in the 1970's started the first riots in the area as the inhabitants feared losing their homes for good. Several times fights broke out. The riots and fights have been a part of the Nørrebros reputation and history the last 40 years, resulting in that the area has been declared in a state of emergency several times.

The area still consists of many autonomous left-wing groups, and is now handed over to the second generation autonomous, the kids of the participants in the youth revolutions of the 60s.

The last time the area was subject to riots was in 2007 concerning Ungdomshuset and in 2008 when immigrants objected to the roughness of the police, starting a wave of riots around the country.

Nørrebro is today considered a multicultural area comparable to London or New York, with New York Times declaring Inner Nørrebro as the hippest area in Copenhagen.

The area consists of a large array of foreign nationalities most being Arabs. This brings a rich spread of different cafés, restaurants and stores.

This multicultural society is very clear in Nørrebro and is something that is impossible not to notice along with the presence of left wing activists.

In current events the area has become the fighting ground for a gang war between the biker group AK-81 and the immigrant gangs they organised against. This is caused several shootings in the area and a strong reaction by the inhabitants on Nørrebro because the danger for their kids. Up to half the inhabitants have changed their behavior due to the war.



nørrebro staion at the opening in 1930



one of the recreational spaces



elmegade and nørrebrogade



lygten å passes under nørrebro station and made up the natural western city limit



the multiethnic stores on nørrebro



nørrebrogade passing under the rail



riots on nørrebro

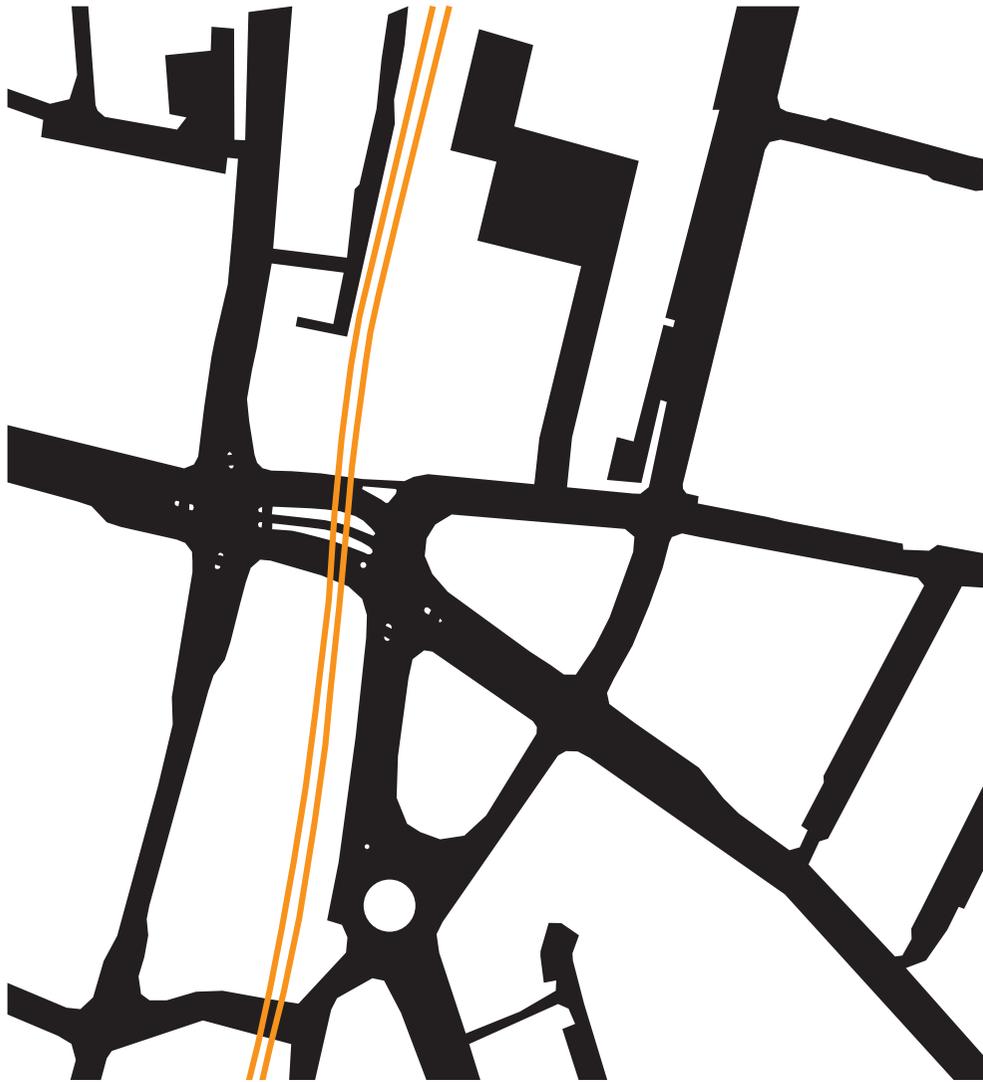
mapping

volumnes, asphalt + rail and extent of space



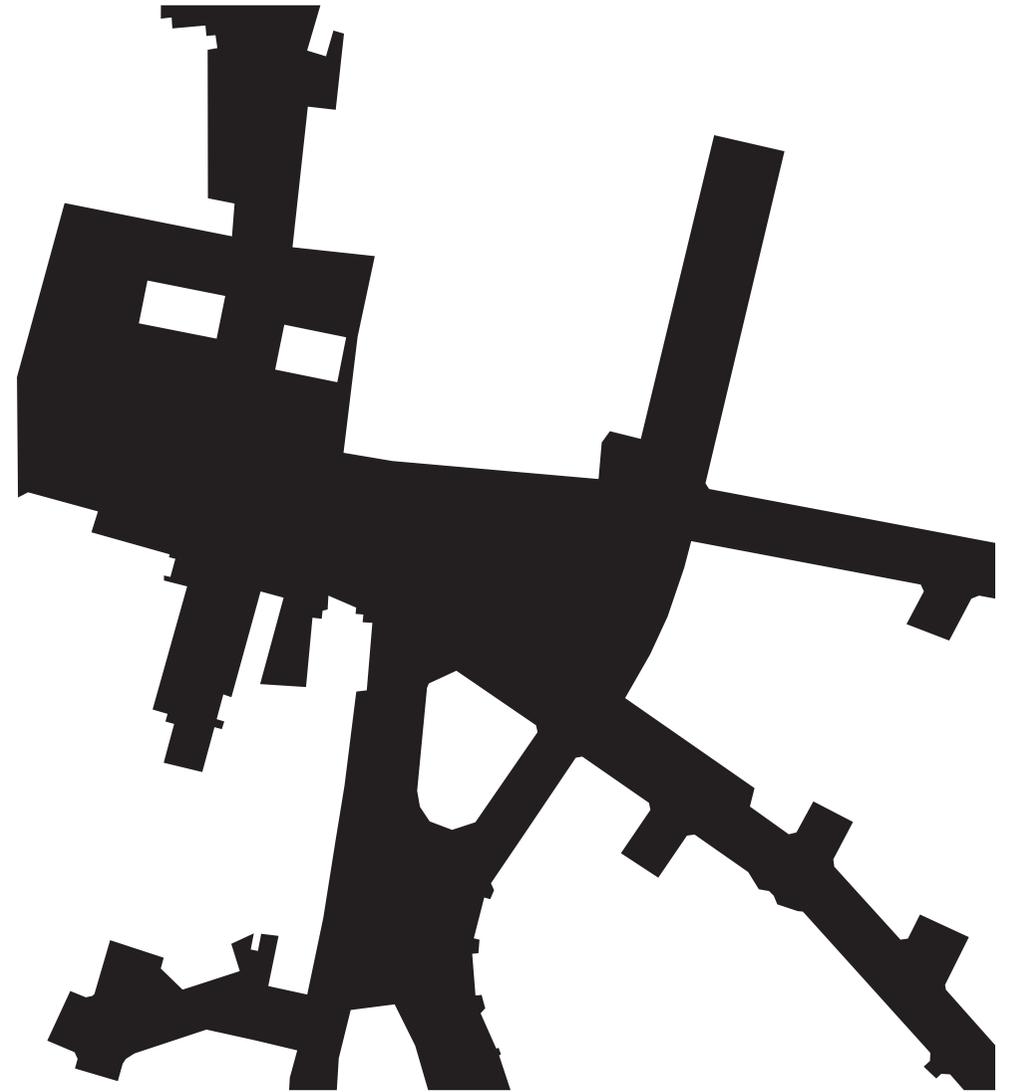
volumnes

shows a high density of buildings and a dissolvment around the street junctions which have left some unbuilt areas



asphalt + rail

the amount of asphalt suggests an important junction in the city scape with several street intersecting and the overhead passage of the rail which works as gateway between city areas



extent of space

the area serves as a break in the very directional traffical spaces along the main streets as it dissolves into a large open space flowing under the elevated rail that also serves as a stopper for the streets clear directions

mapping

edges, recreational and unused spaces, approaches and shopping facades



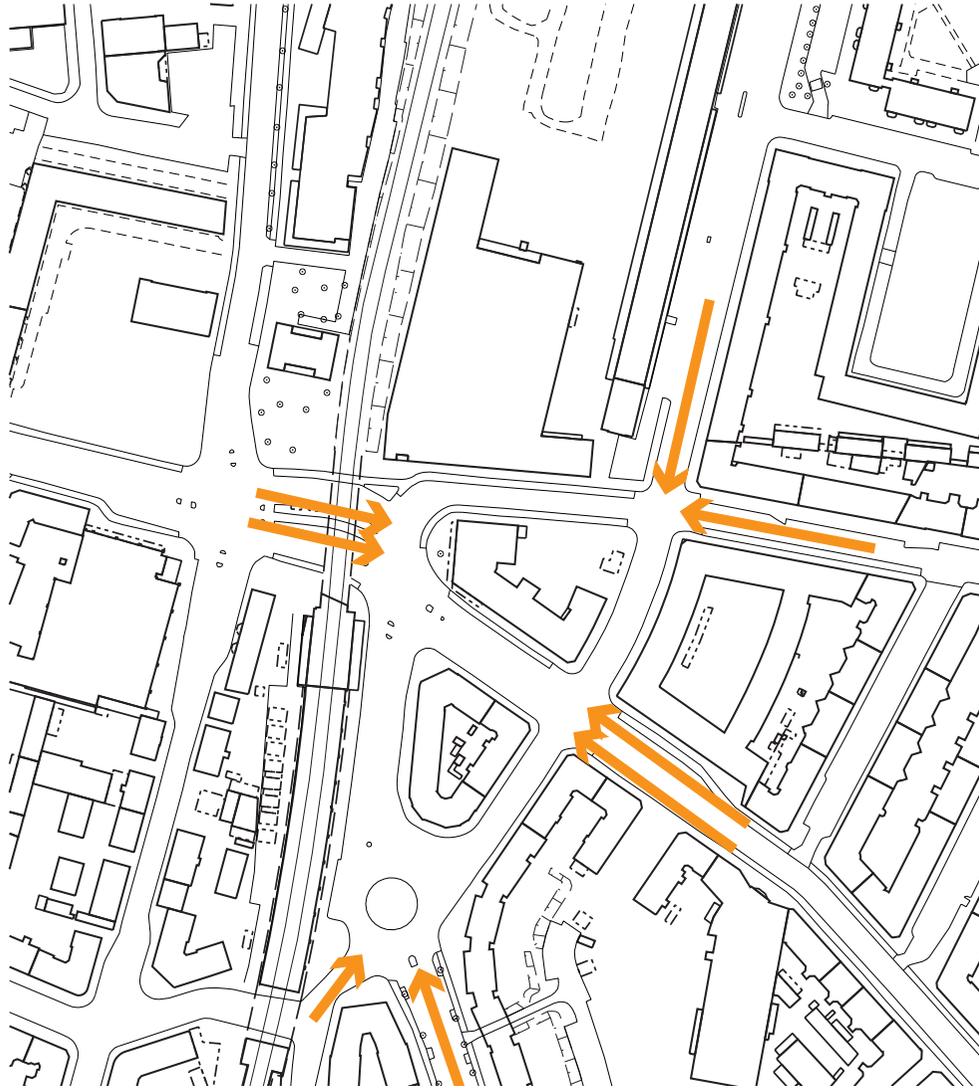
edges

with the 5-6 storey buildings and the elevated rail the sites are clearly defined spaces in the city bounded by shopping facades in the 1st floor and apartments above



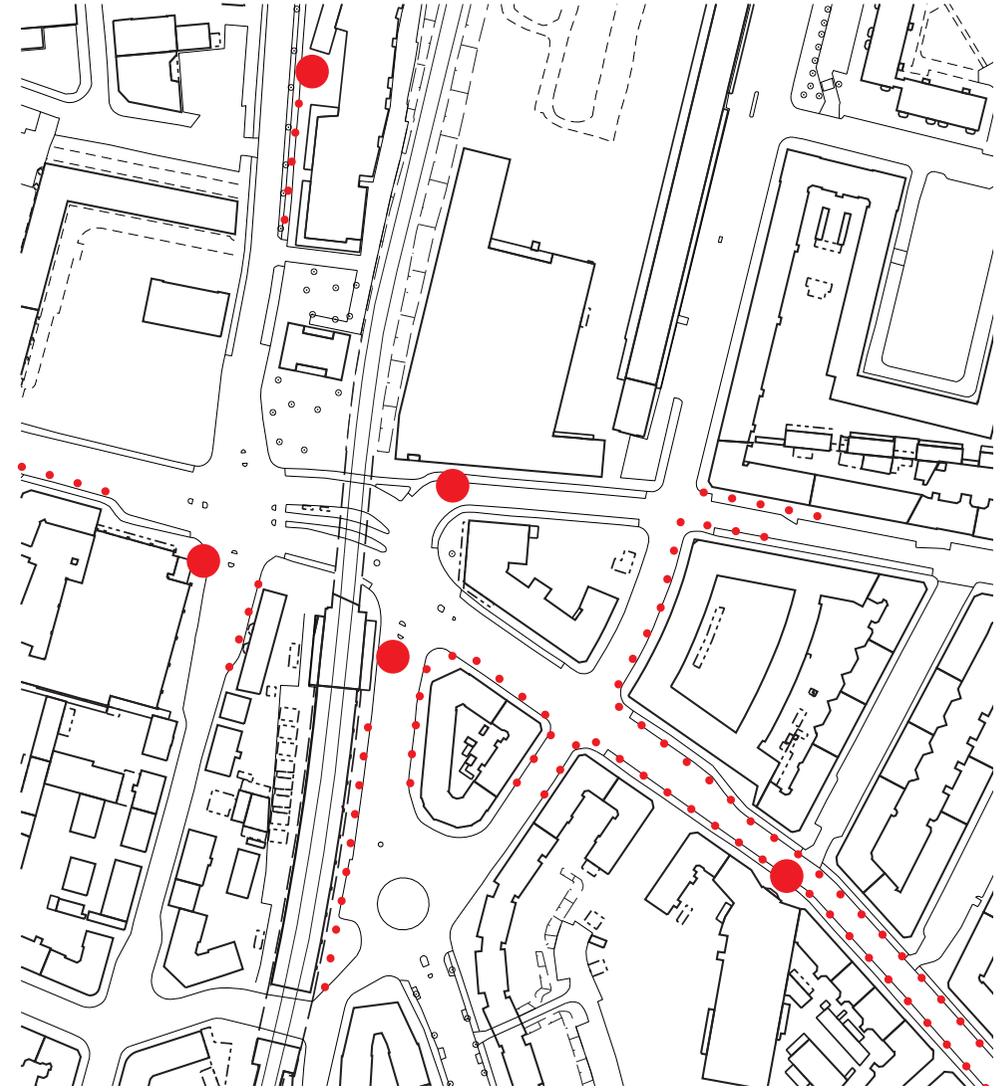
recreational and unused spaces

the area has only very few unused brown fields and a single square or ceremonial space and there are only few green areas and these are "private"



approaches

the approach to the area is clearly divided into four entrances; frederikssundvej, nørrebrogade, south via Folmer Bentsens Plads and from Mimers Kvarteret in north with the highest percentage most likely coming along nørrebrogade



shopping facades

the red dots indicate shopping facades with the large ones indicating larger stores entrances and the entrance to the s-train station

a metro station

approach and design of metroselskabet

The Metro's main architectural idea is to have a simple and easily understandable station in which there is only the function of transportation to focus on. This means the flow is the important actor in what they call a "choreography". It is the movement of humans they focus on in these stations. The human touch is also the basis for the idea of drawing daylight into the deep of the station. It is to create a space of varying light with the softness and warmth of the daylight, making the space more comfortable. The escalators become a symbol of this being the main elements of the multistorey spaces they cut through as the flow through the daylight.

Designwise the stations use the same principle of simplicity combined with the sensible Nordic traditions for architecture. From the surfaces to the clock hanging over the escalators the stations are basic and to the point in an easy comfortable design.

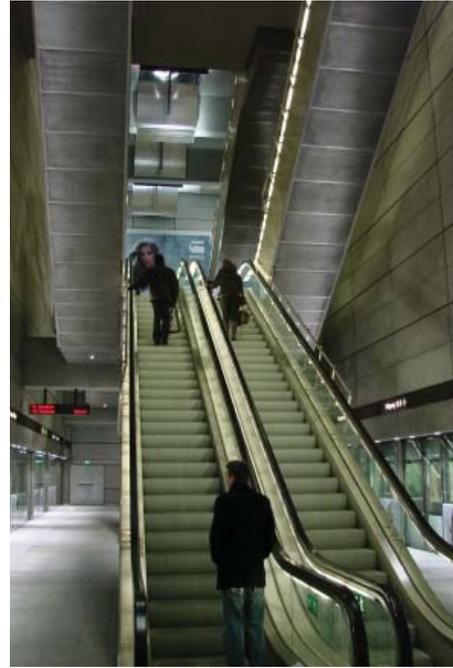
The new City Circle Line will take up many of the old values and approaches from the existing metro. This means that flows, building methods, thoughts and architecture will remain very similar if not the same. The idea is to make small modifications to the station design according to lessons learned from the existing stations. The changes will be in details and what the overall concrete geometry needs of adaptations to fit into the cityscape.

It is very safe to assume that the new stations will be very much like what we already know from the metro. There will be incorporated variation throughout the system making the stations more individual and the information will be given in more hi-tech ways as a way of showing that the Metro really is the best of the best. Most of these changes will be to the design envelope rather than the overall layout. The new stations will be deep stations in varying depths.

Concerning the effect on the surface in the city a new emphasis is put here to ensure that the stations become part of the cityscape.



information on concourse level



the multistorey space



natural light intake



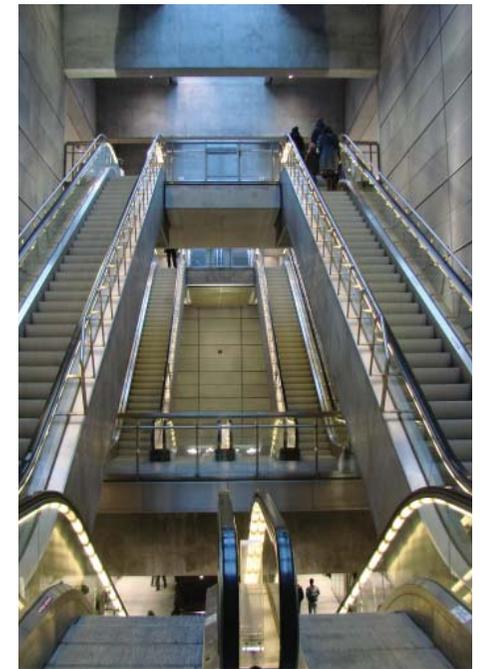
flintholm station where the metro crosses the s-train



detailing of the surfaces



kongens nytorvs public space



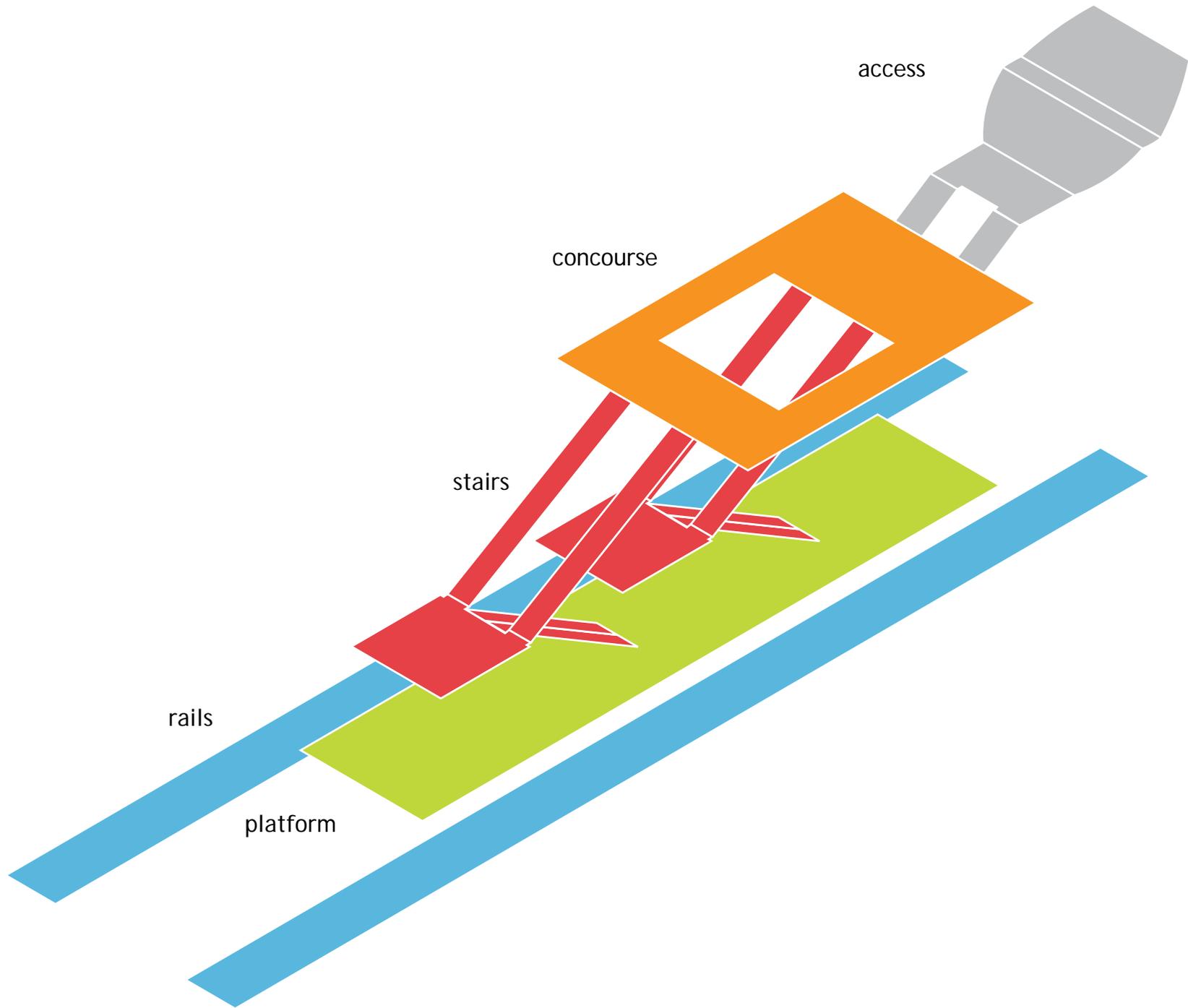
the escalators

a metro station

lay-out of a deep station

For the standard deep station in the system, the principle of the station is as shown on the right. It has a main stair leading down to a concourse with ticketstands and information. This concourse is right below the surface and is where stations like Frederiksbergs and Kongens Nytorvs Station are connected with shopping centres. From the concourse two sets of escalators lead down to the platform the first being the way up and the second leading down. The platform is an Island platform meaning the rail tracks passes on the sides of the platform making the escalators and space more effective. This way of organising the station secures a flow through the the sun-lit space and because of the this concept makes the whole system of station very easy readable.

On the new stations it is intended that the depth of the station is less than the existing deep stations. This is intended to ease the flow of the station as they will be closer to the street level. Thereby will the height of the whole station also be reduced.



city circle line

as it is has been suggested

The City Circle Line(City Ringen) is a huge project. It is considered the largest project in Denmark since the second world war when the Atlantikwall was built on the western coast of Jutland. It is set to be completed by 2018 where it will open with a 15,5 km stretch of rail under Copenhagen, linking 17 new stations of which 5 will be linked to existing s-stations, regionalstations and metrostations. It will connect Brokvarterne(Nørrebro, Vesterbro and Østerbro), City and Frederiksberg. The whole ride around the ring will take circa 24 minutes, but as trains will go both ways the maximum journey will be 14 minutes.

Ever since the city circle was suggested first time it has raised protests in some of the areas where the stations will be located. The most controversial have been the stations at Frederikskirken(Marmorkirken) because it at first was placed in front of the church and required dismantling of the church while the construction took place, and at Gl. Strand where citizens fear a popular public space will be affected too much. But other stations have been controversial since they are placed partly on a cemetery or will block a whole street during construction. During the construction of the existing Metro Lines the same kind of controversy was met. But since the completion there have been very few complaints. In the end the goal justifies the means. Metroselskabet understands the importance of the city circle and realise that by the completion people will look forward to the comfort it gives.

The City Circle touches new areas of the city binding five very different areas of Copenhagen together. Vesterbro is an old poor area with especially young people who could only afford living there, but has now become a more hip place as the students have got employment and thereby more money. Frederiksberg is a city within Copenhagen with villa areas and city centre and is one of the wealthier areas in the capital. Nørrebro is the multicultural area in Copenhagen with almost 50 % of the inhabitants being of foreign origin. Østebro is a mixture of workers area and one of the wealthiest areas in the city. Copenhagen City is the financial and touristic centre of Denmark. The city circle will in this way bind areas in a new way. The presence of the metro will be cultural, social and practical.



numbers

Nørrebro Station:

Current commuters number: 7.500

Metro Station commuters: 16.000

Basar Site:

site area: 2.458 m²

shop area: 1.100 m²

Copenhagen commercial numbers:

Average shop revenue per m²: 42.000 kr

Area of shops that will be removed: circa 3.100 m²

Roads:

Bicycles on Nørrebrogade: 30.000 per day

Cars on Nørrebrogade: 22.000 per day

Cars on Mimergade: 18.000 per day

Cars on Borgmestervangen: 10.000 per day

8 buslines

Demography:

Inner Nørrebro: 31.190 inhabitants

Outer Nørrebro: 41.718 inhabitants

Nørrebro: 72.908 inhabitants

Size: 2,9 km²

Density: 25.141 inhabitants per m²

Nordvestkvarteret: 44.177 inhabitants

users

Being a commuters station in the middle of Copenhagen the station on Nørrebro is already serving a wide range of people, from professionals to school kids. The interesting aspect of the users is not the age and their profession but rather their background. The area is composed of the highest density of immigrant families in Denmark, with half the inhabitants on Nørrebro being immigrants. Being a housing areas with only few larger work places in the area most of the current commuters are leaving the area to go to the city centre or other areas with work places or schools.

One of the thoughts about the users is that while being transporting everyone is transformed into the same mass of people that will go along a fixed route to reach a destination, people aren't defined during the transportation as nothing more than commuters and numbers. This is an approach that will be dealt with in the project. How people interact, meet, experience and act and do.

With many of the people living in the area crossing the streets and using both the shops, supermarkets and the public transport from this site there is also a potential in a group of users known as consumers. A number of shops will be removed to make way for the new stations thereby leaving a group of consumers plus the shop owners that will need new facilities and shopping possibilities.

The rough nature of some Nørrebro groups and their influence on the city through vandalism, violence and graffiti creates a subgroup that requires thought on the solutions concerning safety and robustness.

The interesting in an area like Nørrebro is the many different cultures that meet and interact and cross each others paths everyday. But it isn't just about the users and what they do and how they use the stations and surrounding area. It is also about making this particular project open and usable to people in the area.

constructions

preliminary thoughts of references

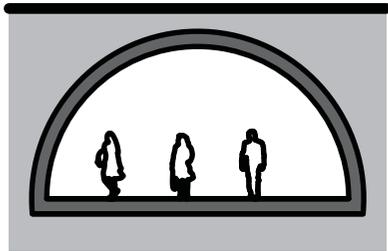
Digging underground there are several references to look into. When the Metro was built in Copenhagen the principle of having several small station made it easier to fit the construction sites into the city scape. Along with the idea of having daylight inside the stations this led to the decision to use the so-called cut-and-cover mentioned in the prior chapter.

Reference projects for how to deal with going underground are for instance London Underground which got its popular name "the tube" from the circular tunnels the trains travelled through under the city. This solution has become a common solution for tunnel drilling with the circular shape supporting itself. This is also used in the existing Copenhagen metro system for the tunnels, where it has been used as part of the attraction.

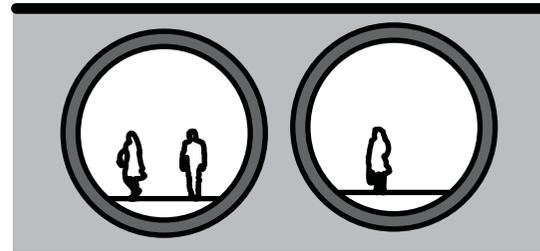
In Moscow the principle of a arched tunnel is used, in extravagance even. The arched frames are articulated and richly decorated. The London Underground uses the same principle in the larger underground corridors to create enough space.

In modern stations around the world like the Metro where the platforms arent placed particularly deep the cut-&-cover principle is often used with a solid wall working as vertical support with beams supporting the roof. In some places the column has been used as decorative elements or simply to deal with vastness of the station, like Canary Wharf Station in London.

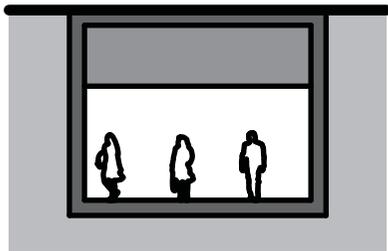
With the cut-&-cover principle it is also easy to produce the type of space one desires by using different structural elements.



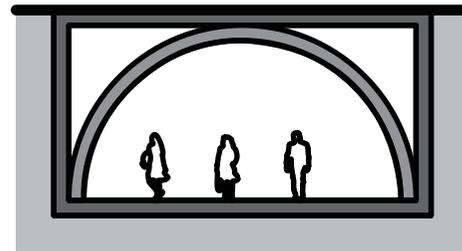
arched



drilled circular tunnels



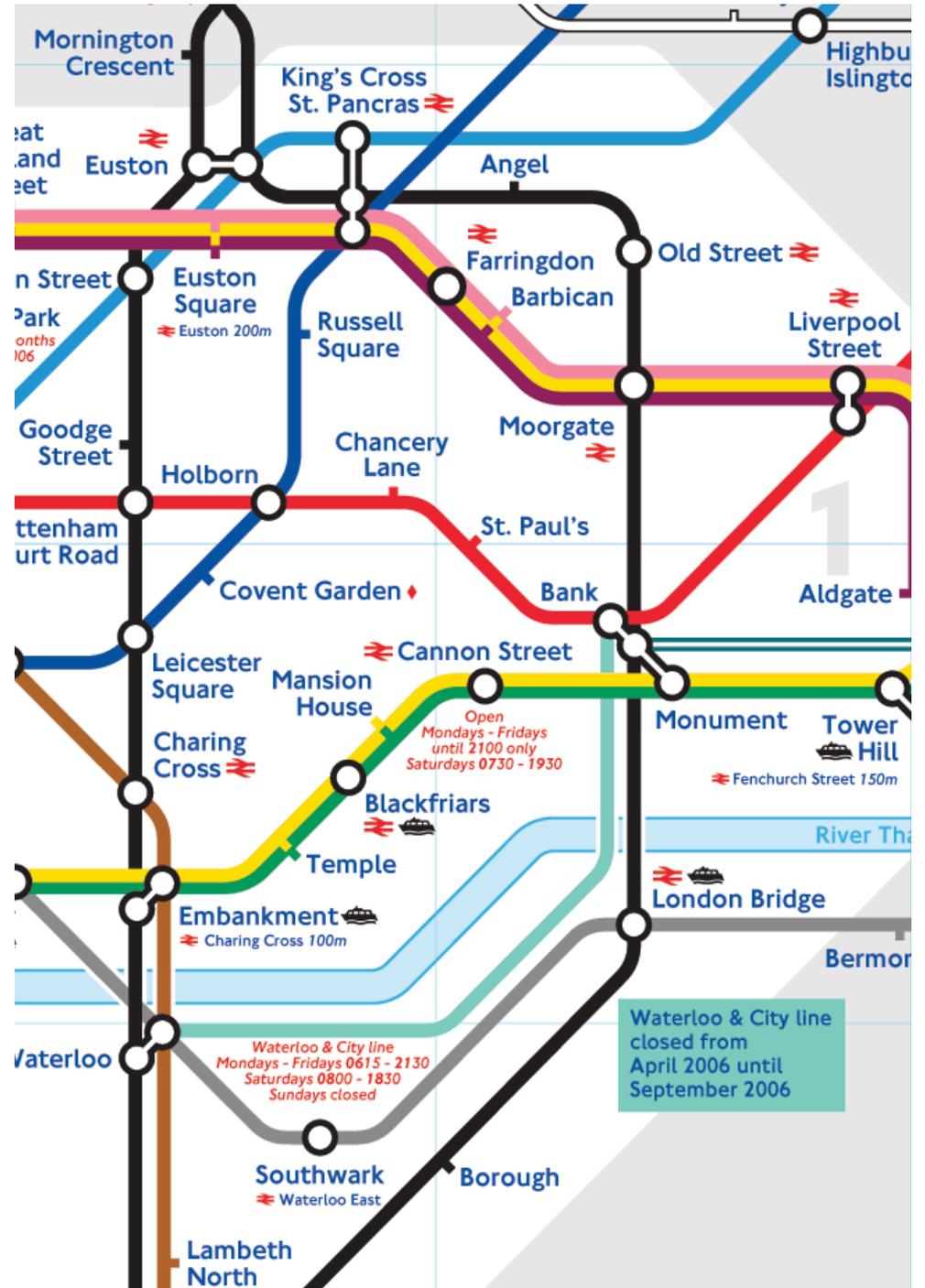
column + beam



column + beam + supporting frame

inspiration

metros and subways





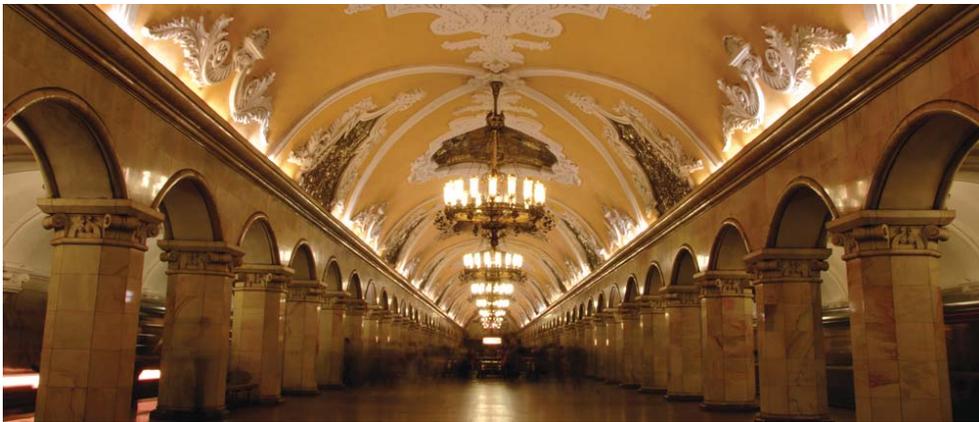
paris metro - use of space - flickr.com



canary wharf - entrance - flickr.com



notting hill gate - arched recesses - flickr.com



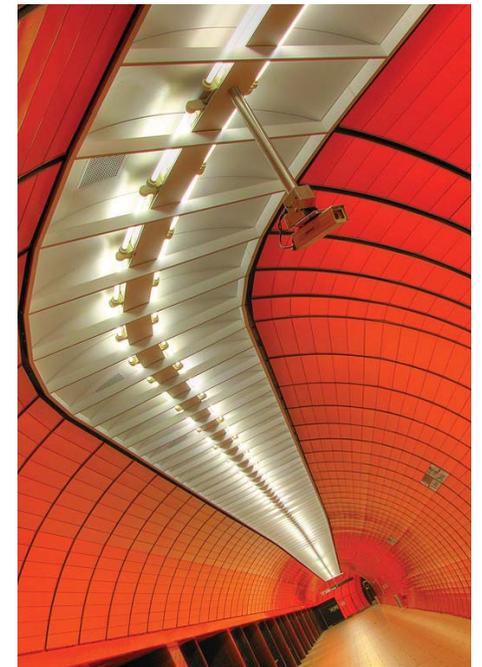
moscow metro - decorated corridor - flickr.com



london underground - tube shaped platforms - own



münchen u-bahn - decoration - flickr.com



münchen u-bahn - memorable flow - flickr.com

assumptions

It is assumed that there will be an infrastructural hub on the Basar Site next to Nørrebro Station. This means a hub with buslines and a metroline going to Herlev and Gladsaxe. This also means that it is assumed that 1.100 m² of shops disappear from this site.

It is to be assumed already that the metro station will change the use around Nørrebro Station making Folmer Bendtsens plads into a one-way bus lane and that the shops under the rail can and will be changed and reduced in size removing up to 2000 m² of shops. In the proposal from Metroselskabet an escalator is also added on both side of the platforms, which makes it justified to assume an addition to the listed Nørrebro Station is in order on the platform.

It is also assumed that the project is able to stop traffic on Nørrebrogade for a period, in order to make the project.

limitations

This project although dealing with stations that basic will be copies of the existing metro stations with some modifications wont go into a great deal of details concerning the stations as it will be focusing more on the transit between the platforms of busses, s-trains and the metro as well as the access to these and the functions surrounding it.

One of the main practical concerns with building the Metro is the soil conditions in the different areas of the city. Something that requires loads of drillings and analysis before designing and planning. This is a subject that wont be dealt with in this project as it plays little to no importance in this project.

Economy isnt a point that will be dealt with in this project either. It might deal with some overall considerations to prices but no calculations will be done.

The technical focus for this project will mainly be on structural solutions and natural lighting with less focus on acoustic and indoor climate and energy consumption.

goals project

The goals for the project is to deal with a busy metro and s-train station and the different connections it has to the city therefor a clear and easily understandable suggestion is to be proposed at the end.

The goal for the combined project is to have a connection with the S-train station, a structure of some sort on the Basar Site living up to the local plan, a connection between the coming two stations and the two stations being revised and integrated in this proposal too.

The goal for the technical aspects is to create a project with a structural system integrated in the expression and lay-out.
For the light it is a goal to draw the light into the project to ensure a connection with the outdoor as well as soft comfortable light inside.

It is hoped to reach a solution that will be spatial interesting, an experience for all users and safe and comfortable to be in.

technical

The project is intended to touch the technical aspects of utilising daylight and creating an integrated solution to the structural aspects of the project.

Concerning daylight the metro already has examples and ways to draw natural light into the stations, in such a way it is almost intergrated with the artificial lights that has the same quality as the daylight.

This project will approach the subject in the same way, using the natural daylight in the proposal in a combination with artificial lights for a more secure and interesting environment.

For the structural development of the project an emphasis on the form will be given so the structural elements become an integrated part of the architecture and help creating the architecture. In the entirety of the project this will become an excersise in utilising the structure of as spatial and formal elements within the limited space and shapes the project will have.

my project

my take on the project

My personal experience of the Metro and metros around the world along with the writings of Ole B. Jensen is what I will base the project on.

My experience of the Metro is that it is a clean and strong addition to the city, with a clear architecture that in no way confuses the users. It is design for one simple purpose. It is something that in other metros have become more engineering than designing and these stations is a good attempt to use the logic of engineering and the experience of architecture.

The large open sunlit space creates an impressive spatial sensation under the ground, but remains a clean functional and logic space.

With the values and ideas wanted for the stations the design works well. But I find that the systems lacks some variation and some personality. The design is every clean and solid. But each station is like the next. This might be because of this modular approach with the same concrete geometry created all along the lines. But even within these geometries there are space to create variation and create something unique and interesting for the users. It seems like the network has been considered one big project rather than each station being treated as a building and experience in its own. And as such this probably work as a huge system of spaces and the trip in the metro as the main expression. In this way it seems like it attaches to the city. Where it an elevated rail it is placed down as a strange element in changing and variating landscape. Where it goes underground it sticks its head over ground in public spaces make a very little presence, very detached fromt the city. It just touches the city slightly without making a real impact on it. And the other way is much like this, with the presence of the city hardly making an impact on the system where it goes underground.

As mentioned by Metroselskabet it is also important that one dont look for things to put in the stations to create a connection with the city. It has to be subtle, especially when the concept is the grey simpleness the stations have.

So one of the approaches I think of is that the presence of the station is larger in the city, that the staion becomes part of the city and a node in the city to guide from or by. In the stations it is important to respect that the stations on the City Circle Line will have the same fundamental shape and design as has been show in the existing stations. So one way of doing it can be to look more the experience sorround the stations and how people approaches the station at its location. And respect the pressures and conflict with the city and its inhabitants. The cultural background of the area will be a factor in the approach to the design and the use, taking in references from the culture of the area as well as other metros.

design

specifications

individual shop area: 200 m²
Basar Site footprint: 500 m²
site density: 150 %
height of Basar Site structure: 10 m
general maximum height: 24 m
street level: + 8,2 m
metro platform level: -11,46
raised ground level(flood protection): 70 cm

public space
traffical space
passage space
recreational space
experience space
service space

integration of structure in design
integration of light in design
integration of area functions in design

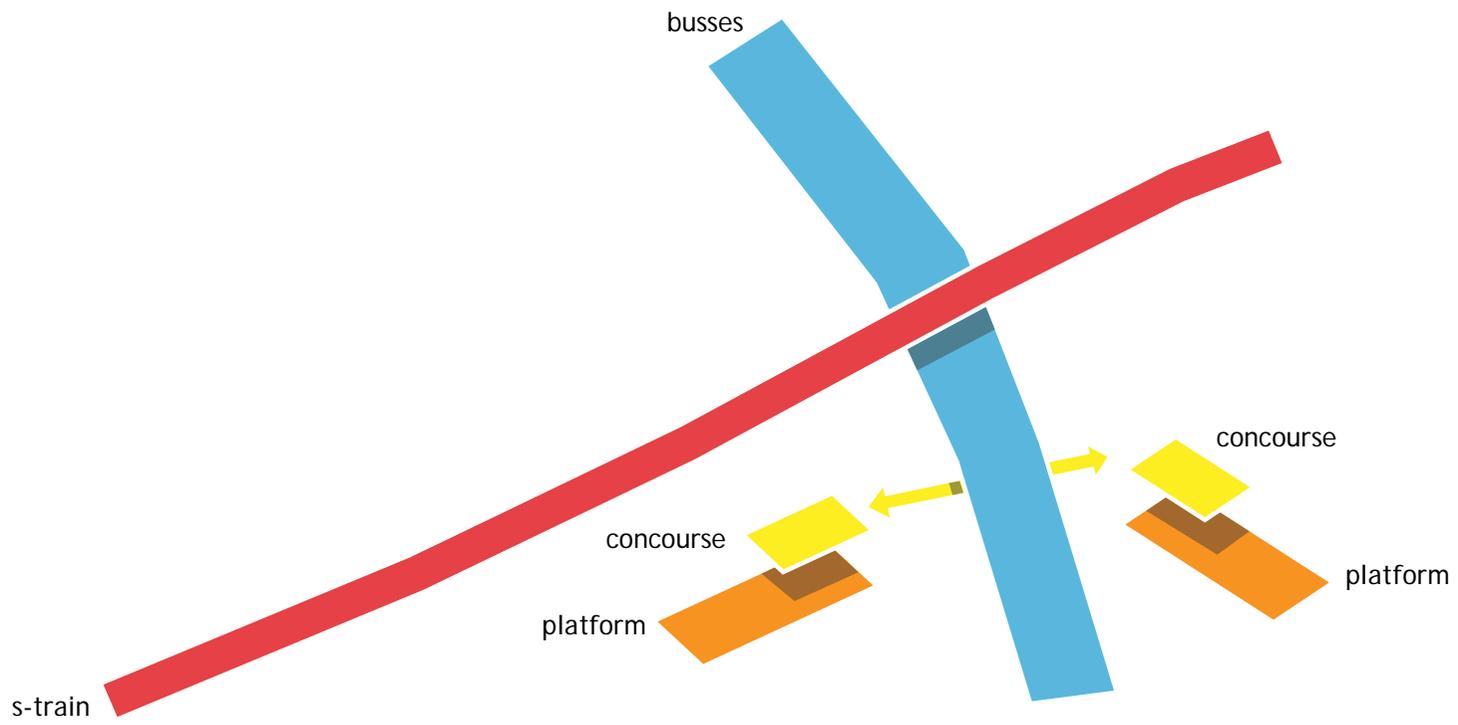
open for various uses according to the inhabitants/users
interesting experiences no matter who you use the space
flexible for different uses
safe design
linked to the outside - physical, aesthetical and mentally

project formulation

The project is to end up in a proposal for the connection between the new metro stations at Nørrebro Station focusing on the areas various cultural backgrounds and colourful history as ways of solving the issues of building underground and on the different modes of transportation people will find them selfs in.

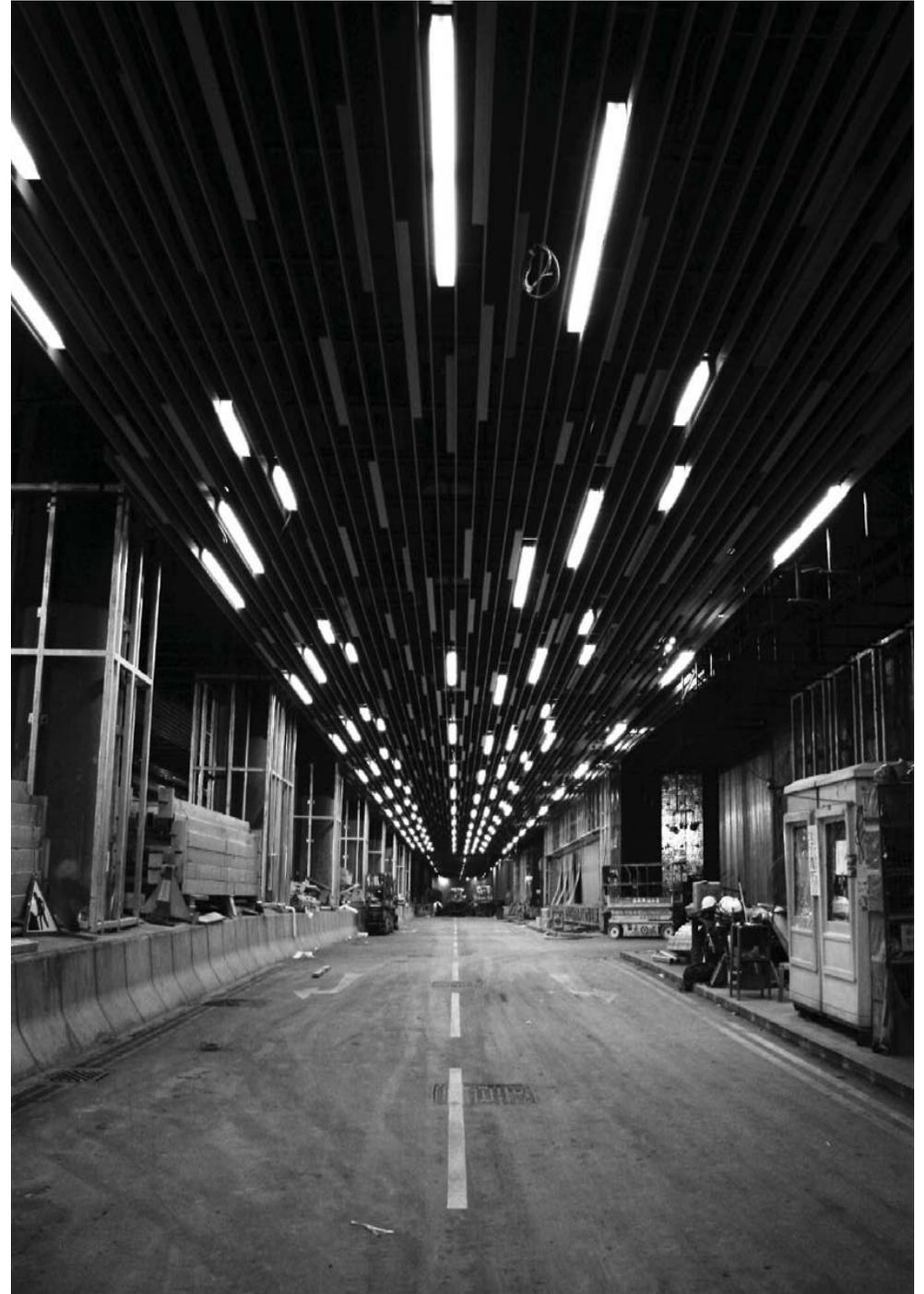
The proposal will be an underground connection with emphasis on creating an interesting experience of the underground environment which the users will be part of more than just being in a transportational system. This connection is to contain various functions that will be removed from the street level, as well as new functions that will serve the inhabitants and comuters of the area. Therefor the connections between the underground and the various street functions such as Nørrebro Torv, Nørrebro Station and the bus terminal will be important elements.

The goal is to create a functional space that brings something both to the experience of traveling and to the neighbourhood.



inspiration

space and experiences



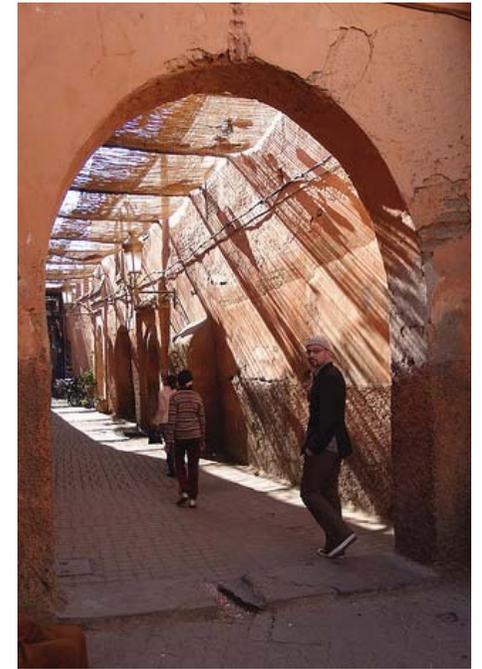
tunnel in Hong Kong - flickr.com



wall on nørrebro - flickr.com



marrakach souk - flickr.com



marrakech souk - flickr.com



rotterdam underground shopping & station - flickr.com



example of lit corridor - flickr.com



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northern station program



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