

## FAQ's

### **1. How does Norman Foster view a project? How does he begin looking at it? Explain with example.**

Stansted Airport challenged all the rules of airport terminal design. It went back to the roots of modern air travel and literally stood conventional wisdom on its head.

"For inspiration we went back to the early days of aviation, when life was very simple. You walked towards the aircraft, and when you returned you walked towards the road. You did not need complex signage systems. Would it be possible, we asked, to rediscover that clarity, given the complexity that generally constitutes the airport as we know it today?"

As said Norman Foster

### **2. Explain the Stansted Airport, UK with details.**

Stansted Airport challenged all the rules of airport terminal design. It went back to the roots of modern air travel and literally stood conventional wisdom on its head.

Stansted attempted to recapture the clarity of those early airfields, together with some of the lost romance of air travel.

From the traveler's point of view, movement through the building is straightforward and direct - there are none of the level changes and orientation problems that characterize most airports.

Passengers progress in a fluid movement from the set-down point through to the check-in area, passport control and departure lounges, where they can see the planes. From there, an automated tracked transit system takes them to satellite buildings to board their aircraft.

This degree of clarity was achieved by turning the building 'upside down', banishing the heavy environmental services usually found at roof level to an undercroft that runs beneath the concourse. The undercroft also contains baggage handling and was able to accommodate a mainline railway station, which was integrated into the building late in the design process.

Service distribution systems are contained within the 'trunks' of the structural 'trees' that rise from the undercroft through the concourse floor. These trees support a roof canopy that is freed simply to keep out the rain and let in light.

Entirely day lit on all but the most overcast of days, the constantly changing play of light gives the concourse a poetic dimension and also has significant energy and economic advantages, leading to running costs that are half those of any other British terminal.

Energy efficient, environmentally discreet within its rural setting, technologically advanced yet simple to use and experience, Stansted has become a model for airport planners and designers worldwide.

### **3. Explain the Renault Distribution center with details.**

The Renault Centre has been described as the practices most playful structure. The Centre was commissioned as the French car manufacturer's main UK distribution facility. In addition to warehousing, it includes a showroom, training school, workshops, offices and a staff restaurant.

This is housed within a single enclosure supported by brightly coloured tubular masts and arched steel beams, forming a striking silhouette within its surrounding landscape. The structural system that repeats itself to form this external outline is based around a 24 by 24 meter bay a much larger than usual planning module developed so as to maximize the planning flexibility of the internal spaces.

This expansive horizontal span is combined with an internal clear height of 7.5 meters, allowing the Centre to accommodate a range of uses from industrial warehouse racking to its subdivision into office floors. Enveloped by a continuous PVC membrane roof, pierced by glass panels at each mast, the building is also stepped at one end, narrowing to a single, open bay that forms a porte-cochere alongside a double-height gallery.

As much as its internal spaces, however, it is the buildings almost festive Renault-yellow skeleton that gives the Centre such an identifiable character. Significantly, this created such a memorable image that the building, alone among the company's facilities, did not need to carry the Renault logo.

In fact it is so closely associated with the brand that for many years Renault used it as a backdrop in its advertising campaigns.