

portfolio
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architect



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experience

Virtuarch, Bangkok

project manager 2022

United Nations NMEC, Bangkok

concept, design, execution for the new main entrance building

El Mercado S39, Bangkok

concept, design, execution and construction supervision of a restaurant

Atelier Raf Listowski, Paris

2018 - 2021 project manager

Rungis Evenements, National Market of Rungis

design, execution and construction supervision for a public building

Air France KSP, Charles de Gaulle airport

concept, design, execution and construction supervision for an industrial maintenance workshop

Air France lounge EK, Charles de Gaulle airport

concept, design and building permit for a business lounge

Conseil Général du Val-de-Marne

creation of a masterplan

Chambertin, Montrouge

concept, design and building permit for the rehabilitation of office building

architecture competition, Bessancourt

for a social housing project

«Construire à grande échelle»

2018 publication

illustrations for the publication of Mathieu Mercuriali's thesis

Mathieu Mercuriali Architecte, Paris

six month internship 2016

illustrations for the publication of a thesis and articles, research housing concepts, public facilities and competitions

Grupo Darwin Arquitectura, Buenos Aires

two month internship 2013

research and conceptualization for public facilities and micro-architecture

academic

architecture degree

2015 - 2017

École Nationale Supérieure d'Architecture de Versailles
supervised by Ido Avissar and Philippe Potié

Bellastock, ephemeral architecture festival

La ville des Terres participant, 2017

Greenwashing volunteer, 2013

Le Grand Détournement participant, 2012

workshop Teheran-Paris

second semester 2016

University of Teheran

master 1 scholarship Buenos Aires

2015

Facultad de Arquitectura, Diseño y Urbanismo

architecture undergraduate degree

2011 - 2015

École Nationale Supérieure d'Architecture de Versailles

baccalauréat STI applied arts

2009 - 2011

Lycée Polyvalent Albert de Mun, Paris

individual contractor

building, Epinay-sur-Seine

2022

design of a commercial space and three apartments

M&J, Ile-Saint-Denis

2019

rehabilitation and elevation of co-owned property

extension, Cantal

2017

design of a house extension

other

Coté Sushi, Ile-de-France

2014- 2018

restaurant manager

Domaine Roulot, Meursault

2012-2013

grape picker

volunteer

Hirondelle de l'Avenir, Tourou, Benin

one month 2011

support children in various villages

La Ciotat

one month 2010

support firemen

scout de france, Paris

2009-2013 leader for children in scout de france

1998-2011 scout de france member

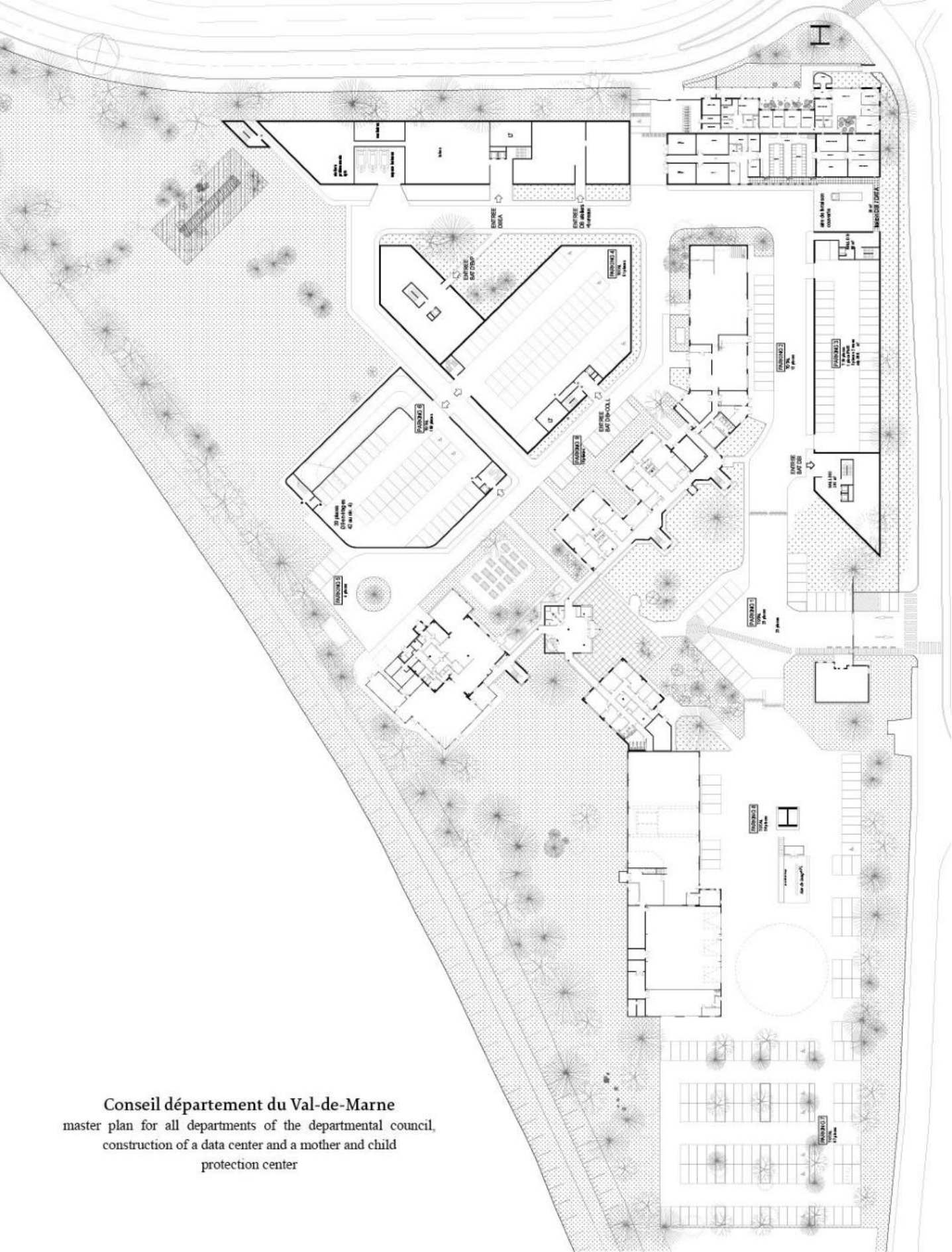
skills

autocad + + + + +
rhinoceros + + + + +
sketchup + + + + +
artlantis + + +

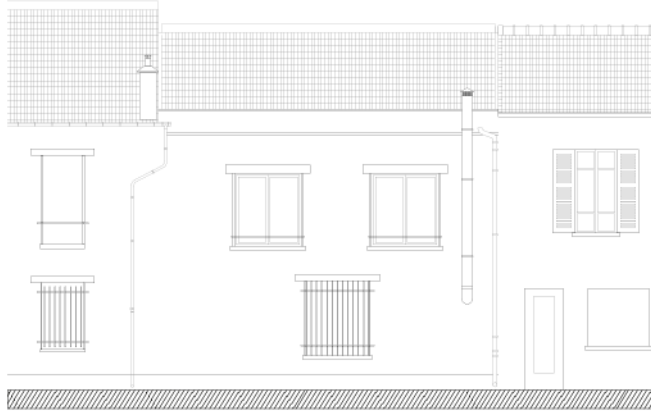
photoshop + + + + +
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english + + + + +
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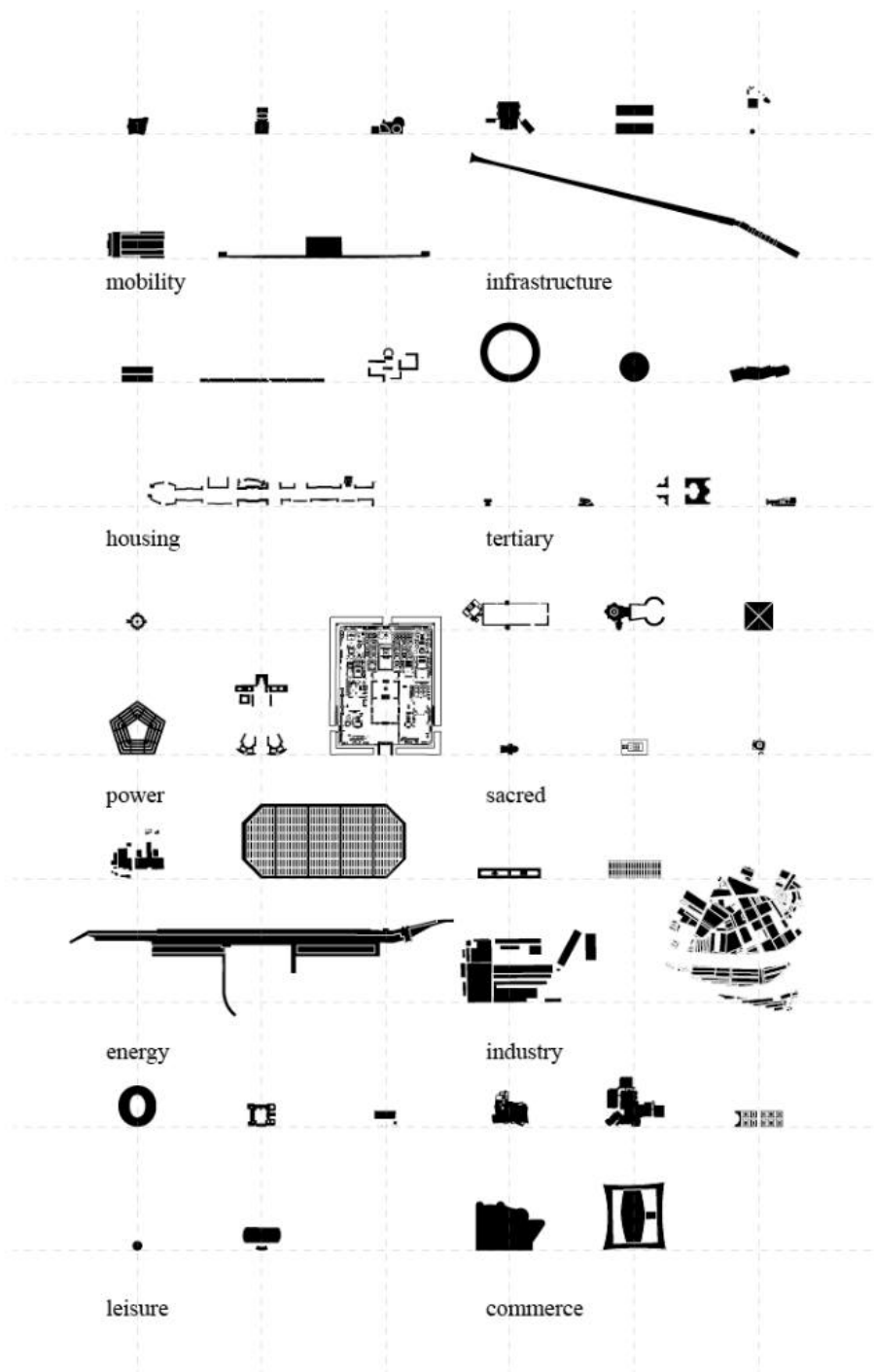
Conseil département du Val-de-Marne
master plan for all departments of the departmental council,
construction of a data center and a mother and child
protection center



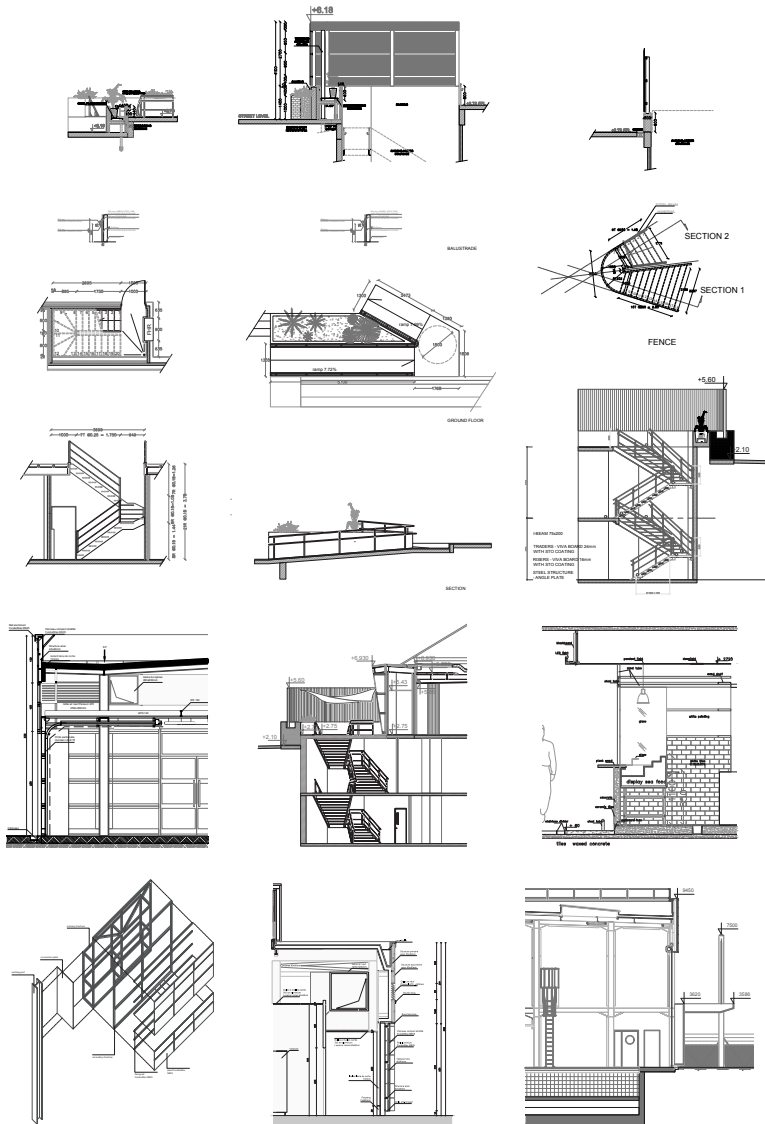
M & J, Ile-Saint-Denis
elevation of co-owned property and renovation of a duplex



Mediterranean infrastructures
article illustrations
the evolution of projects on the Mediterranean coast



Construire à grande échelle
 illustrative pictures for the publication of a thesis,
 the evolution of the infrastructures across different society



detail drawings



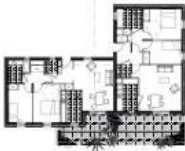
El Mercado S39, Bangkok
restaurant design
under construction



individual housing



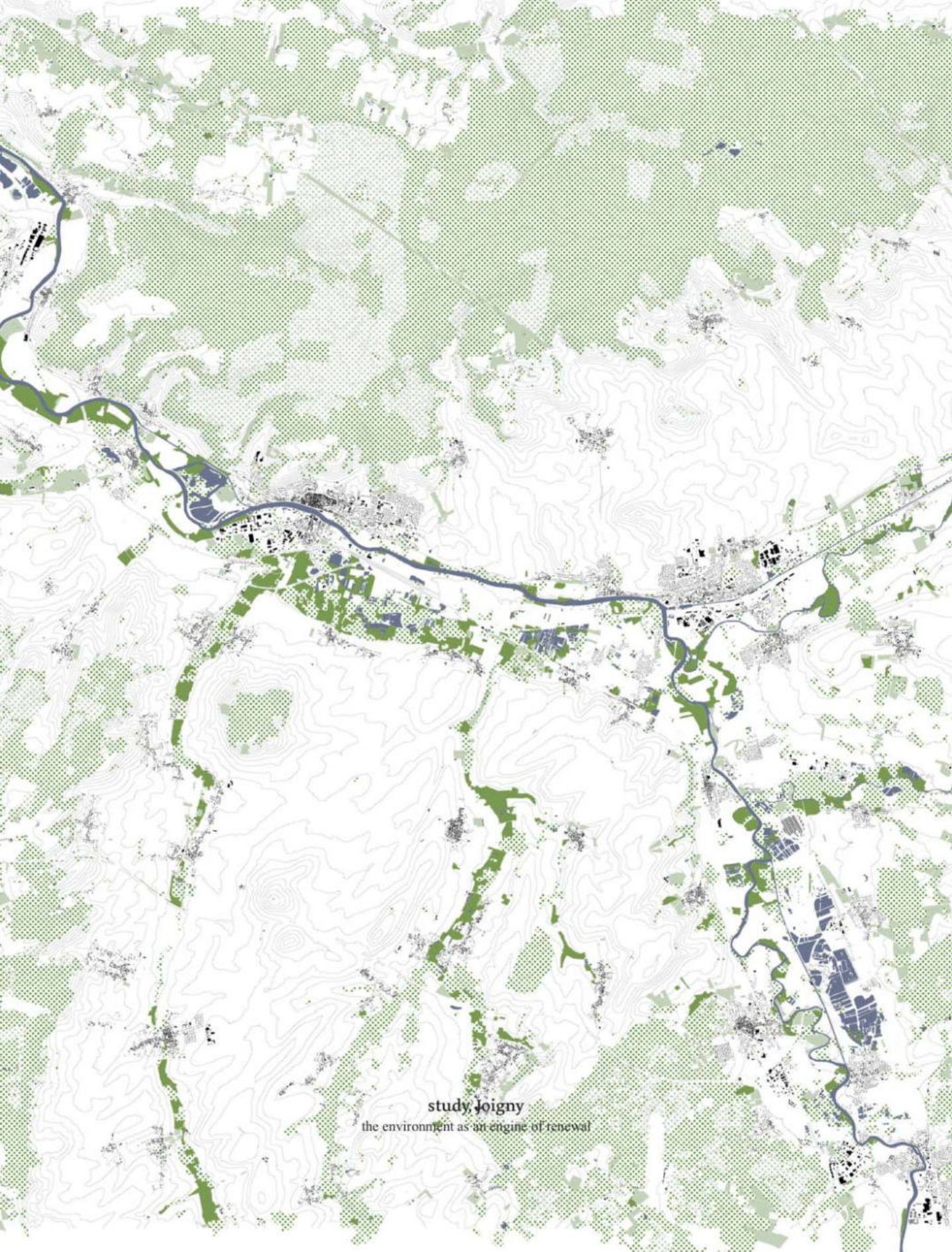
intermediate housing



collective housing



Sequens, Bessancourt
architecture competition
construction of 251 individual and collective social housing



study Joigny
the environment as an engine of renewal



NMEC

United Nations ESCAP, Bangkok

*construction of the new main entrance and flagpoles area
construction drawings phase*

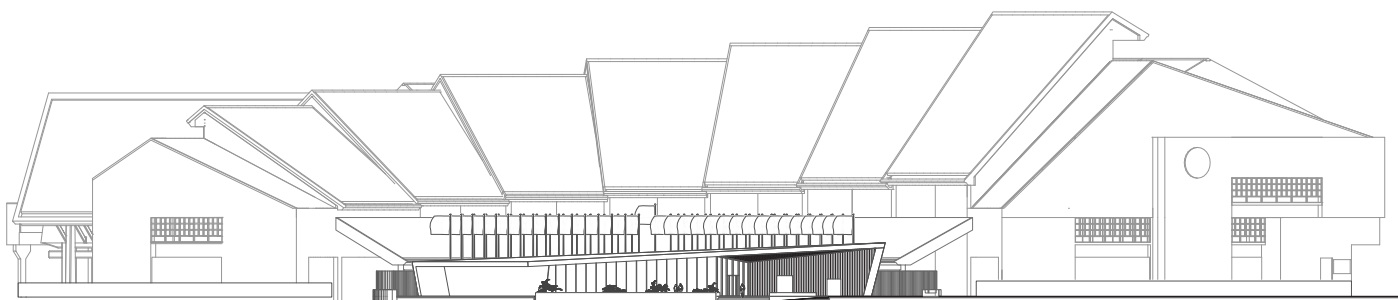
The Makkhawan new entrance is sculptured as a paper plane: this minimalist but strong shape confers a solid identity for the entrance while respecting the iconic UNCC building architecture, standing right behind its new gate.

The bright colour of the building skin impacts visual sensation under various light conditions. The wooden-like finishing interior at the wall and ceiling creates a warm sense while contrasting with exterior colour purity.

The covered outdoor space is divided into two parts. The front part acts as an extension of the new entrance hall. The rear part has a double function: to close the gap between the new entrance building and the UNCC and serve as a platform for the flag poles. The new entrance level is higher than the city footpath and is landed down on a podium made by UNCC basement parking.

The main hall is in direct contact with its surroundings thanks to continuous and large anti-blast windows. The operating rooms and indoor facilities are located at the rear and on the side of the building. This layout configuration allows a cathedral-like space at the entrance and centre of the building.

The Makkhawan new entrance building will be the new landmark for the UN campus while valuing the existing buildings and the surrounding.





Rungis Evènements

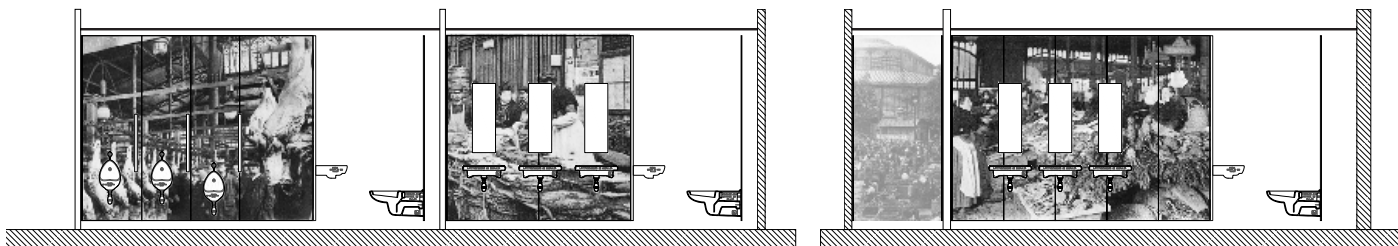
national market of Rungis, Cheviilly-Larue

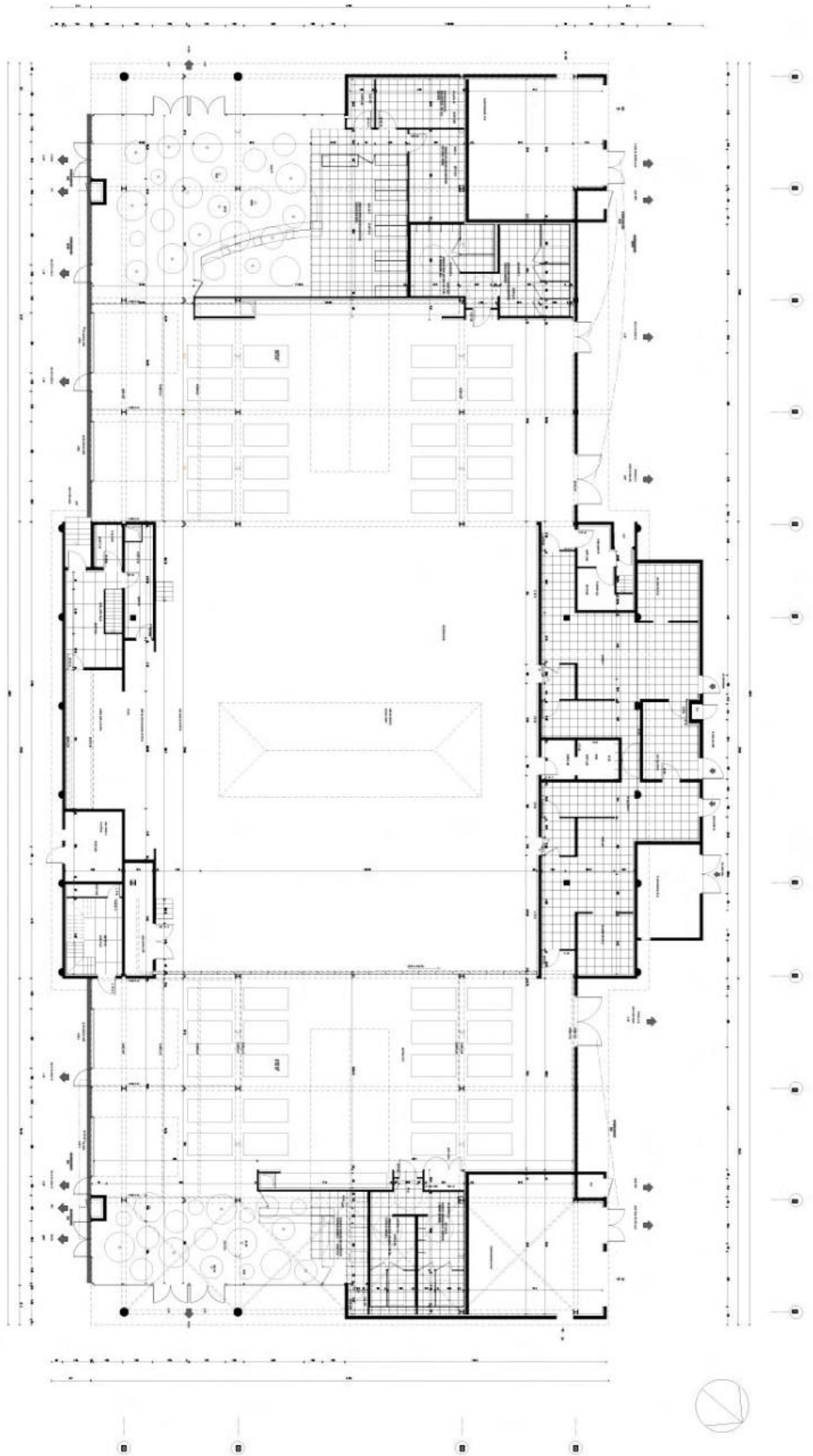
transformation and requalification of an event hall delivered

The building is a heritage of the Pavillons Baltards, a testimony to the former Halles de Paris, where the market was located before the move in 1969. It's located in the largest market in Europe near Paris and welcomes culinary events, shows and conferences.

Our response to the competition was to preserve this identity alongside opening the building to the outside, moulding it as a vitrine and a landmark for the public and the marketers. The central core was restored and the wings transformed: shortened on the NE side and hollowed out on the SW side. Inside, the space has been redesigned: a soundproof partition wall enables the space modular, can be divided or simultaneously depending on the size of the event. The service areas (caterer, backstages and control room) are preserved in the central body and the circulation is adapted allowing the rooms to be autonomous.

The air and electricity treatment system is taken over, allowing the management of one room, two rooms separately or the entire building, making its consumption more economical and sustainable.







picture from G. Copitet

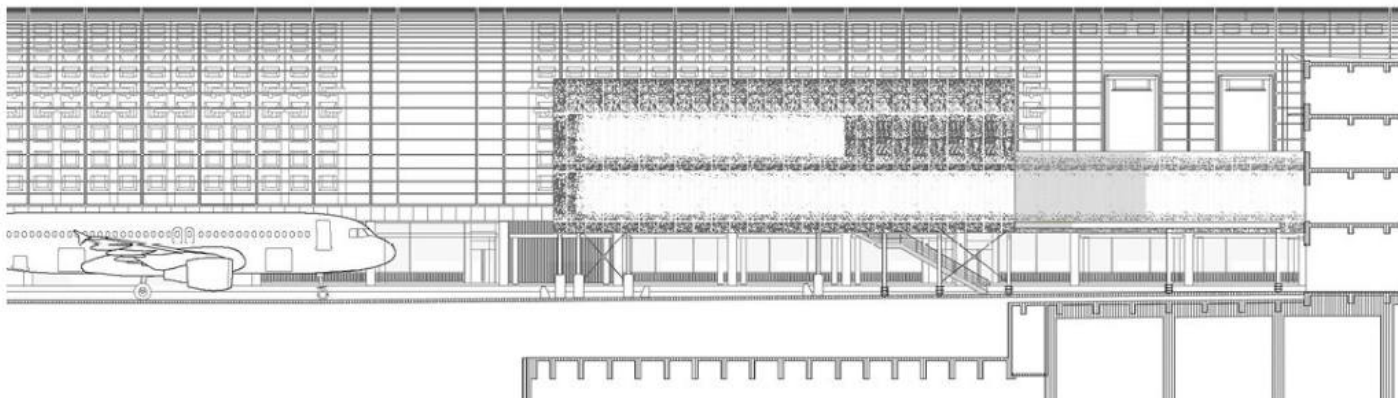
Air France, business lounge EK *airport Roissy CDG*

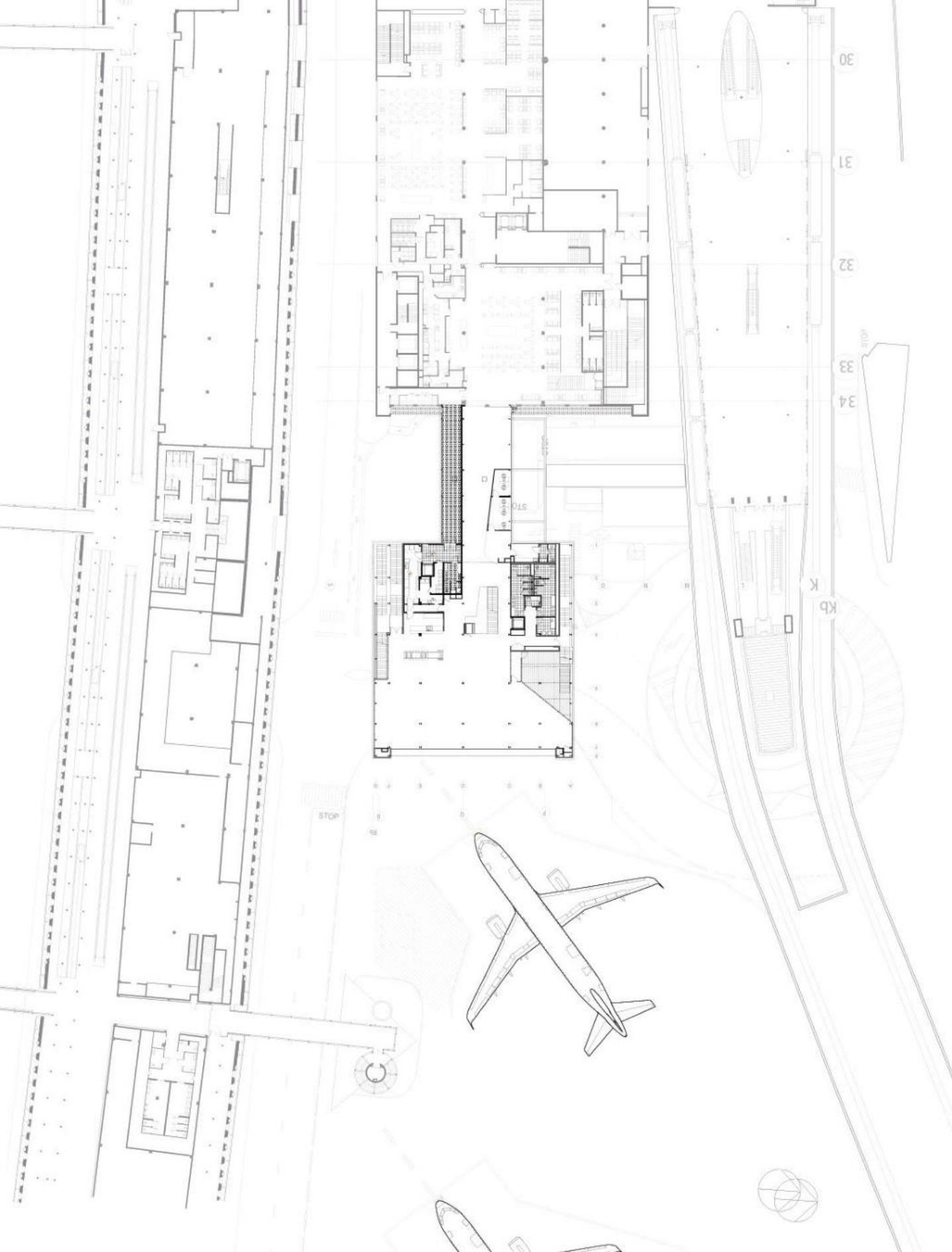
*extension of the business lounge
planning permit*

The project is an extension of the long haul lounge in terminal 2E. It is connected to the terminal by a long footbridge on the third floor and placed on stilts to not to interfere with the circulation of the baggage handling traffic below. In addition, the terminal's baggage sorting system is located in the basement at a height of 10m.

The grid of posts was defined to meet the requirements of the site and the program.

The footbridge is composed of two parts, one connects the main kitchen and serves the service area, the second part is dedicated to the passengers. They arrive in a free plan overlooking the tarmac to observe the planes. On the side facades, steel panels with custom-made perforations filter regulate the light and protect the passengers from outside sight. Opening as a louvre, they direct the view towards the aircraft parking areas.







Air France KSP *airport Roissy CDG*

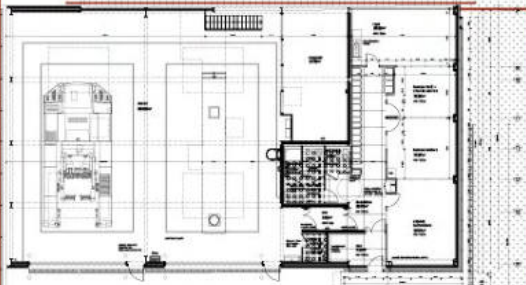
construction of an industrial maintenance workshop

The maintenance workshop repairs pushbacks and baggage tractors. Located on the edge of the tarmac, its strategic position reduces the distance to the aircraft and improves the repair yield so as not to delay the air traffic.

To avoid vehicles going through customs at each crossing and in agreement with Aéroport de Paris, we have requested to move the border. The building must to meet the requirements of airport standards, as well as all the parties involved during the construction period.



frontière déplacée



prise 400V/250A
climatiseur ACU
prise chauffante
prise SFC - 380V/125A
ACU ou Chauffante

- Voiture AMDE
- Voiture Responsable
- Voiture Leader
- Voiture Leader
- Trafic mecano
- Trafic mecano
- Trafic mecano
- Trafic mecano
- Trafic ASM
- Trafic ASM
- Trafic ingrédients
- Véhicule remorquage

frontière déplacée

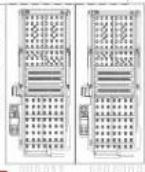
frontière déplacée

frontière existante

borne incendie existante

frontière existante

TAPS 6kva+TXL 737 - 12.5kva



TXL 838 - 10kva



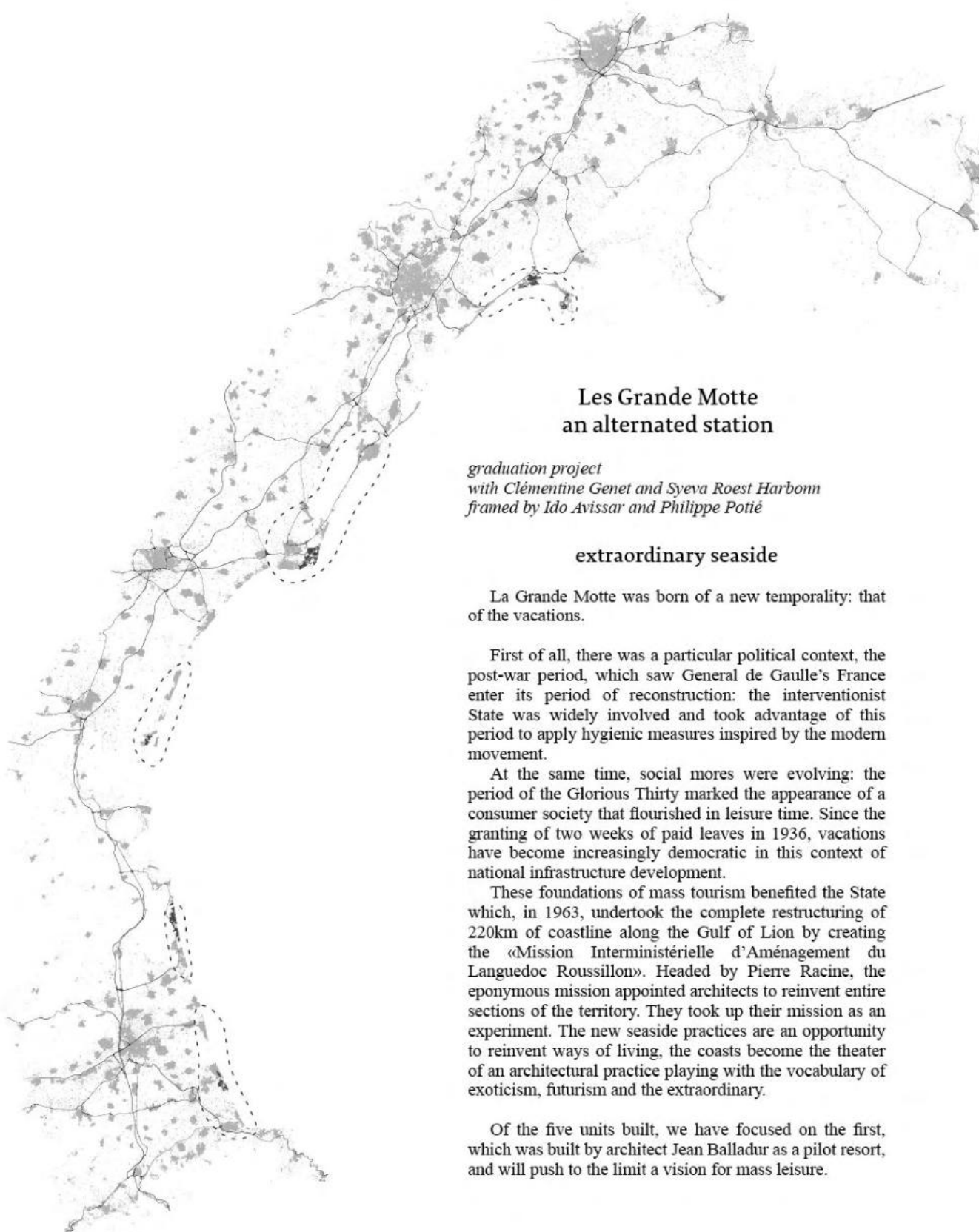
zone de stationnement KSP

zone de stationnement 6403P

accès direct KSP

route de service nord





Les Grande Motte an alternated station

*graduation project
with Clémentine Genet and Syeva Roest Harbom
framed by Ido Avissar and Philippe Potié*

extraordinary seaside

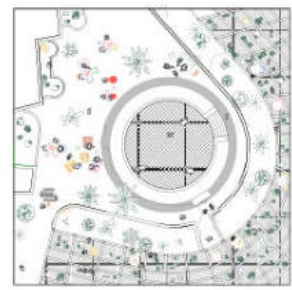
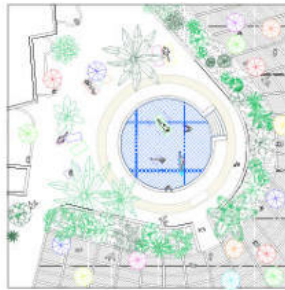
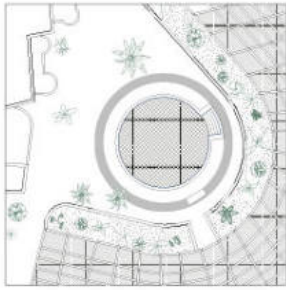
La Grande Motte was born of a new temporality: that of the vacations.

First of all, there was a particular political context, the post-war period, which saw General de Gaulle's France enter its period of reconstruction: the interventionist State was widely involved and took advantage of this period to apply hygienic measures inspired by the modern movement.

At the same time, social mores were evolving: the period of the Glorious Thirty marked the appearance of a consumer society that flourished in leisure time. Since the granting of two weeks of paid leaves in 1936, vacations have become increasingly democratic in this context of national infrastructure development.

These foundations of mass tourism benefited the State which, in 1963, undertook the complete restructuring of 220km of coastline along the Gulf of Lion by creating the «Mission Interministérielle d'Aménagement du Languedoc Roussillon». Headed by Pierre Racine, the eponymous mission appointed architects to reinvent entire sections of the territory. They took up their mission as an experiment. The new seaside practices are an opportunity to reinvent ways of living, the coasts become the theater of an architectural practice playing with the vocabulary of exoticism, futurism and the extraordinary.

Of the five units built, we have focused on the first, which was built by architect Jean Balladur as a pilot resort, and will push to the limit a vision for mass leisure.

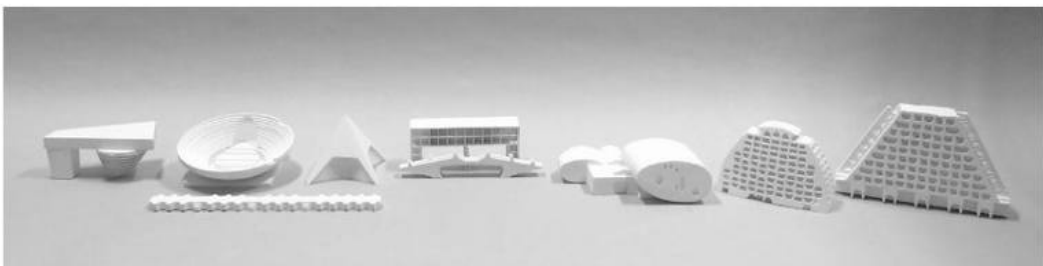


transhumance

The relative isolation of the city is one of the keys to its development. Ballardur conceived it as the double antagonist of Montpellier, with complementary functioning. The seaside city benefits from the permanent facilities provided by the metropolis, when the inhabitants of Montpellier use the resort for their free time. However, he ensures that it does not become an extension of the metropolis by making it too accessible, its insularity guaranteeing its non-banalization.

La Grande Motte then became a model of the seaside resort and came to life periodically. Time becomes a fundamental context for the use of the station.

If the economy of the town is balanced over the year, the coffers are filled for three months. The first holidaymakers arrive at the end of spring, the last ones stay until the beginning of autumn, with an obvious peak in the very high season. During the remaining nine months, the city slows down. Then there are the year-round residents, about 8,000, who sparsely populate the city amidst the 120,000 bodies that move around each summer. Out of season, the resort falls into cyclical disuse.



from vacancy to occupation

It is then a matter of opting for a different strategy, of seizing the weaknesses of the station to initiate a profound transformation, in the manner of the Racine mission, by going beyond the traditional administrative forms and reinventing a political tool capable of responding to these problems.

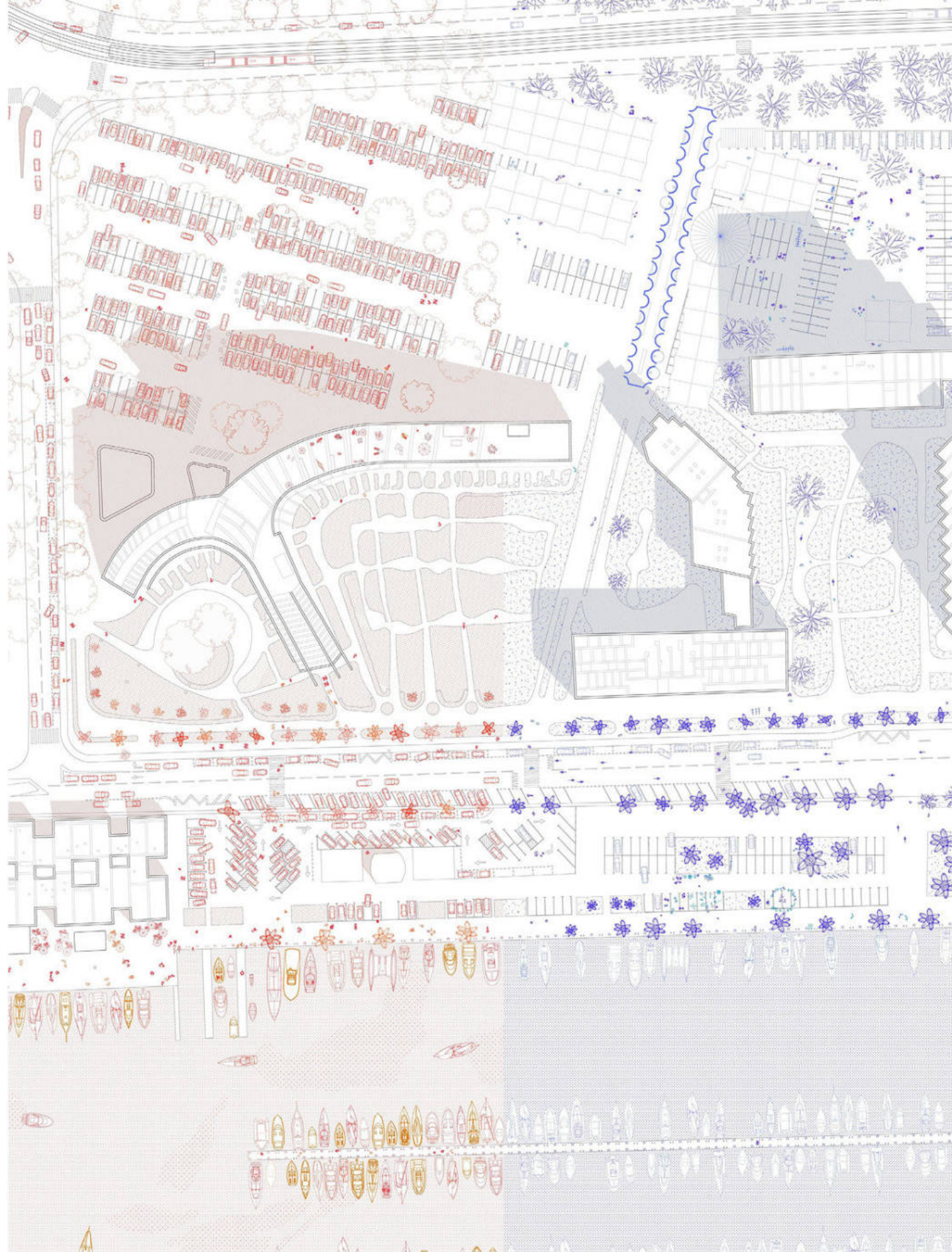
The majority of Montpellier's students are not native to the city and generally return to spend the summer in their region or country of origin. The idea is to populate La Grande Motte with these students throughout the school year, occupying vacant housing and offering a real demographic alternation to the summer tourist flow. They would occupy the apartment-cabins designed by Balladur, easily adaptable to a student lifestyle. This alternative to the sedentary lifestyle of the inhabitants would make it possible to preserve the event-driven character of the tourist flow that creates the annual excitement of La Grande Motte.

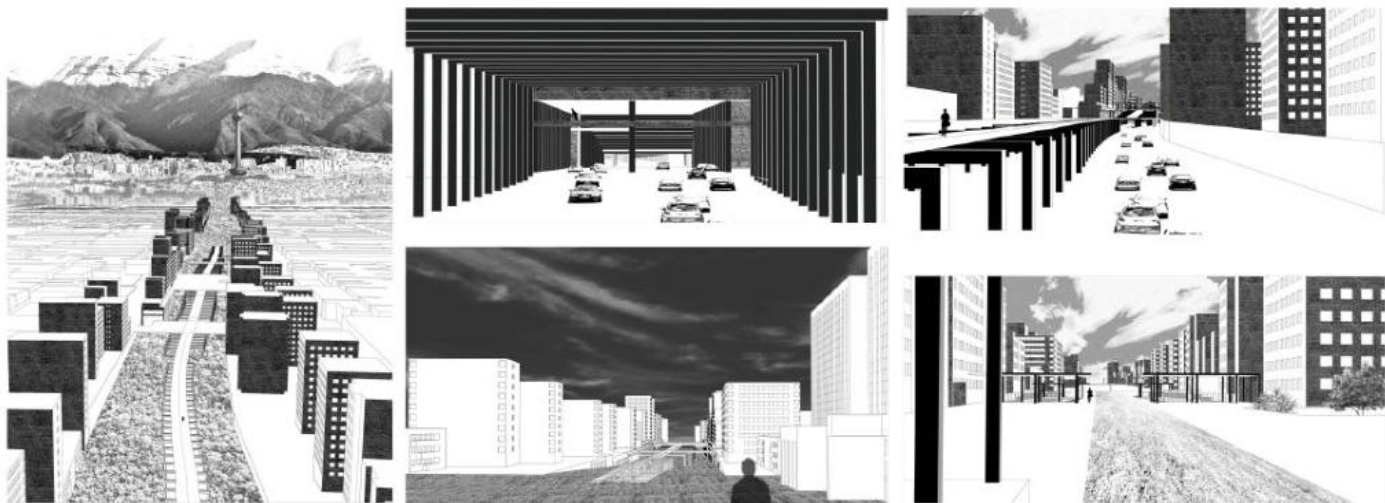
The students would benefit from an unique and atypical urban and natural setting, taking advantage of the numerous sports infrastructures present. The project rests on a political and economic basis, embodied by the administration of the time. This entity will have as its mission the proper alternation between two demographic flows that intersect and occupy the same space. Montpellier's existing tramway network serves the city's main universities. It is planned to extend this line to reach the city.

This is not a campus but a resort. As the educational facilities remain in Montpellier, students need the minimum necessary to study in good conditions: a library, a dining area, an auditorium. These facilities are naturally placed along the tramway line, and take advantage of the land opportunities linked to the exodus of tourists at the end of each summer.

The station, which in summer is oriented towards the beach, gradually turns around to invest the heart of the city, sheltered from the wind and immersed in the extraordinary architecture of Balladur. It is occupied by a new nomadic population, a new use that supports the temporalities of La Grande Motte and intensifies its occupation.







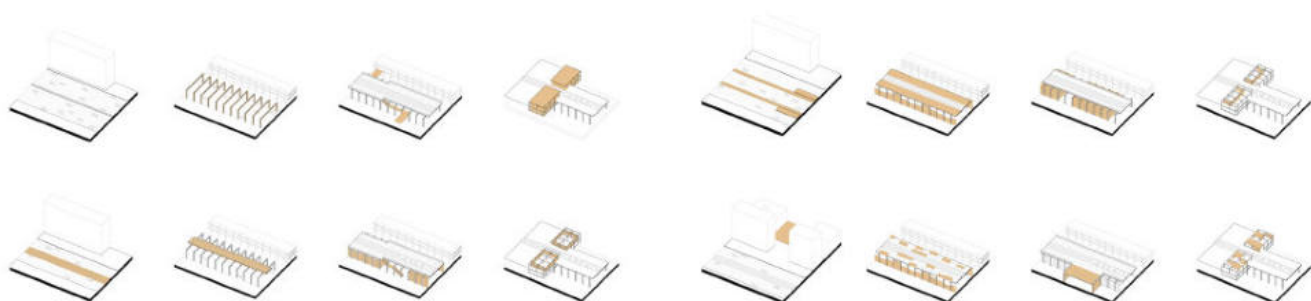
Navab

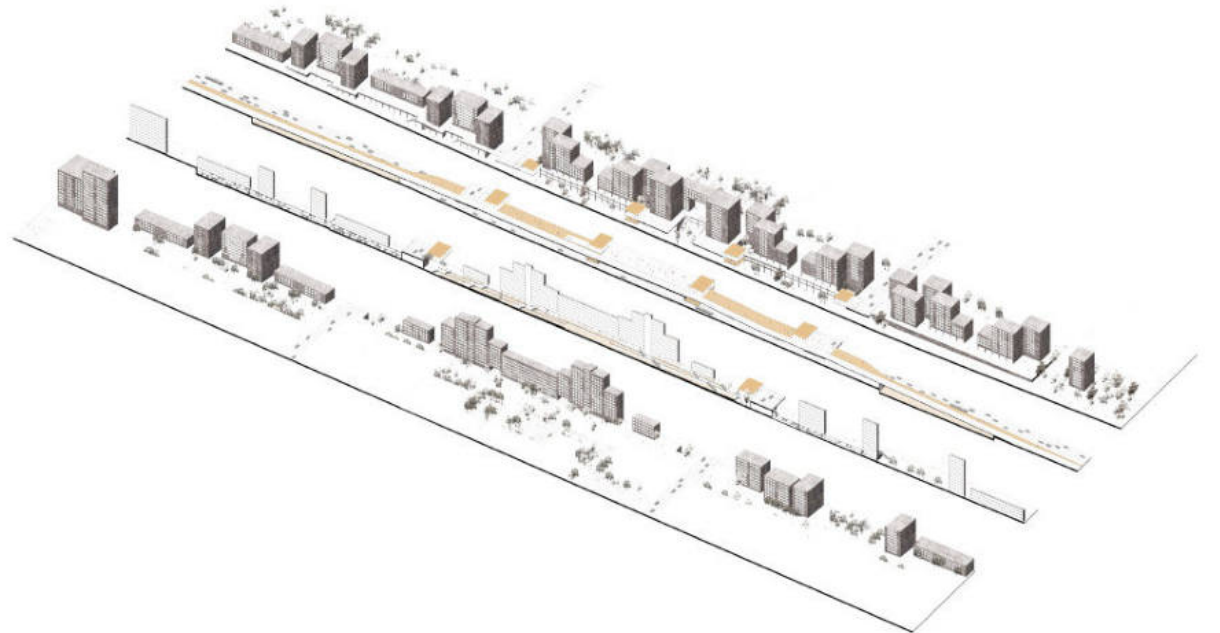
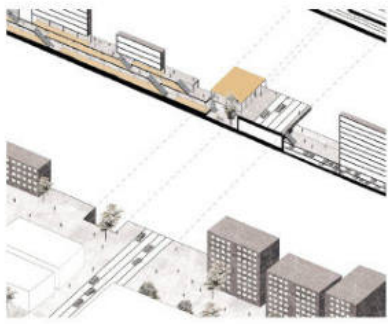
*with Colombar de Mascarel
framed by Bita Azimi and Jean-Patrice Calori*

Tehran is pierced by 40 motorways, a result of a radical modernist ideology defining the new borders of the historic districts. Then the Iranian capital functions at two speeds between these unoccupied and impassable territories and the hyperdensity of the old city. A series of buildings bars protects the districts adjoining from the Navab motorway, one of the most important in the city, revealing no-place areas extending over ten kilometres.

The urban project is the creation of a tramway line to bridge the gap between the motorway and pedestrian flows. This new temporality, this new speed transform this forbidden ground into an accessible place and a habitable infrastructure. The restructuring and creation of commercial surfaces distributed along the section integrate free programs adapted to the scale of the city and the nearby districts. This transformation is made possible by a modular and habitable portal system that evolves without interrupting access to the motorway.

This connection links the different neighbourhoods and transforms the area into a spatial marker of gentrification.





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