



REPORT OF THE BELGIAN JURY

SESSION 12 OF EUROPAN COMPETITION

FIRST SESSION

Liège (B), October 18 and 19 2013

COMPOSITION OF THE JURY

NATIONAL MEMBERS

Public Authority representative

Martine RIDIAUX, Architect, Direction of Operational Planning of Wallonia (DGO4)

Client representatives

Benoît DISPA, Mayor of the town of Gembloux

Architects

Jan KETELAER, Architect, Bruxelles

Luc HERZE, Architect, President of ARALg, Winner European 1, Liège

Jean-Michel DEGRAEVE, Architect, Habitat Concept, Rixensart

FOREIGN MEMBERS

Alain CASARI, Architect, Urban planner, Nancy-Metz (France)

Alberto MOTTOLA, Architect, winner European 10, Tréviso (Italie)

Mr PICQUE and Mr DUTILLEUX have kindly asked the other members of the jury to excuse them of not being present during the deliberations. Mr Herze and Ketelaer, initially alternates, occupied therefore the vacancies.

Meeting of Friday, october 17th, 2013

Visit of the site

Before beginning their deliberations, the jury visited the European sites of this session. The first visited site was Seraing where the jury members were welcomed by representatives of the owners of the sites as well as the City of Seraing. They then took the road to Ciney, where a communal delegation waited for them, composed by :

Mr J-M CHEFFERT, Mayor

Mr Fr. BOTIN, First deputy Mayor, Alderman Urbanism

Mrs D. DAXHELET, head of the planning departement

The site visit was also supported by a presentation.

The jury members were thus able to immerse into the context and to integrate the programs and issues related to each site.

After a morning of site visits, the deliberation started at 14:30 in Liège. All members are present.

The jury will judge 24 projects for the site of Seraing and 37 projects for the site of Ciney.

1. Themes and procedures of European

Introduction speech by Pierre Sauveur, President, recalling to the attention of the jury some important points:

- Projects must fit into the **theme** of European which is "The adaptable city- insert the urban rhythms?"
- the judging process is made of **three steps**, 2 jury sessions and a Forum in Paris in November 2013, in which open discussions will take place with international experts on the projects selected by this jury at this first session.

2.Election of the jury President

Mr Jean-Michel DEGRAEVE is unanimously elected President of the Jury.

3. Representations of the cities

For this session, European amended its rules allowing representatives of the project owners of the sites to attend the meetings, without voting rights. Thus, without having the right to vote, they will inform the jury on their questions or suitability of proposals on the basis of expectations of project owners

For the site of Seraing, Mrs. DA COL, geographer, urban planner at the Territorial Development Cluster of the SPI (Services Promotion Initiatives in the Province of Liège) attend the deliberations.

For site Ciney, Mr. Fr BOTIN, First Alderman, Alderman of Urbanism and Mrs. D. DAXHELET, head of the planning department attend deliberations.

3. Methodology for the evaluation of the projects

1. The jury chooses to begin its analysis with the projects presented on the site of Seraing.
2. The jury sets up his methodology:
 1. Step 1: Project by project detailed look at the technical analysis.
The technical analysis addresses the following aspects:
 - Compliance of the documents submitted
 - General concept Site of reflection / Site of action
 - Review of attribution criteria
 - Specific elements of the project on the study site and the site of action
 2. Step 2: Discovery of each project by members of the jury individually and silently
 3. Step 3: Discussion about each project and first selection (projects are either eliminated, kept, or kept with reservation)
 4. Step 4: Second look at the retained projects, comparative analysis and new selection : selected, selected with reserve.
Discussion of selected projects with reserve: consensus or vote

4. Elimination of a project

The project with the number CH 152 entitled "Exquisite Corpse" - Ciney site - should be eliminated because the team has not complied candidate anonymity.
Indeed, contrary to rules of European, the team shall include the names of team members on the panels. By fairness and respect of the rules, the jury is therefore obliged to cancel this project.

A. Site of Seraing

STEP 1 :

Project by project detailed look at the technical analysis.

The technical analysis addresses the following aspects:

- Compliance of the documents submitted
- General concept Site of reflection / Site of action
- Review of attribution criteria
- Specific elements of the project on the study site and the site of action

This analysis is preceded by a reminder of the program and informations given to the candidate:

Program elements

Allocations given within the master plan for the strategic site are: habitat for the western part (project site) and commercial or work zones for the rest of the area. In addition, the western and eastern edges of the study area are listed in a "green built flow" that connects the industrialized river to the slopes and wooded plateaus in order to enhance landscape values and greenery in the bottom of Seraing.

A square is projected on the east side of the roundabout, located on the urban boulevard. This square will be free of any construction, except the infrastructure necessary for public transports and planned plantations. The buildings surrounding the square have to be constructed in one piece. They will take the existing projects into account like the business buildings at the south-east of the square.

The buildings will include housing and offices on the upper floors, on the ground floor and part of the first floor surfaces will be dedicated to small (or medium) businesses and services.

HoReCa, bakery, sandwich shop, pharmacy, small general grocery, art gallery, voucher services, travel agency, ... can be imagined but in no case big supermarkets or too imposing brands. The priorities will be given to the proximity.

Buildings should have 4 or 5 levels (knowing that the ground floor will be higher, thus buildings of +/- 16 to 20 meters high) around the place, on the other hand, for the areas in the back and part of the building in the background, the height should be restricted to the ground floor or exceptionally 2 levels. Particular attention will also be made on the architecture and quality of life of the different spaces.

The business park, on the back of the square will be constituted by small and medium enterprises. The urban character of these companies will be particularly controlled: a typology is preferred for the urban organization of these businesses as placing the services of these companies in the foreground and the more "workshops" parts in the background.

The height of these buildings should not exceed 10 meters. The used materials as well as the signs, should not assault the residents. Neither aggressive colors nor materials that degrade too quickly should be used. The sustainability and energetic aspect of these buildings will be controlled.

site of project

The project site is divided into two lots. The first lot is to provide with habitat surrounding a common green space. Circulations within the site are reduced to a minimum where pedestrians are the priority via adapted circulation (path). The second lot is a mix of housing and office space.

This inhabited park recommends houses on a southwest orientation, integration in the green flow and a link with the pedestrian paths and the neighborhoods. The front façades have to be built with openings towards the green grid and a visual permeability to the green flow must be maintained from the roads.

Mixed collective housing is expected.

In Seraing, household type "family with children" is very low compared with the regional, provincial and district average. The development of housing that can accommodate families is thus to be recommended.

The creation of apartments in the neighborhood would allow single parents and young adults to establish there, and ensure mixed population by proposing a new housing supply in the area, especially since the proportion of people alone or single parents is a major in Seraing.

It is also interesting to note that there should be even more conviviality by focusing on a social mix and balance of the age pyramid through a variation in the size of the plots, the size of the housing and their occupancy. Regarding the complementary activities to the habitat, needs of reception facilities for senior citizens on one hand and for little children on the other hand is expected.

Regarding the typology of the buildings, a bioclimatic architecture with high environmental qualities is to encourage with:

- An architecture with innovative materials
- Templates of 3 levels
- Combinations of duplex and apartments
- Green spaces and private terraces

The ensemble will be constituted of several residential buildings (apartments). These buildings will be spread over the whole green zone, which will confer a more "country" character to the site. The general templates should reach 3 levels with occasionally exceptions of 4 or 5 levels.

The 24 presented projects are:

AP 608	GAUDEANT ET LABORA
FA 284	IMPULSION TEMPORALISEES
GK 636	RECYCLING SERAING
GO 517	WHAT IF A CITY
GV 776	WALKIN' IN MIDDLE PARK
HH 907	ENTRE MEUSE ET FORET
HI 564	RESILIENCE
HI 849	STAPLES
HL 439	HOME GROWN
IC 982	SYNERGIE
IN 472	HERITIERS
KJ 617	POST-TOXY-CITY
LG 395	WALK THE LINE
LL 028	ARBORESCENCE MODULAIRE
ND 037	PLANTS REBLOOM
OU 547	PLANTER LE DECOR
PQ 229	BREATHING NEW LIFE INTO THE VALLEY
TE 692	COMBCITY
UC 861	MOUNDS
UM 272	LE JARDIN D'ACIER
UY 836	QUATRE BOIS
VO 126	FOUR CHANCES
WF 494	MUTATING, SERAING UNCERTAIN
XU 240	CO-SERAING

Step 2: Discovery of each project by members of the jury individually and silently

Discussion of each project and first selection

Step 3 : Collegial debate on each project with decision whether to retain the project or not. The project unanimously adopted will be reanalyzed in the second round. At this stage, the jury only explains why the rejection of unsuccessful projects.

AP 608

Project retained

FA 284

Project retained

GK 636

Project not retained

The project takes little into account the project of the urban boulevard proposed in the Masterplan of the city of Seraing.

Presentation of a building on stilts with an insufficient explanation. The jury sees poorly this project that "flotes" above the ground.

The project also provides few answers to the raised issues (what about the evolution of the site ? business location?)

GO 517

Project retained

GV 776

Project not retained

The project avoids completely the program by creating a green park where a business park is requested.

The proposed inhabited park is little qualitative.

In addition, the project seems not to have integrated the dynamics of the planned urban boulevard in the Master Plan of the city of Seraing

HI 564

Project not retained

A lack of overall logic is seen in the project.

It carries a very formalistic attitude to the organization of the site. In addition, there is no realistic proposal for the site of action.

HI 849

Project retained

HH 907

Project retained

HL 439

Project not retained

The proposed approach of conservation of the industrial heritage could be interesting for the memory of the site. Unfortunately, these renovations will be costly and in opposition to the current housing policy of Seraing. In addition, the jury noted a significant discrepancy in the program, namely the establishment of habitat instead of a business park.

IC 982

Project retained

IN 472

Project not retained

The project is essentially a road project, everything is geared towards the creation of a new road. There are no proposed constructions there where it was requested.

In addition, few of the presented elements are realisable. The project is too formal, and does not provide any innovative idea

KJ 617**Project not retained**

Strong unjustified and unsupported questioning of the programme and not supported by the presented project.

Essentially literary approach which does not meet the demand.

The proposed items on the site of action seem unattractive.

LC 395**Project not retained**

The project does not include the project of the urban boulevard planned in the Master Plan of the city of Seraing, by proposing a doubling of it, with little justification.

The arrangement of the axes of the project is considered arbitrary.

The proposed alignment of the settlements on the site of action is not felt.

The jury also regrets a rather poor architectural expression and doubts about the technical feasibility of the proposed water system, mainly because of existing levels.

LL 028**Project not retained**

Formal response that does not provide a coherent urban tool.

Questionable orientation.

The jury perceives a contradiction between the design based on a winding tree and the proposed lined-up buildings.

ND 037**Project not retained**

The proposed lined-up buildings on the site of action are little appreciated, especially as it is quite repetitive. Moreover, the housing are facing the coking, which is unwelcome.

Creating a "mini ring" is poorly suited to the site.

OU 547**Project not retained**

Even if the jury appreciated the reflexion based on the expansion of the territory, he regrets that it leads to a unique and repetitive urban tool.

The jury also expresses doubts about the relevance of the idea of "moving" the place into the inside of the plot.

PQ 229**Project retained****TE 692****Project not retained**

The jury is reserved on the proposal for the use of the hexagonal grid, which is too systematic and already seen and reviewed.

The project is not very clear on the urban boulevard.

UC 861**Project not retained**

The project is too oriented on the issue of dépollution, which was not the main problem posed for this site.

In addition, the proposal to treat pollution seems unrealistic.

UM 272**Project not retained**

The project of islets is considered a little too caricatural compared to more nuanced current urbanization trends.

The jury also regrets the unwise choice of the implantation of housing facing the Coking.

UY 836**Project not retained**

The project is based on the principle of the multiplication of islets. The proposal is succinct and mainly theoretical (access to the islets is unclear).

The project does not take into account the project of the urban boulevard planned in the Master Plan of the city of Seraing.

The idea of mixity is not accomplished, only little approached.

VO 126
Project retained

WF 494

Project not retained

The project does not respond to the SPI program.

The answer to urban problems is insufficient.

The project is only concentrated on the site of action and is based on a unique idea of urban agriculture which is doubtful in Seraing.

XU 240

Project not retained

The project presents an overly formal response in relation to the complexity of the site.

The panel also expressed doubts about the orientation of the housing in such a design.

He also sees a reminiscence of the projects created by architect E. Aillot, which have in fact not really brought the expected quality of life.

After this first round, 8 projects were selected:

AP 608
FA 284
GO 517
HI 849
HH 907
IC 982
PQ 229
VO 126

Step 4 :

Second look at the retained projects, comparative analysis and new selection : selected, selected with reserve.

Discussion of selected projects with reserve: consensus or vote

Some projects stand out and have, at this stage, unanimous support of the jury, except for some reservations. These 4 projects have to following codes:

HI 849
HH 907
IC 982
PQ 229

The debate continues for the 4 not retained projects:

AP 608
FA 284
GO 517
VO 126

AP608

The jury, at first, enjoyed the pattern of the roads proposed for the site, particularly well studied.

Project not retained in the second round

After further review of the project, it appears that it does not really take into account the urban boulevard. It also does not provide more links between the two parts of the city.

Accommodations seem to be fixed and little adaptable.

The structure of the neighborhoods is not well defined and the problem of parking does not seem studied.

There also seems to be a contradiction between the treatment of walled gardens and openness towards nature yet put forward by the applicant in the title and pitch of his project.

FA 284

Le jury avait, dans un premier temps, apprécié dans ce projet l'option de « construire » le projet autour de la place. The jury had, at first, enjoyed the option to "build" the project around the place.

Project not retained in the second round

The jury is concerned that the islets design, somehow repetitive, does not lead to good design, particularly in terms of the orientation of the housing.

The jury was not convinced by the proposed urban structure.

In addition, the proposed creation of a market, one of the strengths of the project, is inconsistent with the fact that a market already exists nearby the site.

GO 517

The jury was, at first, enjoyed by the process of comprehensive study of the site by proposing a systematic review of the master plan of Seraing (maintenance of greenways, the west one turned into a housing park, the East one turned into a public park, with a business park is created between the two).

Project not retained in the second round

The logic of the traffic network does not appear in this project. The jury is dubitative about the unfounded reasons for changing the perpendicular, then oblique, axis of the frames.

In addition, the housing does not meet the local typology (systematic design of the houses, unsuited to the climate (eg, no entry vestibule in the housing)).

VO 126

The jury had, at first, appreciated that the project incorporates the diversity of the city. The proposal was rich concerning the developed options in the fragmentation of the city while organizing a mix of use.

Project not retained in the second round

The jury can not, however, retain the project because of too much density in the industrial part and the positioning of factories in the central part of the project.

Diversification of the city is reflected but the proposal of urban strata is considered inadvisable and systematic (eg center = community spaces - periphery = houses)

It detects no more link in the project between habitat and industry.

In conclusion, are selected for the first phase of the jury, the 4 projects with following codes:

HI 849
HH 907
IC 982
PQ 229

Comments on these projects will be given at the end of day 2.

The meeting adjourned on Friday, October 17th, at 19:00.

Site of CINEY

Step 1 :

Project by project detailed look at the technical analysis.

The technical analysis addresses the following aspects:

- Compliance of the documents submitted
- General concept Site of reflection / Site of action
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This analysis is preceded by a reminder of the program and informations given to the candidate:

Programm

The Ciney station area is a strategic perimeter for the local authorities. Their aim is to redevelop the area surrounding the modal transfer node - the railway station, bus station, parking for commuters - to make an urbanization perimeter reinforcing the urban character of the Ciney city.

The basic element of this redevelopment is the removal of the level crossing on the national 936 to Dinant. Indeed, the traffic in this part of the city is saturated at peak hours due to the closure of the level crossing over half the time. This situation leads to security problems because cars are sometimes stuck on the tracks at the closing of the gates.

This project has been debated for over twenty years and two solutions are proposed. The first, proposed by the company Infrabel, manager of the Belgian Railways, is to create a new bridge north of the current station. The second proposal is to create a passage under the tracks reserved for cars and soft modes. Truck traffic would be returned to the Charlemagne road (National 97), with an access to the other side of the railroad tracks and to the local mall of the Congo neighbourhood at the start of a new roundabout on the motorway bypass of the city. Proposed by local residents in response to the proposed new bridge, the second option is now supported by the municipal authorities.

Whatever the solution, the principle of moving the flow of the current Industry dock along the railway seems certain. Traffic on the 937 highway, connecting intercity path to Yvoir and the valley of the Meuse, is 2,400 vehicles / day. The new route will release the Industry dock from transit traffic and facilitate the movement of trucks from the factory of prefabricated concrete elements located on the northern edge of the study site.

Following this work, the Industry dock could be turned into a qualitative public space which structures old buildings and gives priority to alternative modes of travel. This work will be complemented by the creation of a door effect at the entrance to the urban area of the city Ciney coming from Yvoir.

Project site

Installed near the railroad tracks with a connection to them, a metallurgical industry has developed around the Industry dock. Located below the old town, the site is separated from it by a limestone wall of 4 to 8 meters high resulting from an old exploitation of limestone.

The Forges company of Ciney was founded in 1926 by a gathering of various blacksmiths and farriers. The activities were focused on foundry and manufacturing of wrought iron and stoves, including the famous "Calo Ciney." The company, which has held up approximately 7,000 workers, ceased operations in 1988. First sanitation was completed in 1992 as part of the policy of the development of abandoned economic activities sites (SAED). The old buildings of the Forges have been reassigned in community equipment with a vocational school, association's rooms and a sportground..Forges of Ciney also occupied the western part between the Industry dock and the Leignon. The undeveloped portion was used as a grapeshot storeroom and storage location of foundry sand. The old buildings, still standing, were used as garages and as stores for the finished products. Some of these old buildings are now occupied by a gardening business. Two other industrial buildings towards Yvoir are newly renovated: one building in 14 apartments and the other in an exploitation center of the intercommunal company of electricity distribution, IDEG. Given their recent renovation, these buildings are excluded from the project site. The rest of the site is abandoned. If their assignment on the Sector Plan is still an industrial economic activity area, it is now an area to reallocate with housings and services.

Urban Context

The land between the railway tracks and the Industrie dock, northeast of the station is the last reserved land of Ciney city. The advantages of the site are important: proximity to the train station, shops and services, presence of a river, views to the park "La Haute" ... The Structure Schema plans to turn the 2.4 ha area of this ancient economic activity in an area of urban housing in order to structure the space around the multimodal pole of the train station for housing needs.

Program

The realization of a built ensemble having a functional mix will enhance the attractiveness of the Ciney train station area. The goal is to make both an origin pole for commuting workers and a destination pole by offering activity rooms. Indeed, local authorities want to develop an office program. Given the link of Ciney with the agricultural world, they want to host some of the services of the future administration of agriculture, which will be decentralized in 2014 as part of the transfer of responsibilities from the State to the Regions. Local authorities think that the city of Namur cannot host all regionalized administrations and that, as Ciney is only a quarter of an hour by train from Namur, the regional authorities will rally to their proposal.

The significant increase in population since a decade should continue. This is why it is necessary to increase the supply of housing, and in this case, specifically destined for households using the train for their daily commute. The supply of public housing in the district is satisfying, the accommodation to be provided will be mainly for middle-income households wishing to purchase a home, the remainder will be rental type.

Making the transition between the dense urban housing zone of the city center/station and the residential districts, the desired average density is 60 dwellings per hectare as defined in the "Guidelines of the territory planning policy for the 21st Century" by the Minister of Territory Planning.

Without giving a precise distribution of the number of m² of offices and housing, it is to provide office space big enough to accommodate a direction of a regional administration. A first estimation is the arrival of more or less 300 people, whether an area of about 5,000 m². However, the proposal will take into account the possibility of allocating a portion of the office floors in homes and vice versa, depending on decisions made.

Parking slots are to be made on the project site destined, during the day, for users of the railway and offices' workers, and at night, for the inhabitants of the site. Particular attention will be paid to the quality of the connections between the offices and homes of the project site with the train station and shops downtown.

The objective of the authorities is to create a new polarity articulated on existing equipment and infrastructure. No trade is expected in order not to compete with the downtown shops and the Congo commercial center located on the other side of the railways. This is to maintain the existing business dynamics by increasing the served population. Similarly, if the public spaces in the vicinity of the study site are to renovate and improve, they are sufficient in size and new public spaces are not provided on the project site.

Particular attention will be given to the treatment of the facades along the railroad which will end the built fronts of Ciney city. The objective is to improve the legibility of the urban structure of Ciney, especially for railway travelers, while preserving the views from the Industry dock towards the area of interest landscaped of the park "La Haute" on the other side of the railway lines.

The proposal will ensure to meet the objectives of transition to a greener way of life on the planet. The facilities will reduce energy consumption of buildings and waste production, both in the production phase of buildings as in their uses. The treatment of the shores of the Leignon will extend the work in progress in its northern part, with a rich ecosystem and a specific riparian forest, to make it a part of the ecological network being established. Being now the source of punctual pollution, the development of this wetland will try to restore ecological qualities while minimizing the risk of flooding of the river. Similarly, attention will be given to the consideration of the management of the water cycle for new buildings to project.

As suggested by the theme "Between the docks", it is to boost the site by inserting the requested program between the different "docks" present on the site: the docks destined to passengers using trains and buses, the docks of the shores of the Leignon and the Industry dock lined with old reallocated factories.

The 36 presented projects are:

For reminder, the project CH 152 will not be considered (see explanation above)

AX 788	INDETERMINATION SPECIFIQUE
BS 881	INHABITED LANDSCAPE
BY 548	DON QUICHOTTE DU LEIGNON
CD 399	WALK THE LINE
DD 618	LA LIMITE COMME PRELUDE
DS 758	MADE OF CINEY
EQ 186	RUS
ES 025	ESPACE A PARTAGER
FC 781	BACK ON TRACK
HN 023	ENTRE LES QUAIS, TRAMES ET MODULES
IL 042	ARBORESCENT
JB 112	AGRAFE
JZ 042	AMOR VACUI OR THE VOID AS GENERATOR OF SPACE
KM 332	MOBILITY AS A MANUFACTURE OF THE CITIES
KP 295	KEEP ON TRACK
LL 747	CHUTE
LW 219	ENTRE LES QUAIS
MS 936	RUBIK'S
NU 903	A NEW INDUSTRIAL WAY OF LIFE
OC 481	ENTRE LES QUAIS
OF 007	CECI EST CINEY
OS 826	ET AU MILIEU COULE UNE RIVIERE
OX 290	BANDE DE-CINEY
QT 214	CINEYTIK
RS 100	BACK TO THE FUTURE
SU 825	GREEN RYTHM OF CINEY
TS 140	LA PENSEE SAUVAGE
UI 795	IN-FILL-TRADE
UJ 092	UP AND DOWN AND MORE
UQ 1062	URBAN EED
UW 921	THE SLIME MOLD AND THE NEVER ENDING RELFECTIONS
WN 260	CONTINUITY TRADITION FLEXIBILITY
WN 9852	MUTUALIZED STRIPS
XG 799	WALK UP THE RIVERSIDE
ZO 413	TRICOTER LA VILLE
ZU 842	COLLECTIVE

Step 2: Discovery of each project by members of the jury individually and silently

Discussion of each project and first selection

Step 3 : Collegial debate on each project with decision whether to retain the project or not. The project unanimously adopted will be reanalyzed in the second round. At this stage, the jury only explains why the rejection of unsuccessful projects.

AX 788

Project retained

BS 881

Project not retained

The project is considered out of range.

The project of lined-up buildings along the railway does not seem adequate.

The mobility study is not convincing, the proposal does not solve the problem of traffic.

There is no connection with the proposed station and the shopping street.

BY 548

Project not retained

The jury has reservations about the technical complications of the realisation of the proposed bridge, especially as rather it creates a boundary between the two sides of the city and clog the landscape instead of creating a real bond.

The jury also regrets the high density of buildings and the areas badly defined along the axis of the rail.

CD 399

Project retained

DD 618

Project not retained

The project is summary presented, and quite incomprehensible in its presentation.

Changing the station was not in the program, and the proposed project is not sufficiently relevant and compelling in order to accept the project.

DS 758

Project retained

EQ 186

Project not retained

If the jury appreciated a well done typologic analysis, and an interesting study on the issue of centrality in relation to the shopping street, he laments:

- Too low proposed density
- Moving the location of offices outside the site of action, placing them on the other side of the station, which does not match the program.
- The influence of the project on the existing parc.

ES 025

Project not retained

Project not selected as too simple, not enough anchored in the context

The project does not provide answers to asked questions

FC 781

Project retained

HN 023

Project not retained

The proposal does not match the local scale.

Disproportionately urban form.

IL 042**Project not retained**

The jury has reservations about the credibility to give to the proposed process of the project, judging it inadequate with the asked questions.

JB 112**Project not retained**

The team failed to perceive the scale of the site. It offers facilities and constructions with a disproportionate vision, in total contradiction with the local buildings.

JZ 042**Project not retained**

The given ideas of the project do not give answers to the issues of the site.

The project does not provide an evolutionary demarche regarding land use

KM 322**Project not retained**

The jury has doubts about the technical feasibility of the project, especially regarding significant changes of the level of the railways.

KP 295**Project not retained**

The jury regrets the "off scale" character of the proposal with its overdrive traffic flows.

The project almost proposes expressways in contradiction with the scale of the site.

LL 747**Project retained****LW 219****Project not retained**

The jury thinks the project is unfinished. The architectural expression is quite poor.

MS 936**Project retained****NU 903****Project not retained**

The jury was not seduced by the atmosphere of the project. It gives a pessimistic, even agonizing vision of the city.

Replica of a working city where repetitive architecture is reproduced here, in addition without breathing, should not promote the appropriation of housing by the residents.

OC 481**Project retained****OF 007****Project not retained**

The jury found that the proposed project does not match with the image Ciney.

He also criticizes the project that does not meet the program and is poorly readable.

OS 826**Project not retained**

The jury found that the project, not to scale, does not correspond to the city.

The recurring image of the architecture serves the project.

In its entirety, the project provides no relevant response to questions

OX 290**Project not retained**

The proposal has not attracted the attention of the jury because it gives too much importance to the parking, and creates a ramp to the bridge for which the jury has serious doubts about the technical feasibility.

QT 214**Project not retained**

Consideration of excessive modularity failed to reach to a qualitative urban project.

RS 100**Project retained****SU 825****Project not retained**

The issue of development has not been taken into account or is not evolved. The jury is not convinced by the proposed acoustic barrier.

TS 140**Project not retained**

The problem posed is not met. The project does not meet the imposed criteria.
The principle of planning on "slab" used here, reached its limits.

UI 795**Project not retained**

The part of the project is based primarily on the use of existing river but at this level, it seems poorly defined and poorly led. There are contradictions between the principle of water management (WADI) and proposed.

Similarly, the project promotes transparency in conflict with the closure created by the offices.

The issues of the site are poorly controlled

UJ 092**Project not retained**

The jury did not want to keep the project, based on a proposal deemed too minimalist (treatment of the river, large unbuilt space ...) that does not respond to the problems of the site.

UQ 106**Project not retained**

The project does not reflect the current situation. Route not correct.

Evenmore, it does not provide a sufficient density of constructions and does not fit to the existing building frame.

The choice of destroying the station is not appropriate, and, in any case, this choice is not sufficiently supported by the project.

UW 921**Project not retained**

The jury found the approach too formal comparing to the complexity of the context.

We do not see its integration to the City of Ciney.

The project does not provide a relevant response to the raised issues.

WM 985**Project not retained**

The project is fairly understandable.

The proposed ureflection is poorly transcribed in the final project (plan and perspective).

WN 260**Project not retained**

Inadequate urban approach. The jury also expressed doubts about the proposed density and regrets particularly the choice of the location for the parkings next to the park.

It also identifies weaknesses in the orientation of the proposed housing.

XG 799**Project retained**

ZO 413

Project not retained

The jury regrets the proposal, which is off the scale in terms of both the roads as the buildings. Important creation of roads, with one drawn in perspective and seen as an unwelcome urban freeway on the site.

The choice to move the office off-site is not appropriate and the proposed housing is insufficient.

ZU 842

Project not retained

Lack of sensitivity at the urban approach. The jury regrets the proposed treatment of the boulevard and the main road. The initial idea based on a rigid frame is inappropriate.

After this first round, 9 projects were selected:

AX 788
CD 399
DS 758
FC 781
LL 747
MS 936
OC 481
RS 100
XG 799

At this stage, the jury decides to vote on each project

AX 788

Wins 5 votes

The jury supports the project because it proposes an friendly picture, particularly concerning the relation with the existing river. The natural protected area in the center of the project is also appreciated.

The presentation is neat and the project is qualitative in terms of readability.

The creation of the acoustic barrier along the railroad is a good idea, except when meeting the criterion of adaptability, the team proposes to transform it into housing ...

CD 399

Wins 4 votes

The jury appreciated the original proposal, especially in its connection with the proposed station.

He also appreciated the more global approach to the site where the path from the center of Ciney and the connection to the site was put forward.

This is a project that can evolve and be adaptable.

DS 758

Wins 0 votes

At first, the jury was sceptical on this project and needed therefore a deeper analyze.

But after review, stratification appears exaggerated, not permitting to respond to the issues of the site.

The urban prospect is questionable as the viability of the proposed housing, put in doubt by the jury

FC 781

Wins 1 vote

The urban organization is not uninteresting, but the proposed density alters the quality of the site and places the project a bit out of scale.

The project does not response to the issue of adaptability because it does not create sufficient links between housing and offices.

MS 986

Wins 5 votes

The jury thinks the response is relevant and interesting in the reflection of "Europan".

It emphasizes the coherence between problem identification and proposal.

The proposed division of the site in strata composed of entities sometimes for the workplace sometimes for habitat is well built.

LL 747

Wins 6 votes

The jury was impressed by the sensible approach and realistic response of the project.

This is a project on the scale of the city that has taken into account the natural elements of the site.

OC 481

Wins 4 votes

The jury appreciates the overall proposed development, although it regrets a network of roads a bit too dense.

He also appreciates the treatment of the accesses to the inner islets.

He regrets the proposed architecture, too rigid and lack in the variety of the typology.

RS 100

Wins 4 votes

The jury makes a parallel comparison with the previous project proposal which is quite similar, but the RS 100 project has organized internal circulations giving less importance to roads.

Neighborhoods are structured in an interesting way.

The jury, however, regrets the excessive proposed density. He also appreciated the quality of life discerned in the presented architecture.

XG 799

Wins 1 vote

The project had first attracted the attention of the jury regarding to the global proposed study and the quality of the prospect that follows.

He can not, however, agree with the proposed architecture (Mediterranean architecture, with patio ...) inadequate with the urban context of Ciney.

In conclusion for the first phase of the jury and for the site of Ciney, 6 projects are selected, approved by minimum half of the jury members . They have the following codes:

AX 788

CD 399

LL 747

MS 936

OC 481

RS 100

The jury members associate in pairs to write a comment on each preselected project on both sites.

Comments are then read out loud.

Each member of the jury has the opportunity to approve or propose any adjustment to the texts.

The 4 projects of Seraing and the 6 projects of Ciney receive the following comments:

Seraing :

HI 849 STAPLES

The jury wanted to keep this project as it provides a interesting solution to combine the various desired functions, improve the usability of the site and create a new image of the area.

Surrounded to the north by the railroad and south by the new urban Boulevard, the site is apprehended as a whole so as to leave the various functions of the program.

The jury appreciates the clarity of presentation of the project, but regrets that the issue of adaptability is not more developed.

Between the park and the area of economic activity, the residential area extends the "green flows" and preserves shared spaces around individual housing areas. However, the compatibility of this appropriation with the soil (risk of contamination) is questioned.

It values a place around which housing or services buildings are disposed, including a higher building which constitutes a landmark both for marking this place than for the entire site. However, the jury regrets that the other side of the square is not treated.

HH 907 Entre MEUSE et FORET...LA TRAME DES POSSIBLES

The jury appreciated that the project exceeds the analysis of the site of action and reflection also well developed, this by extending the reflection to the connection of the site to the Coking, which will likely disappear in the long term.

The project takes into account the different components of the site and provides an interesting territorial approach. It includes territorial consciousness (new proposed grid giving an appropriate scale to existing buildings), it studied intelligently the topography and orientation of the site (east-west axis exploitation allowing the developing of South facades), it offers a process incorporating the evolution (temporality of the buildings following an evolutionary scheme).

The jury regrets that the project not value the site of the SPI on which the request was precise and yet more certain.

IC 982 Synergie

The project is characterized by a global approach of the site.

The candidate has understood the posed questions and make relevant and sensitive responses.

The jury emphasizes the suitability of the proposed concept to the site, especially the urbanization of the lands belonging to the SPI.

He also appreciated the overall concept that includes consideration of natural elements of the site, amplifying them ("green flows").

PQ 229**Breathing new life into the valley**

The project proposes a system based on the interaction between the physical elements of the site, transport infrastructure and economic activities to develop an urban renaissance of the site by the introduction of a new economic development.

This concept is implemented by a progressive transformation of the entire site illustrated by four stages of the timeline of the development of the site.

1. Temporary occupation of the site and updating the river, creating pathways of soft mobility, temporary premises for the arts (music, exhibition, ...), recovery of former industrial elements for fun activities.
2. After the depollution of the site, using plants for phytoremediation, urban agriculture is placed on the site by fields, orchards, gardens, covered market.
3. Buildings for housing on the site of action and business for premises and parking on the site of reflection gradually emerge along the axis of soft mobility.
4. The final stage sees the recovery of the square on the boulevard with a bus station, office buildings and proximity shops.

If the concept of progressive implementation of the site was noticed by the jury, it regrets its simple illustration that does not allow to consider a realization of it in the immediate future.

Ciney**AX 788****INDETERMINATION SPECIFIQUE**

The project is a good response to programmatic context through the following three elements:

- A building along the quai de l'Industrie, 3 levels in the continuity of existing urban fabric
- Housings of 2 levels, in the inner islets, overlooking a parc around the river that reinterpret the plot and vernacular typologies.
- Office buildings along the railway offer an acoustic barrier while providing a permeability to the Parc "la Haute".

The river is the connecting element between these parts.

The images of the project illustrate a friendly atmosphere, where it is "good live" through diverse perspectives on the entire site.

Each accommodation offers private spaces, gardens and terraces, allowing a good relationship with nature.

The scale used for buildings is the scale of the city.

The project does not yet take into account the issue of mobility in the study site.

In terms of adaptability, the basic unit of 7.5 m wide allows a functional change in offices or housing. However, the principle of rooms directly on the railway is a problem

CD 399 WALK THE LINE

The project develops a transformed and ambitious vision for the City. It offers a new link to the historic center, via a circular loop which has the effect of strengthening the role of the station.

The importance of this is reinforced by the addition of buildings on either side of the track, connected by two bridges that strengthen the link between the two parts of the city.

The project offers several sequences of buildings clearly identified by their shapes. These buildings create limits of the public spaces that affirm the identity of the new neighborhood which tries to connect with the existing buildings, who are preserved.

The mix of functions makes a thoughtful organization of space (shops on the square des Forges, parking silo along the new path, etc).

The fragmented nature of the proposal makes its temporal adaptability possible.

Some members of the jury are very divided on this project whose architectural integration and consistency with the site is questionable.

OC 481 Entre les Quais - Ville adaptable

The candidate has studied the different circulations of the site and offers solutions from the existing school.

The candidate does not take into account the issue of traffic regarding the study site.

The river is enhanced by public green spaces. The offices are located to the station with opening towards the center of the islets.

The new road is designed as an urban boulevard and offers parking at the station and a screen of greenery along the railway. Other roads are created and are too large for the size of the site.

The accommodations are mainly apartments with parking spaces in the basement.

The scale of the buildings is different from the existing building with a non compatible typology with the town of Ciney.

The adaptability of the offices is not considered contrary to the title of the project!

RS 100 BACK TO THE FUTURE

The candidate has reviewed the site in relation to the flow of traffic, near to the city (grid of the existing streets), the problem with the railway underpass, limited in his height, trucks being diverted to the outside of the city.

The development of the station forecourt is taken into account with a link to the site.

The river is enhanced with walkways and a central square.

The new road is treated as an urban boulevard, and separated from the railway by a green screen.

The offices are located mainly in the south towards the station and serve as a buffer for the housing in the North East.

A porch marks the entrance of the site.

Each accommodation has a garden or a terrace and a garage.

The scale of the project seems well suited to the of city with the creation of little streets and squares with reference to the traditional structure of the city. The "Quai de L'industrie" becomes a real street.

It should be noted that the 3D view shows a higher density that does not match with the master plan.

The issue of adaptability seems superficially addressed.

LL 747 CHUTE

The jury wanted to keep this project because while offering an appropriate scale for the development and buildings, it brings innovative new elements that enrich the quality of life.

Indeed, the design of the noise barrier (concrete mass that welcomes Parking along the railway and serves as a base for offices), or water management (exploitation of seasonal river flow) or even the original layout of the buildings opening up viewpoints towards the site are all elements that contribute to the quality of the project.

Mobility is also well studied, and responses are realistic and rational. The project also takes full account of the existence of floodplains.

The project is based on a good analysis of the proposed territory and certifies a certain capacity of the author of the project to understand the issues related to urban planning.

The principle of diversity is based on the "Rubik's cube"

The concept structures the project whose adaptability is both functional and temporal. Indeed, following the proposed principle, the selected grid accomodates both for offices as for habitat and the relationship between the density of housing and offices can be regulated according to the economy of the moment.

The jury regrets that the project abolish any cadastral division and does not take into account the existing buildings, yet recently renovated.

The jury could also hope that the project exceeded the basic principles by developing the architecture and urban environments in order to give it some purpose.

The meeting is closed at 19:00 p.m.

Done in Liège, on October 19, 2013



REPORT OF THE BELGIAN JURY

SESSION 12 OF EUROPAN COMPETITION

SECOND SESSION

Paris (F)
Centre National de la Danse
November 10, 2013

COMPOSITION OF THE JURY

NATIONAL MEMBERS

Public Authority representative

Martine RIDIAUX, Architect, Direction of Operational Planning of Wallonia (DGO4)

Client representatives

Benoît DISPA, Mayor of the town of Gembloux

Architects

Jan KETELAER, Architect, Bruxelles

Luc HERZE, Architect, President of ARALg, winner European 1, Liège

Jean-Michel DEGRAEVE, Architect, Habitat Concept, Rixensart

FOREIGN MEMBERS

Alain CASARI, Architect, Urban planner, Nancy-Metz (France)

Alberto MOTTOLA, Architect, winner European 10, Trévis (Italie)

Meeting of Sunday, november 10th, 2013

The meeting began at 9:30.

All jury members are present. During the two days of the Forum of Cities and Juries that preceeded, they were informed of the analyzes made by the Scientific Committee of European about the pre-selected projects in the first phase, and attend discussions by these experts between certain site representatives and members of the jury.

Mr. P. SAUVEUR, President of European Belgium, intervened to remind the jury members the evaluation criterias of the second phase of the jury.

To do this he read Article 3.1.4. of the procedures for the internal competitions to European structures:

"During the second session, the jury considers proposals by:

- The relevance to the theme and the challenges of sustainable development
- The appropriateness of the program in relation to the programmatic framework of the site for which they register.
- The ability to enroll in an urban process adapted to the context
- The innovative aspect of the proposed public spaces
- Taking into account the relationship between habitat and other functions
- The architecture quality
- The technical qualities

The President also reminds the rule regarding the number and type of prizes to be awarded: Depending on the number of sites in Belgium (2), the Belgian jury may designate maximum 2 winner prizes and 2 runner-up prizes throughout the session.

During this session the price formerly said "quoted or honorable mention" are now called "special mention" and can be attributed on unlimited bases as before.

Only prizes for winners and runner-up are valued by twelve thousand euros for the winning price and six thousand euros for the runner-up price.

Les membres du jury adhèrent à la méthode proposée.

Mr. DEGRAEVE, President of the European Belgium Jury, thanked Mr. SAUVEUR, and intervenes in turn and questions the jury on the method of judgment to be applied for this second phase.

He made the following proposal: Each project could be reviewed and then be selected or not, and the decision for awarding the prizes will be done facing the 2 sites, and comparing the quality of projects transversely.

Jury members adhere to the proposed method.

Mr. DEGRAEVE reminds that, at this stage, the jury also must unseal the team or the candidate who will potentially be able to implement a project by covering the different phases of the production process.

The first phase of the jury focused mainly on detecting the projects that are conceptually interesting and innovative regarding to the theme of European 12.

This second phase will attempt to identify projects that present the performance of their innovative ideas to connect the reality of the environment and its problems, projects that have been able to offer a full scale adequacy to the site - in summary, projects who have successfully integrated all criteria and also presenting the quality of positioning in an operational project.

The jury decided to begin their deliberations with the site of Seraing

A. Site of Seraing

As a reminder, were held at the end of the first phase of jury, 4 projects with the following codes:

HI 849
HH 907
IC 982
PQ 229

The jury reviewed in detail the four projects and a first vote is made. PQ 229 project does not get a majority vote.

A. SERAING – 2 DISMISSED PROJECTS

PQ 229

Breathing new life into the valley

The jury had initially enjoyed the whole process of reflection led by the candidate who presents a structured development, based on a study of different (physical, economic, ...) components of the site, for recovery of its potential by the establishment of a new economy.

The project is presented didactically (clear and readable presentation of the intellectual approach), but not deemed successful, inasmuch as it failed to go beyond an " economic geographical project " without materialising the stage of an " architecture and urban planning project" .

In addition, the initiation of architectural development, outlined at the end of the presentation panels, remains to be summarized, served by the project and does not allow the jury to properly assess the candidate's skills needed to carry out an architectural quality development. For these reasons, the project is rejected.

Therefore, the 2 following projects remain in competition:

HI 849
HH 907
IC 982

The debate continues about these 3 projects.

HI 849

STAPLES

The jury, which had enjoyed that the author of the project the site treated as a whole, ultimately remains divided on the proposed stratification: economic activities - housing - green zone.

Indeed, the project too strongly dissociates the functions.

Although each stratum has certain qualities (dwellings extending the existing built structure in similar patterns, center with services and activities in coordination with the city, creation of a park along the Lize which extends so as to develop a green barrier between the Cokery and the residential area, offering different atmospheres, conducive to recreational activities, place for soft mobility), the jury has trouble to perceives connections in relation to different uses.

The jury regrets the focus putted on the big planted areas, out of scale, which, in purpose, share and dissociate spaces rather they do unify.

The proposed perspective of the square unforces the project because only the shapes are defined and in the spaces, life is missing.

In addition, the fact that the candidate processes only one side of the square reflects a flawed approach that affects the quality of the project.

The jury emphasized the operational structure of the project, which in itself was an asset to his defense with land operators. Unfortunately, the project does not meet the demand, at least at the given proposed density, precisely on the area where lies the order, yet clearly identified at the start. For these reasons, the project is rejected.

HH 907 Entre MEUSE et FORET...LA TRAME DES POSSIBLES

The project questions the site in its entirety. The large landscape is considered as the axes of the urban project of Seraing.

The landscape connections are validated by the confirmation of two green flows that open the site on the large landscape.

Urban boulevard appears as the new structuring axis which, for this project, must receive public transports on the site.

Its orientation on the central part of the site also becomes the reference axis for a conceptual grid which forms the orthogonal basis of the project organization.

This projectual simplification provides a first dimensional basis to consider a rational organization of the site.

It permits to identify the urban place and a structured organization of the road network.

This approach also allows not to freeze the destination of the different plots which, arranged in a simple and coherent geometry, will be set aside.

The team proposes a mix between homes and business buildings.

The facades of the housing arise in a South orientation as the companies settle as buffer areas in the north face of the apartment buildings.

This concept will allow to consider multiple solutions in the final development of the project and evolve according to the needs and the technical constraints of the proportion housing-enterprises.

The implantation of the grid is also a subject of reflection concerning the structural choice of the buildings incorporating a possibility of change through the use of metal-bearing structures.

The project addresses and illustrates by diagrams, a process of mixity (south oriented houses standing against north oriented companies) which can be unrealistic as it should operate only on small units.

Despite all the qualities listed above, the project seems to have treated with too little valorisation, the lands of the site of action belonging to the SPI on which precisely the issue of the order is positioned. For all these reasons, the jury decides to give the **special mention** for this project.

IC 982 **Synergie**

The jury decided - unanimously - to award the title of **winner** for this project because it is a holistic and relevant response to the raised issues.

Urban process is based on a successful mesh of roads whose hierarchy participates to a structured urbanization of the site. The proposed grid allows an interesting diversification, and the area belonging to the SPI is developed with a good understanding regarding the context.

The project includes in its analysis the fragmented organization of Seraing, takes into account the land on both side of the new urban boulevard, includes the particular topography of the site, and the demand for creating two green flows.

The analysis of the plots of Seraing brings to this project a sociological approach of sharing in the proposed organization of a new city block.

This approach gives it a factual originality by creating very structured semi-collective garden.

This desire to create a social life is extended by proposals encouraging cultural exchanges (outdoor cinema, bowling, etc ...).

The proposed block is organized into blades of habitats placed on the slope, which frames the semi-public spaces.

It responds to the overall program, but also to specific applications such as creating a place on the Urban Boulevard.

The jury also noted that the project is only one of the pre-selected projects that exploit the topography of the site, taking into account the natural components of the site (elevations, river ...).

The proposed views offer also the possibility to capture the treatment of "in between" treated with great accuracy in inner islets.

The jury remained divided on the proposal considered a little too minimalist, made on the site of Arcelor which the applicant does not appear to have exploited the full potential. But the project was able to meet the program in priority by developing the site of the SPI whose program was clearly defined.

Thus, the jury do not doubt that the skills here demonstrated by the author of the project can also be pushed ahead to the service of a more advanced development on the grounds of Arcelor, if deemed necessary by the Client.

Finally, the candidate demonstrates some skills in communication offering, aptly, well built perspectives, participating to the good understanding of the project and also as an effective tool for presenting and disseminating for the owners.

B. Site of Ciney

As a reminder, were held at the end of the first phase of jury, 6 projects with the following codes:

AX 788
CD 399
LL 747
MS 936
OC 481
RS 100

The jury reviewed in detail the 6 projects and a discussion is made.

A. CINEY – 2 DISMISSED PROJECTS

OC 481 Entre les Quais - Ville adaptable

The jury was not totally convinced by the project in the first phase, but had nevertheless wished to keep it regarding certain remarked qualities in the first analysis.

He notes a particularly great quality in the presentation and drawings.

But if the project makes an interesting preliminary study, it brings no final innovative idea. The proposed architecture does not seduce and seems difficult to be rewarded in terms of image with the land operators.

Moreover, the jury raises a hazardous design of the proposition by placing parkings in underground, below the level of the river, that is to say in a flood zone.

The complexity of the presented buildings makes them difficult to adapt in terms of reversibility: offices/homes.

Finally, the jury remember the reservations made in the first phase regarding the large area given to roads in the project.

For these reasons, the project is rejected.

RS 100 BACK TO THE FUTURE

The jury appreciated the responses provided by the project in terms of mobility and adequacy to the scale of the city.

He had particularly retained the relationship created between the site and the station, but without considering the proposal of the portico at the entrance of the site appropriate.

The jury judges the architectural response rather weak and a proposal for housing is not suitable for the request.

The project also does not provide an answer to the question of adaptability in dealing indeed more with "sharing" than "adaptable".

For these reasons, the project is rejected.

B. CINEY – 2 PROJECTS WITH SPECIAL MENTION
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AX 788 INDETERMINATION SPECIFIQUE

As already noted in the first analysis, the project does not meet the issues in terms of mobility (connection to the station).

The jury regrets a certain rigidity in the stratification: 3 level accommodations on the Quai de l'Industrie, , 2 level housing in the inner islets and 3 level offices along the railway ..

Access to housing is also unclear.

However, the jury points out the project thought on a good scale, determining friendly spaces by incorporating natural components of the site.

The main idea of the project (gradation) doesn't seem to work: the organization of the office is not functional and will be difficult to seduce a developer.

For all these reasons, the jury decides to give the **special mention** for this project.

CD 399 WALK THE LINE

The jury was interested in the urban process of the project (study of a connection to the historic center through a loop route), and challenged by the overall originality of a strong project.

However, if the intellectual approach may be welcomed, the jury noted disproportions and inconsistencies that penalize the project.

Indeed, the idea of offering an administrative center, disproportionate to the public announced in the program, creates too much lag. Similarly, the dimensions given to one of the bridges, imagined to overlook the railway lines, does not meet the wishes of the railway company, presumably little interested in this type of investment.

The jury also questioned the profitability of offices which will have blind facades towards the private park and hence, their possible reversibility into housing as requested in the program.

Some members of the jury are still unconvinced on the architectural integration and the consistency with the site.

For all these reasons, the jury decides to give a **special mention** for this project.

LL 747 CHUTE

While respecting the existing urban fabric, the project proposes a rational solution to the traffic. On the one hand, along the railway, while allowing the crossing of the tracks through a tunnel in a realistic way. On the second hand, the pedestrian cross at selected places by reassuring subways. Access to new constructions derived from the natural observation of the existing traffic-grid.

The existing habitat on the Quai de l'Industrie, dictates the scale of new constructions in the continuity of the street.

The originality of the project is that it manages to reduce the inconvenience of the site by isolating the neighbourhood to the noise of the railway by creating a mass that houses the car park, which serves as a base for offices.

The Requested flexibility is found. The different options are possible while encouraging the construction on the noisy side of the railway and the development of urban activities on the side of the Quai de l'Industrie.

The implantation angle of the buildings is justified by the perspectives that it gives on both sides of the railway, as the on the Quai de l'industire side.

The innovative contribution of the management of variable seasonal flow of the stream becomes an active element in the landscape variations.

The presentation of the project is clear (eg by a section that easily apprehend the implantation of the functions and the integration of the landscape) and the perspective angles are multiple and interesting (one of the perspective even brings a view from the train platforms)

This is a project on the scale of the city, the typology is realistic and contemporary.

The jury, however highlights some points that seem to have to be further investigated, but which do not doubt the quality of the final project:

- If he appreciates the calculated disposition of the buildings along the railway opening some perspectives, the jury has reservations about the risks of possible resonances.
- The jury also expressed some reservations an the drawing of the curve of the underpass and the induced slope.
- The project has great public spaces with mineralized zones, which may encumber its budget implementation.

For all these reasons, the jury decided to mention the project.

The project proposes a real planning tool for an evolutionary development process.

Future choices are suggested by the establishment of urban "stimuli".

Targeted actions occur at several levels:

- The implementation of a hierarchical road network;
- The provision of public spaces along the river, dotted with equipment called "follies"
- built building blocks, distributed in a landscape frame.

This approach builds a structured project where different elements of the program are intertwined in a global logic that is gradually affirmed.

It proposes the construction of two bridges on the tracks: one is an extension of the commercial street of Ciney, the other provides the connection between the path along the river and the other side of the railway .

Traffic is improved by the creation of a new road parallel to the railway, on which office buildings are logically installed. These create an irregular builded façade, with its openings towards the interior of the district, where houses are, preferably and not exclusively, established.

The project proposes a dimensional approach by a grid of 16 by 16 meters.

This grid seems judicious for the creation of individual homes or intermediate habitats.

It also allows easy implantation of commercial properties.

If the project is well thought out, it reaches its limits too early because it does not offer architecture nor scales to the buildings, except a grid and a small study on the "in between".

The development, if only of one islet could initiate the architectural research and identify urban environments to allow the jury to make a judgment at this level.

For all these reasons, the jury decided to **mention the project**

The word was given to the President of European that unsealed the anonymity of the winning projects

Site de Seraing

Winner

IC982 - Synergie

Authors of project

- **Luis Masia Massoni** (ES), architect
- **Fabio Cavaterra** (IT), architect

Spécial Mention

HH907 - Entre MEUSE et FORET ... LA TRAME DES POSSIBLES

Authors of project

- **Amélie Fontaine** (FR), architect urbanist

Site de Ciney

Runner-up

MS936 - Rubik's

Authors of project

- **Marie Gil** (FR), architect
- **Dorothée Broche** (FR), architect
- **Matthieu Preuvot** (FR), urbanist

Runner-up

LL747 - Chute

Authors of project

- **Valenti Mattia** (IT), architect
- **Busato Enrico** (IT), architect
- **De Nardi Paolo** (IT), architect
- **Pezzutti Sara** (IT), architect
- **Benghi Niccolò** (IT), architect
- **Malaisi Costa Benedetta** (IT), architect

Contributor

- **Giulia Rigoni** (IT), architect

Spécial Mention

AX788 - SPECIFIC INDETERMINATION

Authors of project

- **Fanny Landeau** (FR), architect
- **Gwenael Massot** (FR), architecte urbanist

Contributor

- **José Prieto** (CL), architecte

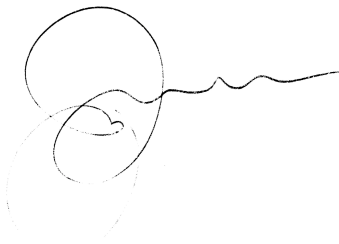
CD399 - Walk The Line

• Authors of project

- **Léo Pollard** (FR), architecte
- **Clément Boitel** (FR), architecte

The President thanks all members of the jury and the meeting is adjourned at 1:00 p.m.

Done in Liège, on November 22, 2013

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by a series of loops and a long, wavy horizontal line extending to the right.

Jean-Michel DEGRAEVE,
President of the Belgian jury of session 12 of European competition