



**REPORT OF THE BELGIAN JURY**  
**SESSION 13 OF EUROPAN COMPETITION**

**FIRST SESSION OF THE BELGIAN JURY**

**Charleroi (B), October 2 and 3 2015**

**COMPOSITION OF THE JURY**

**URBAN/ARCHITECTURAL ORDER**

**Martine RIDIAUX**, Architect, Direction of operational planning of Wallonia  
**Emmanuel LAURENT**, Head of Property Development Department / ArcelorMittal Belgium Real Estate (and Holland)

**URBAN/ARCHITECTURAL DESIGN**

**Anne-Mie DEPUYDT**, Architect Urban planner, bureau uapS, [www.uaps.net](http://www.uaps.net), Paris  
**Laura FALCONE**, Architect Urban planner, team Due di Quatro, winner European 11 (Sambreville), Italie  
**Makan RAFATJOU**, Architect Urban planner, <http://www.makan-rafatdjou.com>, Paris.  
**Bernard DEFFET**, Architect Urban planner, <http://www.baumans-deffet.be>, Liège, Belgique.

**PERSONALITY**

**Bernard REICHEN**, Architect Urban planner, <http://www.reichen-robot.fr>, Paris.

**SUBSTITUTES**

Jean-Michel DEGRAEVE, Architect Urban planner, Habitat-Concept, V-P of EUROPAN Belgique,  
Fabienne HENNEQUIN, ir-architecte Urban planner, Liège, Belgique

**Additional members for the Swiss project :**

Robert PROST, ingénieur ENSAM, architect DESA, Paris  
Jürg CAPOL, architect, Lausanne

Ms RIDIAUX have kindly asked the other members of the jury to excuse them of not being present at meetings on 2 and 3 October. Mr Jean-Michel DEGRAEVE, initially first alternate, occupied therefore the vacance.

### Visits of the sites

Before beginning their deliberations, the jury traditionally visit the sites proposed to the candidates.

The Friday morning was therefore reserved for these site visits.

The first visited site was Libramont where the jury members were welcomed by representatives of the City of Libramont.

They then took the road to Charleroi, where Mr MAILLIS, Bouwmeester of Charleroi town waited for them.

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

After this morning, the deliberation started at 14:30 at the castle of Monceau Charleroi.

The jury will judge 44 projects for the site of Charleroi, 18 projects for the site of Libramont, and 19 projects for the site of Geneve (Swiss).

Belgium has indeed agreed to host Switzerland in the European session 13.

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

### **1. Themes and procedures of European**

Projects must fit into the **theme** of European which is "**THE ADAPTABLE CITY 2**"

The European 13 theme continues with the generic theme of European 12 on "Adaptable city " .

Adaption to the need for more sustainable development but adaption also to the context of an economic crisis that the majority of European cities are currently undergoing.

The jury works in accordance with the procedures in internal competitions European structures namely:

#### **First session**

At the beginning of this session, the jury appoints one of its members as chairman and agrees on its working method. Sites representatives can be integrated to this jury level. The jury then studies the projects that do not comply with the rules and decide whether or not to disqualify them.

It later on assesses the projects on their conceptual content and the degree of innovation according to the European 13 theme and shortlists 10 to 20% of the submitted projects.

#### **Second session**

During the second session, the jury examines –on its own and independently–the shortlisted projects and points out the winners, runners-up and special mentions. The jury could assess projects on basis of: the relationship between concept and site; the relevance to the questions raised by the topic and in particular to the issues of sustainable development and adaptability; the relevance of their programme to the general brief for their specific site; the potential for integration into a complex urban process; the innovative nature of the proposed public spaces; the consideration given to the connection between different functions; the architectural and technical qualities.

The jury finally writes a report giving the reasons for the choice of winners, runners-up and special mentions in relation to the requirements of the competition and the concerned sites.

Each country budget holds the equivalent of a Winner's and a Runner-Up's prize per site. Still, each entry is judged on its sole merits and the winning teams are not chosen on basis of an equal distribution between sites – the jury can therefore distribute prizes among entries up to its will and decide not to award all the prizes. In this case, the reasons shall be made public. The jury may single out projects for Special Mention. These projects are recognised by the jury as presenting innovative ideas or insights, yet not sufficiently suitable for the site to be awarded a winner or runner-up status. The authors of such projects do not receive any reward. If disqualified after validation of participation a prize-winning project may be replaced by another project if the quality is satisfactory.

- the judging process is made of **three steps**, 2 jury sessions and a Forum in Bratislava in November 2015, 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 Bernard DEFFET is unanimously elected President of the Jury.

## **3. Representations of the cities**

Mr. MAILLIS , Bouwmeester of the city of Charleroi , attends the deliberation on projects Charleroi, and complete the presentation that had been initiated in situ .

## **4. Methodology for the evaluation of the projects**

1. The jury chooses to begin its analysis with the projects presented on the site of Charleroi.
2. The jury sets up his methodology:
  - Project by project 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
  - - Debate on each project and first selection ( project be eliminated - or retained )

## **5. Elimination of project**

All projects comply with the European rules. No projects had to be eliminated.

# A. Site of Charleroi

Project by project detailed look at the technical analysis.

The technical analysis addresses the following aspects:

- 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:

**Location** Charleroi, Gilly, Place Destrée

**Population** 203,753 inhab.

**Strategic site** c. 11.4 ha - **Project site** 2.5 ha

**Site proposed by** City of Charleroi, Charleroi Bouwmeester

**Owner(s) of the site** City of Charleroi

**Commision after competition** Town planning study, architectural design of public spaces and some buildings

## **How can the site contribute to the adaptable city?**

An old industrial community to the East of Charleroi, Gilly has developed along the communication lines that link the North of the Charleroi conurbation to the town of Châtelet in the South, as well as to the Centre of Charleroi and its periphery to the East towards Fleurus and Namur. With its many shops and public facilities, the “Quatre bras de Gilly” crossroads constitute the pole of attraction of the former municipality, now merged with Charleroi. The transit traffic is diverted by the fast lane known as the “Route de la Basse Sambre” [Lower Sambre Route] and the tram has been replaced by a light metro on the site in the Gilly crossing. In spite of a loss in economic vitality and a drop in its social life, Quatre bras remains the heart of Gilly. Its appeal must be further enhanced, however, to re-endow it with a quality of life and urban intensity that can spell renewal for the quarter.

## **City strategy**

The city of Charleroi went through a major economic development thanks to its coal mines, and steel and glass making plants. Like all industrial cities, its residential fabric is closely related to the places of the activities and crossed by numerous road, waterway and public transport infrastructures and facilities. Following the de-industrialisation process and discontinuance of the old activities, the city has undergone a process of rehabilitation. One of the lines of action is intended to give the city back to its inhabitants. Major renewal work is in progress in the city centre. A polycentric city resulting from the addition of industrial communities that were independent until the merger of municipalities in 1977, the municipal authorities wish to complete this action in the centre of town through actions in the secondary hubs. The Place Destrée in Gilly proposed to European 13 is one of those projects.

## **Site definition**

To the north of the Quatre bras de Gilly crossroads, the Place Destrée plays host to the Town Hall Annexe. It is the heart of a public service quarter comprising different facilities: school buildings, sports complex, cultural centre, libraries, rooms for associations and public parks. The light metro goes through the site underground with a station accessible from the Place Destrée. An isolated building in the centre of an extended area, the Town Hall Annexe boasts imposing volumes that hide the rear part of the public space. Taken over by parked cars, this area no longer plays its role as user-friendly space for social cohesion. The municipal authorities wish to review the organisation of the public space surrounding the Town Hall Annexe, both its front side on the Chaussée de Lodelinsart and its rear side, by retaining a link with the Chaussée de Charleroi in the south.

## **Future of the site in relation to the site family and to Adaptability**

The municipality is keen to create a multi-functional, user-friendly public square that appeals through its varied moods, so as to constitute an urban pole of attraction for the neighbourhood. Whereas this desire

to boost the appeal of the site is clearly stated, the options for development are open. With European 13, the town wishes to obtain an open-ended development plan, which while allowing existing activities to be continued on the site, takes into account current or expected changes. The existing car parks are to be moved to another location on the project site. Renewal operations on old residential housing is in progress in the vicinity of the project site. By reorganising the site, the town wishes to reinforce the interest of private real-estate promoters for new public and private housing operations. The reflection on the future of public buildings on the project site must also be integrated into the approach. According to the options for the administrative reorganisation of the city under consideration, the administrative function of the Town Hall Annexe will be preserved. The participants are invited to develop a plan for the ground floor of this building and for the relations between the interior and the public space. Access to the "Temps choisi" cultural centre must be reconsidered. The organisation of the sports complex is to be reviewed: demolition/reconstruction or renovation. As the fate of certain buildings on the project site is uncertain, the candidates are invited to propose an open-ended solution that will make it possible to keep the site operating during its "revamping" phase.

### **The 44 presented projects are:**

AQ539 - SERPENTINE LINE -  
AX882 - GILLY QUOTIDIEN PROCESSUS ITÉRATIF POUR UN DÉVELOPPEMENT LOCAL -  
BJ041 - EQUIPPED GROUND -  
CA825 - FORUM -  
CR499 - GILLY CITY CAMPUS -  
DJ405 - CULTURAL COMMONS<sup>3</sup> -  
EH195 - CONVERGENCES  
EK746 - TERRILS -  
EP370 - FAIRE PLACE -  
EU710 - GILLY'S BANDS -  
GR642 - LA PLACE D(E)STRÉE(YANTE) -  
HD051 - CROSSROADS -  
HJ062 - RADIEUSE CITADINITE -  
HK604 - ÆUROPLAN DE LA LUMIÈRE 13.42 -  
HP962 - AT THE CROSSROADS -  
IP737 - CITIZENS GAMES -  
KK593 - RE-VEILING GILLY -  
KU317 - MAKING ROOM FOR GILLY  
LM842 - LES CHAMPS DESTREE -  
LN129 - QUATRE COURS -  
LS756 - GILLY JUMPER - CONDITIONS FOR THE CORE OF THE EAST METROPOLITAN DISTRICT  
MG473 - PLACE TO PLAY -  
NW470 - CAMERA -  
OA648 - GILLY'S PUBLIC CARPET -  
OI910 - IDEAL IDENTITY -  
OJ597 - GILLY 2020 -  
OU508 - SUR LES PAVÉS, LA PLACE! -  
PA512 - UNITY -  
PE471 - CHOISIR A TEMPS - CHOOSE RIGHT ON TIME -  
QD457 - SUR LES PAVÉS, LA PLACE!  
SG470 - WALK THE BLACK LINE -  
SJ255 - DRAG AND DROP -

SL348 - L'ESPACE D'UN TEMPS CHOISI -  
SU252 - JARDIN DESTRÉE - REVEALING THE CITY, UNLOCKING THE GARDEN -  
SV377 - IN PRAISE OF PLACE DESTRÉE -  
TW710 - GILLY MADE IT YOURSELF  
UD850 - LA GILLYETTE -  
UI005 - GET GILLY TOGETHER -  
XE665 - IN CUBE GILLY -  
XJ924 - CHARLEROI - PARKING - YEAR(S) -  
XQ173 - THE HETEROTOPIA POOL  
YZ372 - UNFOLDING GILLY: THE HIDDEN URBANITIES OF THE WELFARE CITY -  
ZK130 - 4 SAISONS À GILLY -  
ZO497 - RÉFLEXION -

In accordance with the European rules of internal procedures, the jury assessed the proposals in light of the conceptual content and innovative contribution to the theme of European 13 ("adaptability").

It is therefore for conceptual reasons, lack of innovation proposed and/or unsuitability with the theme of adaptability that the projects have been rejected.

These projects did not satisfactorily meet the requirements of the sub-themes that were the issue of resilience (the difficulty of extending or returning an identity to the structural elements of the town, whether built or landscaped), the objective of social adaptability (conciliation of these structures' coherence with the scalability of uses and practices) and the changing nature of the economy (consideration of the economic crisis in the urban transformation management proposal).

After this analysis , the 7 following projects were selected:

- EH195 - CONVERGENCES -
- KU317 – MAKING ROOM FOR GILLY -
- LS756 - GILLY JUMPER - CONDITIONS FOR THE CORE OF THE EAST METROPOLITAIN DISTRICT -
- QD457 - SUR LES PAVÉS, LA PLACE! -
- TW710 - GILLY MADE IT YOURSELF -
- XQ173 - LE HETEROTOPIA POOL -
- ZO497 - REFLEXION -

## **Comments per project :**

### **EH 195 Convergences**

#### General principle

The project proposes a "clarification of the site" by means of a range of interventions classed in 4 spheres of opportunity:

Institutional land = place Destrée

Structured land = north part behind the town hall  
Collective land = southern part

Shared land = Rue du Calvaire housing.

#### Adaptability:

Poly-functionality of public spaces

Project = progressive adaptation process, e.g., the communal gardens on Rue du Calvaire become collective housing.

#### Project advantage:

Creation of a structured area proposing different levels (terraces) creating "balconies" Realistic rather project.

The project incorporates the schoolyards in its overall thinking.

An interesting description of the diversity of uses for the spaces created, but which however is not transposed into the proposed perspectives.

## **KU 317 Making room for Gilly**

### General principle

Redefinition of relations between the existing building and public spaces according to the following principles: emptying of a large urban space; redefinition of relations between the buildings – school, sports complex, town hall, housing; shared re-use / connection / communication.

### Adaptability:

Process announced as scalable.

More than an intervention schedule, the approach aims to involve in-depth sharing between the town, its inhabitants, developers and urban planners.

### Project advantage:

Pertinence of interventions as regards existing elements, in particular concerning scale.

The underground line is a structuring element in the project, developed around “filter” buildings. Considerable structuring and differentiation of spaces via the means of buildings on the one hand and open spaces created on the other hand.

Re-structuring of the rear of the square into an urban square, canopy, new entrances to schools and the town hall, car parks.

Good coherence between the spatial and architectural conception through proposing streamlined and realistic constructions.

## **LS 756 Gilly Jumper**

### General principle

Process involving activation of the site via three ambitions:

- Resilience through new public spaces.

- Offer of potential spaces via a scalable structure at the corner of Rue du Calvaire / Chaussée de Charleroi making up a strong urban element.

- Joint construction via an open programme

### Adaptability:

The multi-story car park can be transformed into housing

Phasing not specified

Consultation of all the players involved in the process of bringing the project to fruition.

### Project advantage:

Structuring of the project along the route of the underground through proposal of a covered pedestrian walkway linking the two underground stations.

Coherent in terms of scale and the road network.

The public square becomes a vast open space with 2 main zones (one mineral, the other plant dominated).

The re-designed public space with 2 distinctive zones boasts good clarity.

Creation of a new structure (at the Rue du Calvaire crossroads) housing a wide possible range of functions (offices, housing, car parks), urban message at the rear of the site.

## **QD 457 Sur les pavés, la place**

### General principle

Re-creation, instead of the current fragmented and unconnected urban space, of a collective public space through construction of a large public space covering the entire site. Established according to a triangular framework, this “landscape” becomes the iconic element of the project and incorporates the different elements of the site, whether existing or new (blocks).

### Adaptability:

New multi-function buildings.

Planning not addressed.

### Project advantage:

Principle of a large framework which, through its undulating movements, unifies and re-connects the different zones and functions of the site (for example, the direct link with the entrance to the underground.)

The project offers new perspectives for the square (demolition of the existing sports complex).

The planned car parks are underground, but no drawings are provided.

The uniformity of the place is borne out in a continuum on the ground that links the different elements of the programme. The presentation of the project pays witness to its extensive imagination.

## **TW 710 Gilly – Made it yourself**

### General principle

A pedestrian walkway between the two underground stations with the creation of a large public square surrounded by buildings, linking Place Destrée and the rear of the town hall, is re-designed as the focal point of the project.

### Adaptability:

6 scenarios are proposed, varying according to the needs and demands of the inhabitants.

### 3 detailed phases.

### Project advantage:

Overall coherence of the project, accompanied by scenarios of the phasing.

Proposal of a new district with new streets, enabling re-structuring with regard to existing streets.

Creation of a public square linked to Place Destrée, surrounded by new buildings (new sports centre built at car park level, a building that closes the schoolyard whilst enabling large open passages on ground floor level).

Re-interpretation of the interior of the block into teaching zones (in connection with the neighbouring secondary school).

## **XQ 173 The heterotopia pool**

### General principle

The project proposes to create a large “hetero-topical” space that is a “palpable area for utopia”, located at the current level of the site, forming a sort of “swimming pool” measuring 235 m x 32.50 m, rounded off by a tower with a panoramic view.

Underpinned via pillar supports (creation of open spaces).

### Adaptability:

Under- or undeveloped aspect: limited to a single phase in light of the overall project principle (creation of a generalised lower level).

### Project advantage:

The idea of lowering the square creates a direct link with access to the underground and involves a large pedestrian space underneath the current level.

The planned space is structured and opens out onto the schoolyards, as well as offering connectivity via extension of the green spaces.

## **ZO 497 Reflexion**

### General principle

A strategy of “complementary spaces” by O.M. Ungers

A sequence of 4 distinct public spaces organised by the constructions set out around the symmetrical axis of the CECS buildings.

### Adaptability:

3 occupation strategies for the public spaces: normal / street festival / large car park.

> Central block of housing 6 metres high with a variety of sizes ranging from 36 m<sup>2</sup> to 218 m<sup>2</sup>.

> Varying occupation of the sports hall.

Proposed planning split into 4 stages.

### Project advantage:

Considered urban land-planning in the relations between the previous square and the 2 redefined squares.

The project thus returns sense to the layout that exists but that cannot currently be perceived.

The project proposes a global public space with a wide variety of uses.

Introduction of inflections (curves) in the reorganisation of certain roads.

The project also preserves the light in the schoolyards by extending the site into these venues.

Creation of a square over the car park planted with pine trees to form a higher canopy.

The meeting adjourned on Friday, October 2<sup>th</sup>, at 19:00.



## Site of Libramont

The jury adopted the same procedure as for the Charleroi site for judging the projects in Libramont.

Project by project detailed look at the technical analysis.

The technical analysis addresses the following aspects:

- 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:

**Location** Libramont-Chevigny, Train station quarter

**Population** 10,947 inhab.

**Strategic site** c. 32 ha - **Project site** 10 ha

**Site proposed by** Municipality of Libramont and Belgian Rail (SNCB)

**Owner(s) of the site** mostly SNCB, the Municipality and private individuals

**Commision after competition** Town planning study, architectural design of public spaces and certain buildings

### How can the site contribute to the adaptable city?

In the heart of the province of Luxembourg, the municipality of Libramont-Chevigny is situated on the high plateau of the Belgian Ardennes. A simple hamlet up to the 19th century, the village of Libramont would grow after the arrival of the railway. The focal point of a rural region, Libramont boasts several public facilities: schools, hospital, cultural centre, exhibition centre, convention centre. Its development has in recent decades shifted to the Recogne commercial hub, situated 1.5 km from the centre. Today, a new development dynamism is gradually taking shape in the train station quarter. The upcoming release of all rail operation for part of the land in the South West of the railway lines constitutes a winning asset for the development of the centre of Libramont. The Municipality accordingly wants a master plan covering the entire area.

### City strategy

Thanks to its "railway boom," Libramont developed on either side of the railway line. The quarter of the centre to the South-West of the railway lines comprises many public buildings around the Place Communale. The North-south bank of the railway plays host to the intermodal hub and public facilities. The cut-off formed by the railway lines is crossed only at two points. The municipality wants to restructure two banks on either side of the train station and to link them so as to create the Heart of Libramont. This response to the needs to do with demographics, commerce and business facilities should boost the appeal of the train station and develop the administrative role of Libramont. Three lines of action have been determined: improve the functionality of the train station to turn it into a 21st century station, give new impetus to the forecourt of the train station by making it denser and connecting the quarters on either side of the railway line.

### Site definition

The site comprises two parts separated by the railway. 1° the forecourt of the train station. The train station is used daily by nearly 3,000 passengers. The traffic flows – kiss and ride, bus stop, access to tracks – are no longer functional. The mobility around the train station must be reviewed giving preference to intermodal transport and non-motorised modes. Parking of cars in front of the train station is saturated and restructuring of the offer in parking for train passengers on either side of the tracks should reduce traffic on the crossing points of the tracks. 2° The Triangle in the South-West of the

tracks. The SNCB will free all rail operation on this part of the site, particularly the “turnaround triangle”. The development of this site should make it possible to improve the reception functionalities of passengers – parking facilities, access to tracks, etc. and to connect the Place Communale with the forecourt of the train station.

#### **Future of the site in relation to the site family and to Adaptability**

The Heart of Libramont comprises 3 steps or “sub-projects;” 1° The connection between the Rue de l’Ancienne and the forecourt of the Train Station and its endings. For the link reserved for non-motorised modes (for pedestrians and bicycles), the Municipality wishes to build an underpass and not a footbridge, given the climatic constraints. This option must be included as a minimum, The underpass corridor ends in the South, with a new car park for passengers and a support building, and in the North on the foreground of the train station, which is to be redeveloped; 2° The quarter of the Train Station with 19,500 m<sup>2</sup> of dwellings, offices, shops and local services, and a parking facility for 500 places; 3° The Triangle with shared roads connecting the Rue de l’Ancienne Gare with the Place Communale by distributing a property development of 73,000 m<sup>2</sup> of dwellings, offices, shops and local services and a car park with 1000 places. The continuity of the entire functionality of the site – particularly the intermodal use of train/bus/car parks—must be ensured without fail, during the different development stages, whilst preserving access to the technical premises of the SNCB. Given the scope of the means and resources required for the development of the site, each of the three steps must be the subject of flexible and open-ended programming. The construction of the parking areas must be staggered and modular: the parking facilities for passengers are to be scheduled in an initial step, and the parking facilities for residents apace with the completion of the buildings. The space for offices and dwellings must be reversible to adapt to the development of needs not yet defined with precision. Finally, the planning must include a release of the land according to the choice of construction of the buildings and the development of public spaces.

#### **The 18 presented projects are:**

DR341 - RURALITÉ URBAINE -  
EB076 - LE LIEN -  
EB206 - [RAIL]WAY TO -  
FB105 - 50 SHADES OF GREEN -  
GB785 - LIBRAMONT CHEVIGNY - NET | POLES | POINTS -  
GC704 - BOTH SIDES OF THE STORY -  
HX866 - LE FAISCEAU DES POSSIBLES - PRESELECTION  
LL081 - URBAN QUILT: STITCHING A TRANSFORMING COUNTRYSIDE -  
NH253 - OTHERSIDE -  
NI999 - A COEUR OUVERT -  
PC291 - UN TOIT POUR LE FLÂNEUR -  
PO685 - BATTEMENTS LIBRES -  
PP715 - GREEN HEART -  
UR338 - THE GREEN SYNAPSE -  
WC891 - LIBRAMONT IN EVOLUTION -  
WL159 - ECHI-LIBRÀ -  
WW175 - VITALIZE, ATTRACT AND PARTICIPATE -  
ZN483 - URBAN TWINS -

Initially, examination of the projects did not give rise to any enthusiasm from the jury members. After reflection, it seemed that the underwhelming quality of the proposals revealed the difficulty in meeting the requirements of the programme. The members of the jury indeed deemed the requirements to be too restrictive as regards the required density of the site, leading to the authors of the various projects having to accomplish a task akin to “squaring the circle”.

In its initial analysis, the jury found no pertinent solution among all the proposals. However, it retained 3 projects that stood out and which may form the basis of useful lines of thinking in creating a project for Libramont, whilst insisting on the necessity to revise or adapt the programme data in a manner better suited to the site.

After this analysis , the 3 following projects were selected:

- FB105 - 50 SHADES OF GREEN -
- HX866 - LE FAISCEAU DES POSSIBLES -
- NH253 - OTHERSIDE -

### **Comments per project:**

#### **FB 105 50 shades of green**

##### General principle

Organisation on the basis of a “green and blue hairnet” making possible the development of urban agriculture by the district’s inhabitants, in order to create activity and a high quality living environment. This specific feature of the district will make it possible to attract visitors.

##### Adaptability:

Phasing in 3 stages according to the description of the site.

Reversibility of levels: variety of types but no transformation process proposed.

##### Project advantage:

Satisfies the demand for high density whilst conserving a suitable scale (max R+2). The project involves a square on 2 levels in front of the station.

The project proposes vegetable gardens (“an agricultural cushion” on the SNCB land situated alongside the railway lines), but they do not feature on the plans.

#### **HX 866 Le faisceau des possibles**

##### General principle

Creation of a new centre in Libramont for the progressive and simultaneous implementation of 2 processes :

- “Invariants”: a sustainable framework of public spaces, streets, squares and walkways.
- “New buds”: participative processes with an uncertain outcome, managed by the town.

##### Adaptability:

Progressive colonisation of “invariant” public spaces by “new bud” projects. Detailed proposition for the next 20 years.

Reversibility of levels: car park building with 5 levels that can be progressively changed into offices.

##### Project advantage:

Although the project presentation was sometimes deemed confused and not explicit enough, the project nonetheless stands thanks to a design underpinned by 2 strong points:

- The pedestrian underpass is marked out by 2 distinct spaces, which form signals on each site of the roads. These 2 focal points are structural elements of the project.
- The creation of a new multi-modal axis parallel to the railway lines, linking the current cul-de-sacs.

The link to the town square is achieved by soft mobility methods.

## **NH 253 Otherside**

### General principle

Transformation of the station into a shared and dynamic environment via a large connection utilising the different levels in order to form the hub between the two sides of the railway and connect the different functions of the site: station, housing, shops, offices, public services, etc.

### Adaptability:

Proposed phasing.

> 3 phases of the station towards the south.

> To the south: park and slope with plantations and successive constructions.

Reversibility of levels: not addressed.

### Project advantage:

The project takes the decision to leave “empty” spaces, giving the project room to breathe, which is its strong point. The link with the town hall square is formed by a large urban park made up of green spaces.

However, the connections between the new districts and the current buildings do not seem to have been studied in depth.

Certain elements also seem over-sized such as the access ramps to the underground car parks underneath the housing.

The meeting is closed at 12:00 p.m.

Bernard DEFFET,

President of the Belgian jury of session 13 of European competition



## REPORT OF THE BELGIAN JURY

### SESSION 13 OF EUROPAN COMPETITION

#### SECOND SESSION

**Liège (B)**  
Museum of " Liege Beaux-Arts"  
**November 21, 2015**

#### COMPOSITION OF THE JURY

##### URBAN/ARCHITECTURAL ORDER

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Belgique,  
Fabienne HENNEQUIN, ir-architecte Urban planner, Liège, Belgique

##### Additional members for the Swiss project :

Robert PROST, ingénieur ENSAM, architect DESA, Paris  
Jürg CAPOL, architect, Lausanne

## Meeting of Sunday, november 21th, 2015

The meeting began at 9:00.

All the members of the jury are present except the Swiss members, who will join it in the afternoon for the session that concerns them.

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.

The first phase of the jury focused mainly on detecting the projects that are conceptually interesting and innovative regarding to the theme of European 13.

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 potentially project.

Monsieur DEGRAEVE, who was present in the Bratislava meeting in early November, gave a report to the jury members, reminding them of the reflections that were made on the projects during the debates on pre-selected projects

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

### **“Charleroi site”**

The members of the jury proceeded to make an individual examination of each project, based on the selection criteria of the second phase of the jury.

After this time of reflection and analysis, the chairman proposed a vote to know each member's preferences.

The 7 full members of the jury would vote, with the alternate members abstaining.

Following the vote, the projects received the following votes:

EH 195	: 3
KU 317	: 4
LS 756	: 0
QD 457	: 4
TW 710	: 4
XQ 173	: 6
ZO 497	: 0

**The jury looked at the 3 projects with the lowest number of votes, or none, and justified its choices:**

#### EH 195 CONVERGENCES

The project proposes a continuous floor that does not sufficiently question the limits of the site and its link to these.

It envisages a collective space whose spatial framework does not allow the uses over time.

There is a lack of harmony between the public area and the buildings, indicating a defective anchoring of the latter.

#### ZO 497 REFLEXION

There is a lack of adaptability regarding the demolition, and also no stance or explanation on the subject.

There is an abstraction of the place, without a definition of how to enrich it.

The project proposes continuity at floor level, but does not question the limits encountered. In this sense, the project is 'floating'.

Basically, the project is very watertight vis-à-vis the town and uses.

#### LS 756 GILLY JUMPER

The project defines two main areas but the interaction between the different places is not shown.

It does not provide information about the development of different scenarios in these 'capable' spaces. In this sense, it is too theoretical and too conceptual.

A gap is also perceived between the proposed building, where many functions are concentrated, and an empty public area that is undefined and whose adaptability has not been studied.

**The jury exchanged ideas about the 4 projects that received the most votes**

#### **KU 317 Making room for Gilly**

The project consists of demolishing and transforming an unlikely space allowing a usage and adaptability function to the place in an interesting way.

The 'project "works" with minimum effort. In this, it is efficient, offering good reversability in the public space.

It is generally comparable to the XQ 173 project, which could be more expensive and more complex to be made.

The project integrates thought about mobility, including maintaining the existing roads ... However, it could be criticized for concentrating on the back of the town hall and less on the front.

### **XQ 173 The heterotopia pool**

Projet « platforms »

By imagining digging up the ground to create new spaces, It showcases existing buildings, putting them on "platforms". This also allows for creating a good link with the access to the subway.

In prolonging this idea at the back seems more complicated because the connections with back buildings at this level seems less obvious. In this, the rear space seems less studied.

The jury, however, underlines the expensive aspect of such realization.

### **TW 710 Gilly – Made it yourself**

A rather realistic project, proposing new types of islets for Charleroi.

The project designs spaces with very defined purposes, while others open up new possibilities.

It's a pretty original decision, rarely taken in the rendering and in harmony with the existing buildings and site boundaries.

The scale is right.

The idea that the shared spaces can also be situated next to collective spaces is more unusual but is still interesting.

The project is less interesting when it comes to the adaptability of the place, juxtaposing the spaces against one another.

The project demolishes and reconstructs a lot. In this sense, the place is little adaptability (existing building, metro,...)

### **QD 457 On the cobblestones, the place**

Importance of the intervention of the project on the floor, moulded and continuous. Definition of a continuous floor and an empty space proposing beacons that open up possibilities.

Positive evaluation of the idea of floor continuity and strips-like buildings.

Iconic but radical project. The project has value only in its entity.

The jury decided to retain these 4 projects. It then entered a debate about the prize fixed to these projects. It is clear from this debate that if the projects often provide interesting answers, none of them stood out as the project guarantor, in a comprehensive and innovative way, to the site's questions, so none managed to reach the corresponding level of excellence to that of a laureate. However, the jury understands that the problems posed were complex and thinks that the reflexion on this site should be extended at the start of the concepts of the 4 projects retained when it comes to the ideas introduced (work on the level, maintain or not the existing building, anchor to the site to new interventions,...)

The jury voted on 4 projects, which is indicated in descending order of votes:

XQ 173

KU 317

QD 457

TW 710

The jury decided to award a 'runner up' to the listed projects:

XQ 173

KU 317

And the prize of 'special mention' to the listed projects

QD 457

TW 710



## Site de Libramont

As before, the jury members proceeded with an individual examination of each project following the criteria of this second session.

The jury president then proposed to organize a vote to determine the project preferences. Following the vote, the FB 105 project was unanimously selected.

Then the jury came back to two other projects and justified their reasons not to retain them for the final phase:

### **NH 253 Otherside**

The jury questioned the important role given to the green space. Does nature play the role of an expected liaison? Will the park create centrality? There was obvious doubt about these subjects.

The jury also further analyzed the proposed urban typology that does not seem appropriate for the town of Libramont.

### **HX 866 Le faisceau des possibles**

The project's exposed principle was attractive, the text is interesting. However, the project did a poor job in communicating ideas, and the design of the proposed area is very difficult to understand in the opinion of the jury.

For the reasons already mentioned in the first session, the jury does not wish to attribute the title of winner or mention to the **FB 105 50 shades of green project**. That is why, the jury as attributed the title of "special mention".

The 4 projects of Charleroi and the project of Libramont receive the following comments:

### **KU 317 Making room for Gilly project "Runner up"**

Adaptable cities can be seen as both projects and existing realities. The strong point of the project lies in bringing these two visions together in a "complex building" whose design revolves around reusing the sports centre but augmenting it with new developments, mainly the links to the central platform and rue du Calvaire.

The objective is installed piecemeal on the base to lay the groundwork for the architectural project.

Each building then undergoes the corresponding architectural and programmatic treatment. Reuse and new projects are combined into a single process to create a coherent whole associated with the development of adjacent outdoor areas.

Building upon this base, public space is structured around the metro with the construction of a green area that incorporates a parking lot and a local service road.

This project has the potential to weave an urban story that maintains the metropolitan quality of existing facilities while developing a whole new approach to the spaces and their roles. Crucially, it has margin to integrate programmes to replace obsolete roles such as the swimming pool's.

A multi-purpose space that gradually moves from closed to covered and then outdoors can host urban activities (markets, events...). It can be extended to the entire square delimited by the town hall and a new, reconstructed whole. The town hall is crossed by a passage to the interior square that streamlines the connection with the metro and the drop-off points.

This is a particularly sensitive and relevant approach that can create a powerful, modern space while fully respecting its identity and architectural heritage.

## **XQ 173 The heterotopia pool project “Runner up”**

The overall concept draws upon elements central to the city's identity.

It aims to give the study area a specific, strong identity.

It creates a public space using a gap dug between the "Jules Destrée" design and rue du Calvaire.

This malleable space peppered by architectural features calls Charleroi's emblematic objects to mind.

It generates a traffic network that goes beyond the proposed space.

The radical decision to bring it to the same level as the swimming pool highlights and pinpoints existing facilities (school, cultural centre and metro).

It creates visual depth accentuated by trees around the platform, bringing nature into the city and harmonising the various types of open spaces that converge here.

The project does not set the design of the site in stone, so it can be adapted to future changes in use.

## **TW 710 Gilly – Made it yourself - project “Special mention”**

A project firmly structured around two different but complementary transverse routes:

- pedestrian access linking the metro stations
- cluster of facilities with forecourts

The project is strongly defined by new buildings at the expense of existing ones, but it creates a whole new scale in harmony with the adjacent urban network.

This "home-like" scale is highlighted by a series of adjoining green spaces.

The project unlocks a panoply of programming scenarios for both buildings and green spaces.

While the primary school playground is closed off by a new facade, which has an excessively uniform volume, the secondary school playground faces new gardens and gets the perfect amount of sunshine.

The project takes an interesting approach that consists of developing new, shared collective spaces (gardens) to complement existing and new facilities as a potential scene for new shared uses, thereby promoting urban clustering around the metro.

The demolition of the swimming pool to build new sports facilities just up the road is regrettable.

Finally, the landscaping aspects, which lie at the heart of the project, deserved better qualitative development.

## **QD 457 A square on the cobblestones - project “Special mention”**

The project puts all its chips on urban renewal.

Apart from the town hall, all the buildings that make up the existing sports centre are demolished.

Accepting the prerequisites and considering the high graphical and aesthetical quality, we can analyse the urban scenarios that can emerge from the transformation of the neighbourhood.

The basic idea is to lay down a "seamless floor". The modelled floor consolidates several roles in harmony with the new buildings.

Resulting effects can be quite spectacular and combine the coherence of generic land (which draws upon the history of Charleroi) with a "collection" approach consisting of isolated, svelte buildings that open up views upon school playgrounds and the horizons of Charleroi.

Such an approach can yield a unique, strong and memorable place.

It is an ambitious procedure that requires a deep mastery of programming and architecture. It also spreads out actions on a scale that matches its environment perfectly.

The price is demolishing facilities that played a key role in the history and identity of the neighbourhood.

## **FB 105 50 shades of green - project "Special mention"**

The project aims to create two big continuous landscapes on either side of the railway.

The appeal of this quest for continuity on the landscape scale piques curiosity for the integration of the project in its global context.

A projection that enabled us to position the project in a much broader context would have been useful from this point of view.

A genuine effort to hierarchise, define and realise the various parts of the project is self-evident, just like the interest in the links between the hierarchy of circulation modes and the diversity of proposed roles and types.

The floor plan of the station, from the northern side, boasts an interesting functional and formal generosity (underground passage under the railways).

The start of the underground passage in the southern part seems less appropriate (scarcely developed on the floor plans).

Various types are put forward, suggesting a multiplicity of possibilities, but it would have been interesting to try them out and find out more about potential interpretations and changes over time.

Broadly speaking, the "green" dimension of the project is solid and can provide a heart to this new way of living. However, the question of the border between public and private remains.

Anticipating future possibilities for the green/landscape station to the south of the project is much appreciated.

The President thanks all members of the jury and the meeting is adjourned at 14:30 p.m.

Done in Liège, on November 26, 2015

Bernard DEFFET,  
President of the Belgian jury of session 13 of European competition