

**TOPIC**

This site consists of released railway land where the idea is to design a new "piece" of city, with the ultimate aim of creating a multifunctional district in stages to complete the urbanisation of the sector. Situated at the intersection of heterogeneous districts (Moulins, Centre and Euralille II), this former goods station, the last major inner-city wasteland, represents a crucial challenge for the heart of the Lille conurbation and hyper-centre.

CONURBATION

Lille, European capital of culture in 2004, is a modern metropolis which has what it takes to attract viewpoints varying from the "romantic" to the "futuristic".

The arrival of the TGV (high-speed train) marked both the economy and the look of the Lille conurbation and of Euralille, showcase of the urban renewal that has given Lille its identity as a European Metropolis, a communication crossroads between Paris, London and Brussels. It also made it possible to close the chapter of industrialisation definitively, by bringing the Metropolis its main tertiary pole.

SITE

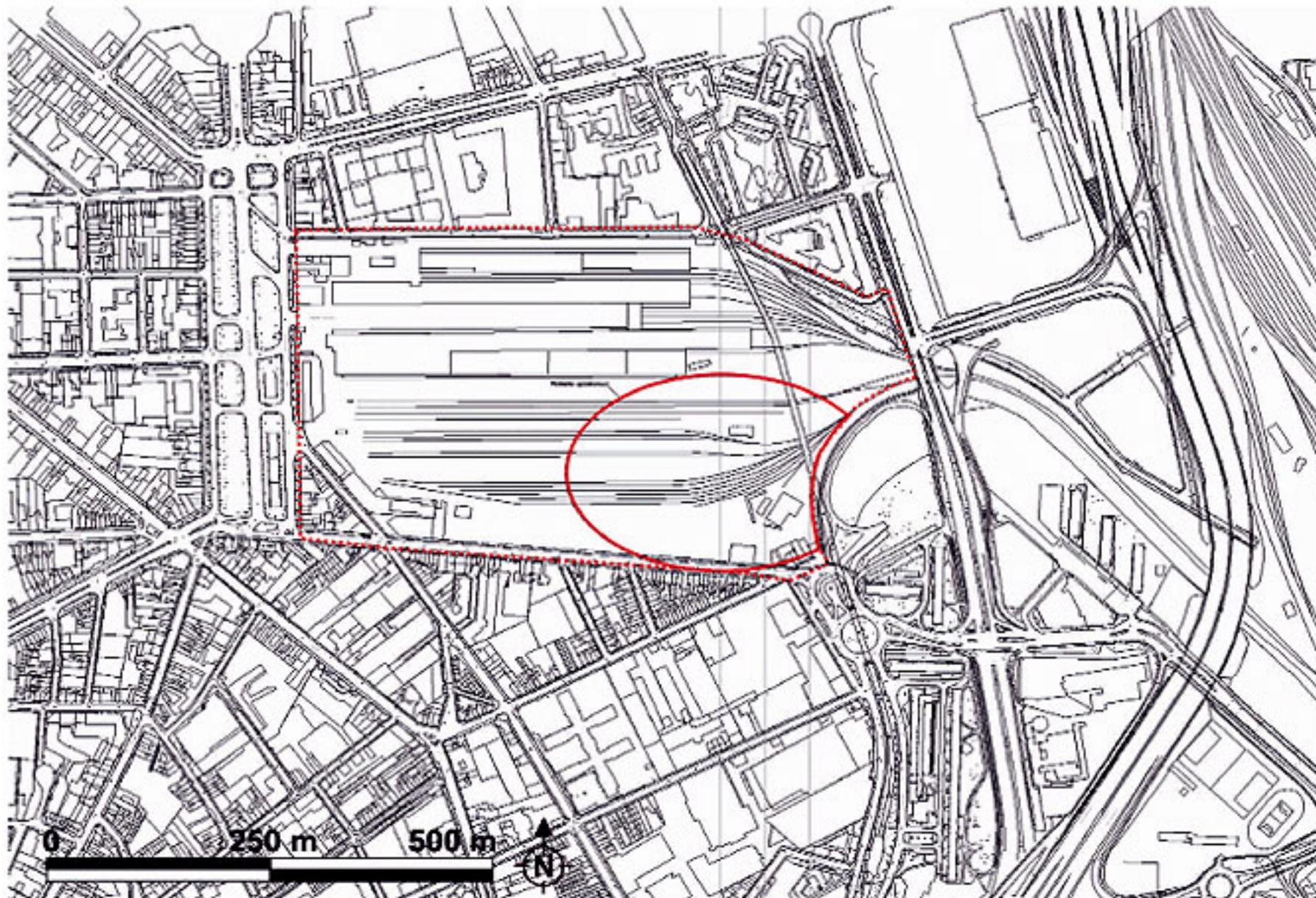
The rue de Cambrai site occupies a sensitive position right in the city centre. It is bordered to the west by a boulevard that is currently being redeveloped as a public park (J. B. Lebas), but to the north and west by a section of Haussmann style buildings, to the east by Euralille II (scheme in progress) and by the changing Porte de Valenciennes site and finally, to the south, by the former industrial suburb of Moulins. Each of these zones has its own morphology and personality. Its position and the available land it offers are significant advantages in the restructuring process.

Population: 222,400

Location: Rue de Cambrai

Study area: 23 ha

Operational area: 5.3 ha

**PROGRAMME**

The scheme is to construct approximately 300 housing units in the operational area as well as shops and local services. The study area should also incorporate urban plans for metropolitan scale cultural amenities, the programme of which is still to be defined.

A new roads network needs to be designed to establish urban continuity between the different surrounding districts.

ISSUES**Social / functional**

The challenge is to establish an articulation between this new - mainly residential - sector, and the heterogeneous surrounding districts, by promoting population diversity. This district will be central to the organization of the city's transport (tram-train, subway).

Sensitive

The proposal should constitute a subtle piece of urban "stitching", with high density block structures that avoid ruptures of scale with the surrounding districts, while establishing a separate and innovative identity for the new district.

Sustainability

The city wants to develop a scheme for the sector that combines social diversity, renewable energy principles for the housing, and ideas for new means of transport on the site.





