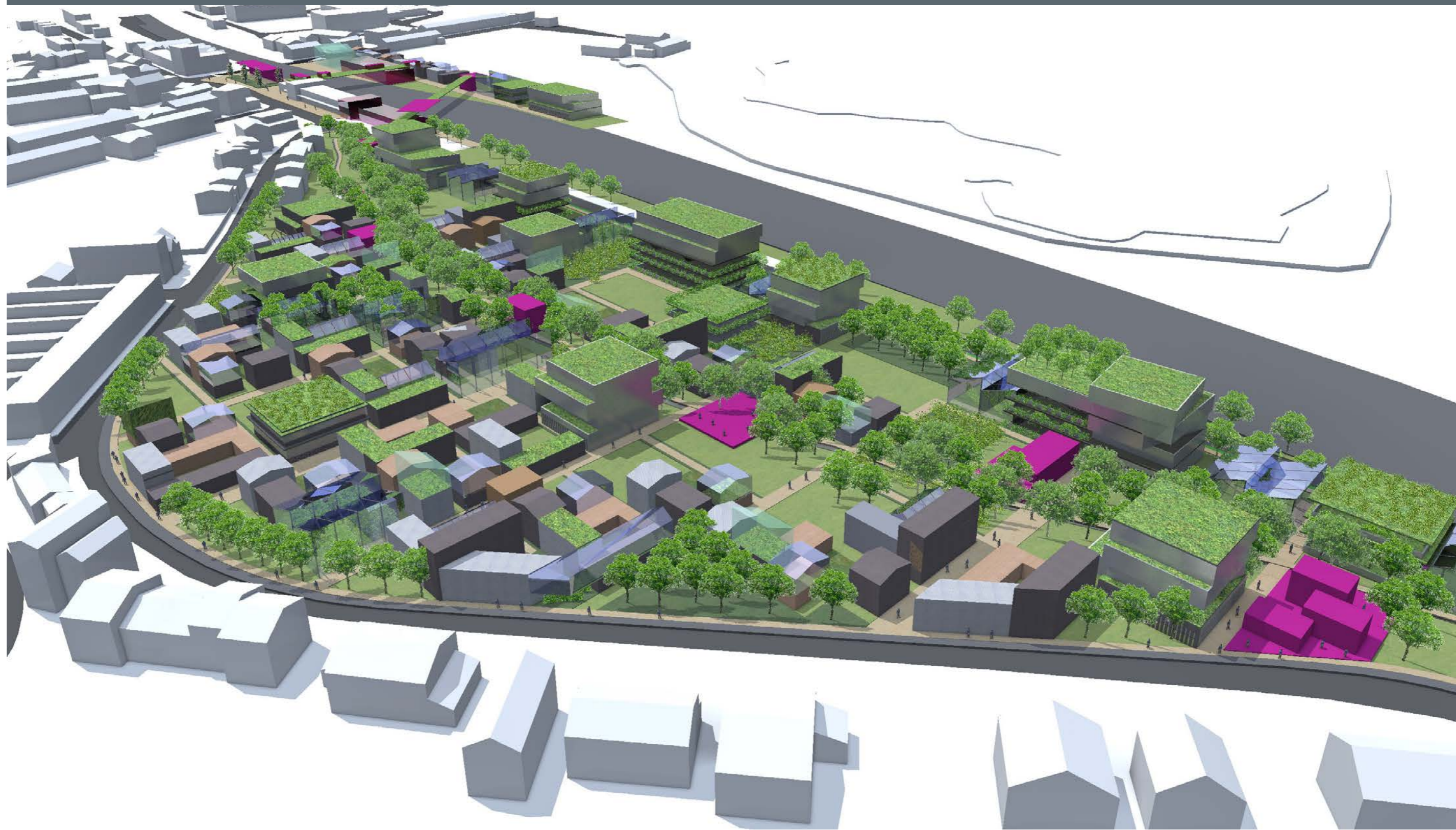


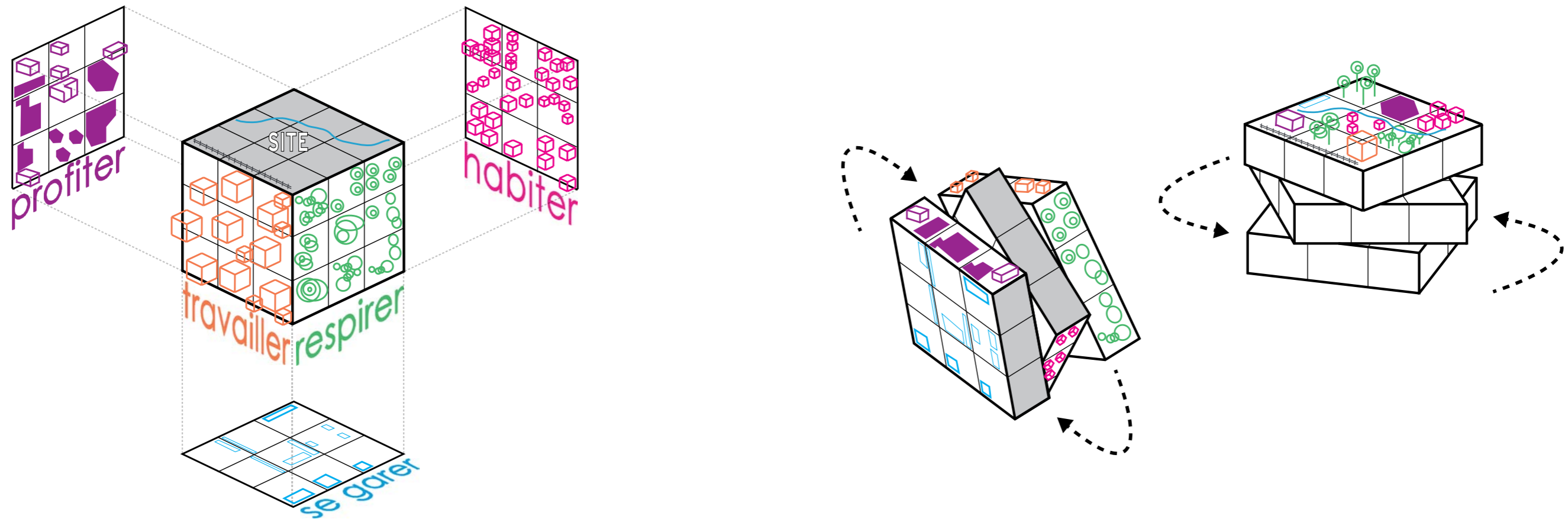
# CINEY

## RUBIK'S TEMPORALITY AND PROCESS

EUROPAN 12 - THE ADAPTABLE CITY



## CONCEPT



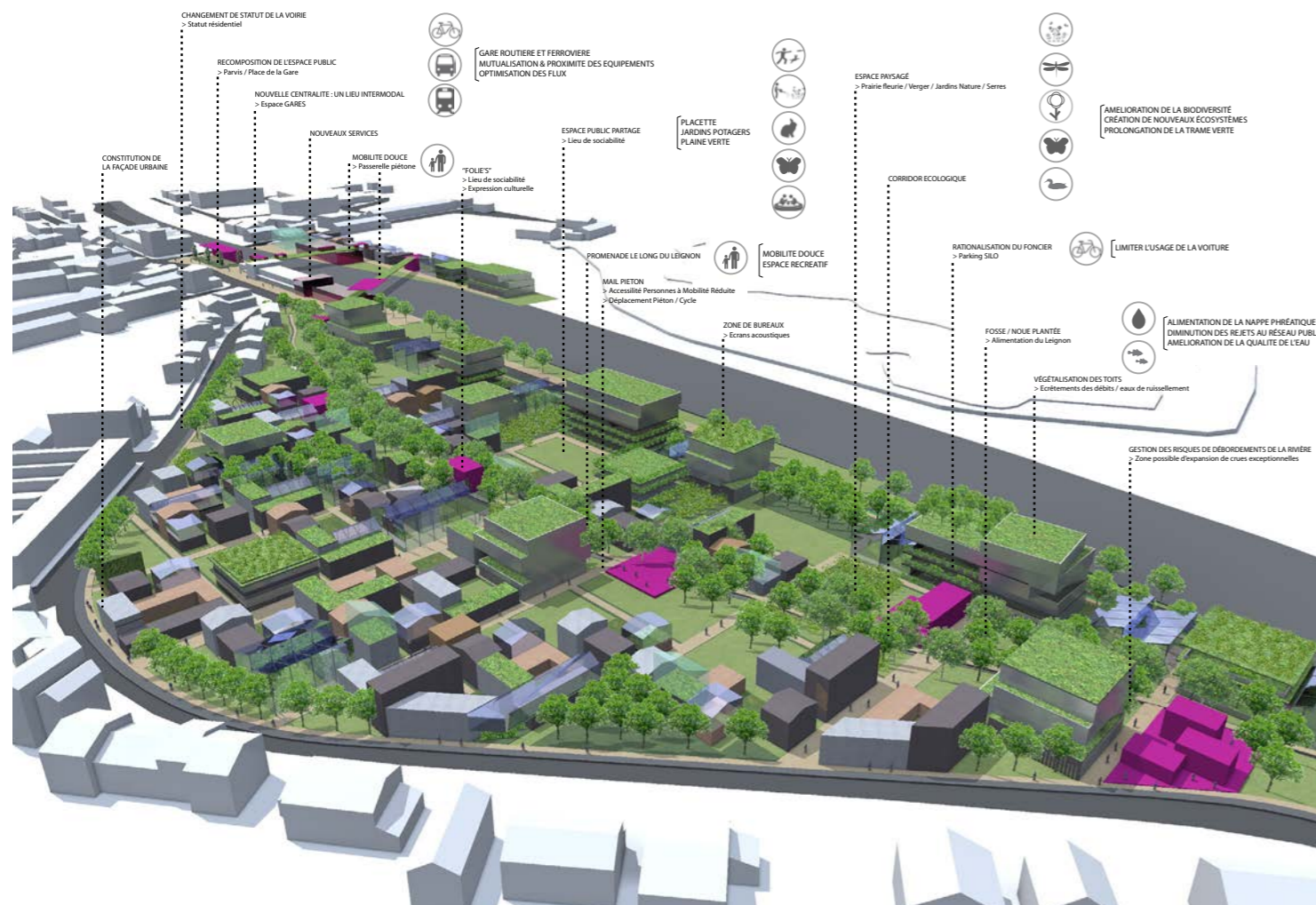
## RUBIK' S : Flexible device, mutable and inventive

Without formal proposal, the RUBIK' S concept proposes a mechanism of urbanisation by stages. This strategy announces the constitution of a fabric over about fifty years with a multifunctional program.

The project wants to be autonomous, without predefined hierarchy. Each typology (vegetalized housing, public spaces, spaces, offices, parkings) reacts at the request of individual manner without to lose its total coherence from an urban, architectural and landscape point of view, in order to ensure the development of the land one.

One of the main aims is to create an obvious place between the downtown area (High City/Place), the pole "stations" (second auto--proclaimed polarity) and existing fabric in edge of infrastructures. An attention is carried on the creation of a support favorable to the multi-functionality of the places thus supporting its attractiveness.

## SITE AND PROGRAM



Profiting from a geographical location privileged at town of Ciney, the commune engages an urban reorganization with this site. The construction of a new district must make it possible to answer several challenges as well on a macro scale as micro :

- to develop a true intermodal pole of exchanges of transport and a business district of national fame
- to ensure a functional co-education by the establishment of vast programming of offices and residences
- to give its place to a new vision of housing in centre town

With a balance reflected between recombining and implementation of targeted specific actions, and in this approach of overall urban project, the sector "Between the Quays" constitutes an obvious land potential for the continuation of a committed dynamics. It is a question here of creating a new polarity in a complex place, with the interface with the ways of railroad, principal link structural of the territory.

In spite of its current statute of interstitial space, our site of study to date does not have any more uses but it is located near major polarity for its becoming.

The principal stake is thus to take as a starting point these wealths and to manage the interfaces :

- between various flows
- between spaces of the mobility and spaces of the pause
- between commune and strip
- between existing centrality and in becoming
- between sport, habitat and activity
- between landscape, infrastructure and architecture

- How to reinforce the attractiveness of the district of the station?
- How to ensure the urban transition enters the zone of urban habitat dense of the downtown area/Station and the residential districts?
- How to create alternative programming in displacement, in order to optimize times and distances from displacement?
- How to open this space of fringes for a fluid landscape and a natural contact/reinforced city?
- How to draw from the environmental potential and to develop it in the urban and landscape writing?
- How to exploit the environmental potential with the profit of the installation of an urban metabolism?

## PROJECT AND VISIONS

The success of the project lies in the problems related to the uncertainty of the future, the evolution of our modes of living and to the immediate needs (in the short run: offices, residences, parking). What to conceive? For which and how?

The process of urban change of "the Interval Quays" must allow, on the space level, a requalification of urban fabric, become unsuited to the new context of the development.

The urban screen installation must be used to decrease the dependence with land in particular in its form and its localization in order to make adaptable the future urban programmings.

Each typology (habitat, offices, parking, park) was conceived modulates some being able to fit in the screen thus facilitating the permutability of each one on the site.

### 2017

One of the first major elements, in the series of space-time interventions, is to constitute a polarity complementary to the downtown area of Ciney (high City). This first stage passes by the assertion of a new place: an intermodal Pole.

These components are :

- underpass
- opened, recomposed a rehabilitated railway station and turned towards the city with the creation of a true public square, joined at the station. It is a question of returning to the pedestrians a made safe space, accessible, which they can borrow, invest and make live.
- a station is repositioned in the continuity of the first element in order to simplify flows and the legibility of space "Stations". The security of displacements is a priority. The system of service road «bus» is preserved in its organization with a half-turn in the prolongation of the building.
- a public place, with a clearly identified and identifiable square; but especially receptacle of the street Commercial. The idea is to use the attractivity of this commercial artery to start a process of change of the station which, today, is undergone, busy, isolated. For that, the creation of a signal (as well in its gauge as in its functions) will affirm this strategic place: a public place.
- a layby arranged near the station, connected by a footbridge air pedestrian, giving seen on all the site.

The second major entity is the construction of the buildings of offices likely to accommodate the public administration.

These entities of offices take seat along a roadway system lately created in with respect to the ways of railroad. Their proximity with the pole "stations" confers on these offices an optimal and strategic position. indeed, first elements founders of an urban frontage, they are used like window and "remparts" 'acoustic. This bias allows to pacify the rest of the zone to be built.

The third "stimulus" relates to the network viaire with a modification of the statutes (statute of more residential way for the quay of industry with the creation of planted spaces, integration of cycle paths); the creation of a new way, skirting the railway network, allowing to join the industrial area in the North-West with the avenue of the king Alibert and the road of charlemagne and the creation of a passage under the railways.

The project pays a special attention to public spaces, support of user-friendliness. These spaces qualitative are varied: green spaces, flowered meadows, planted spaces, green and blue walk (Leignon), vegetable gardens, collective greenhouses.

The leignon (waterway crossing the site) is reinforced by the legibility which is left to him, true reinforcement of the green and blue screen. Around the waterway, a park, true landscape public space, will constitute the major element of the project as well in its positioning as in its uses (natural discharge system, entertaining place, place of walk).



### 2025, THE CONCEPT APPLIED

Truly related to the request, a process of transformation or metamorphosis was set up. The drawn urban screen makes it possible to imagine, invent, conceive and anticipate a modification of the initial program :

- a complementary request (need for habitat with a packing, growth of the surface of offices,)
- a request substituee (reconversion possible thanks to the constructive screens: a zone of offices can be converted into residences and conversely, a layby returns place to a landscape space...)



### 2043

The constitution of the district over the years must make it possible to create a living space, not to close on itself but in communication with the rest of the city. It must be an actor of the future development of Ciney. A set of footbridges will invite cyclists and pedestrians with the walk, thus connecting the new district, the Quay of Industry at the station like with the district Way of Crahiat (another bank).

To create links and a social cohesion between the passers by, the inhabitants, the workers, the walkers...), the installation of places of exchanges and sociability will be create (shared gardens, Folie's : places of animation and cultural expression, public spaces, collective greenhouses, public equipment). This second polarity will find its finality in the creation of a new unit organized around the station. A flagstone (being able to be perceived in a picturesque way as the base of this new polarity) will be a new physical support with this intermodal Pole.



### AND TOMORROW?

Thickening, urbanization, business district? Dormitory town, community district or last city park of the city... even a new waste land, the district of "the Interval Quays" will change with the liking of the changes territorial and dynamic demographic, economic, social, ecological and cultural all while adapting to the request.

Our process tends to the multiplicity of the practices and the uses, with architectural and urban diversity, social diversity and vegetable abundance.

*"And well here is, Ciney changed, all changed well : mentalities especially. The consciences and the lifestyles evolved, the city adapted. Lengthened in grass under an apple tree, at the edge of Leignon, I benefit from the blue sky and the heat of the summer. Children play in the park, young mothers chatter, sitted on a bench, while looking at passing the bureaucrats to the step of load not to flunk their train. Through the foliage, I distinguish the bubbles from the cable car which bring a group of students in the downtown area dreaming to drink a beer in terrace. With far, the sheep and the cows compete with the animation created by some musicians installed in a folie's. It is pleasant this laughter of children, this soft music of the wind in the trees, people seem happy, it makes good things living here..."*



*Ah yes, in fact, here it is Ciney and we are in 2080 ".*

## PUBLIC OUTDOOR AREAS



## Space "stations"

Some is the way which one borrows (the street Commercial, the quay of Industry, the avenue of Huart, the avenue of King Albert), the first important public space that one meeting is space "stations".

The requestionne project this space :

- the current railway station is renovated and extended towards a new public space.
- space bus station is requalified, it comes to fall under the prolongation of the existing station, by a built part and a covered space. This space opens towards the new district.
- a mineral square is arranged, with the meeting of flows, in foreground. This place has to magnify the station, to give again a certain visibility to him and to improve its accessibility pedestrian. This outdoor area shelters a first madness, its role is to attract the glance, to poke curiosity, in order to lead the public to traverse the new district of the station, the green and blue walk. The mineral place extends and frames these two stations in order to create a pleasant public place protected for the users, the passers by...

This public space becomes a place of life, exchange, which opens at the same time on the town of Ciney, and at the same time on the new district of the station.



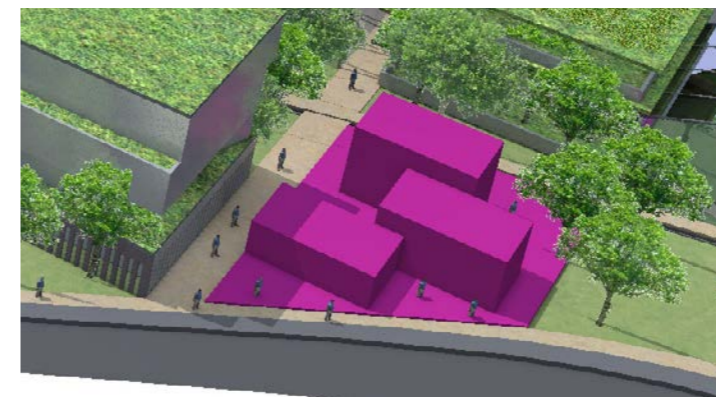
## The green and blue walk

The green walk of the district of the station, known as "green Casting" is a fitting-out located between the railways and the river crossing the site (Leignon).

The objective of this planted walk is to carry out a green lung which will take its place as a city park in edge of city in which will be able to find various activities.

Arranged space understands a cycle path, pedestrian routes, zones of relaxation, spaces of crossing of Leignon. This green and blue extent dialogues constantly with the madnesses strewing the site.

The wealth of this course lies mainly in the astonishing diversity of its landscapes. In the long run, this walk will bring the walkers to Namur, offering to them to several places, of true landscapes of countryside. With other stages, they are arranged parks, thickets, marshes which they will meet.



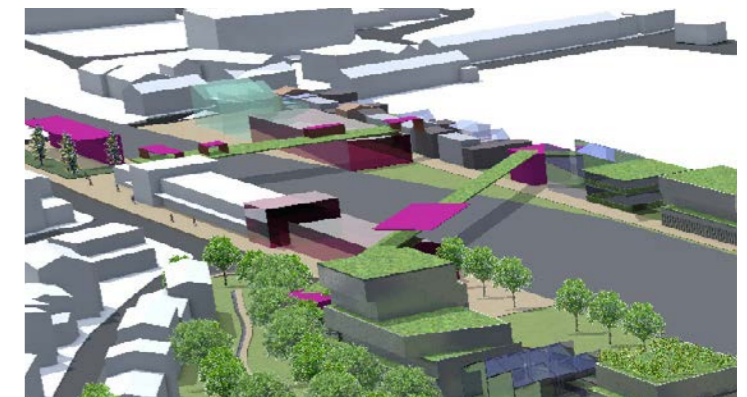
## The « folie's »

These ludic and contemporary constructions, called "the folie's" strew the district with the station. They come to put rhythm into the park, the green walk which skirt Leignon, and the égayé of their sharp magenta color, contrasting harmoniously with the greenery of the trees and the parks present on the site.

From the architectural point of view as much as from the point of view of the visitor, the inhabitant, this principle of the madnesses constitutes a specificity particular to the project.

10, they all are conceived with same material. Each one of it is however single from its form and its function. One of it allows a ludic crossing of Leignon ; another accommodates games for children. Others still offer places of relaxation, of contemplation of the landscape. Some, more raised, offer sights on the district, but also on the city.

Some of folie's are bordered of a mineral surface which has the role to disturb and thus to underline the immediate vegetable environment.



## Green footbridges

The site of establishment widened extends on the two sides of the railways. It is thus important to arrange spaces of soft crossings - in order to manage flows pedestrians and cyclists (inhabitants, walkers, users of the station, workers...).

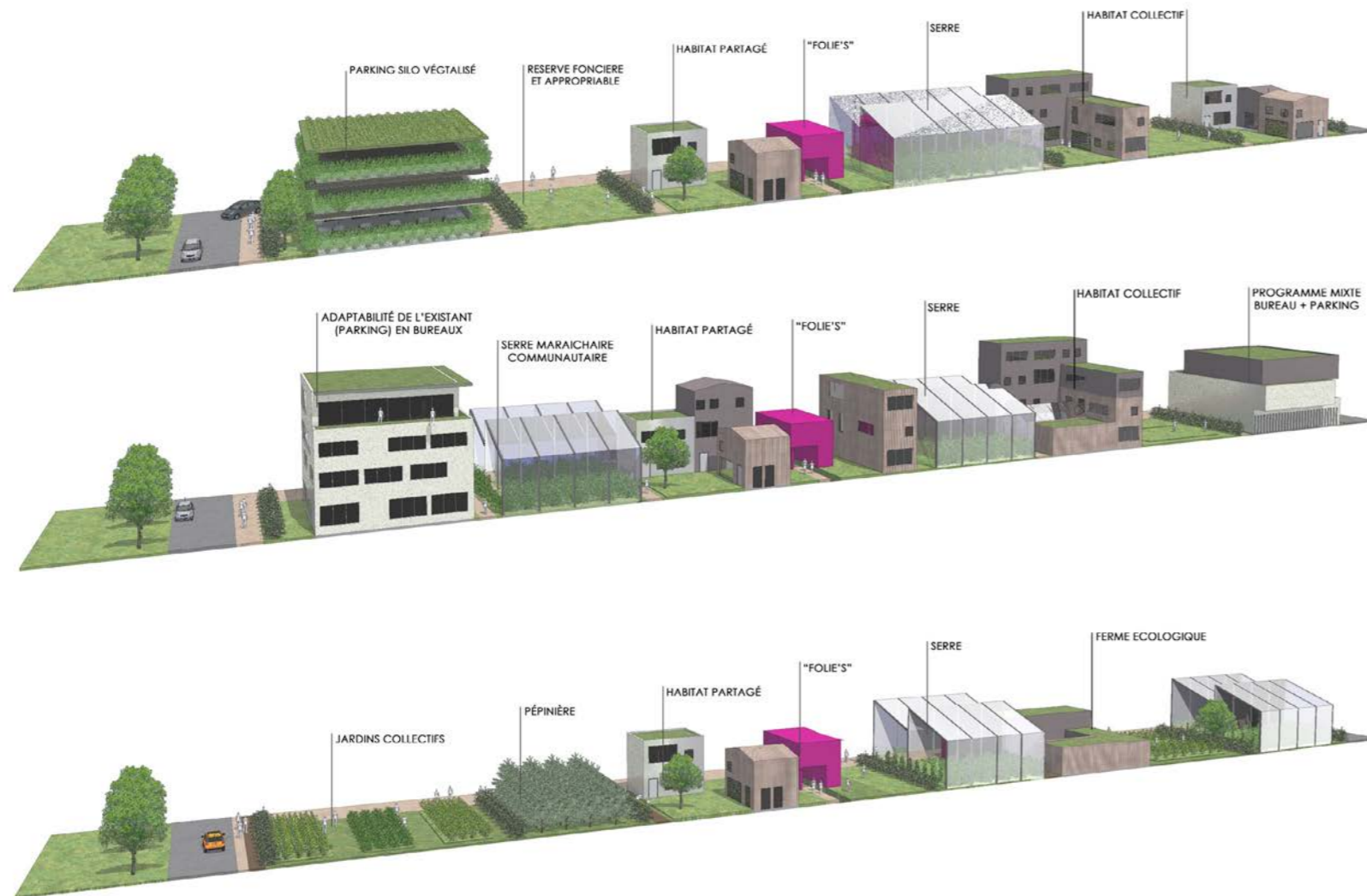
The footbridges pedestrians overhanging the site, poses the problems of the "bridge" like public space except for whole. This space sometimes covered, sometimes open on the sky allows the crossing of the railways. It makes it possible to the users to benefit from a panoramic view on the centre town of Ciney, on the new district of the station, like on the park "the High one".

Located at the top of the two footbridges, a vast planted space is created, a linear park with the top of the ways.

The accessibility of the footbridges is done by madnesses. "Bicycle silos", arranged of a set of slopes, make crossing accessible to the people with reduced mobility like with the cyclists. These « folie's » shelter garages with protected bicycles.

During this suspended advance, some folie's punctuate the place, making it gravitational and ludic (view-point, observatory, benches...).

## ADAPTABLE BANDS



2017

First establishment of the possible ones :  
the preserved site of the nuisances of the road and the railways  
by the equipment installation of the offices type and /or carpark.

2025

The city evolves according to the needs : mutability of the existing  
frame (the modules are designed in order to adapt to various  
functions).

2043

The return to nature like one of the many adaptability of land in the  
process of urban change.

## ROADS

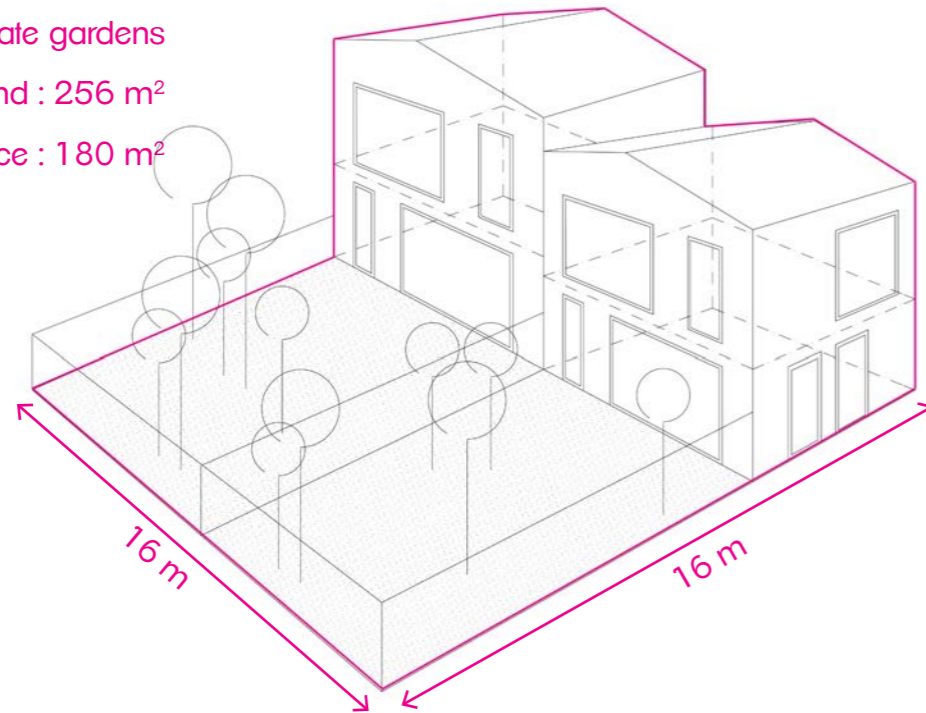
The main road created separates the new district from the railways. The street Quay of Industry becomes again then a residential way, with one way, arranged for the pedestrians and the cyclists. The roadway systems of service road of the district are reduced to their minimum in order to allow a fluidity of the vehicles while thus functioning in pleasant shared space. The ways accessible to the vehicles are not conceived like roads but like ways suitable for motor vehicles. The multiplicity of minor roads guarantees very soft paces for the security of the inhabitants. They can accommodate other uses. Generally, the project proposes a remote setting of the car : the car passes in second plan, the heart of the district is booked to the pedestrians and cycles, creating an alleviated atmosphere.

## HOUSING AND TYPOLOGY



Individual houses

Private gardens

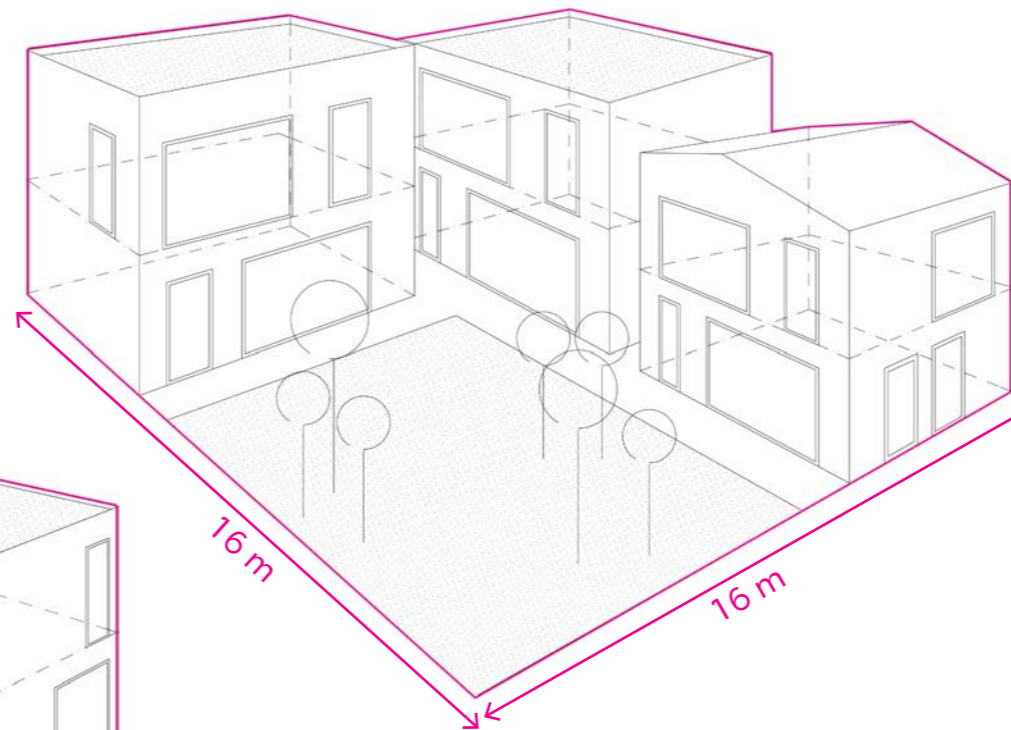
Surface ground : 256 m<sup>2</sup>Livable space : 180 m<sup>2</sup>

In the rigour of the urban screen created, volumes of dwellings spread with a great diversity of form, of gauge, materials, architectural expression of the current lifestyles. The frontages are varied, component thus a diversified skyline.

The project proposes various typologies of housing :

- individual habitat with private outdoor area
- individual habitat with shared outdoor area
- collective habitat with shared outdoor area

The mutable character of the project allows an adaptation of the habitat according to the request and the evolution of the town of Ciney. All the inhabited small islands are planted, thus letting the district air themselves and breathe.



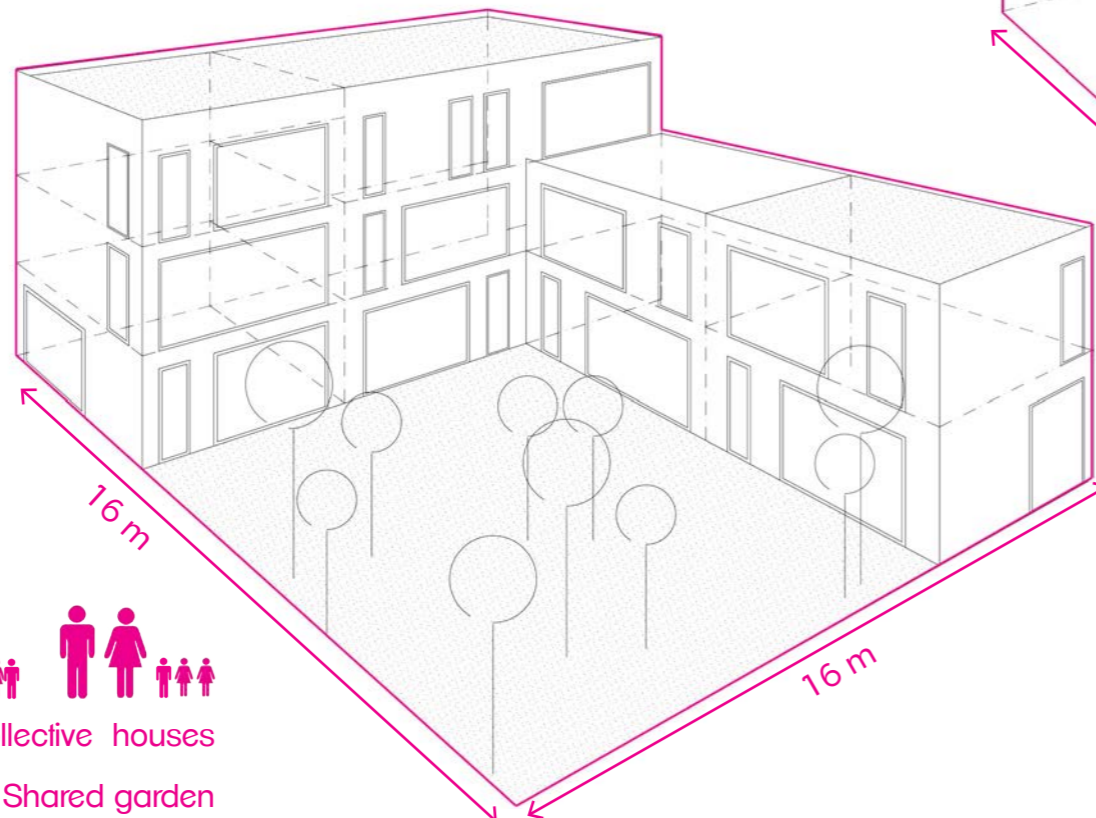
Grouped individual houses

Collective garden

Surface ground : 256 m<sup>2</sup>Livable space : 270 m<sup>2</sup>

Collective houses

Shared garden

Surface ground : 256 m<sup>2</sup>Livable space : 450 m<sup>2</sup>

The residences are crossing, thus enabling them to open with the sun and the contiguous outdoor areas. The shared gardens, within the small islands of dwelling, offer a kitchen garden common to the inhabitants. Vaster gardens strewn the district and prolong them in order to offer places of relaxation and meetings.

The routes pedestrians furrow through the pieces since the green walk and the roadway systems principales et frames these two stations in order to create a pleasant public place protected for the users, the passers by...

This public space becomes a place of life, exchange, which opens at the same time on the town of Ciney, and at the same time on the new district of the station.