

BRUSSELS MIDI IS CHANGING

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A NEW VISION FOR BRUSSELS MIDI

20 years after the arrival of the TGV at the Brussels Midi terminal, Europe's capital is taking a fresh look at the area around the international station in a master plan.

This re-examination represents an opportunity to rethink a dynamic space that is linked both with the city, its local communities and its people and with Europe's major cities, by means of the following measures:

- > the large-scale reintroduction of housing to ensure a genuine mix;
- > measures to boost and increase the diversity of available office space;
- > the redevelopment of public space;
- > an ambitious redevelopment of the station to make it more user-friendly;
- > improved metro and tram links, new bus terminals, regional cycle routes, traffic calming and re-routing and other mobility measures;
- > the renovation of existing buildings;
- > new commercial and cultural functions for land formerly belonging to the railway;
- > a boost for nightlife, cafes, restaurants, arts centres and student life;
- > the creation of public facilities for the local area and the metropolis;
- > a high-quality extension for one of Europe's largest markets.

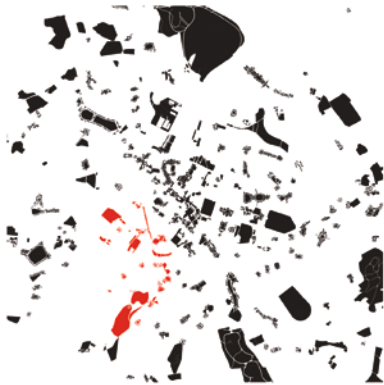


ANCHORING PRINCIPLES

Brussels Midi

SPECIFIC + GLOBAL

Brussels Midi railway station is part of the very specific network of open spaces in Brussels. It represents a unique public space within this structure thanks to its connection with the Belgian, European and global transport network and with all locations that can be accessed via this network.



Brussels Midi

DOMESTIC + VISIBLE

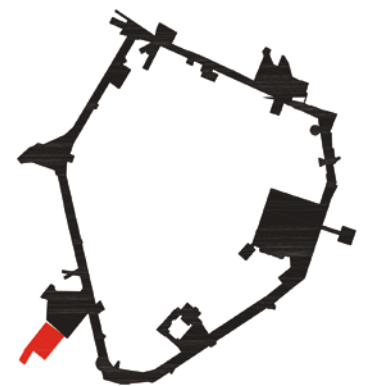
Brussels Midi railway station has a potential sphere of influence that extends beyond its walls. By means of a meaningful surrounding space, it can integrate the local districts and new developments, and so assert its position in Brussels as a genuine station district.



Brussels Midi

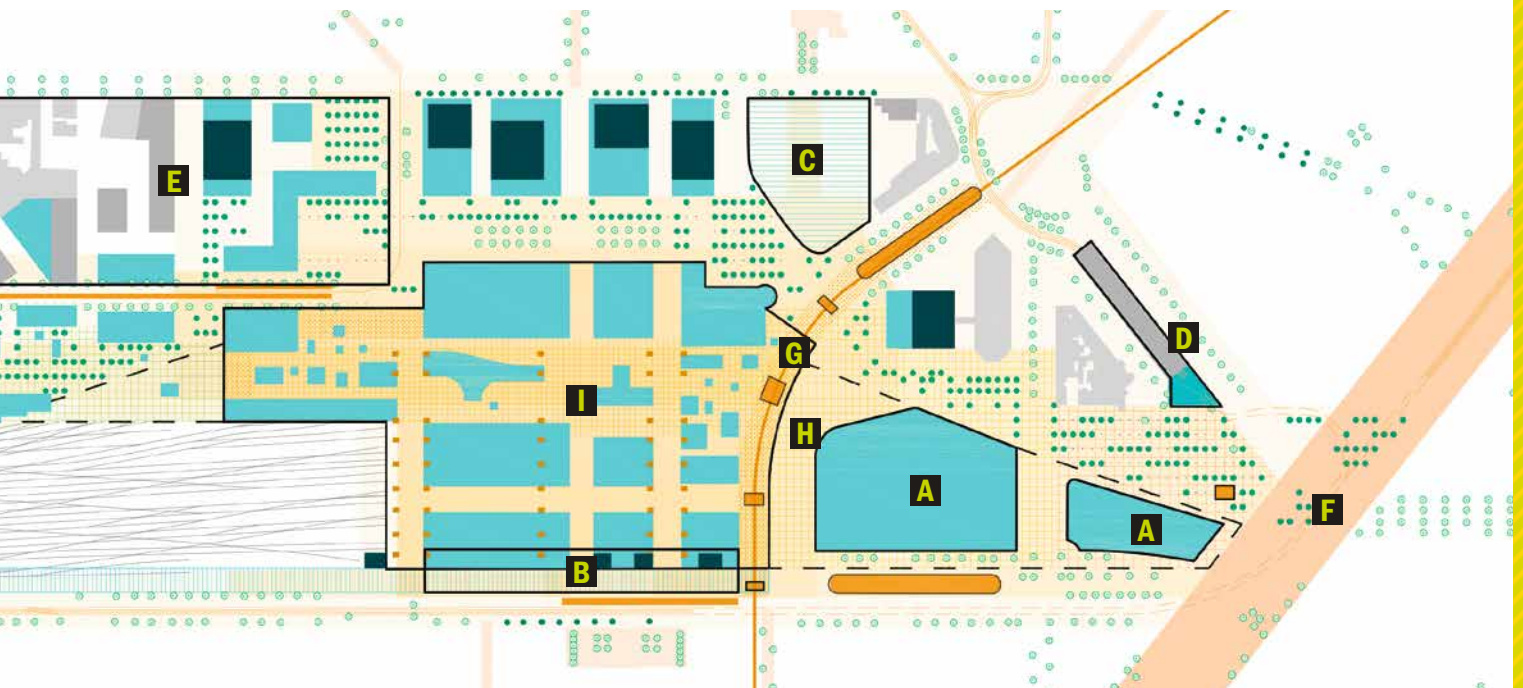
METROPOLITAN BRUSSELS + CENTRAL BRUSSELS PENTAGON

Brussels Midi railway station looks in two directions: it forms a part of the mobility axis that passes right through metropolitan Brussels, and it is positioned on the historic pentagon-shaped city centre. The renewal project must seek to develop this dual directionality.



CHANGES VISIBLE BY 2018-2020

- A.** The “Grand” and “Petit Quadrilatères”: the reorganisation of the space under the station as shops, facilities and services (project owner: SNCB-Holding)
- B.** “Fonsny 1”: offices, shops (project owner: Eurostation)
- C.** “Victor”: offices, housing, shops (project owner: Atenor + CFE)
- D.** “Jamar”: a new residential complex above the tram route
- E.** “Bara”: the start of work on the conversion of this urban block to create a mixed development
- F.** “Constitution”: new tram and metro tunnels; creation of a new station (project owner: Brussels Mobility)
- G.** The redevelopment of the intermodal hub (metro, tram, bus, bicycle, taxi, kiss & ride, deliveries, etc.)
- H.** The reclassification of Rue Couverte
- I.** The reorganisation and redevelopment of the station
- The redevelopment of public spaces





AN INHABITED STATION

According to l'AUC, which devised the Master Plan, 'Brussels Midi, an inhabited station' means:

AN UNCONFINED, EXTENDED STATION. Extending northwards with a new façade, reoriented towards the Pentagon of the city centre, and southwards, so as to open up towards the industrial suburbs as far as the Canal. In this way it will integrate the surrounding area more firmly into the geography of Brussels and the landscape of the Senne valley.

A HUB between the European, regional and local urban transport networks that is highly effective and reorganised to create a more clearly presented, higher-quality space for pedestrians, non-motorised traffic, public spaces and the landscape.

A FORUM FOR EXCHANGE that branches out towards the iconic public spaces in the local area such as Place Van Meenen, Place du Conseil, Parc de Forest, the new stations in the vicinity (Cureghem, Petite-Île, Forest-Midi) and local cultural facilities (Wiels, the Anderlecht Abattoirs project, etc.).

A STATION WITH A CLEARER IDENTITY AND GREATER VISIBILITY IN THE CITY, playing a pivotal role not just between different modes of transport but also between different districts, including the historic centre of Brussels.

A REORIENTED, OVERHAULED STATION, opening attractive new arcades that will give the station space a stronger identity and make it more effective and accessible by creating a link between east and west and extending towards the public space between Saint-Gilles and Anderlecht.



AN OPEN AND WELCOMING STATION at the heart of a bustling, vibrant, diverse district – a great place to be, whose services, shops and spaces, landscaping and architecture make it both convenient and pleasant for passengers and commuters and for the local residents and the people of Brussels in general. A station that in this way reclaims its place in the city and rediscovers its own identity.

A HYBRID, CONTEMPORARY STATION, which plays its role as a transport location with panache while incorporating new functions relating to employment, services, shopping, leisure, culture and socialising (the Midi market's role is absolutely central in this respect)... A living centre for urban activities and culture at the heart of a contemporary neighbourhood which is active and inhabited – far removed from the notion of the single-function business district.

“The new Gare du Midi district will be notable for its balanced density and its active street-level properties and bustling spaces, and as a forum for exchange – a simultaneously visible and intimate space which extends the station's sphere of influence.”

MASTER PLAN JOINT PROJECT OWNERS

At the instigation of the Minister-President of the Brussels-Capital Region, a Master Plan has been launched to ensure the development of a comprehensive vision for the development of the Midi hub.

Planning pilots:

- > **Urban Development Agency** – ADT-ATO (acting on behalf of the other parties)
- > Regional Public Service:
 - **Brussels Mobility** – Strategy Department
 - **Brussels Urban Development** – Research and Planning Department

PROJECT STEERING COMMITTEE

This brings together regional, federal and municipal decision-makers and the SNCB-NMBS Group.

MASTER PLAN PROJECT MANAGEMENT TEAM

The team responsible for implementing the master plan and overseeing it for ten years is managed by l'**AUC** (urban planning and architecture).

It also includes l'**AUC AS** (architecture), **NFA** (urban planning and architecture), **Bureau Bas Smets** (landscape design), **EGIS** (mobility), **EGIS Conseil** (urban programming and property valuation), **Transsolar** (sustainable development), **BG** (stability and building engineering), **8-18** (lighting design) and **Encore** (graphic design, urban signage).

In addition, an overall plan for ground-floor properties (project owner: ADT-ATO) is being drawn up by **Pro-Développement** (urban planning) and **Clipperton** (commercial planning).

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