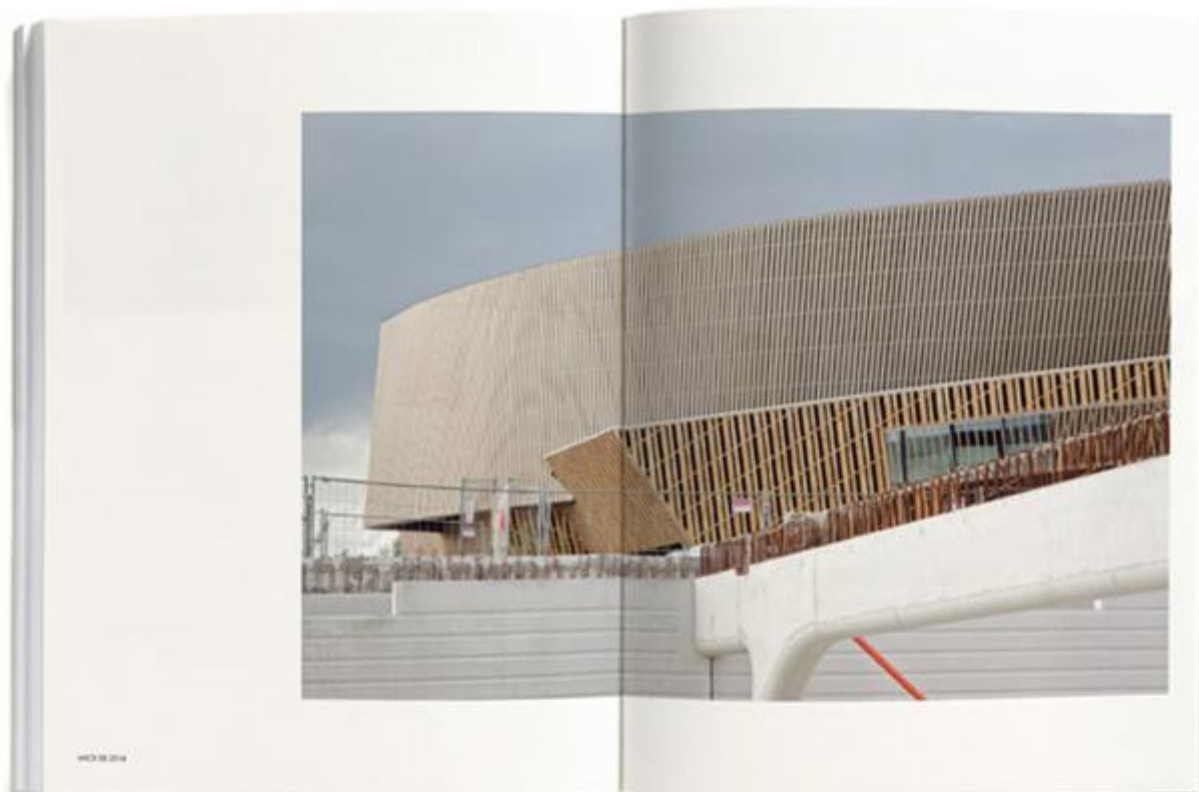
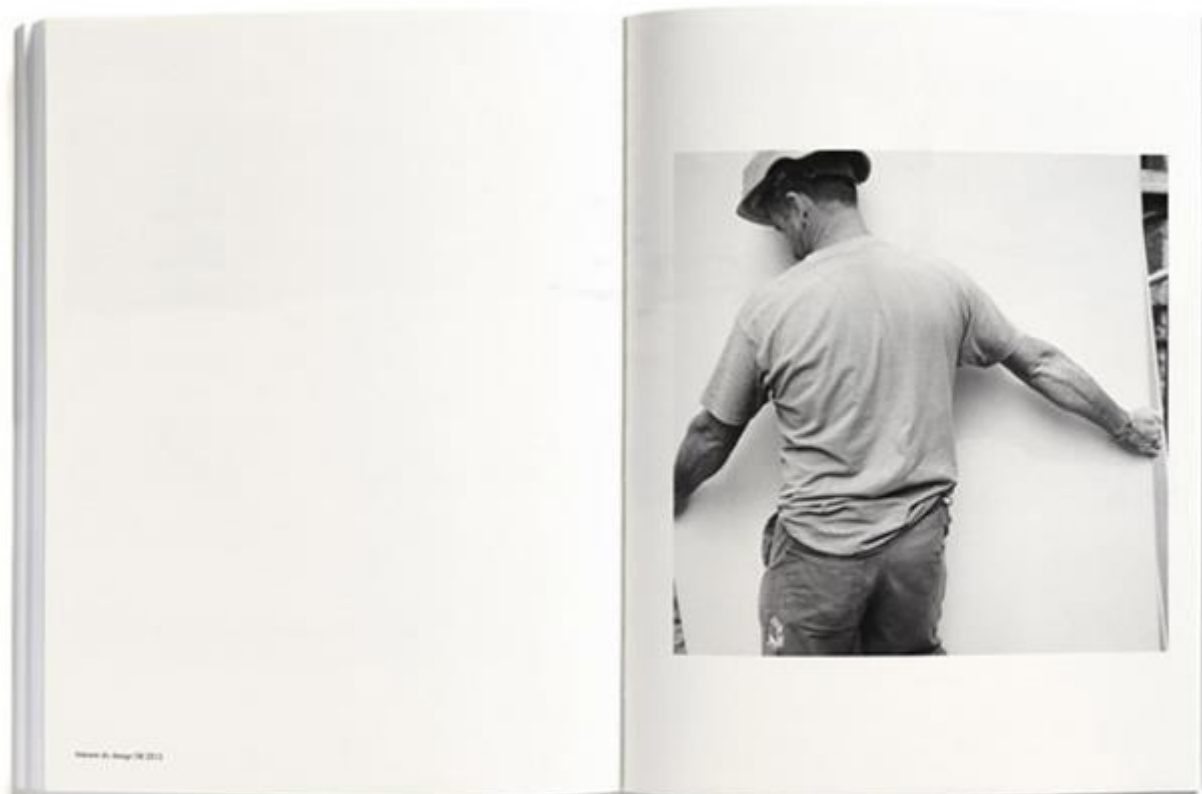


**IN / OUT**

**IN / OUT**







## A project that has developed over time from decisions to implementation

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#### Phase 1 - Decisions

Metro 2015 is not an isolated event. It is part of a succession of urban projects that have resulted from wise and intuitive local political initiatives, and have been supported over the last fifteen years by aid from the European Regional Development Fund (ERDF). During this period, a dual strategy of urban planning and the implementation of architectural and public space development projects are developed in a rapid and dynamic manner. This was based on the conviction that a cultural view of the city could be the cement that simultaneously fused together all these working methods.

This is a cultural view, but which elements of the city's culture does it concern?

One based on the city's openness towards its traditions, history, geographical area, and connections established with various public and private actors. A cultural view that takes into account the internationalisation of the city based both on the cross-border trade it has cultivated for many years and the diverse economic and tourist attractiveness through these various resources.

The projects had to be implemented at visible levels. On the one hand, small programmes were rapidly developed and they had a major impact, through the media coverage of the operation and the experience it provided. An example is the Station Hubs. On the other hand, "major" programmes about the whole city and given rise to public debate and sometimes more opposition, and radically transformed the landscape, turning a city built on a hill into a

conurbation that opens out onto the surrounding landscape. A good example is the new railway station.

Metro has opened up a new chapter in its history. This will take another narrative form: in the field of music performances, it could be linked to the transformation of musical music into amplified music. The two forms have their respective qualities, but one is directed at a more intimate audience, and the other at a wider audience.

The new chapter was begun in a decisive year: not only, basement buildings were renovated and reinforced (the Anhalique has been created in the old Chapelle des Valenciennes and the Musée du Doulos in the old Gare de Paris), certain places have disappeared (the old railway station, built in 1936), and others have emerged (the Centre de Commerce and the Avenue), a new centre dedicated to music art and contemporary music. However, this is not just a physical transformation of the city: it is the gradual transformation of a whole set of behaviours and uses of the city, in accordance with the various phases of the implementation of the project.

#### Phase 2 - Realisation

Brussels has a city been restored in such a concentrated way, in both a spatial and temporal sense. Most of the work sites are located in the heart of the city, while several projects are distributed around the outskirts, in order to provide a "counterpoint" to the harmonious and sometimes hectic projects that are being carried out within the city.

There has been excavation work and site taking. There has been digging work in the open air and in cellars, which is disruptive, annoying and sometimes even rather noisy. Certain lines, traffic jams, problems... the inhabitants of Metro have been through all that. In the photographic "record" of the intense period of the city's life, which is contained in this book, one cannot help but notice the images of those under scaffolding, the inhabitants patiently waiting for the work to be with a drink in their hands, and the music that is the other windows, indistinctly suspended in time.

And behind the work are the teams, city and regional officials, project developers in the city and from elsewhere, sometimes from distant countries, workers, local artists, and artists from other corners of the world: so many different "M&C&U" encounters, both local and national... which have helped change the city's collective consciousness.

There has also been a lot of effort: rebuilding, renovation, creation, urban struggles, and sometimes failure.

And for what?

#### Phase 3 - Understanding

The 1970s was the last period when large-scale urban planning projects complemented the urban and human fabric of the fabric of our cities and country in general. Priority was given to cars, building motorways, creating urban hubs, and, at the same time, the right to have private housing and individual spaces (often outside the city). Now that our activities have been reorganised into areas, we are faced with the problem of the functional approach, rooted by the economic crisis.

Today, we have realised that urbanism based on planning is no longer possible without project-based urbanism. It is understood that the combination of both practices is the only way to spatially create what the "new-found" urbanism is required to organise on master plans or other development plans.

Over the last two decades, the city of Metro has had to reconcile these two approaches. From the outset, the city's vision was to embrace the city centre by extending to borders, its built, in order to open it up.

On a global scale, a comprehensive landscape approach along the new train corridors: the case for major programmes (from the station to the Grand Large), while an awareness of the modifications in the various peripheral valleys has led to other programmes on a smaller scale, integrated into the diversified and individualised residential network (the Centre d'Intégration des Métiers Historiques de l'Estime: the first major research centre of l'Estime).

On a local level, it is more of an "urban micro-structure", or the "work of architecture" in creating buildings on the existing strengths in a well defined neighbourhood, in order to develop physical links and new ways of using buildings, thereby ensuring the integration of the new project within and with its context.

While most of these programmes are still underway, some efforts can already be seen: new streets are opening, there is new economic activity and investors are taking an interest in the city. One could say that Metro has not left the effects of the crisis?

#### Phase 4 - Continuation

Over the last few years, an enormous amount of energy has been deployed in a concentrated manner, in both a spatial and temporal sense. After this major disruption the city will either be disintegrated or revitalised.

A new identity will emerge. Contemporary architecture has been fully integrated into the city. New spatial forms are attempting to create hubs, open up processes, and provide shelter in public areas and within housing blocks and buildings. Its activity has become and spatial contribution has been increased. The years ahead will show how the city will integrate its new additions and the quality criteria that ensure their sustain.

In any case, it can certainly be said that Metro and all these concentrated projects have enabled falling into the trap of assuming a historic urban centre that is frozen in time like an open air museum.

Collaborative thinking has already formed of these projects. Questions arise as to the ways in which their realisation can be extended.

It will be difficult to be necessary to make further programmes, take the city in a different direction, create links, and open up the city even further.

But this time the work will be carried out by men and women, rather than with cranes, machinery, stone, concrete, steel, and glass, and will be based on renewed confidence in the city: a city that has brought people together by opening upwards, and has developed an innovative approach in the shelter of its built, but which is no way perfect.



#### Museums

- Amos Roggen / Independent  
10. Rue de la Vierge - 10, Rue des Perceps  
1462  
1463  
1464  
1465  
1466  
1467

#### Museums

- Towards the "Indispensable" One  
Association: Hubertus Bräuer  
Cultural Infrastructure Project  
A joint venture between Cebes + Laber +  
Hubertus Bräuer

#### Artifacts

- Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
1468  
1469  
1470  
1471  
1472

#### The Artifacts

- Towards the Origin of the  
Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
Wiederhergestellt / Restored  
The City of Mainz  
A joint venture between  
Wiederhergestellt / Restored

