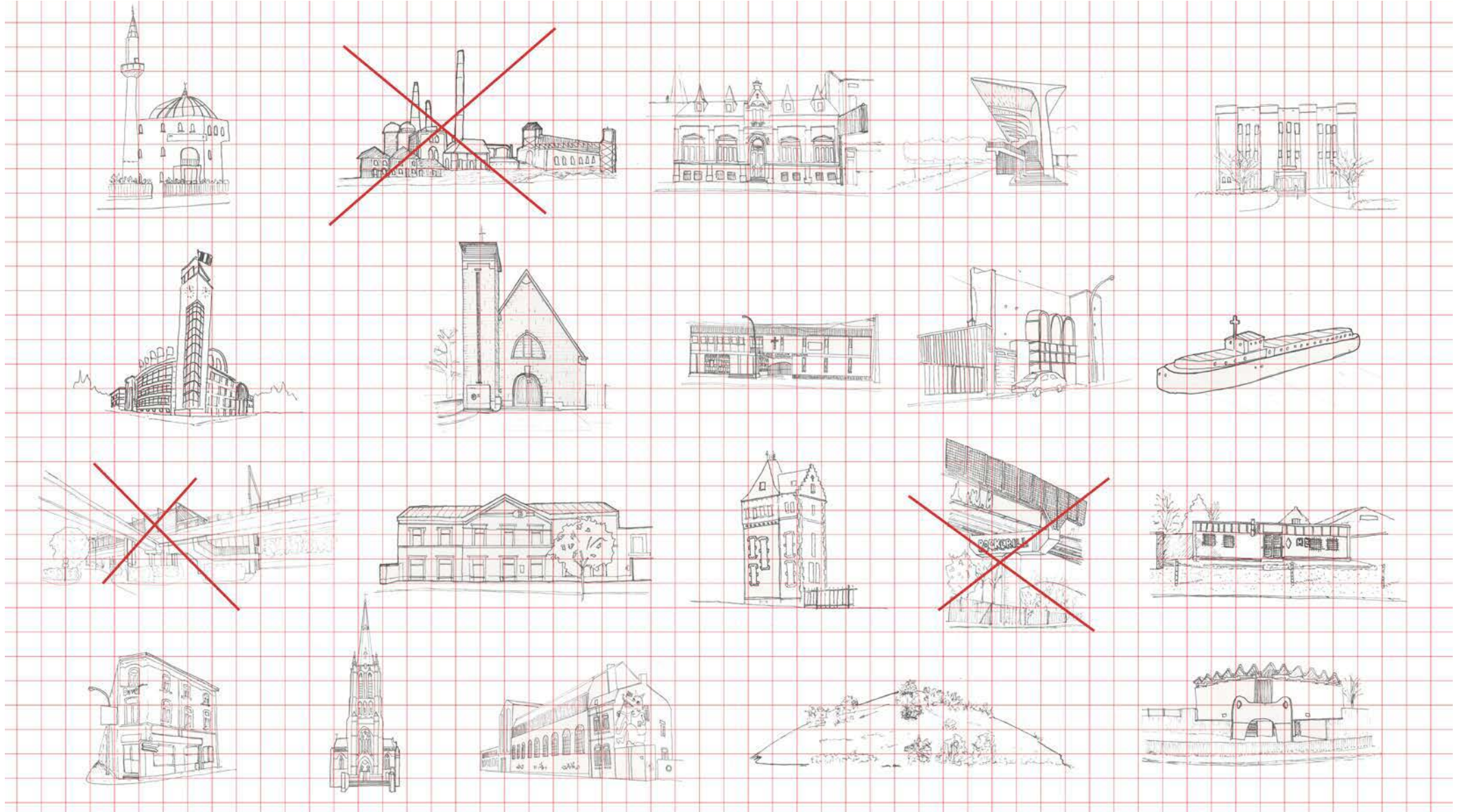


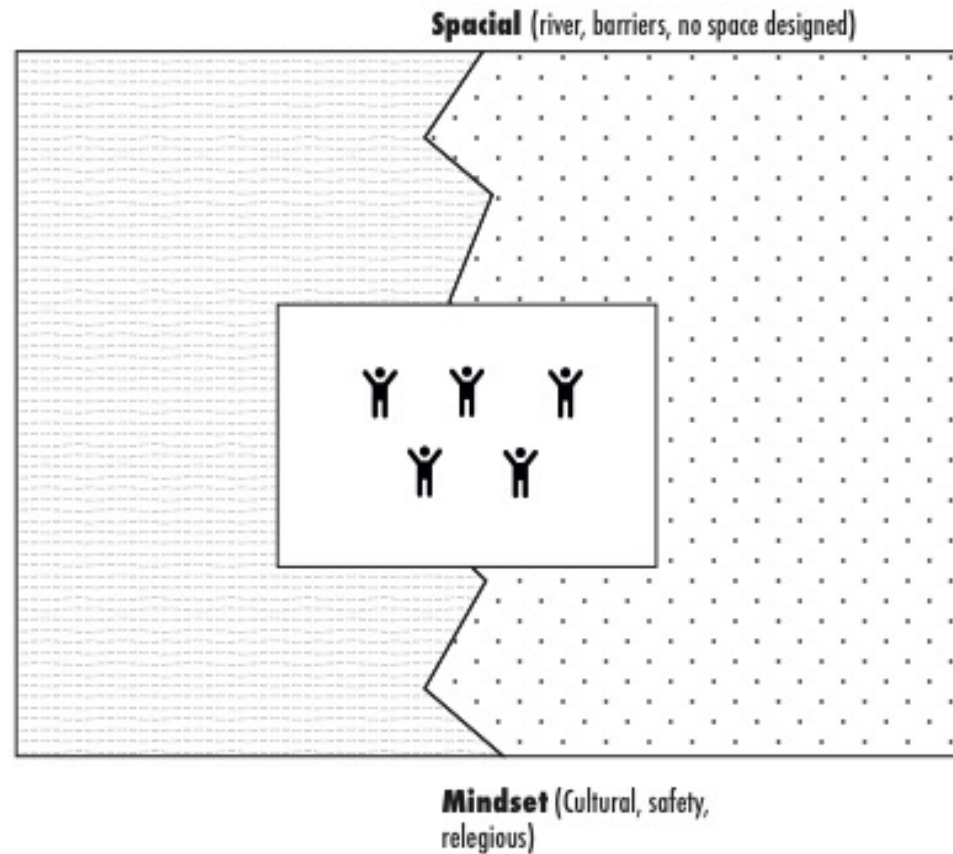
# URBAN ASSEMBLAGES – RADICAL CONSERVATION



GUENOLA BAYON DE NOYER -  
LAURA PAJARO - THOMAS LAUWERS

# URBAN STITCHING

## ADDRESSING SOCIO-SPATIAL FRACTURE



# FOREWORD

Marchienne-au-pont is a town full of history - one of the oldest in the territory of Charleroi. It has undergone processes of deindustrialisation and currently is perceived negatively from locals and people outside of the community. Demographically, Marchienne has a strong presence of Middle-East and North African communities, as well with Belgians and Italians nationals.

The burden added by the negative image brought by the media to the already weighty strain of industrial decay keeps dragging back the city. The urban landscape epitomises the deterioration of economic activities and reinforces the fixed idea of a scarcely livable town. Only under the shadow of Charleroi's modernisation, the municipality has regained strength to build a brighter future. Nevertheless, it is by the hand of their own citizens in collaboration with policy-makers Marchienne-au-pont will set stereotypes aside.

With powerful traditions and folkloric dynamics, Marchienne remains a city pierced by a dominant industrial landscape and contaminated fruitless soil. The abandoned lots give evidence of the population fleeing from the town. Regardless, it wasn't until the 1980s that the city experienced the tragedy of unemployment and decline.

# INTRODUCTION

The following project proposal aims to continue with the narrative of the master plan of Charleroi. It points to reconcile the inherited industrial landscape of Marchienne-au-Pont with the new developments through a mix of public space and infrastructure for private investment. We intend to reinforce social relations in the city and promote public encounters.

For this end, we showcase three key scenarios that we consider should be developed in parallel of Charleroi Master Plan. Each of them contains different urban typologies, mobility plan and considers private investment on different scales. In the end, we hope to create multiple axes of interventions along with the city that connects with Charleroi and other municipalities.

The development of these distinct scenarios takes into account different temporalities and the actors who participate. We defined these areas following a field study. This process allowed us to highlight perceptions of the infrastructure and figure whether these are general symptoms of other issues regarding individual perception of the space or they are the real cause of the illness.

Our goal is to interpret these results while considering variables such as density, particularities of the landscape and communities living in there. We hope to consolidate scalable typologies that address the identity of the city.

# 1 – FINAL JURY

## 1- Investigation

- Why do we stitch the territory in Marchienne ?
- Places of intervention

## 2 - Interventions

### - Local intervention 1 - Marchienne sport & social cluster

- In between the parc Monceau and the Samber
- Stitch the docks with the viaduct

### - Local intervention 2 - The Market – Collectivity and Regeneration

- Public squares and market
- A Shape-Changer Market and Water Sports

### - Local intervention 3 - East door of Marchienne

- Slow movement community : A place to live
- Art & entertainment : A place to stay

# 2 - ANNEXES

## Background (Pré-jury)

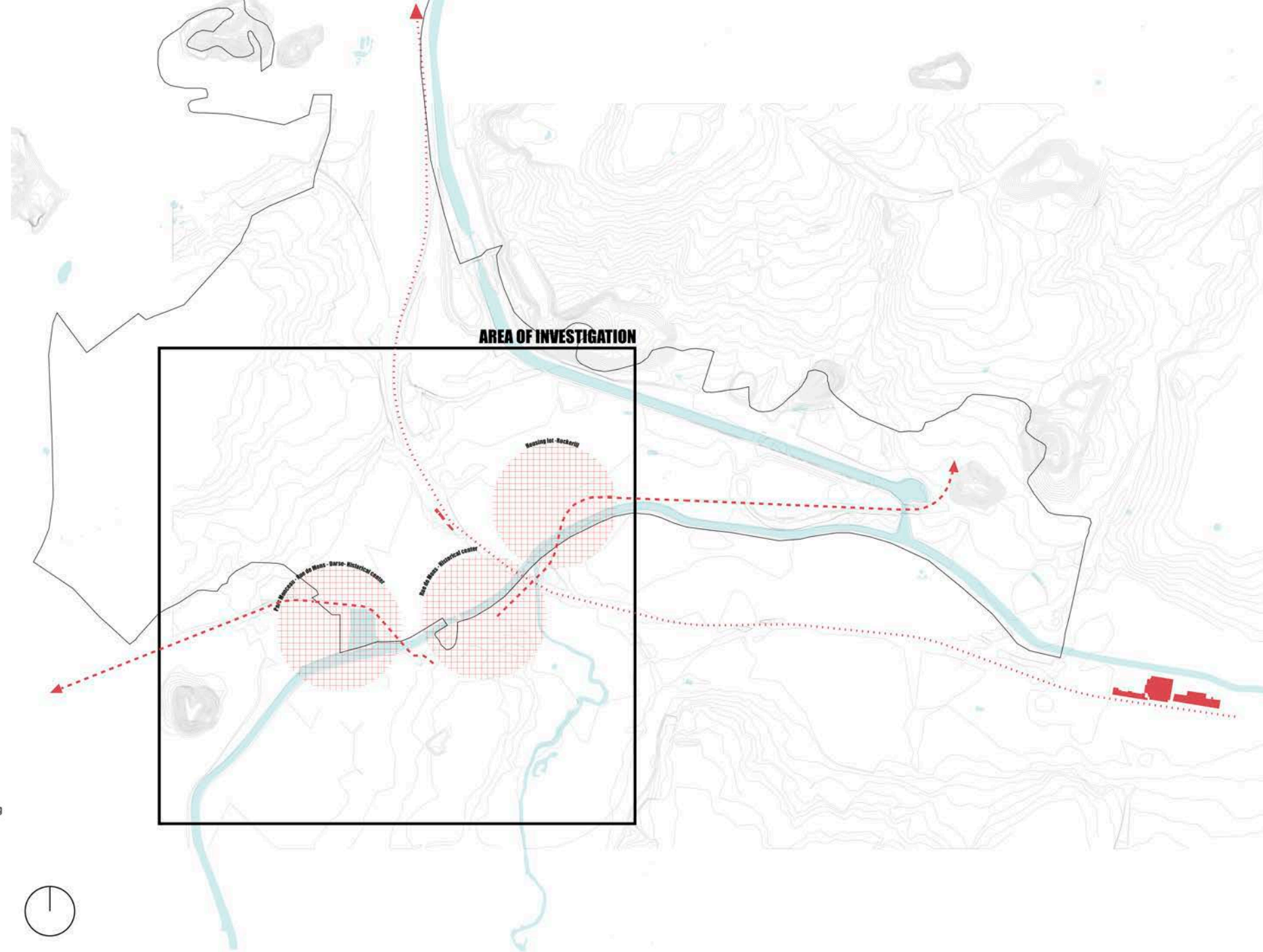
- Testimonies (Social climate, Mobility, Facilities)
- Global Strategy
- Global Strategy / 4 Strategic Axis
- AXE 1 - Reducing Distances – Reveal Marchienne-au-Pont
- AXE 2 - Sharing places: inclusion through sports
- AXE 3 - In between cities
- AXE 4 - Revival of the old network
- Urban Stitches

**1**

**FINAL JURY**

# 1

## INVESTIGATION



### GENERAL STRATEGY

- ..... TRAIN
- - - - - METRO LEGE
- BOUCLE NOIR
- VIADUCT



Local interventions - urban stitching

Strategic axis of urban continuity





## WHY DO WE STITCH THE TERRITORY IN MARCHIENNE ?

During our field analysis we collected testimonies in order to understand the ills of Marchienne-au-pont. Here is a summary of the on-site investigation.

Optimistic about Charleroi (**stadium**) **development**. Skeptic on **mobility plans to tackle traffic** during matches. (Local shop 1:30 p.m )

Concern about **lack of cultural citizenship and education** in terms of disposing of trash. **Unwelcoming landscape vegetation** around Mons road. (The old man at his door 1:45 p.m)

Living in clandestinity is alright as long as you stay away from "**bad people**" (Taverne de la Gare - 10:25 a.m)

«It's a rat hole here, everything is ugly». Yet the **economy seems to be thriving around Mons street** (Chauffage-Sanitaire-Ventilation shop - 11:20 a.m)

Marchienne as a "**stepping stone**" for the population. Lack of sense of belonging. **Rubbish** in abandoned lots. **Drug** trafficking. **Poor social services** lead to slumlords in the centre (CPAS - Antenne sociale 12:20 a.m)

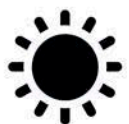
Marchienne associated with **Vandalism**: two cars were burnt an hour before. Fight between illegal bands. **Lack of sense of belonging**: people leave their old stuff in the streets. **Nostalgia** for the thriving city with local stores. **Missing social cohesion**. **Insecurity at night**. (Local shop 1:30 p.m)

Marchienne is **not a place to stay, but to live momentarily**. Tensions between communities. The split in Marchienne is a "good thing". (La Maison pour Associations. 2:00 p.m)

Association to **recover abandoned houses**. When the houses are abandoned, without succession, they return to the city, which they **renovate and put them back on the market**. The woman does not want to talk too much, because she thinks the matters are confidential and shouldn't be discussed so openly. (La Politique des Grandes Villes. 2:40 p.m)



# ACTIVE FACILITIES & FEELING OF INHABITANTS



## DAY - SOCIAL CLIMATE



**ACTIVE EQUIPMENTS**  
OPEN EQUIPMENT (SHOPS, CULTURAL EQUIPMENT, SOCIAL EQUIPMENTS)



**SAFE FEELING**  
MEETING POINT, CHILDREN WALK BACK ALONE FROM SCHOOL,



**UNACTIVE EQUIPMENT**  
CLOSED EQUIPMENTS, DEAD EQUIPMENT, HOUSES



**UNSAFE FEELING**  
CARS, CRIMINALITY, EMPTYNESS, HOUSES ONLY



# ACTIVE FACILITIES & FEELING OF INHABITANTS



## NIGHT - SOCIAL CLIMATE



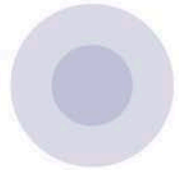
**ACTIVE EQUIPMENTS - BASE ON INHABITANTS**  
OPEN EQUIPMENT (SHOPS, CULTURAL EQUIPMENT, SOCIAL EQUIPMENTS)



**SAFE FEELING**  
MEETING POINT, CHILDREN WALK BACK ALONE FROM SCHOOL,



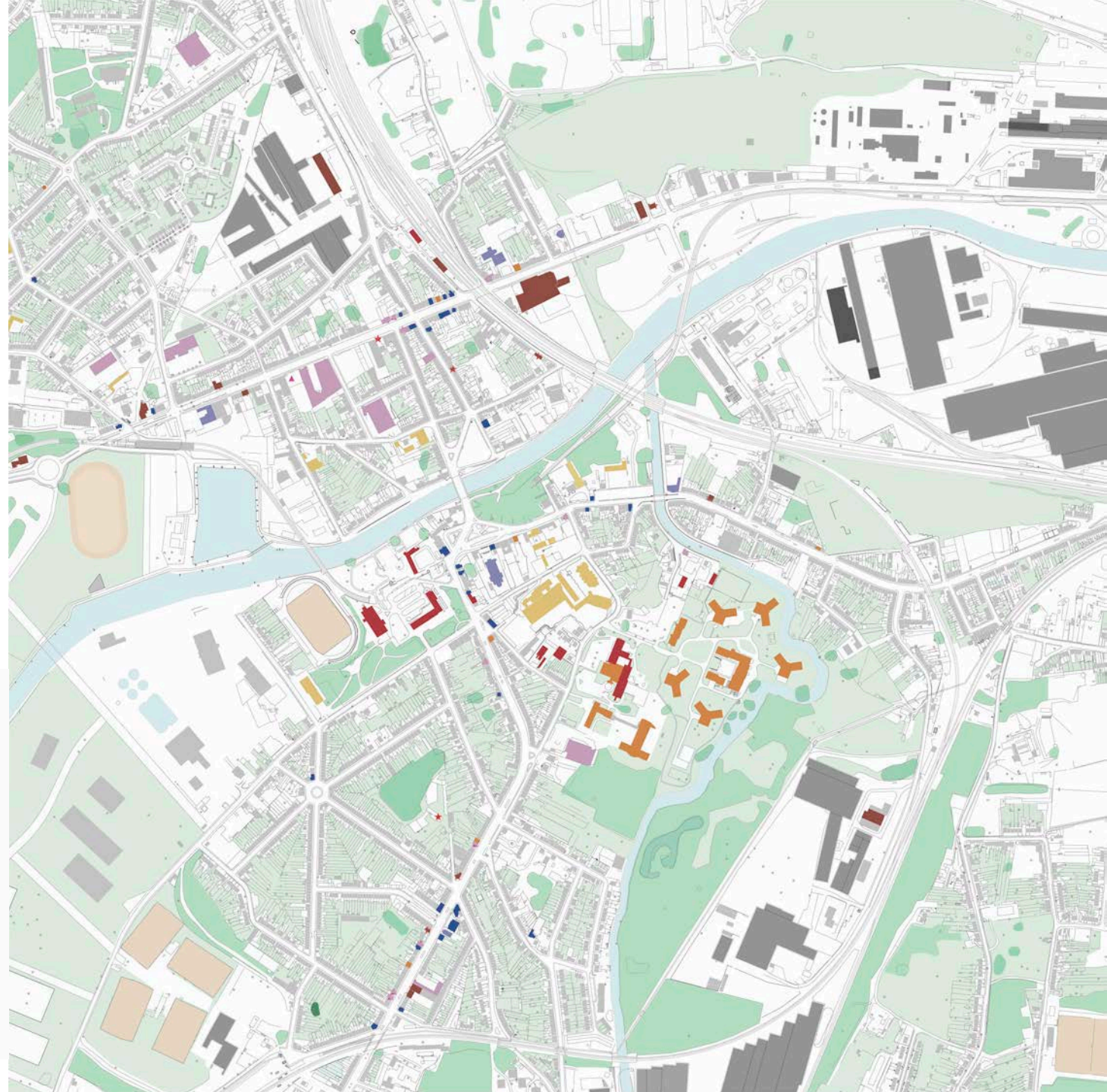
**UNACTIVE EQUIPMENT - BASE ON INHABITANTS**  
CLOSED EQUIPMENTS, DEAD EQUIPMENT, HOUSES














**UNSAFE FEELING - SUBJECTIF**  
CARS, CRIMINALITY, EMPTYNESS, HOUSES ONLY

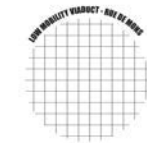
## FACILITIES

In order to understand the locality we carried out a non-exhaustive inventory of infrastructure and active sites. This allowed us to better situate the important elements between them and to develop our strategy.



# AXE OF INTERVENTION

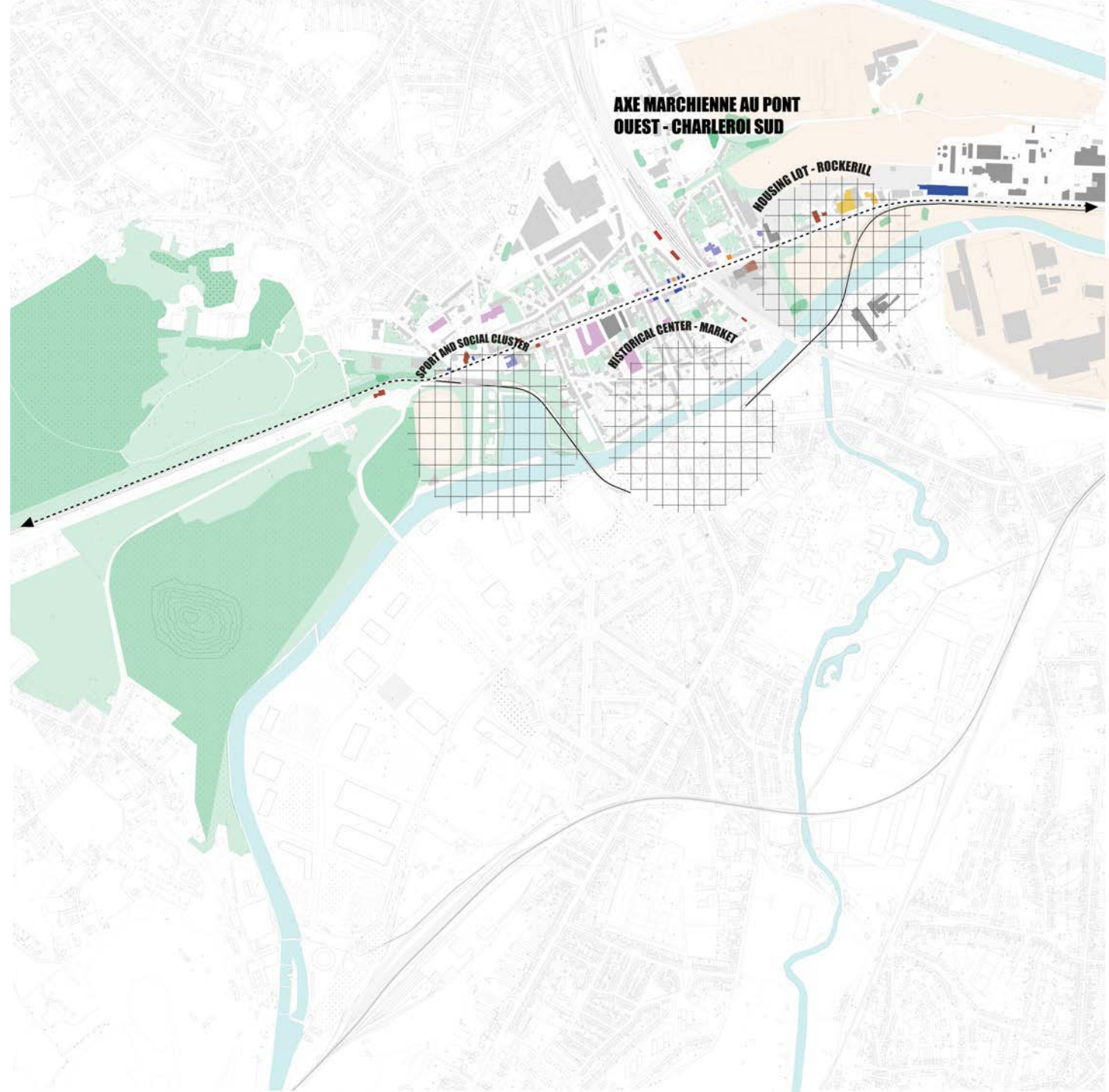
- |   |                        |   |                     |
|---|------------------------|---|---------------------|
|  | ALIMENTATION           |  | SHOPS               |
|  | RELIGION               |  | SPORT               |
|  | GREEN AREA             |  | PUBLIC EQUIPMENTS   |
|  | INSIDE LOT             |  | SCHOOLS & FORMATION |
|  | HEALTH                 |  | CAFFE, RESTAURANT   |
|  | INDUSTRIES & ENTREPOTS |   |                     |



Local interventions - urban stitching



Strategic axe of urban continuity



# 2

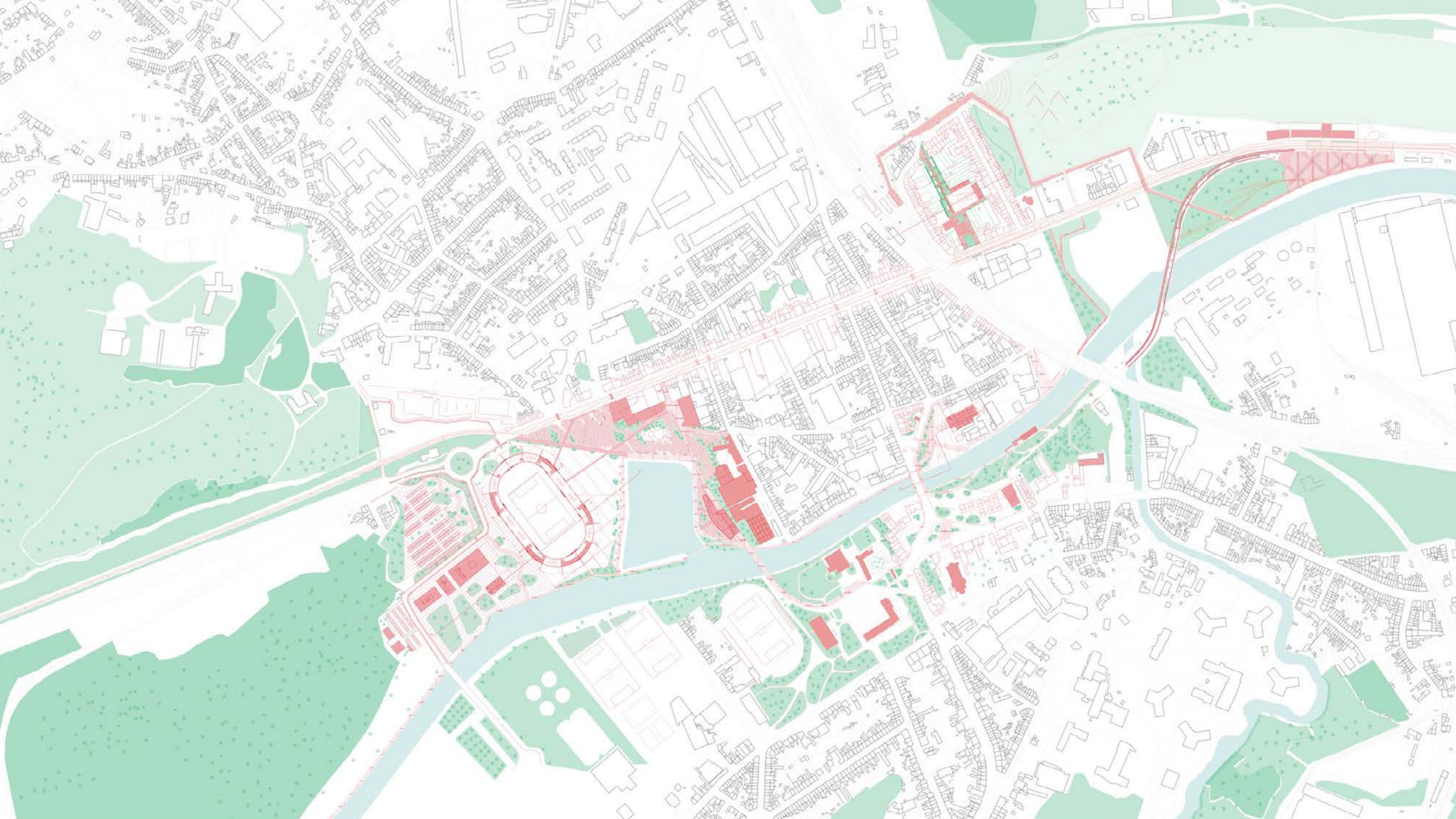
## INTERVENTION

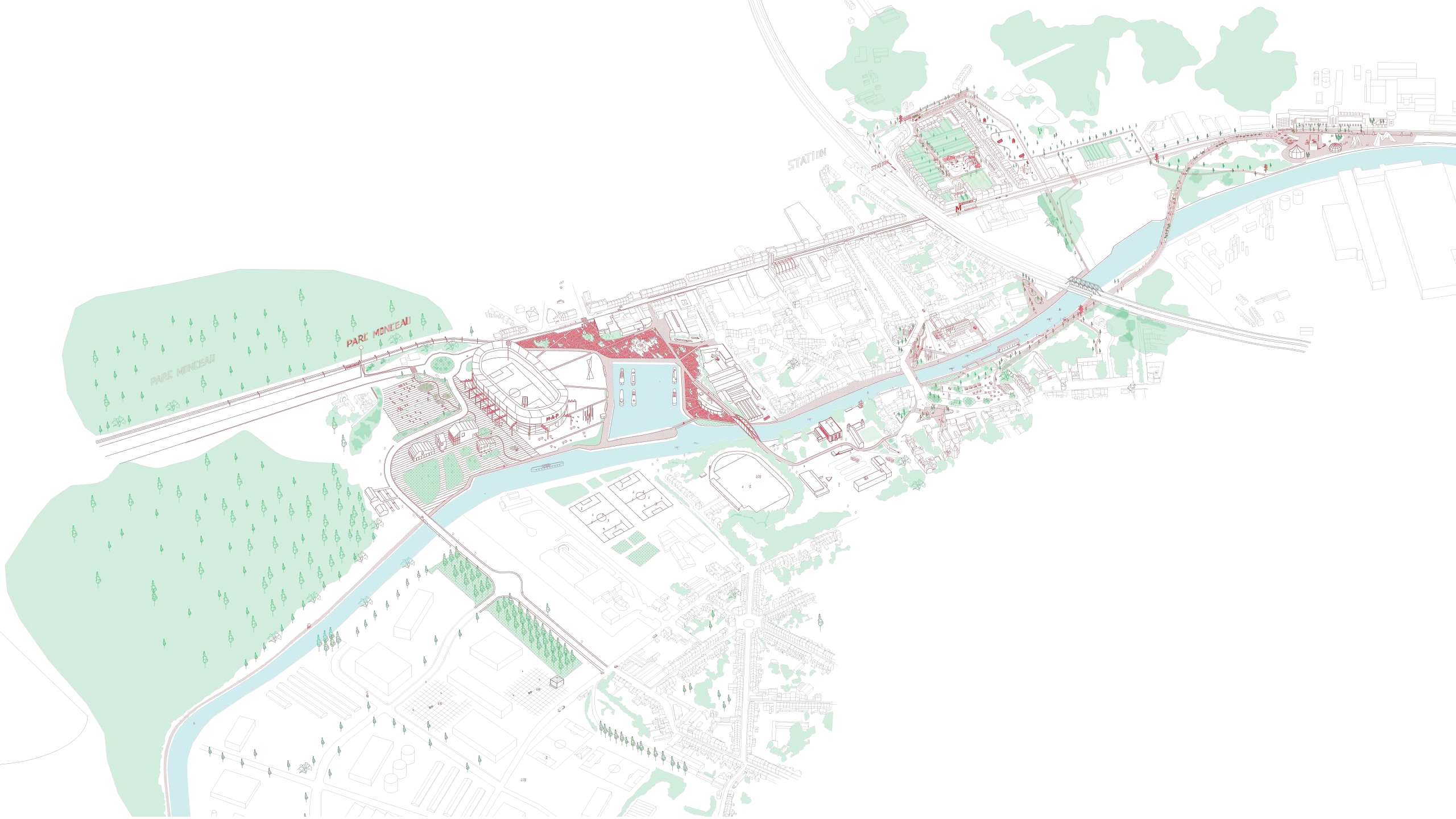


### GENERAL STRATEGY

- ..... TRAIN
- - - - METRO LEGE
- BOUCLE NOIR
- VIADUCT

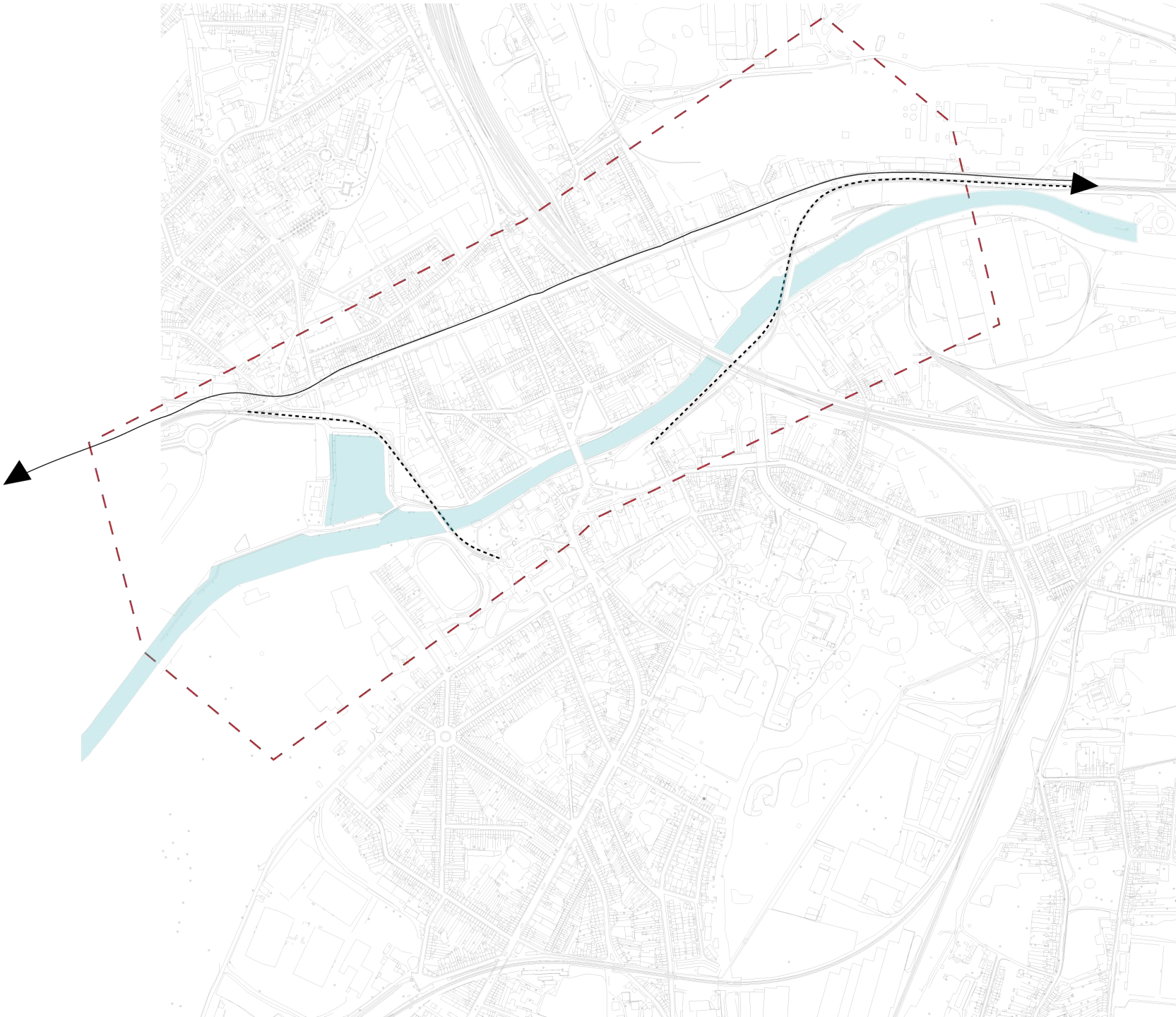
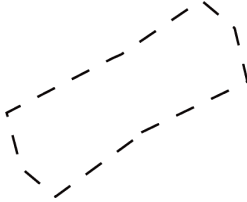






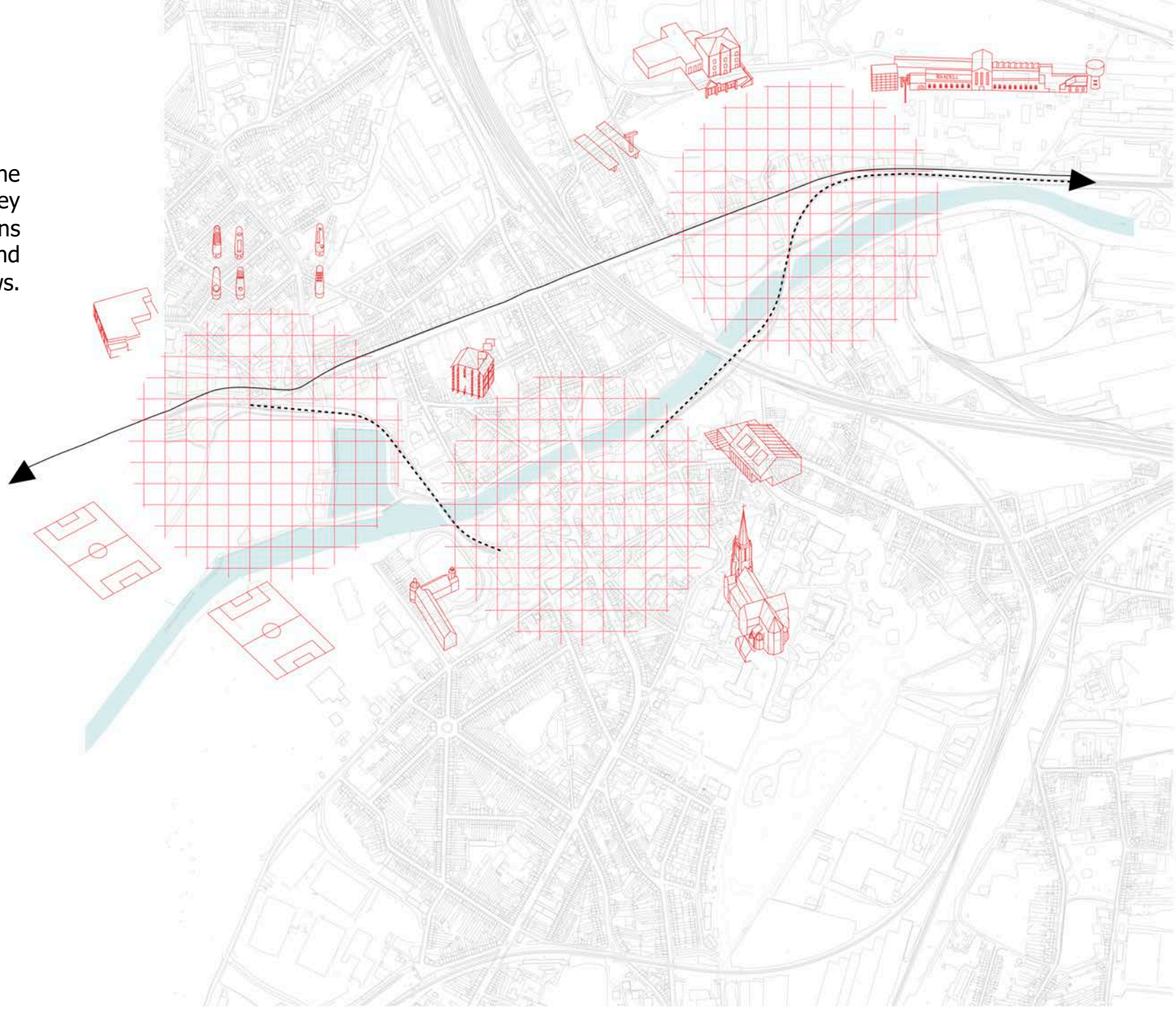
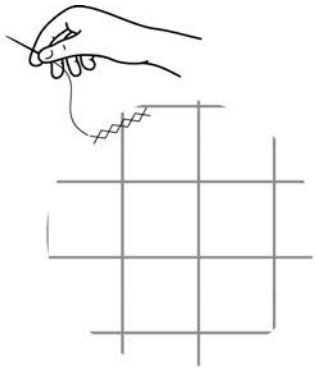


**NARRATIVE AXE**



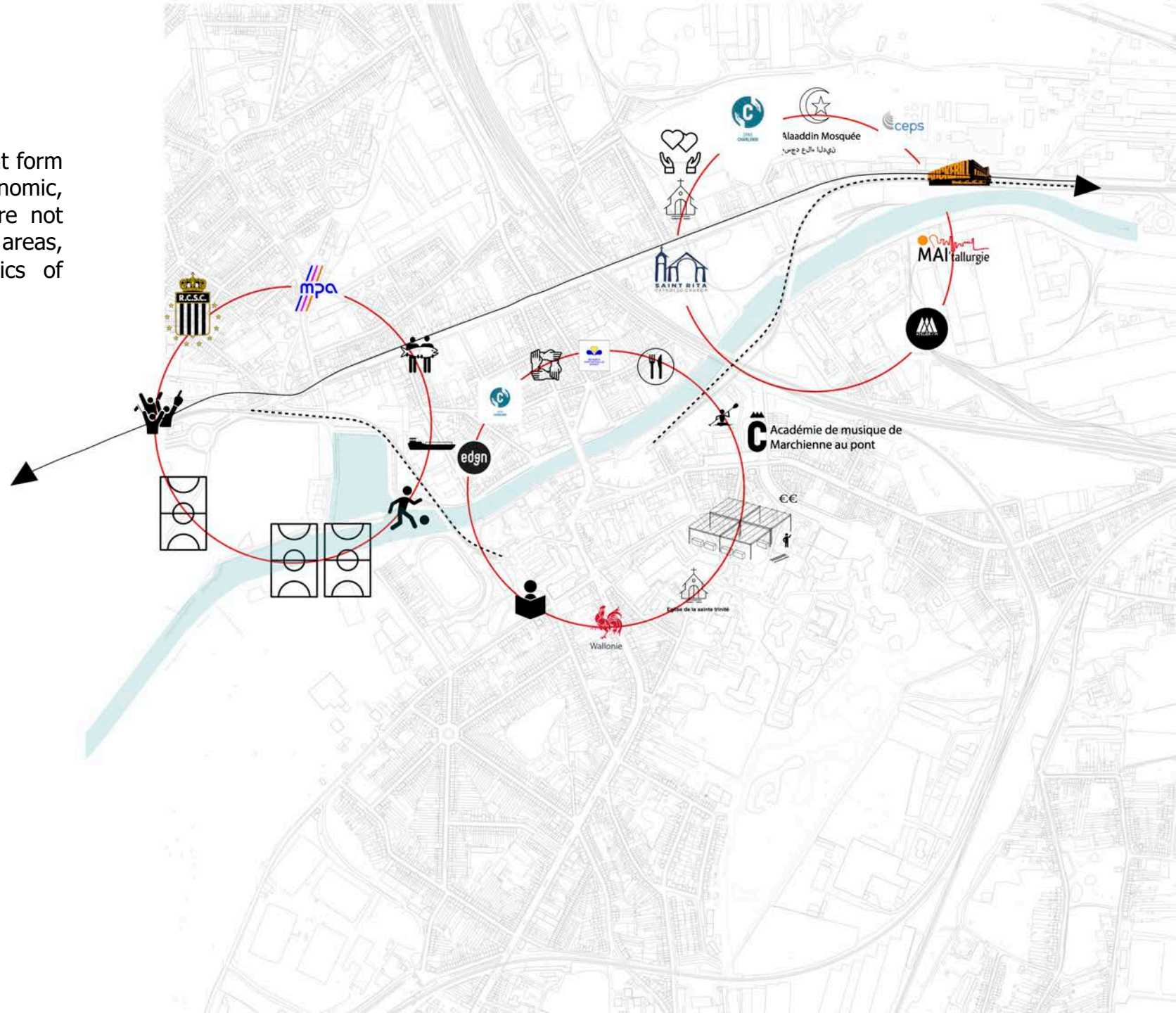
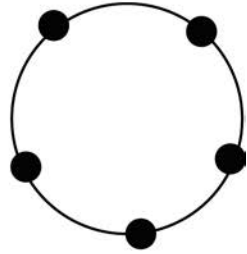
### 3 LOCAL INTERVENTIONS

The three main interventions are located towards the north-west, centre and north-east of Marchienne. They are connected by public and private transport on Mons street. The old viaduct, now turned into a walking and cycling path fostering soft mobility flows.



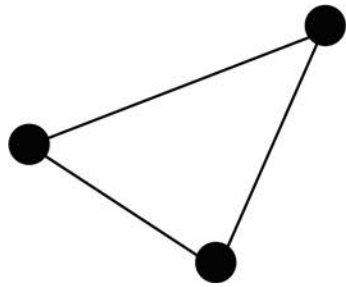
## STAKEHOLDERS & CONNECTIONS

Each intervention owns a group of key stakeholders that form coalitions to put forward a combination of social, economic, and citizen participation agenda. The stakeholders are not necessarily located within the intervention areas, nevertheless, they have knowledge of the dynamics of Marchienne.



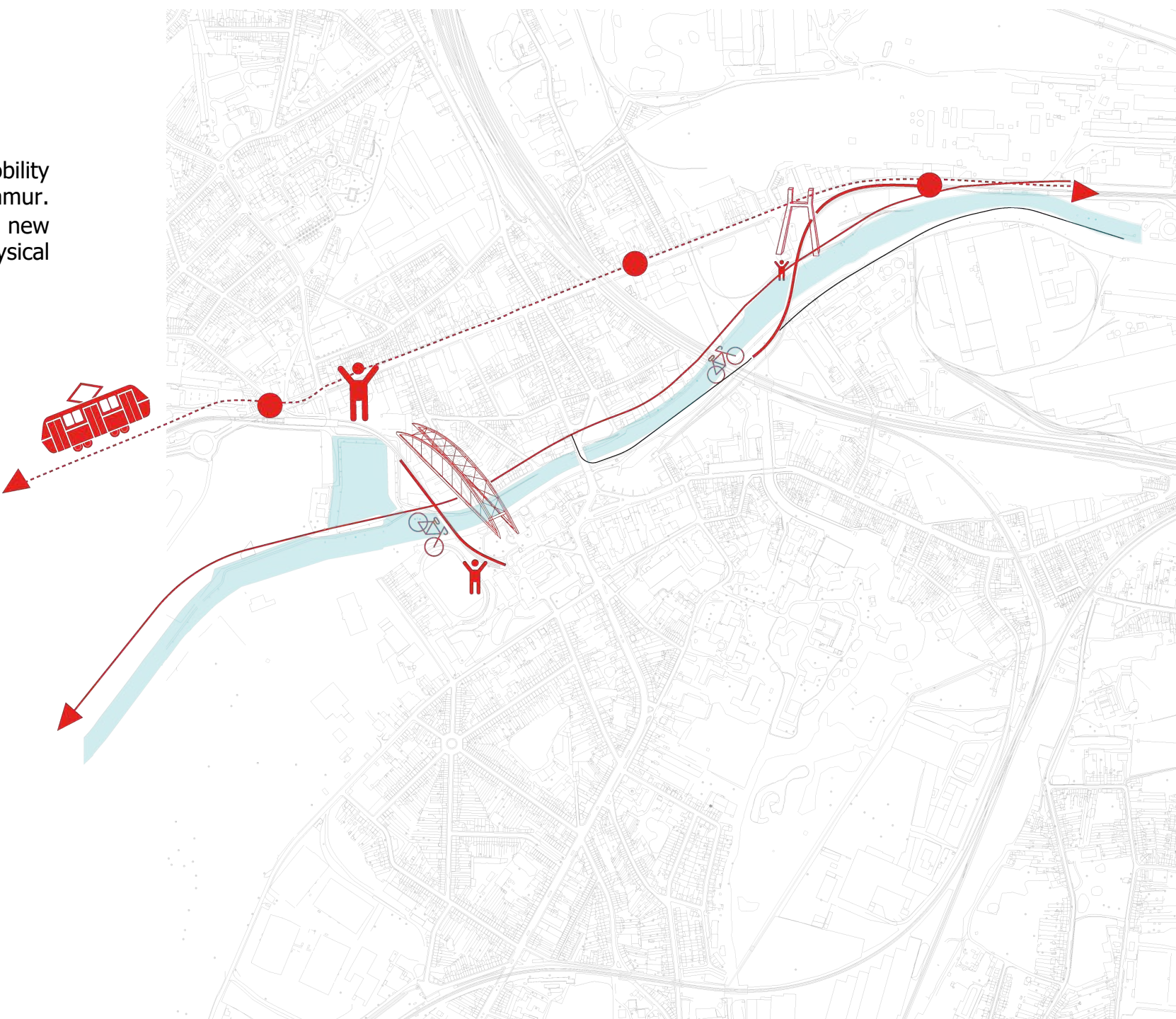
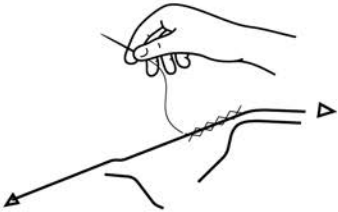
## FLOW OF PEOPLE BETWEEN THE INTERVENTION

The intervention form 3 clusters that share a physical and governance connections. They attract and exchange flow of people coming from other places locally and through intercity roads and paths.



# MATERIALIZED URBAN CONNECTIONS

The whole intervention considers existing inter-city mobility paths along the Sambre, that connects Charleroi and Namur. The existing inter-city mobility path connects with the new walking viaduct, that at the same time joins with physical infrastructure the three interventions.



# METRO LEGER : A CONNECTING LINE THAT FRACTURE THE TERRITORY



1985 - Rue de Mons  
Vicinal Lines



1992 - Rue de Mons  
Construction of the viaduc



2020 - Rue de Mons  
Car highway and spacial boundary

## Ambitions of the past What's left of it?

« L'entrée du métro de Marchienne centre-ville. D'une part, on a démolit des dizaines de maisons du noyau historique de la ville pour faire passer le métro, et, d'autre part, on a créé un accès à ce métro au beau milieu d'un rond-point quasi exclusivement routier... »

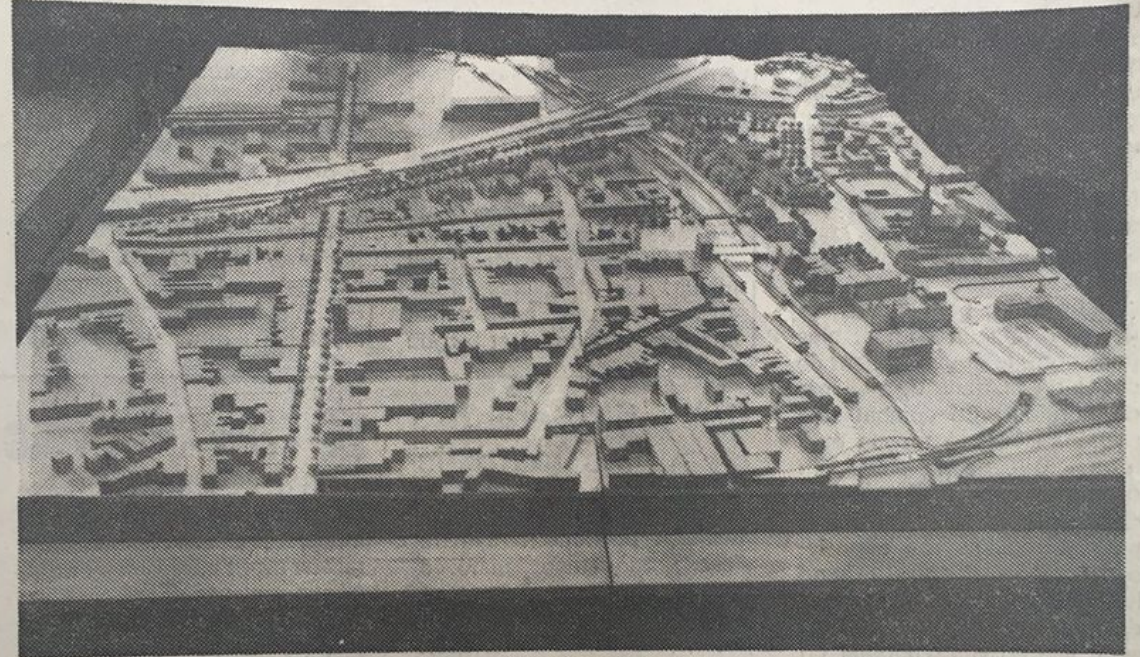
*The entrance to the Marchienne centre-ville metro station. On the one hand, dozens of houses in the historic city centre have been demolished to make way for the metro, and on the other hand, an access to this metro has been created in the middle of a roundabout almost exclusively on the road.*

« La réalisation du métro est un échec en ce qu'il n'a pas suivi un tracé vraiment urbain. Par le passé, il y a eu trop d'aménagements disparates sans véritables choix stratégiques. »  
Le patrimoine outil de développement territorial, 2001

*The realization of the metro is a failure in that it did not follow a truly urban route. In the past, there have been too many disparate developments without real strategic choices.*

## Bientôt un nouveau visage pour le Centre de Marchienne-au-Pont

28/5/84



Réuni en séance publique, hier soir, le Conseil communal a adopté le plan directeur du Centre de Marchienne-au-Pont. On sait que l'étude de l'aménagement de l'entrée Ouest de Charleroi, c'est-à-dire la partie située entre la limite de Fontaine-l'Evêque et le Viaduc a été confiée à une association momentanée ADEC-Pirnez et Schwachhofer (bureau d'études de Gosselies).

Les travaux pour le passage du métro au centre de Mar-

chienne étant terminée, il y a, aujourd'hui, urgence : il faut remettre le site en état, pour que la circulation des véhicules et des piétons puissent se faire dans des conditions normales. Cette urgence a conduit les responsables de la ville — et notamment l'échevin Willy Seron — à élaborer un plan directeur qui reprend, outre l'aménagement des voiries et l'installation de piétonniers, la réintroduction du logement,

commerce ou petit artisanat, dans ce quartier important, et cela, dès la fin des travaux d'infrastructure prévus.

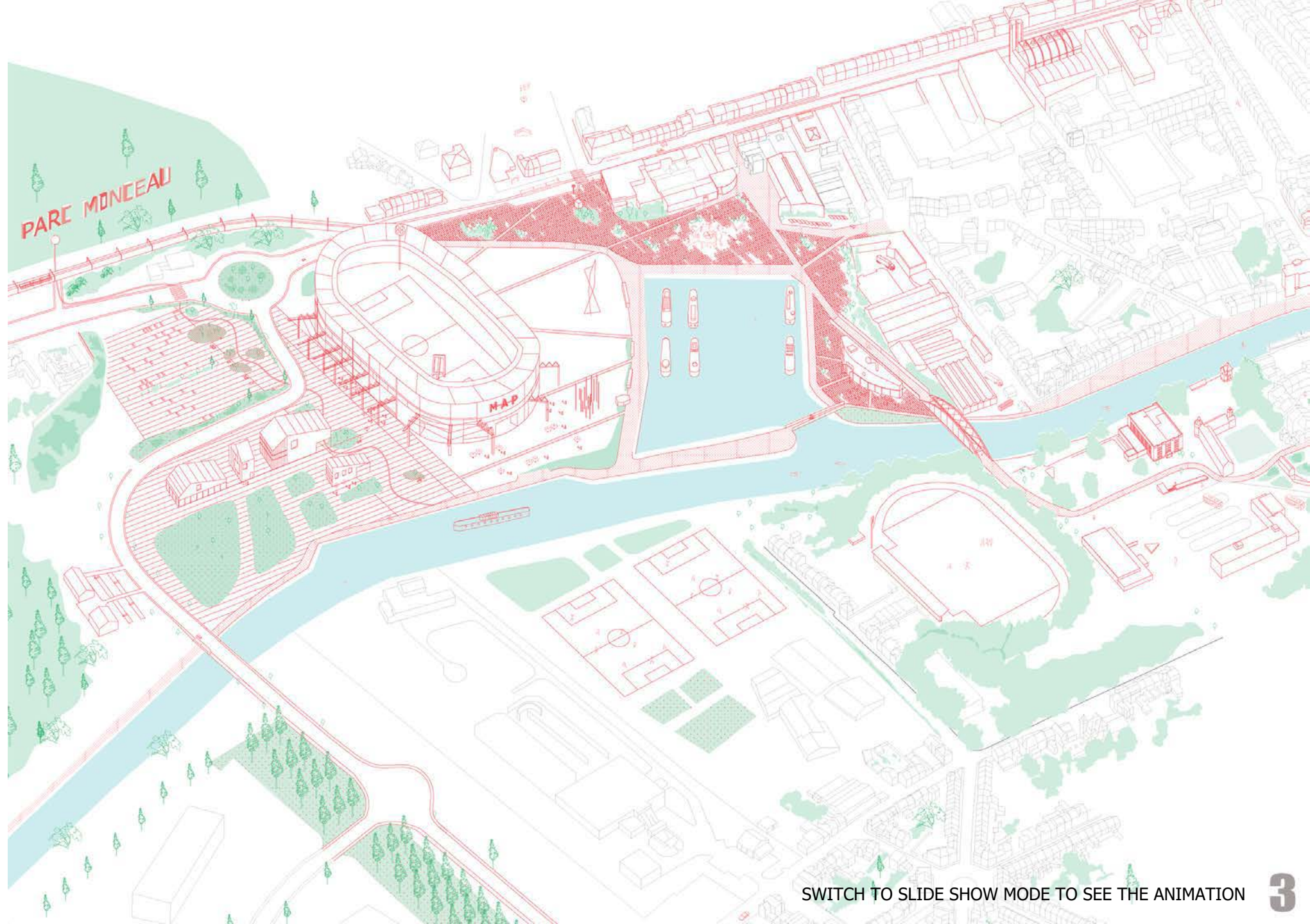
Dans quelques années, ce quartier très fréquenté de Marchienne-au-Pont va ainsi changer d'aspect et selon la maquette présentée au Conseil communal (notre photo), cet aspect apparaît, dès à présent, très attrayant.

(Ph. J.-M. Derèse)

C.B.

# LOCAL INTERVENTION 1

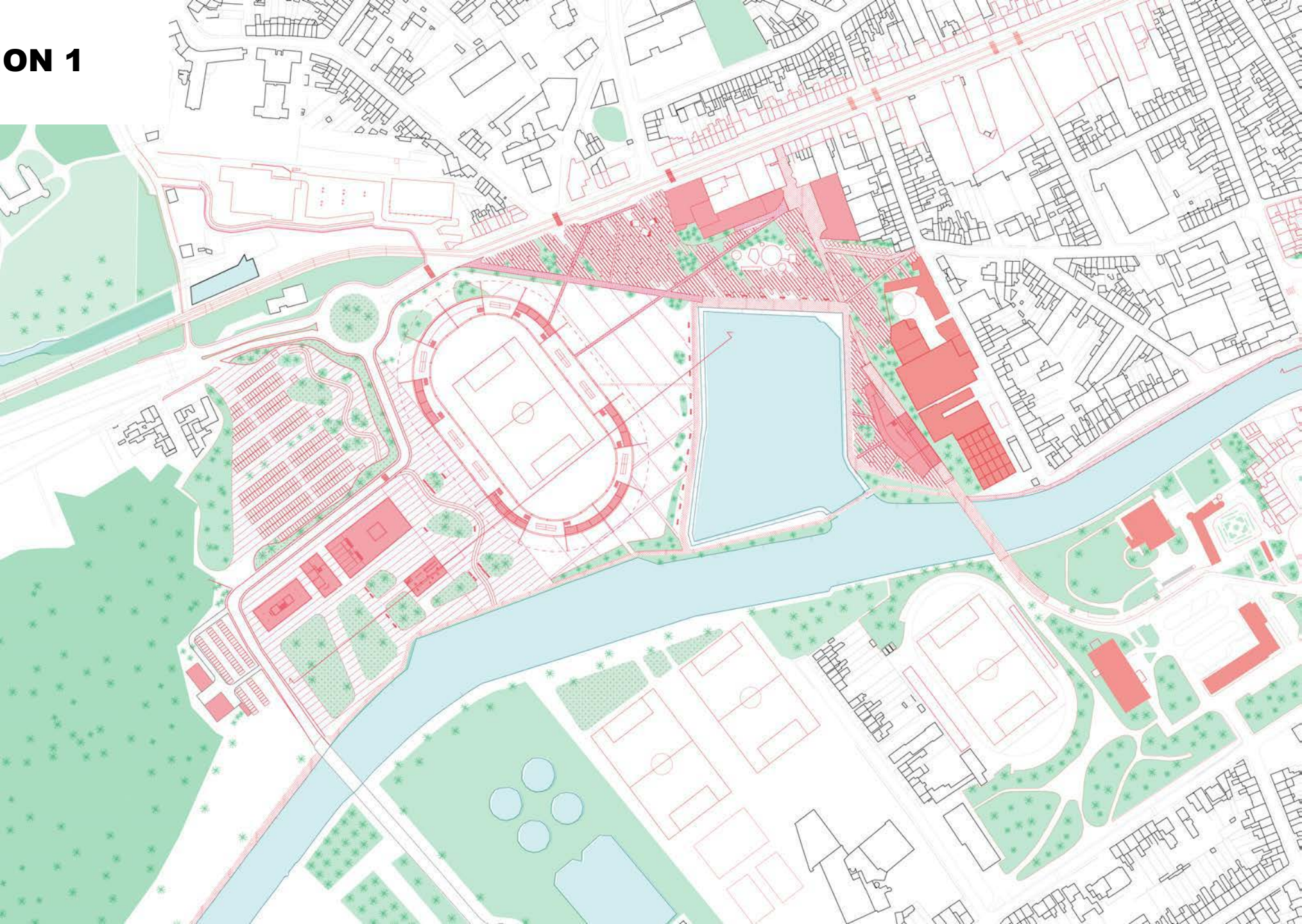
## MARCHIENNE SPORT & SOCIAL CLUSTER

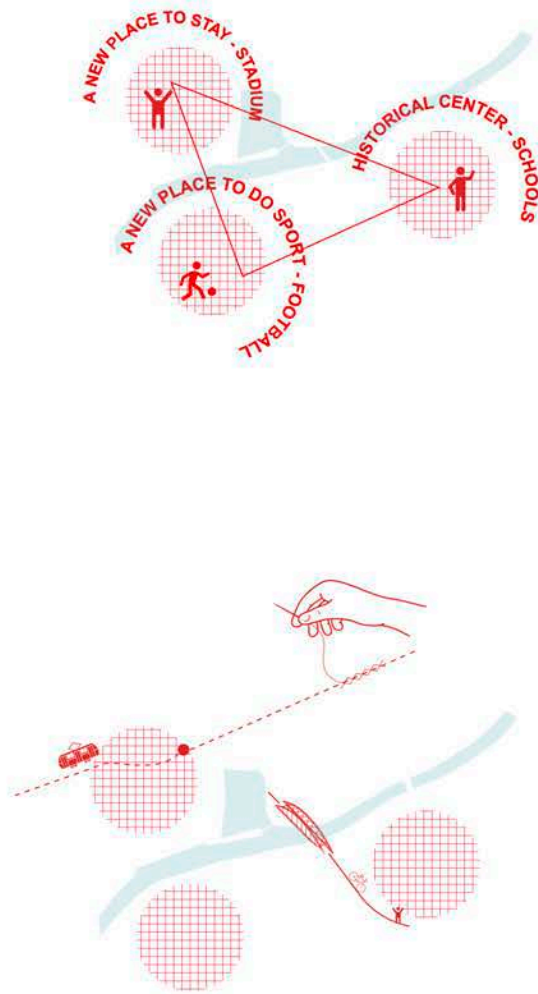
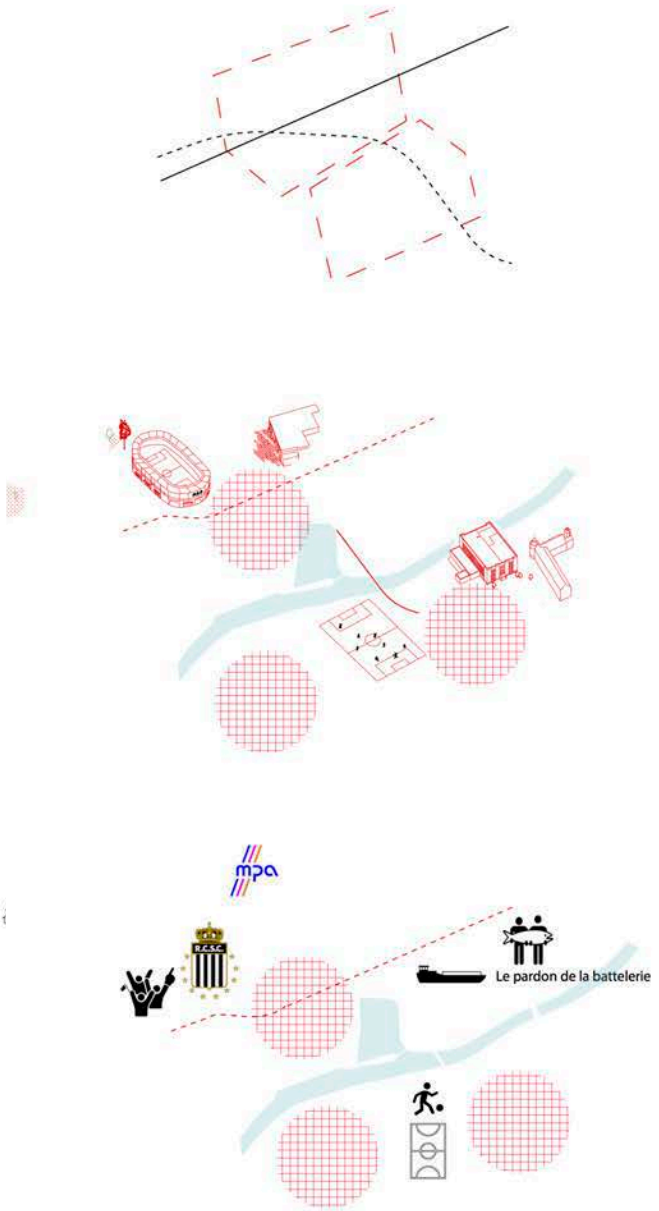
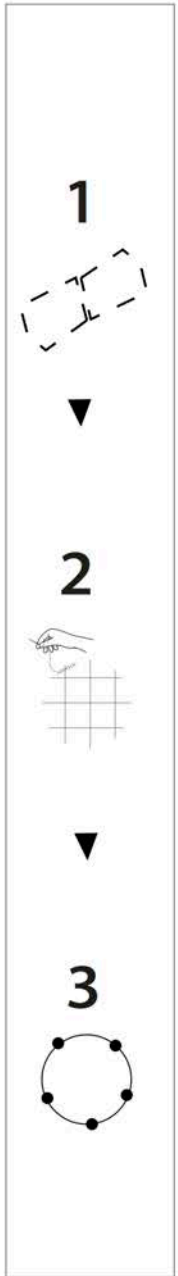


SWITCH TO SLIDE SHOW MODE TO SEE THE ANIMATION



# PLAN INTERVENTION 1



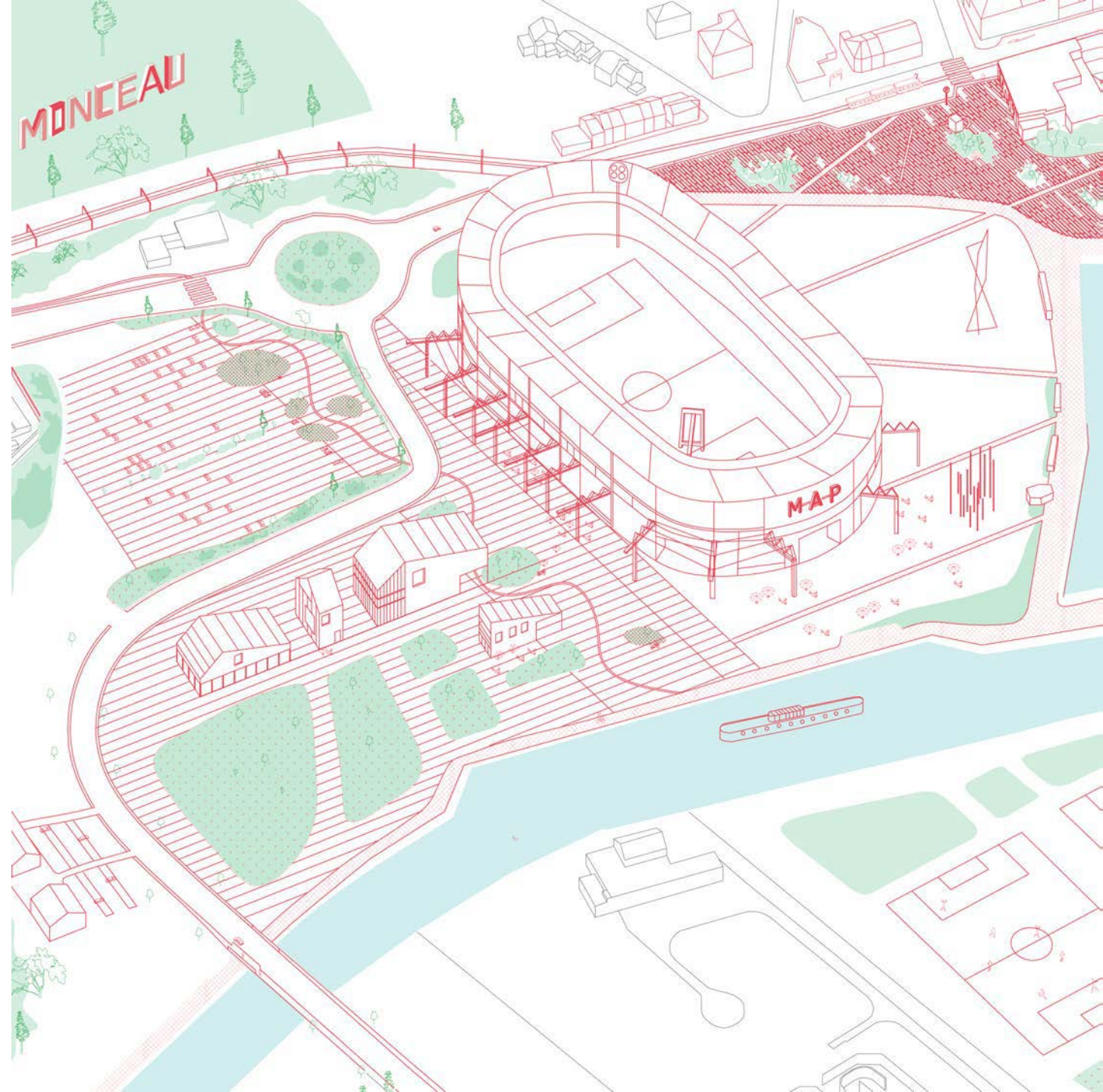


The north-west intervention changes the Plan of Charleroi to better integrate the initiatives to the current urban fabric. The changes in the plan include more space for small business to work around the stadium and better integration with the Darse. The stadium is connected by the means of slow mobility and through the old viaduct and the Mons street.

## In between the Parc Monceau and the Sambre

Finding relationships between different temporalities was rather challenging. The new infrastructure potentially can split the urban fabric in “green and new” “old and gray”.

The separation of the physical barriers lead to the re-organisation the landscape around it. The stadium now has multiple functions. It owns shops, restaurants, cafes and stores with the goal of transitioning between different leisure activities. These will also bring appropriation of the intervention. The outside space is treated with different functions, materials and schemas. It all comes down to reinforcing this idea of a playful walk and freedom to use the infrastructures by locals and people passing by.



# CASE STUDY



CENTER ARTISTS AT PLAY, SEATTLE, USA



AZATLYK SQUARE, NABEREZHNYE CHELNY, RUSSIA



CHEONGGYECHEON; SEOUL, KOREA

## Removing invasive structures

Recovering and enhancing resilience in the city landscape in Seoul, Korea. Revitalization of the city creating walking paths and green spaces helps to improve the quality of life of dense environments. The relationship of the inhabitants with the river changes once it is showcased as a source of leisure and culture. Here, the river is a place to meet and strengthen social connections.

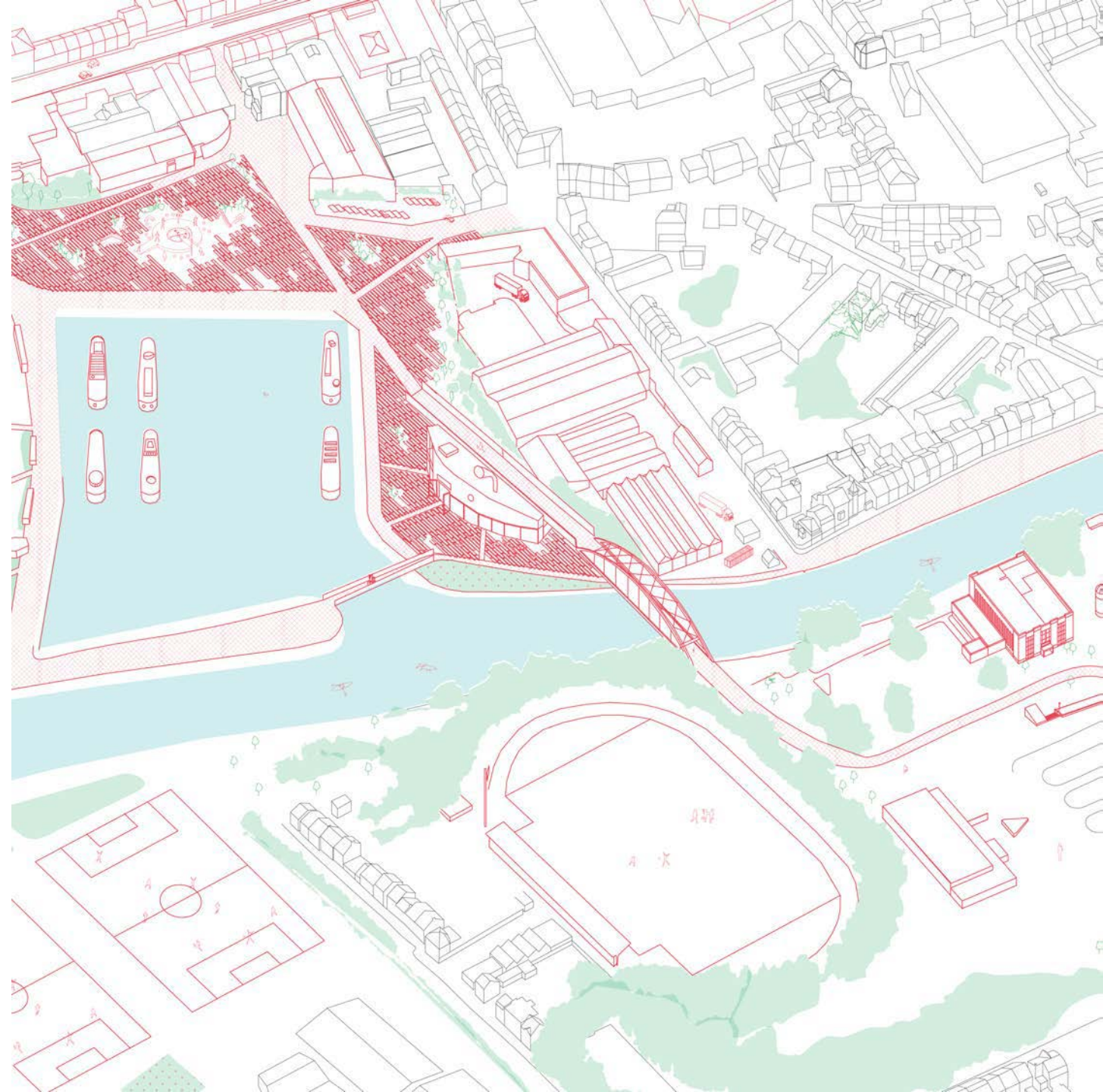
## Stitch the docks with the bridge

The docks a focal point to activate and connect with the rest of the intervention. Mostly, the spaces left abandoned by industry, some of them, partners in the local market. Removing them would erase any hope of reconversion of the city centre thanks to the sharing of the inhabitants. This is what we want to put forward, the modifications on the residential building is done in a very personal way and it is important to support it locally.

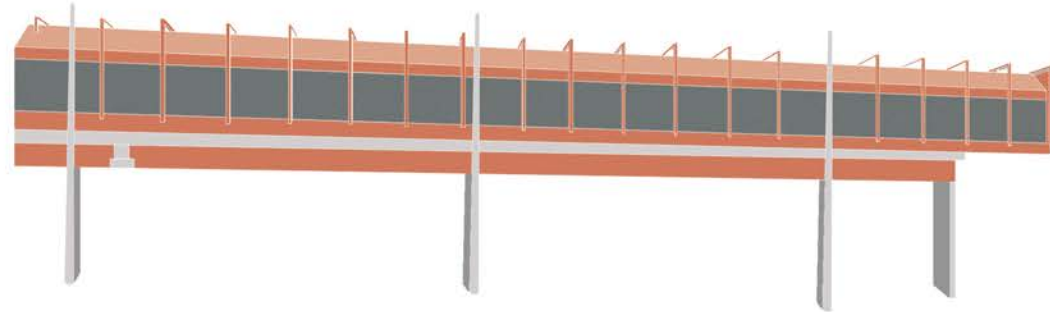
The boatmen's house is a new icon in the walking route. It is a place of tradition and forgiveness of the bargees and the old families to continue. In our opinion this place should be managed as a legacy structure where participants and volunteers feel free to organize public and private events alike.

Organisation of conferences and debates are encouraged. This with the end of making the younger generation engage with nautical structures. They can use as a base the new warehouses set up behind the house, on the other side of the footbridge.

With the renovation of the boatmen's we want to highlight the role and potential on small scale interventions, and how they can be use to *stitch* social fabric.

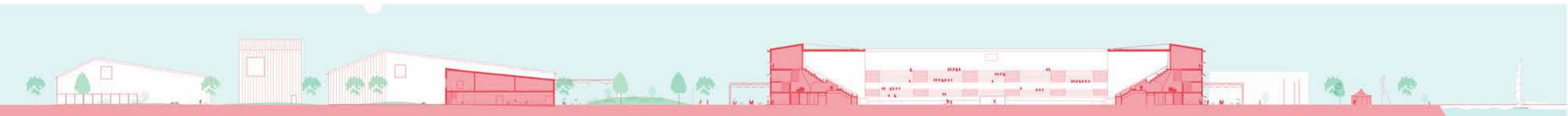


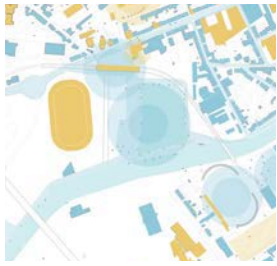
**remove invasive infrastructure**



Side view: Stadium new perspective

ANIMATION



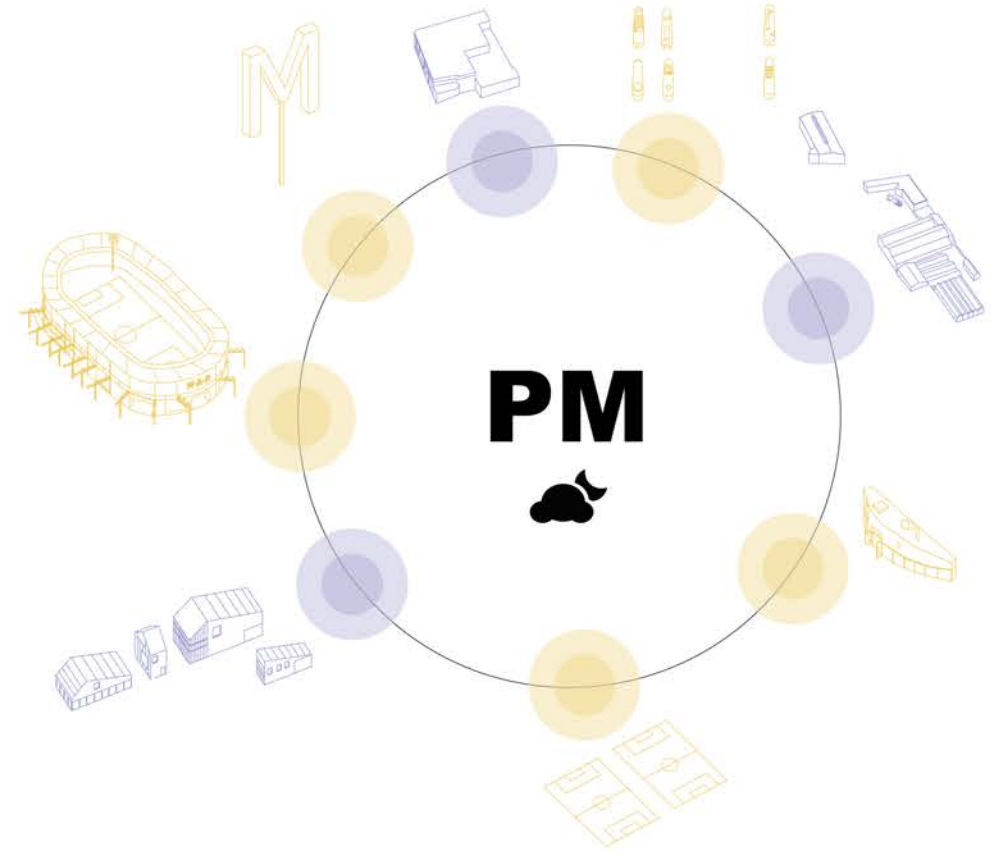
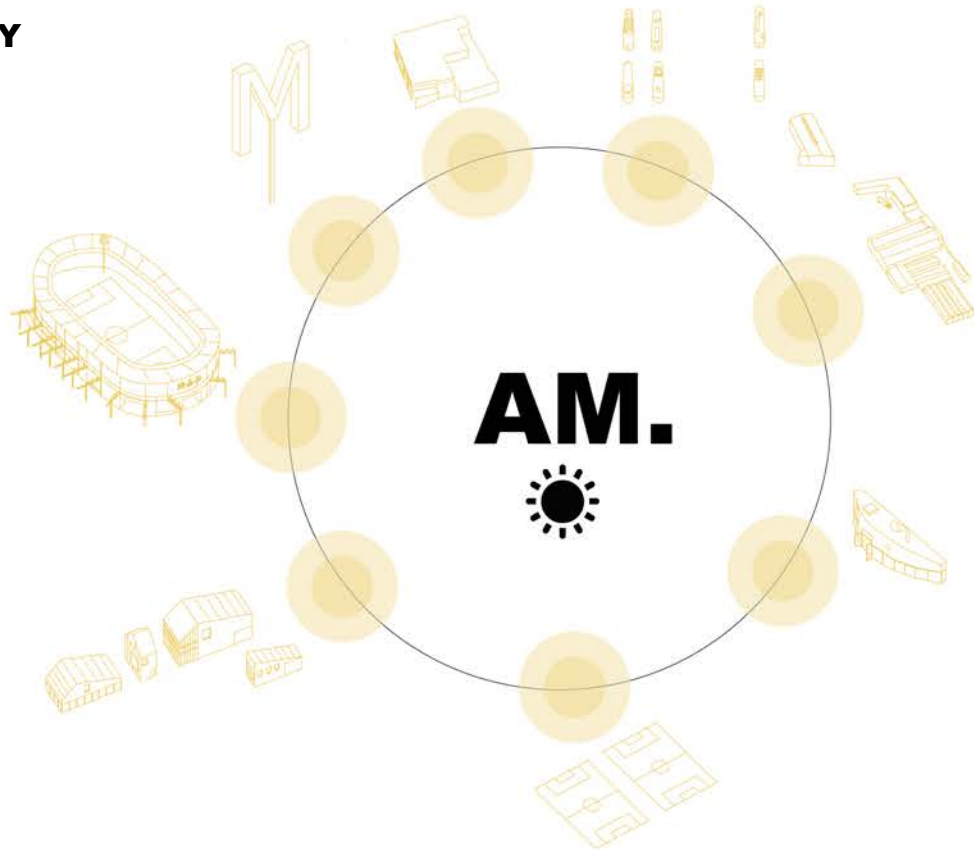


Potential changes in the perception of the infrastructure during day and night



**DAY**

**NIGHT**



# LANDSCAPE INTERVENTION – RUE DE MONS & DARSE





**LANDSCAPE INTERVENTION – STADIUM & DARSE**



# SWOT ANALYSIS

## Intervention 1

S

- The new improved landscape, connections and accessibility from and to the stadium.
- The existing infrastructure gains visibility
- All-in sports complex connected with soft mobility modes reinforcing the concept of a healthy lifestyle.
- Accessible to the new train in Mons street, replacing the old subway.

W

- The intervention is invasive: generation of noise and pollution to the nearby areas.
- Rebuild part of the current infrastructure risking identity of Marchienne.
- The size of the intervention might be “too big” for Marchienne urban landscape.

O

- The intervention highlight the physical attributes of the residence landscape.
- Bringing people from one side of the river to move on to others with soft modes of transport.
- The stadium integrates new sports offered in the centre: fishing, kayaking
- Connect to current and future tourist attractions such as Boucle noire.
- Revitalize the shops on Mons street with direct access to the metro/tramway

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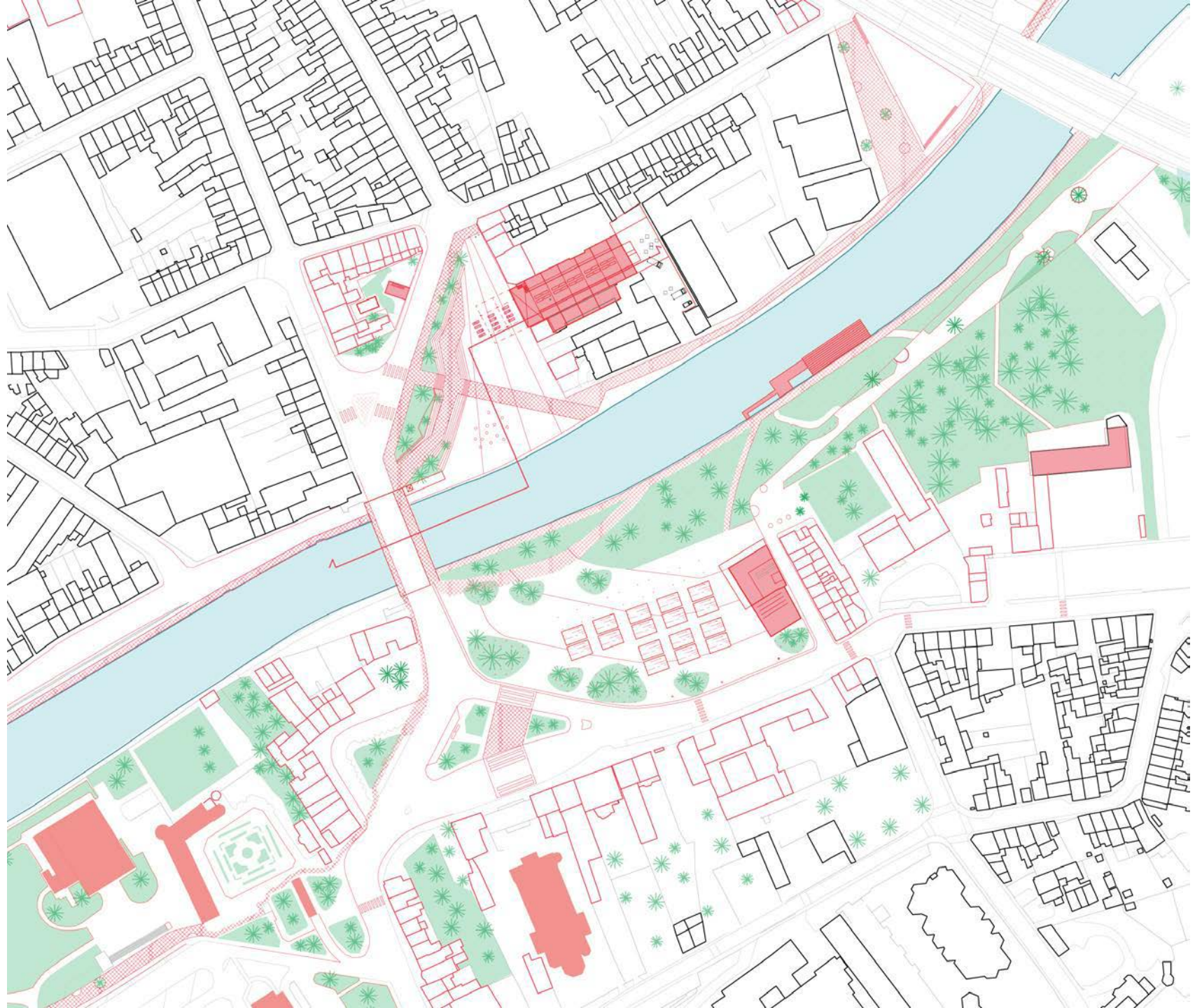
- Overcapacity/over-design: under-use of new infrastructure
- Poor integration into the existing urban fabric, loss of identity.
- Lost of sense of belonging due to new infrastructure.
- Reduce the space Mons street for private transportation modes. Traffic jam on match days.

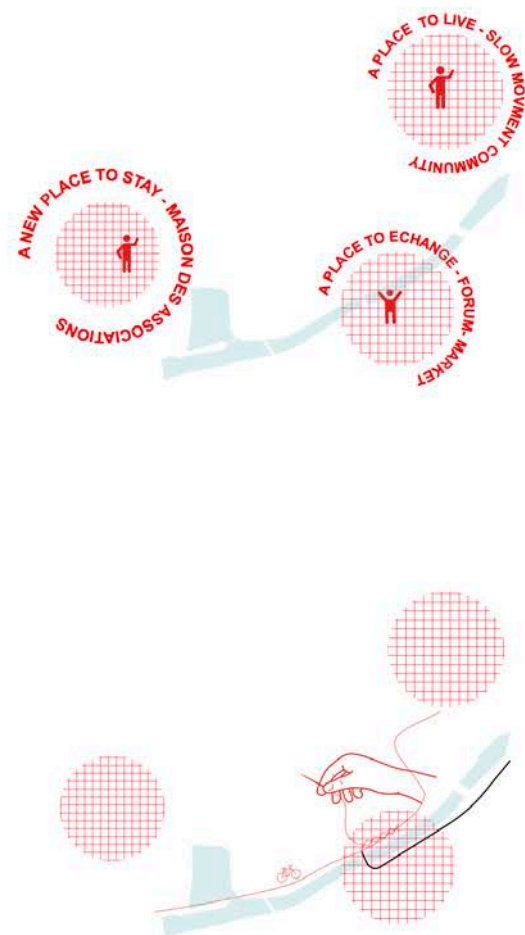
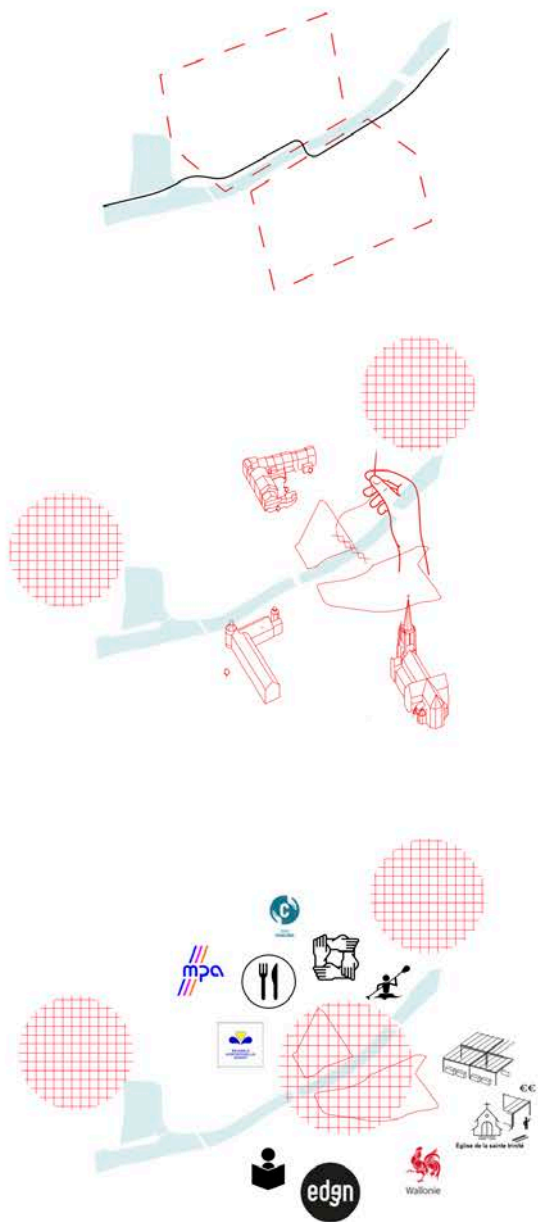
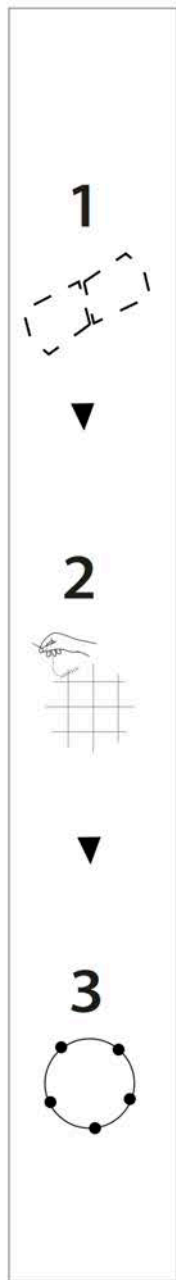
# INTERVENTION 2

## The Markets – Collectivity and Regeneration



# PLAN INTERVENTION 2





The centre of Marchienne connects both sides of the river with economic activities of public and private matters. It includes new infrastructure for education and social initiatives, for both people looking for a stable career and rehabilitation for drug abuse. The centre showcases stakeholders that aim to market leisure activities and promote social integration.

## INTERVENTION 2

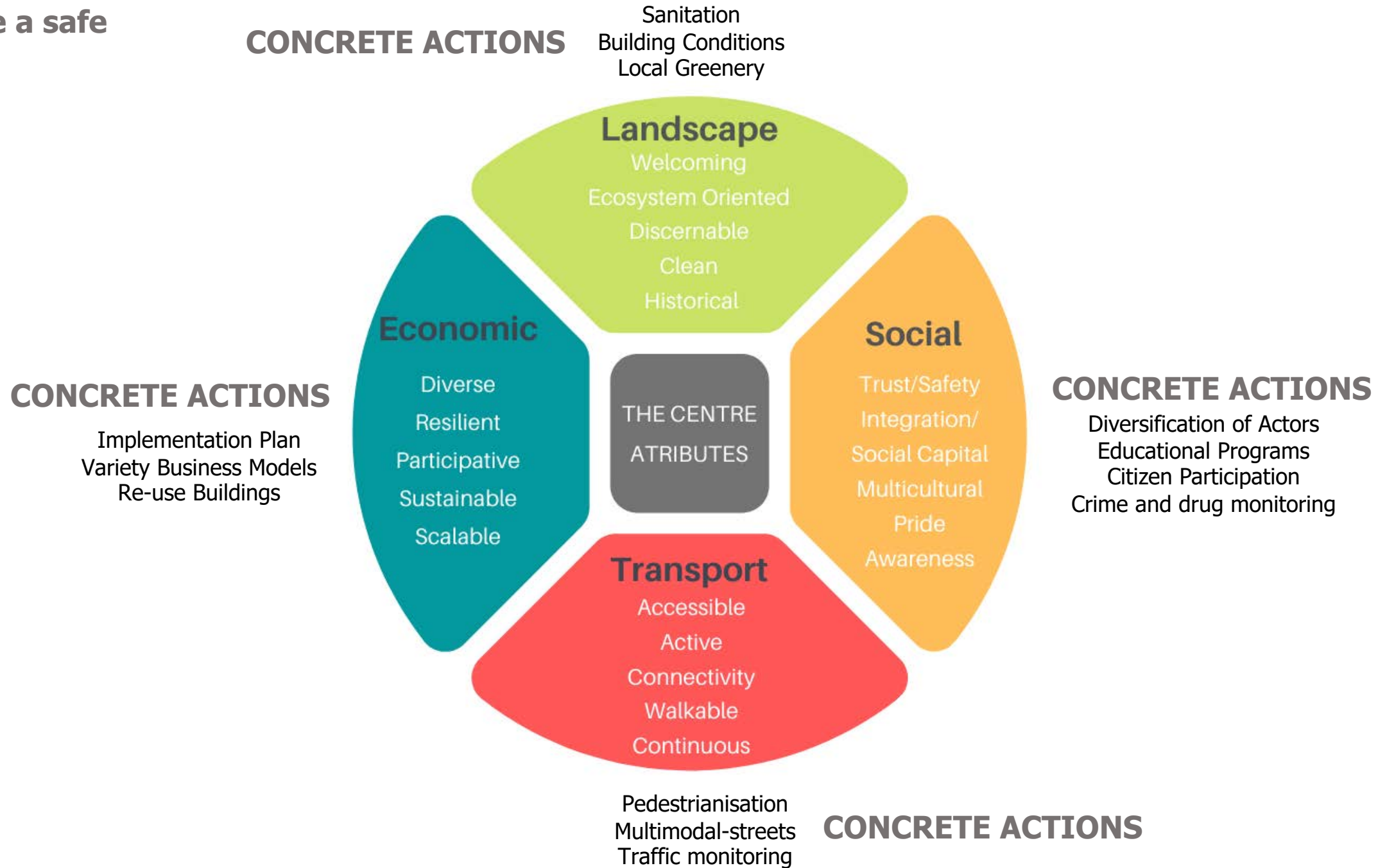
De-industrialisation processes jeopardised the quality of the physical landscape. The ecosystem of landscape shapers did not provide the same quality of jobs.

Nevertheless, the evidence collected through interviews showcase remains of attachment through identity in a cultural and emotional fashion despite the decline of the industrial park. it is through heritage that the citizens are able to courageously affirm their identity by the use of symbols and totems to renew their sense of belonging (Causevic 2011).

The functionality of Marchienne as a place and provider of jobs in manufacture and commerce led to an attachment through dependence (Halpenny 2010). Meanwhile, the arrangement of the industrial park framed physical forms for individuals settling for work with similar skills, preferences and ideas to develop attachment through identity (Halpenny 2010).



# How we make a safe



# Public Squares and Market

## *House for Management and Formation*

The square is connected on the left to the new market intervention management and cultural cuisine formation building. The house isolated in the triangle-shaped square limiting with N583, Lieutenant General, Bateliers streets will be rebuilt to locate these amenities in it.

The two-story semi-public house will be in total 200m<sup>2</sup>. The facility is divided on the first floor on cuisine and management professional formation to complement drug use rehabilitation and educational formation. The second floor is a common table to meet and manage the market and restaurant located on the right of the square. There is a balcony with a view to the market and lights work in front available to the public. The garden behind will be shared and accessible to the surrounding houses.

This space will have an all-week use and will be connected by distinct mobility signs to allow people to cross comfortably to the square.





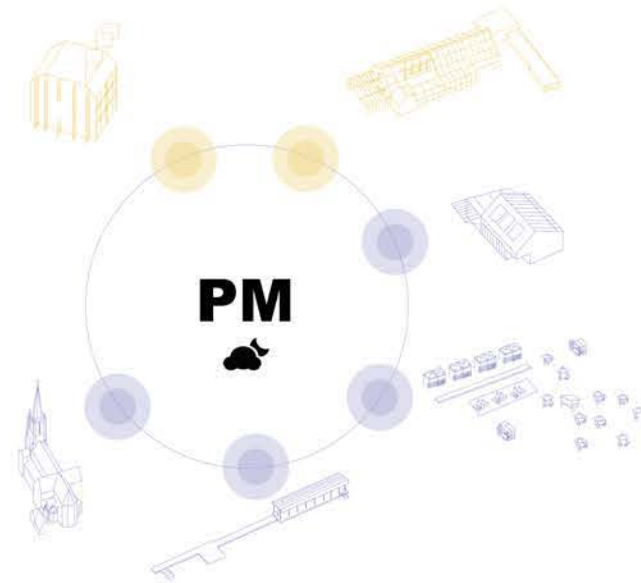
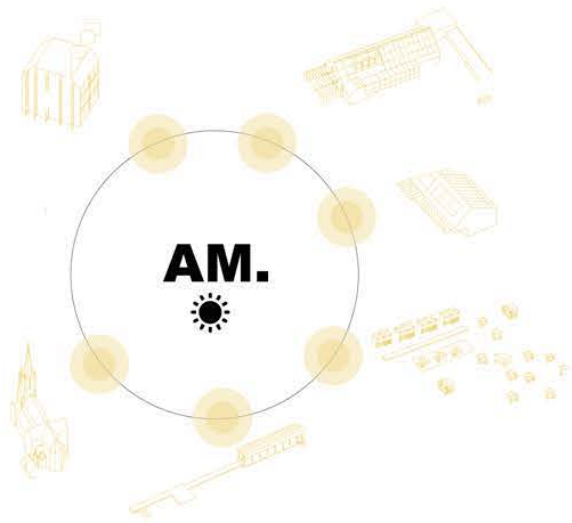


**DAY**

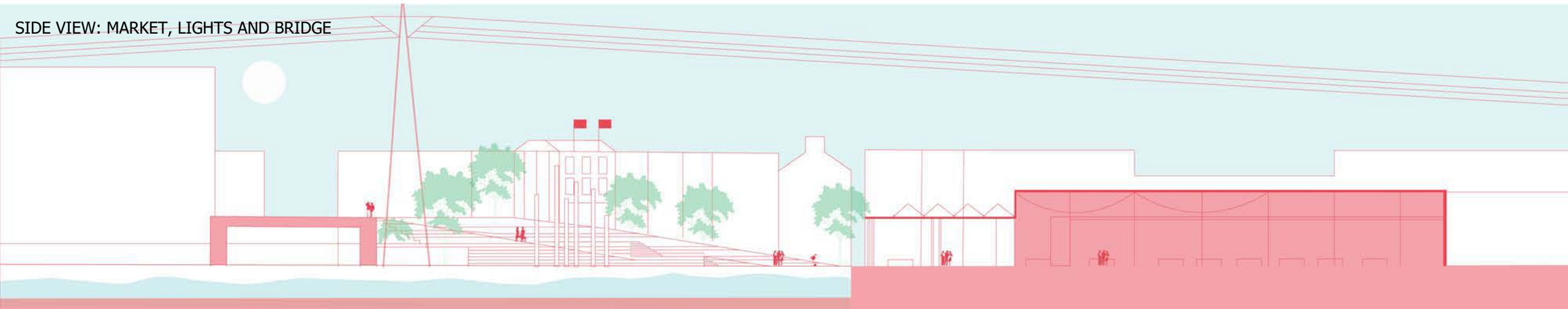
# Potential changes in the perception of the infrastructure during day and night



**NIGHT**



SIDE VIEW: MARKET, LIGHTS AND BRIDGE



# SOCIAL RESTAURANT



The three major developments located in the centre. They are planned to be interconnected and generate a business ecosystem with the interventions in the west and north of Marchienne.

- **The Market:** There is no educational activity necessarily attached to the market. Yet, the products that are done in the Formation centre in the new house of Marchienne are sold in it. The market is mostly owned by private local businesses but managed collectively:
  - The new citizen association will hold meetings about the organisation of the market and the type of infrastructure necessary to preserve and cook certain goods. The association is aimed to be multicultural to highlight the diversity of Marchienne.

Once the association is settled, they will hold meetings with Local developers and Town Hall to present their proposal on the organisation of the space and hierarchy on the community. With the help of researchers, urban planners and designers, the plans and structure will be carried on in a professional fashion.

We invite the table Region and National business to take part in the market. The final end is to establish co-existence in a variety of businesses.

The Walloon Region will evaluate the project from an economical standpoint. We hope the region will provide with fundings considering it as a long term investment to achieve larger economic independence of Marchienne.

- **Cuisine and Formation:** The interviews done in the first stage showcased concerns on lack of education in skills that can help citizens of Marchienne to become more competitive in the national market. The new citizen association will join forces with integration and rehabilitation programs in Marchienne to train people in Food Management and Business Management with notions on intercultural and international contexts.

•  
**Water Sports:** The watersports for tourism and training will generate money for privates while providing physical activities for those in rehabilitation. It is connected to the sports program in the stadium both physically through land and water, and through a system of collaboration and marketing. The authors want to enhance the value of sports as a way to counterbalance social disadvantages in the network and as a tourist attraction. The Water sports hub will be a private enterprise controlled and held accountable by the citizens of Marchienne and Region to measure their impact on rehabilitation and tourism.

- The actors involved are similar to the ones in the formation centre. The new citizen association, rehabilitation initiatives and privates first locals.

Brussels Capital Region, Walloon Region

Local Developers

Charleroi Town Hall, Maison Citoyenne

Local Businesses

CPAS Maison Pour Associations

Citizens Association

Market

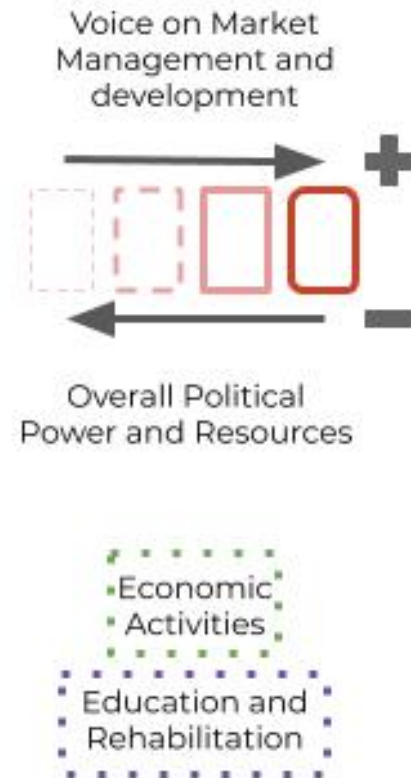
Cuisine Formation

Water Sports

Researchers, Urban Planners

School De L'alliance, University of Charleroi

Regional and National Business



# CASE STUDY



[WOLF Food Market](#) in Brussels. Picture taken from Brussels Times

WOLF Food Market. Picture taken from website [Atelier Cuisine](#)



**Plaza de Cisneros. Medellin, Colombia.**

Plaza Cisneros, Medellin. Taken from Ministerio de Diseño

Plaza Cisneros, Medellin. Taken from Tutu Project

The square illumination will be one of the main features of the zone alongside with open spaces to sit and play. The configuration of the lighting structures, similar to the ones found in Parque Cisneros in Medellin, will allow creating a slight path guiding people to enter the market while still enabling free movement within the square.

The Parque Cisneros in Medellin is located next to a highly transited and impoverished part of the centre, surrounded by retail and street vendors. The area used to be known a hotspot for drug use and actively took commercial value from the stores nearby. Around 300 lighting posts and 170 lamps were placed to improve the feeling of safety. Next to the square, a large food and good market is located. Today it is common for foreigners and national to hang out in the place

# A Shape-Changer Market and Water Sports

The house located on the square will be extended to store the equipment for the water sports to take place. The school of music and the path to Charleroi, alongside with the platform share a physical connection.

The facility will be shared by privates interested in taking part of the new water sports program that is also connected to the stadium. The governmental agency in charge of rehabilitation and integration program is also located in the around 500m<sup>2</sup> house.

Only 60m from the house there is a platform that functions as a leisure area and springboard for people aiming to practice paddling and kayaking. Along the Sambre until the new Stadium there will be built several exit and entry points to the river.

The square, market and house of the Marchienne community will work as a single entity allowing people to move freely across the three of them. The Quai de la Sambre and Quai des Ponts merge in a single large hang-out area that fosters a smooth transition to the walkable street and playground located in the old Laterale street next to the train rails.



# MARKET SQUARE



**THE NEW VIADUCT AND CONNECTIONS: SLOW MOBILITY**





# SWOT ANALYSIS

## Intervention 2

S

- Reactivation of unsafe areas, and deteriorated housing
- Improved safety with lighting.
- Infrastructure for education and mixed economic activities
- Encourage soft mobility and intercity access to the main square
- Attract business from different nature to cooperate
- Facilitate implementation of the local sports program for the rehabilitation

W

- Increase on traffic in N583 and Rue des Bateliers.
- Lost in parking space can trigger discomfort. New parking space plan is needed.
- It can be a lighthouse for drug users if there isn't rehabilitation program.
- Free public space might be "too large" and not suitable for weekdays and cold raining days.
- There is a constant need of renovation "novelty" and events to attract people to hang out in squares.

O

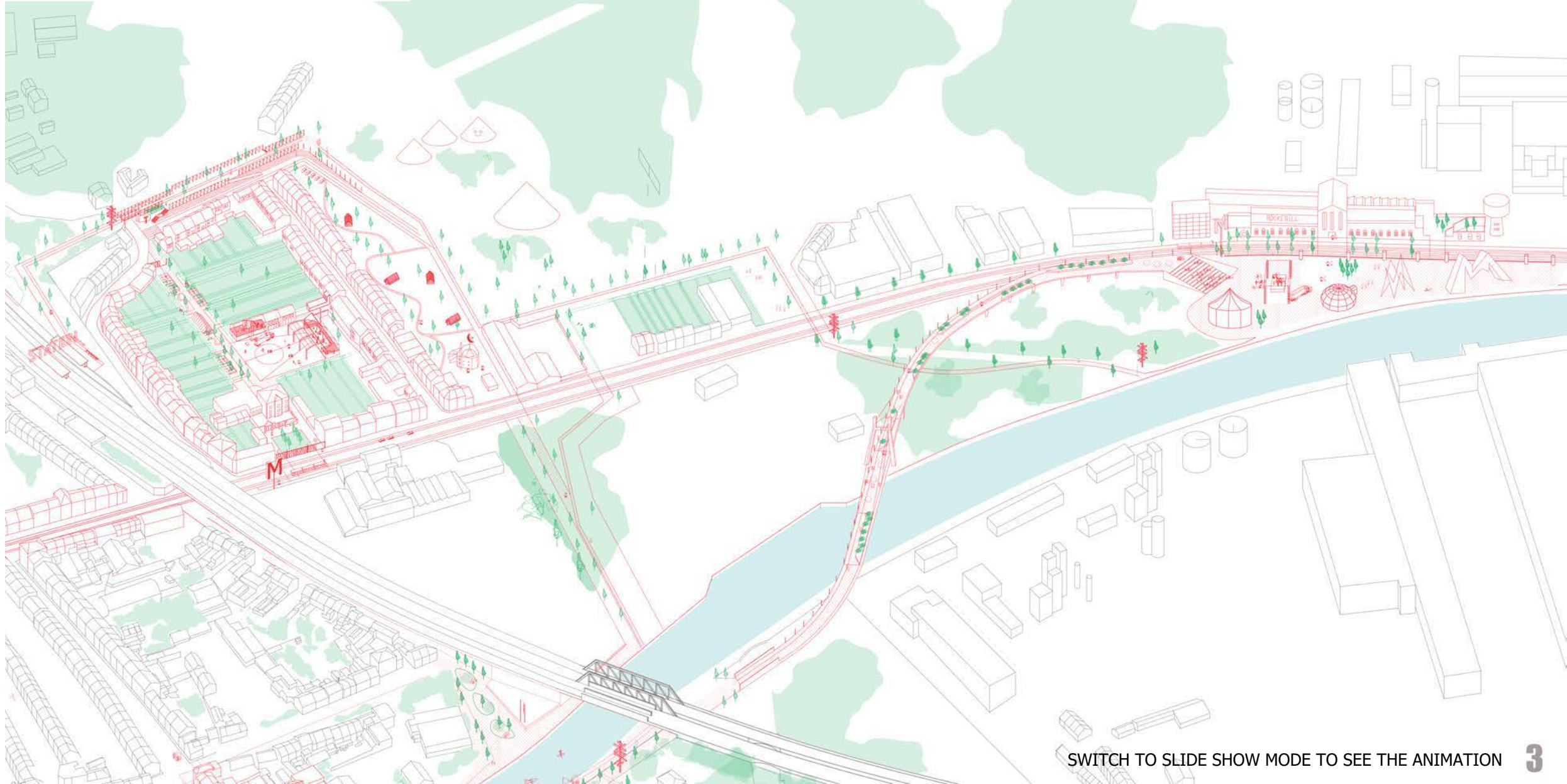
- Use the river as a source of entertainment, economic activities and social cohesion
- Recover and preserve traditional urban spacesIncrease the size of the market by specialising the space to be a long-term cuisine and hospitality management educational program.
- The program can be connected to Charleroi university
- Decrease the need for private transport with safe soft mobility path

T

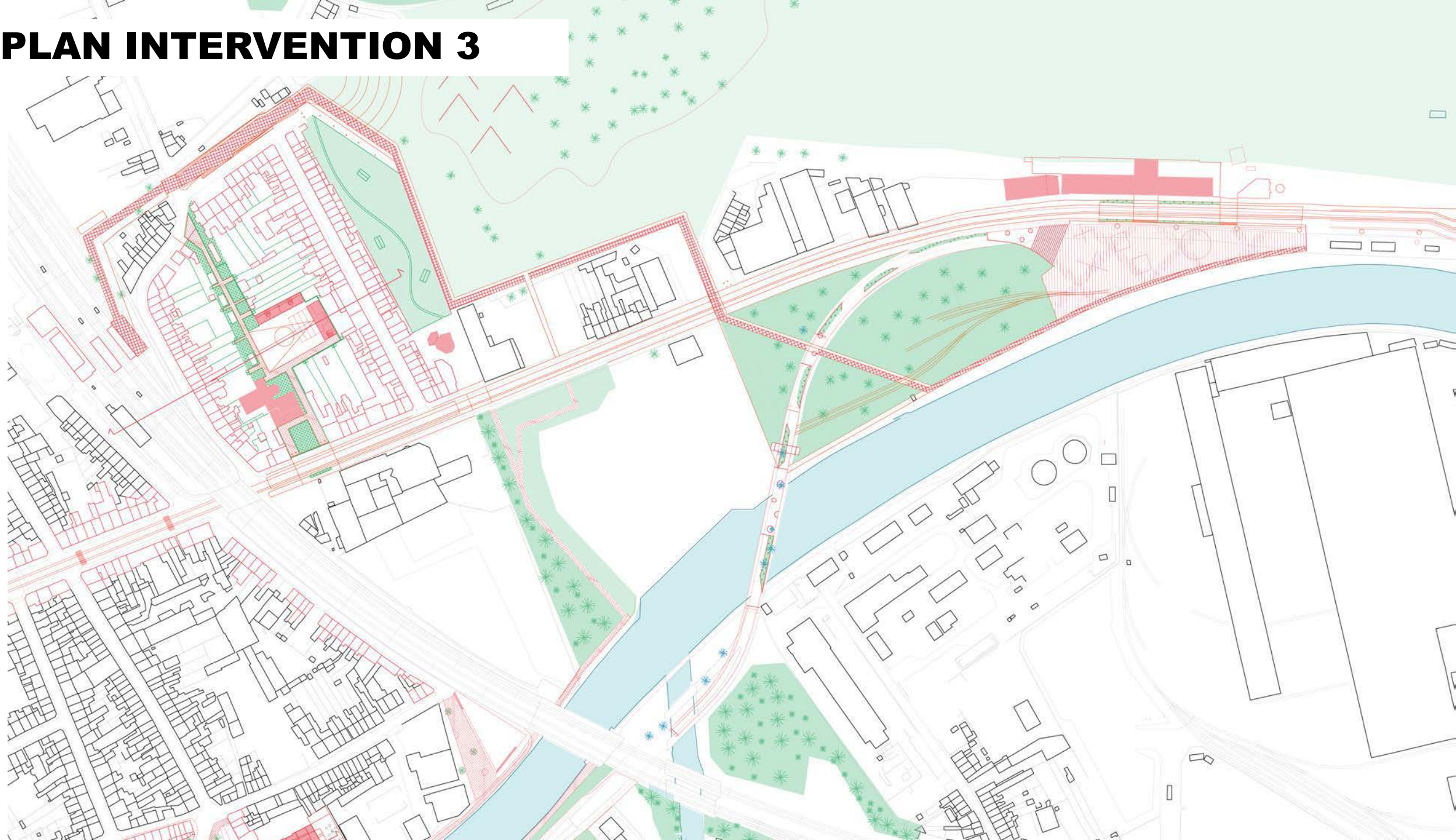
- Overestimating the use of the square area is the misuse of public funds and neglecting of the parks.
- Restaurants located on Mons street might be affected by the new commerce centre
- Traffic jams in the Bridge of Batelier streets affect the liveability and attractiveness of the soft mobility project

# INTERVENTION 3

## East door of Marchienne

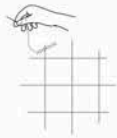


# PLAN INTERVENTION 3

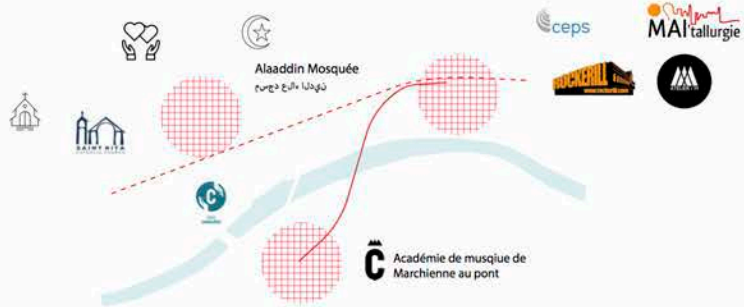
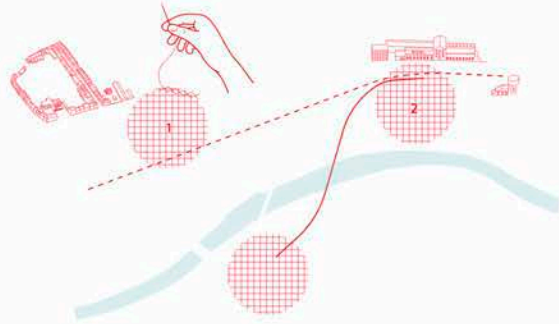
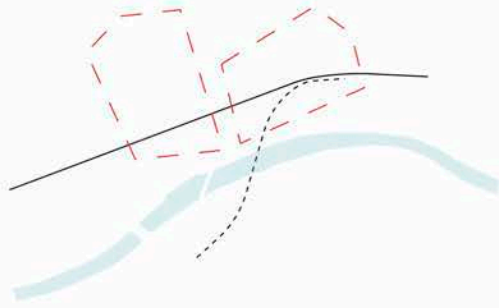
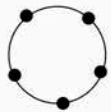




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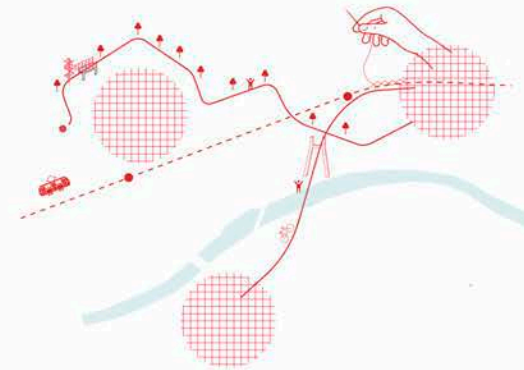
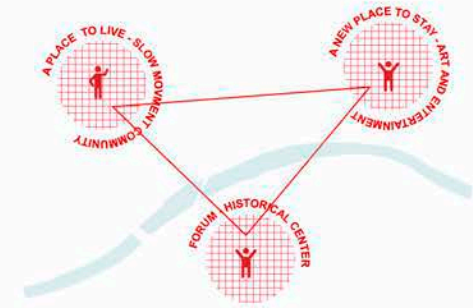
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4



5



The east communities connect directly with the historical centers through walking and cycling paths. There is a strong social and cultural component in these arrangements. Some of the stakeholders involve work directly with the communities. This will smooth the transition process to the improved urban fabric and help to enhance the sense of belonging.

# LOCAL INTERVENTION 3

## East door of Marchienne

### A PLACE TO LIVE

The goal is to foster social involvement with the necessary infrastructure.

#### **The Saint Rita housing lot:**

The authors take advantage of the location of the Italian community and the gatherings done by the Saint Rita church. The church is directly situated on Mons street and it doesn't have a deserving space to welcome its congregation. The idea is to break the block in two and use the parking lot as a place to gather and move between Mons street up to the main road.

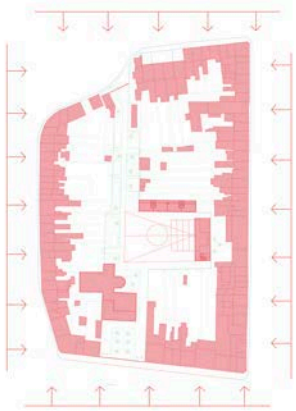
A parking lot of about 2,300 sqm that is only accessible through Mons street and does not connect to the other side of the block is an opportunity that the authors aim to work on. The heart of the housing lot will receive a "community centre" that will provide places to pray or to organise spiritual events. The idea is to create a centre that closes an open to ensure the privacy and safety of the people living in the block. The housing lot will enhance the development of a "slow community" with events and initiatives.

The concrete lot is surrounded by the houses that own a narrow but large private yard that borders one another. In this scenario, cars are not allowed inside, and can only pass on low speed. Car parking will be available outside up to Rue Blaise. This space will now function as a semi-public path shared by all neighbourhoods and transited by joggers and cyclists aiming to reach future developments the train station.

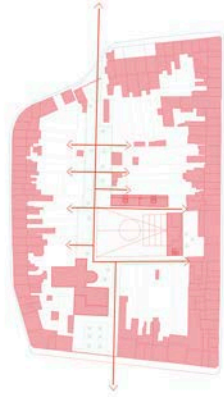


# LOCAL INTERVENTION 3

## East door of Marchienne



OUT



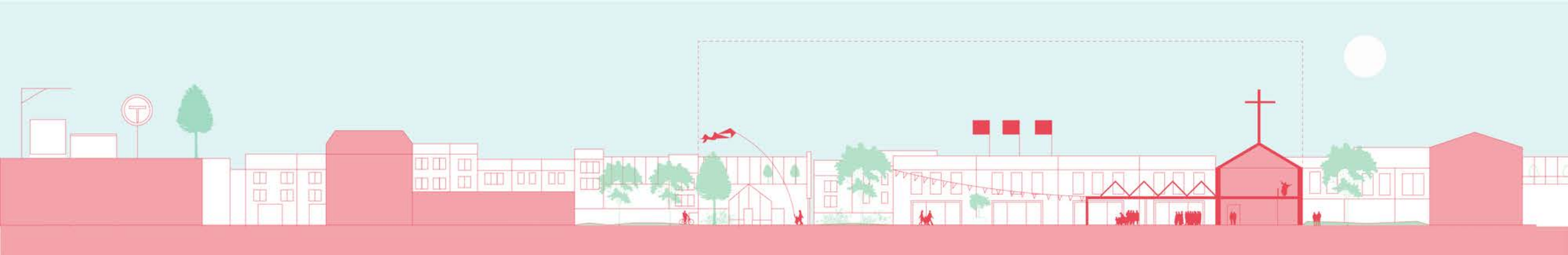
INSIDE

+

WASTELAND



ANIMATION

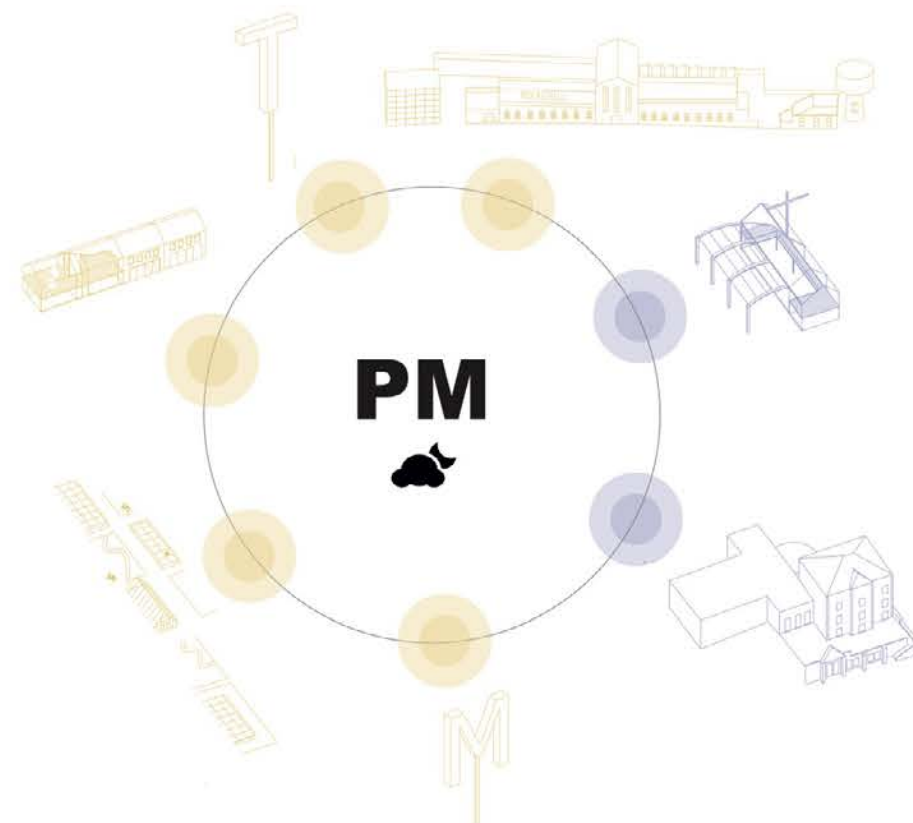
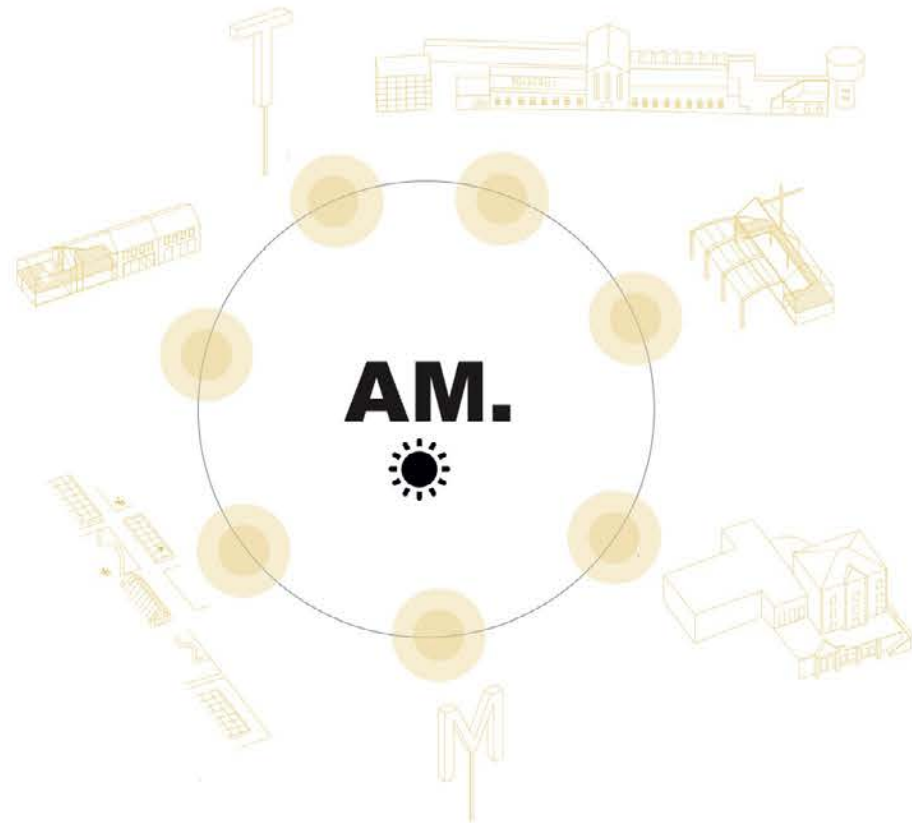




**DAY existing situation**



**NIGHT existing situation**



# EAST ACCESS TO THE TRAIN STATION FROM THE HOUSING LOT





# HEART OF THE SAINT RITA'S LOT - COMMUNITY CENTER



## ROCKERILL FRONT PLACE – CULTURE AND ENTERTAINMENT

### A PLACE TO STAY

The goal is to provide the necessary open front place to enhance the initiative of the musician community and foster cultural and entertainment involvement.

### INTERVENTIONS

The Rockerill could develop a program for a music school in collaboration with privates and public initiatives. The idea is to develop the owner of artistic formations.

The idea is to create a front place for the Rockerill and make it an extension for the programs taking part in it. The existing initiative “Apero Urbain rockerill” can happen outside and gather more people. Also, it will become a scene for locals initiatives for temporary infrastructure.

The metro passing by Mons street will make the rockerill more accessible from Charleroi and Marchienne. The green corridor is connecting the train station and the Rockerill.

Also, the viaduct becomes a bridge between the city and the east. Joggers and cyclists will cross the Sambre to join the events in the Rockerill and discover Marchienne as a liveable and culturally rich place. The viaduct gives direct access to people from the South and students in different parts of Marchienne to reach Rockerill.



**ROCKERILL FRONT PLACE – CULTURE AND ENTERTAINMENT**



# CASE STUDY



Citizen Festival  
Mai'tallurgie



See U - Vélodrome,  
Bruxelles, 2019



Azatlyk Square, Naberezhnye Chelny, Russia

Physical activities give back life to areas that through time have held different roles. Integrating heritage zones with infrastructure that actively attracts people is a starting path to develop a stronger sense of belonging. Along Marchienne, the authors imagine different identity cards and boards that tell the history of Charleroi and the municipality and their role in historical national context.

Reference of materiality, a transformed urban space with large mineral esplanades and pockets of vegetation in the midst of natural elements (forest, river, ...).



Cheonggyecheon; Seoul, Korea

# SWOT ANALYSIS

## Intervention 3

S

- The scenario is completely accessible through public transport (train, metro) and owns parking lots alongside streets big enough for cars.

W

- Pollution in the landscape increases costs for developers to create a sustainable lasting community that includes housing and low-density commercial activities.
- Cleaning the soil is necessary. But the length of the process changes with the resources available and willingness from stakeholders.

O

- Set up the ground for future development in the brownfields and wastelands on both sides of Mons street.
- Proximity within the Sambre and amenities soon to be developed in the centre increase the attractiveness of the land for future development.
- There are existing community clusters.
- The spiritual ones in Saint Ritas and the mosque and cultural one with Rockerill offer the opportunity to create a cultural ecosystem with Charleroi and the centre.

T

- Long projects with large investments might not be equally profitable at the end. The priorities of Marchienne may change.

# 2

## **ANNEXES**

# - URBAN STITCHES - CASE OF MARCHIENNE-AU-PONT



# Background (Pré-jury)

The territory of Marchienne is characterised by key man-made components. These « urban elements » such as Rue de Mons, the historical centre, the old railway or the industry along the Sambre river.

During days taken to explore the city; we identify that the inhabitants « reject » the urban space by covering their windows with curtains or other elements, completely blocking the view to the outside. We understood this may happen either because the landscape is not pleasant or out of fear. These types of details and the scarcely inviting public space drive us to the conclusion that the inhabitants of Marchienne feel uncomfortable with the city. Their unequivocal distressing situation may be also causing a low sense of belonging and feeling unhopeful about the future.

We did interviews with people located in different sectors in the city to create informal maps to study the relation between « active facilities » in yellow and the feeling of inhabitants » with the circle. Sometimes, we notice a paradoxical relation between public facilities that instead of attracting people, would drive them away.

We decided to find common ground between what people say what their needs are according to what we see the city is lacking in terms of infrastructure. For that reason, we evaluate the condition of facilities and transportation.

Marchienne is well connected with the other parts of Belgian territory but places remain neglected.

The goal of the project is to understand how people feel about the city as it is now, and how they see the new Master plan. Knowing this, we want to round out the plan by designing connection points in some strategic interventions that will take into consideration the actual spirit of the inhabitants, the economic conditions and needs on infrastructure..



# MOBILITY

Survey - Monday 20 of Februar



Direct énergie (TOTAL company) 12 : 00 a.m

Direct énergie is an industry who leads a department of 30 employees for one of the few factories still operating in the area. **Just handful are from Marchienne.** He has little to do with Marchienne apart from going to a store that sells bird food.



Bakery 12 : 50 a.m

We take advantage of our lunch to ask the women working in the store a few questions. She is not from Marchienne but she mentio there are many beautiful places outside the city: the Parc Monceau in particular. **She does not spend too much time Marchienne,** only her clients tell her what the place used to be.

# M

Survey - Monday 20 of February



The old man at his door 1 : 45 p.m

We meet an old man standing on his porch looking the cars pass with staring blankly... After the town's recent renovation works they had returned. He bewails the lack of education of some people who once move from their home, leave everything outside the door, making the city very dirty.

**Also, the atrocious trees planted on the road to Mons during its redevelopment «they had planned to put platane but they put these unwelcoming ones»**



La Maison pour Associations. 2 : 00 p.m

**If there is an intervention place with high priority would be the station district,** at least for him, since it does not have a good image within the territory. He likes this side for its «old decaying American city» looks. He finds that it is a universe on its own and it should be preserved. Public transport in the territory is not accessible, which pushes people to take their cars. **Roads are often «overcrowded» as soon as any of the axis are under construction.**

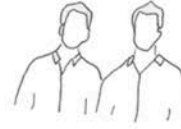


Hôtel de ville de Charleroi - Marchienne-au-pond : Direction des services économiques. 3 : 00 p.m

Here too we are not welcomed to discuss openly the situation of Marchienne. **All the staff working here are not locals and they come solely to work.** The two people who potentially could be our interlocutors are absent today. They will come back later. Nevertheless, we have the right to visit the building, which seems very empty. There is a model of the old Marchienne with the large castle. It is also here that they store the puppets, symbols of the Carolo culture.

# FACILITIES

Survey - Monday 20 of February



The butcher and his friend - 11 : 00 a.m

We go up the road to Mons in the direction of Rockrill and we stop in the first open shop. It is a Halal butcher. It is early and the shop is empty. There is only an old gentleman keeping company to the butcher while waiting for customers. We establish contact with him. He speaks directly in a straightforward fashion. He finds Marchienne to be "sick", he will repeat this word several times. **He carefully explained to us the precarious situation of the shops, due to the lack of customers, «here is a poor, dirty and sick city».** When asked what he expects from the transformations, he tells us that he dreams of tranquillity and peace. **«There is nowhere I want to walk»**, people do not go to the parks because they are afraid, and the future is very uncertain. He does not want to believe in politicians who never keep their promises. We noted that he attributes importance to social cohesion in particular: **«Everyone gets along well here».** There is no racism according to him and the people stick together.



CEPS - Centre Européen pour la Sécurité - 11 : 45 a.m

Here we meet the secretary of this non-profit organization which deals with **short-term training courses in the security service industry.** The facilities are **4 buildings that seem rather poorly maintained.** Training is given to people from all over Belgium. There are only 5 people employed full time.



CPAS - Antenne sociale 12 : 20 a.m

The place is an **office working to aid the vulnerable population.** The association seeks solutions regarding employment and they offer **social services.** It is an after-class meeting point for children to do their school duties, a sewing workshop, film debates groups, a bicycle repair workshop, a shared garden and many other activities. He complains about the **lack of social housing in Marchienne,** housing that is actually accessible because the rents prices unduly increased due to the slumlord in the centre.

# F

Survey - Monday 20 of February



«Les Délices de Sicile». 3 : 20 p.m

In order to meet the different cultures that make up the city, we are finishing our path in an Italian restaurant where a woman and her mother work. Both are from Marchiennes. The restaurant has been open for 18 years, many members of his family have worked in the coal industry. **They are very nostalgic for the Marchienne traders,** this is what they miss the most. **«there is not even a shoe store».** They do not like to do their shopping on the road to Mons because they do not feel welcome «they are not civilized». It does not confirm the good social cohesion that we have heard about from the start. They are afraid to walk around in the «dirty and run-down» city during the night. The boatmen's street and Robert Fesler street are for them a «dumping lot» and laments the concentration of bad people that reigns there. **They dream for Marchienne that will once again become as it was before, with the taverns, a large market and the streets full of people and open shops.**

# SOCIAL CLIMATE

Survey - Monday 20 of February

## S

Survey - Monday 20 of February

Taverne de la Gare - 10 : 25 a.m



The first person we met was an employee of a cafe located near the train station. She is a Russian woman, and her story in Marchienne began 10 years ago. She left Moscow and "landed" here with her children and sister. She explains that she still struggles to speak French. **Her integration process has been for the most part clandestine.** She only managed to obtain official documentation two years ago, reassuring her future here. She is happy when we tell her about the construction of a campus in Charleroi. She would like her children to go there. She says that life in Marchienne is not easy but that **everything goes well if you «stay straight»**, and avoid hanging out with the bad people who make the city insecure.

Chauffage-Sanitaire-Ventilation shop - 11 : 20 a.m



We continue the walk towards the next open store. The manager welcomes us gladly. He is very keen to listen to us and starts to tell his story. He explained that he started with a small store at La Docherie in 2005 before opening two new stores in Marchienne 5 years ago. He has always lived in the region but this is the first time here. He notices Marchienne's difficulties in comparison with other cities, but nonetheless, things have resulted quite well for him because he does not have a lot of competition. **«It's a rat hole here, everything is ugly».** He finds that many businesses have returned to Route de Mons recently, which could be attributed to slow come back in the economy of the city. His only hobby is soccer, which he practices from time to time. He also finds that **there is good cohesion between people and that this is something positive.**

CPAS - Antenne sociale 12 : 20 a.m



We met the person responsible for the citizen space of Marchienne-au-Pont. He explains that **Marchienne has simply become a hub for passing population** - they stay here while they find work and then they leave. There are many illegal immigrants and asylum seekers. The big problems in Marchienne according to him are related to **the amount of rubbish in abandoned lots and building, the dirt due to the lack of maintenance of the public space, and all that touches the drug trafficking.**

## F

Survey - Monday 20 of February

«Les Délices de Sicile». 3 : 20 p.m



In order to meet the different cultures that make up the city, we are finishing our path in an Italian restaurant where a woman and her mother work. Both are from Marchiennes. The restaurant has been open for 18 years, many members of his family have worked in the coal industry. **They are very nostalgic for the Marchienne traders**, this is what they miss the most. **«there is not even a shoe store».** They do not like to do their shopping on the road to Mons because they do not feel welcome «they are not civilized». It does not confirm the good social cohesion that we have heard about from the start. They are afraid to walk around in the «dirty and run-down» city during the night. The boatmen's street and Robert Fesler street are for them a «dumping lot» and laments the concentration of bad people that reigns there. **They dream for Marchienne that will once again become as it was before, with the taverns, a large market and the streets full of people and open shops.**



Small supermarket 1 : 15 p.m

We met a young man working as a butcher in a supermarket located on the Mons road. **He likes the community atmosphere** of the women buying in the market : **«everyone gets along well».** He likes to work even if he doesn't have a lot of time free, and he remains optimistic with the possible scenario of the new building infrastructure

Local shop 1: 30 p.m



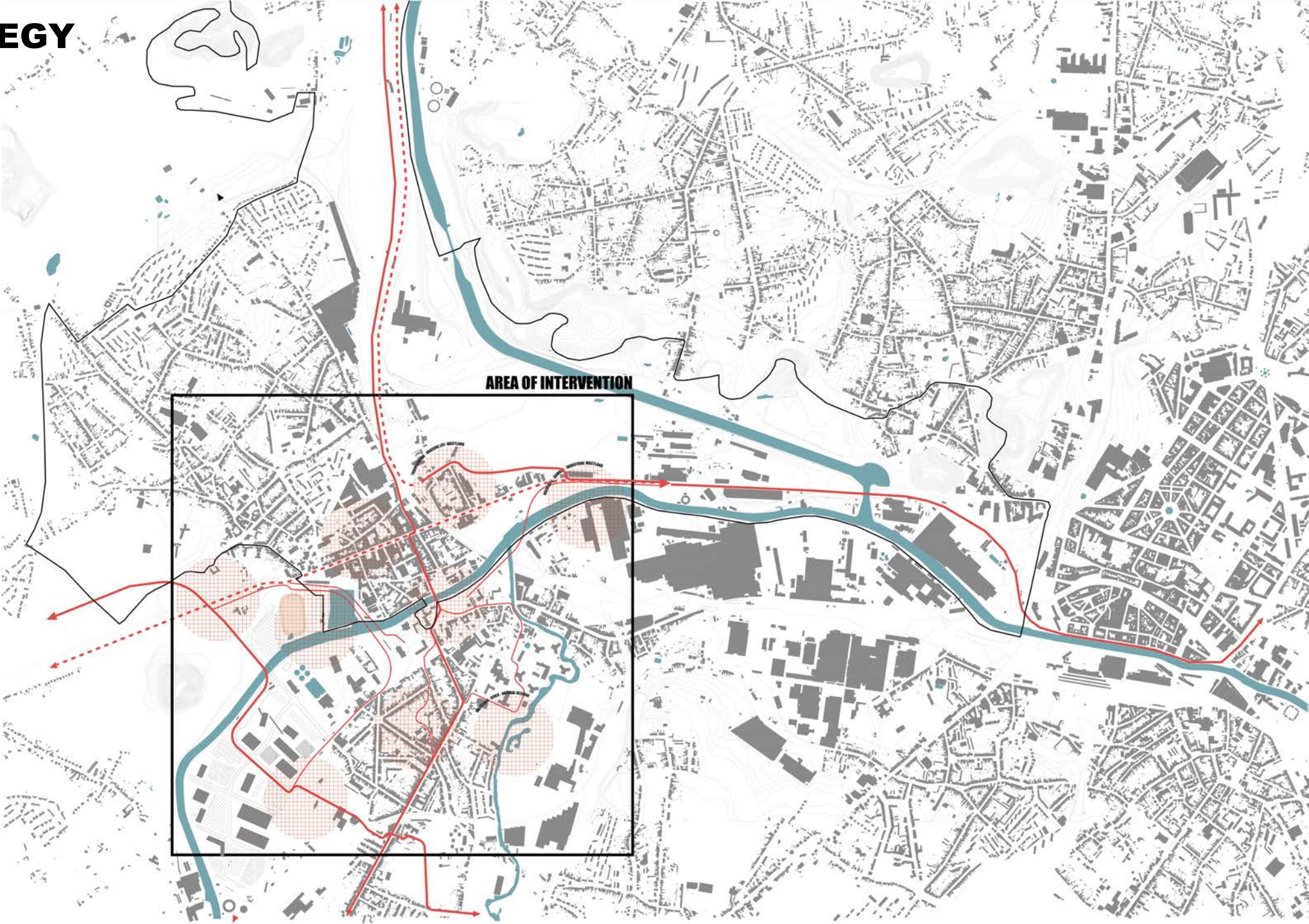
The air heavily loaded with black smoke compels us to stop in a corner store to ask what happened. It is a tobacco shop, **the vendor tells us that there were two cars burned just the hour before.** **«You see that is Marchienne».** The owner of the place arrives while we are inside - we immediately started talking with him. He has been living here for the past 27 years, so he is acquaintance with different periods of the city. His was passed on by his father, and it was before a household appliance store called ELDI. His family has always worked as merchants, which reinforces our vision of the old Marchienne. He has experienced all the transformations of the Mons road but he is still "screwed up" - according to him. His clients are not very friendly, **«they have a real education problem».** He thinks that we must first act on changing mentalities before anything. He is optimistic about the future stadium which will bring customers but already oversees traffic jams on the streets on the future match days....

The old man at his door 1 : 45 p.m

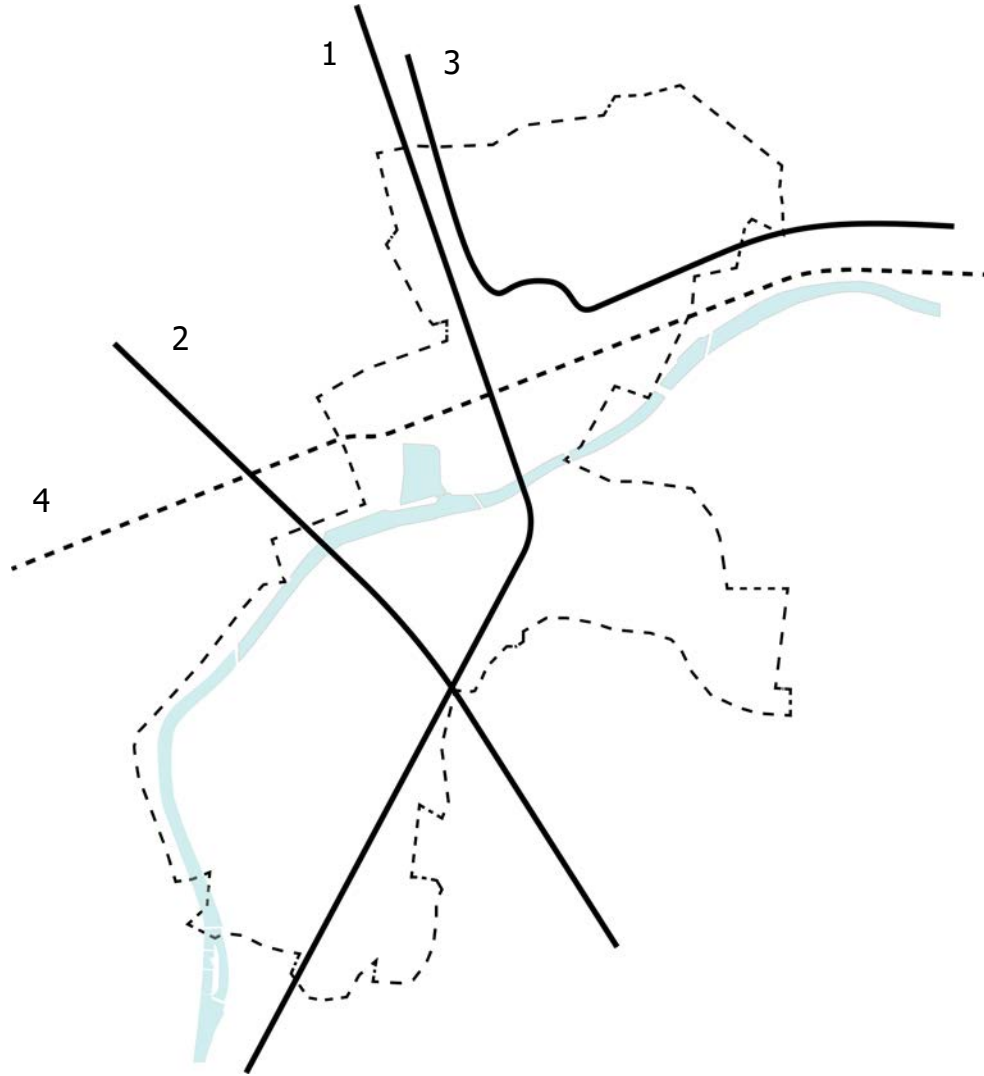


We decided to call him to ask him questions. He is surprised but happy to speak to us. Firstly, he told us he always has lived in Marchienne and worked for 40 years in the hospital as an electrician. His grandfather sold fishing gear, it was a very common activity in the heyday of Marchienne. He despises the insecurity that reigns on Marchienne. He told us that **three years ago a group of Turks had made the law of fire out of all the dealers who had then moved to Charleroi.** But after the town's recent renovation works they had returned. He bewails the **lack of education of some people who once move from their home, leave everything outside the door, making the city very dirty.**

# GLOBAL STRATEGY



# 4 Strategic Axis



**Axis 1:** The main point of interest is the historical centre. The Sambre acts as a physical boundary only overcome by the bridge located in Batelier Street. Some of the interviews highlighted a clear distinction amongst the population on one sight of the river or the other.

Our first impressions brought mixed feelings of potential to develop a cohesive fabric versus the crude reality of neglected infrastructure. The two streets leading to the Place du Perron are of great interest in the project. They show a concentration of empty spaces that can be used in the advantage of the citizens.

However, this square is really the heart of the Marchienne if we consider the availability of public space. Today, an urban project led by the "Politique des grandes villes" is already taking place but we would like to take part in these modifications and be able to add some elements to it.

**Axis 2:** In the second intervention we cross to the west to the city and consider the new stadium. This project, in particular, gives the opportunity to create a transition between the former plan of Marchienne-au-pond and the current urban fabric. It is a question of reconsidering the use of land to avoid ending up with an unequal sharing of space.













**Axis 3:** We chose a third intervention area following our various visits and field studies. This area is characterized by a large morphological disparity: a lot of family-looking dwellings and the arrangement of the along the Mons street.

We aim to reconnect this isolated area to Marchienne au Pont but also taking into account that this is a strategic axe between Bruxelles (the train station has to have new East access) and Charleroi. This axis will gather localized development and allow a revaluation of the businesses on the spot.

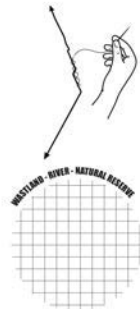
**Axis 4:** This is projected into a distant future and allows the three previous scenarios to be connected. It induces a crossing of each line of intervention by the confluence of new mobility with the aim of decongesting traffic and offering new connections across the territory.

# AXE 1

## SCENARIO 1

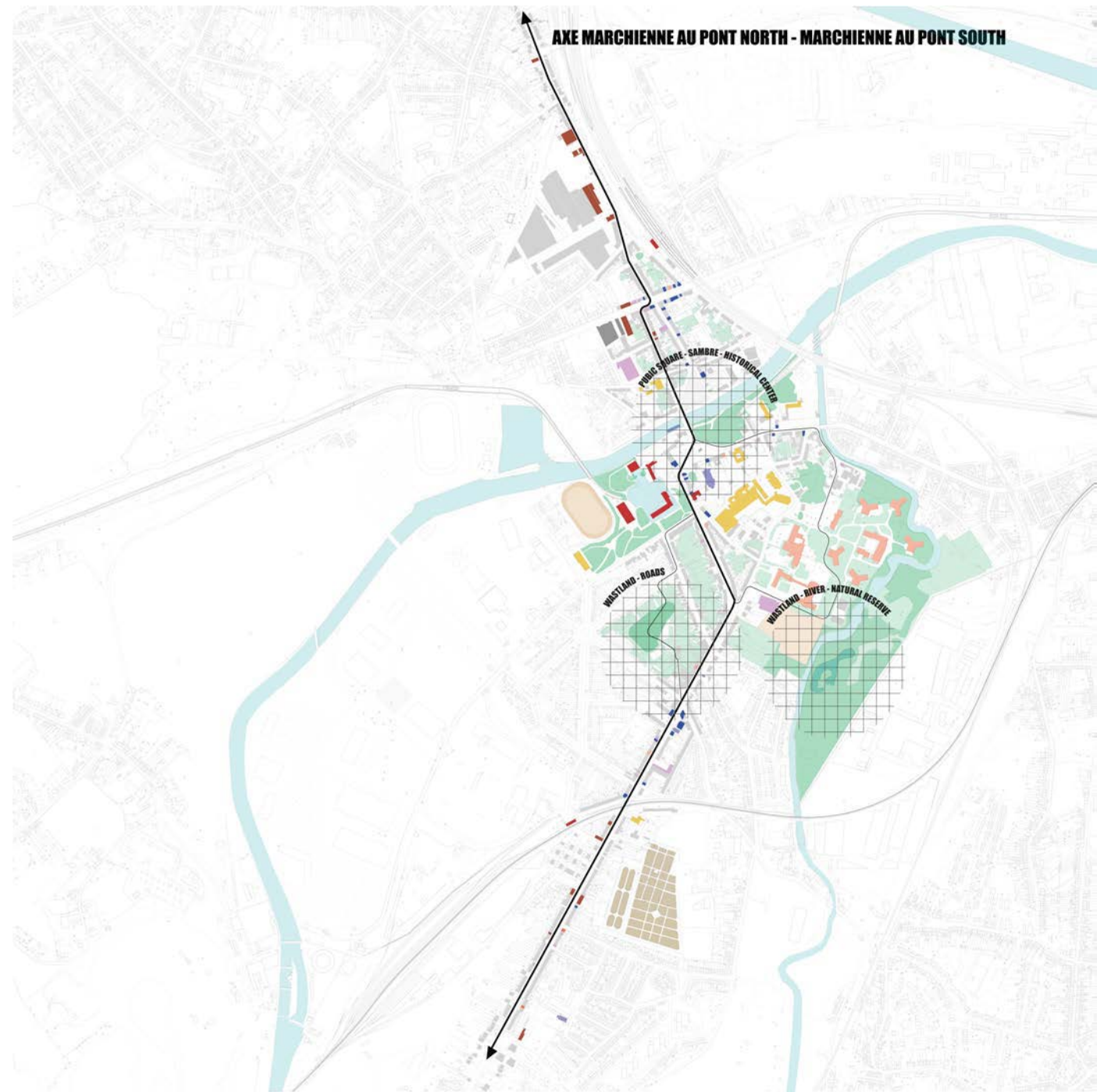
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|---|------------------------|---|---------------------|
|  | ALIMENTATION           |  | SHOPS               |
|  | RELIGION               |  | SPORT               |
|  | GREEN AREA             |  | PUBLIC EQUIPMENTS   |
|  | INSIDE LOT             |  | SCHOOLS & FORMATION |
|  | WASTELAND              |  | CAFFE, RESTAURANT   |
|  | INDUSTRIES & ENTREPOTS |  | HEALTH              |

AXE MARCHIENNE AU PONT NORTH - MARCHIENNE AU PONT SOUTH



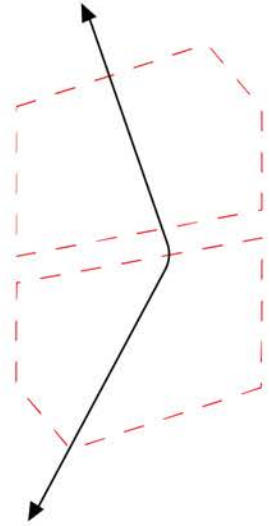
Strategic axe of urban continuity

Local interventions - urban stitching



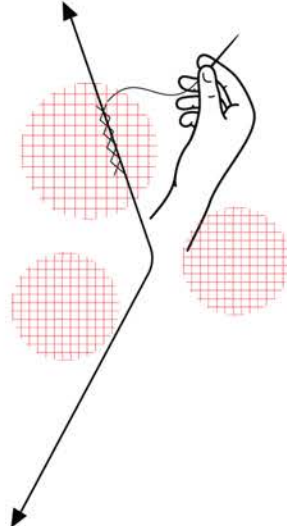


## SCENARIO 1 : AXE OF URBAN CONTINUITY PROCESS



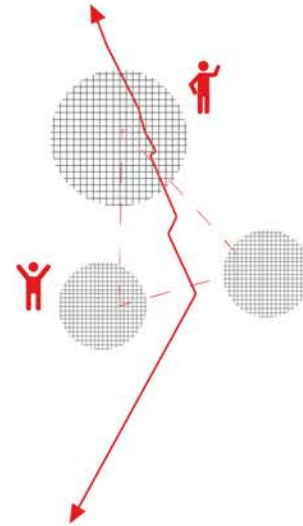
1

Narrative axe



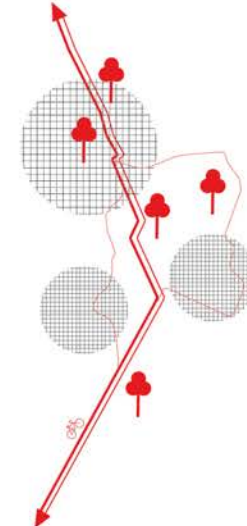
2

Local interventions



3

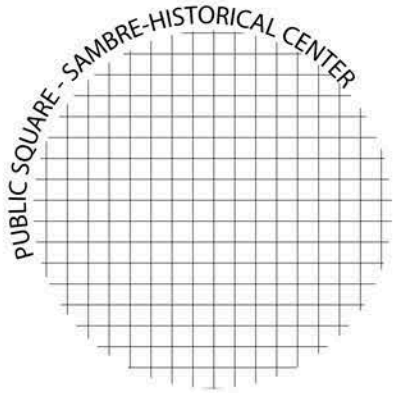
Flow of people between the  
attractive areas



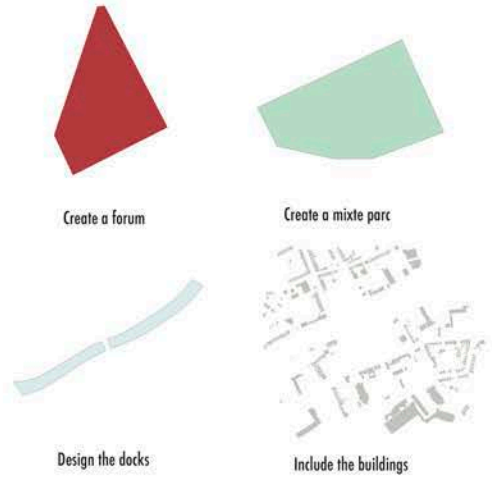
4

Materialised axe of urban continuity  
Revitalisation of existing roads

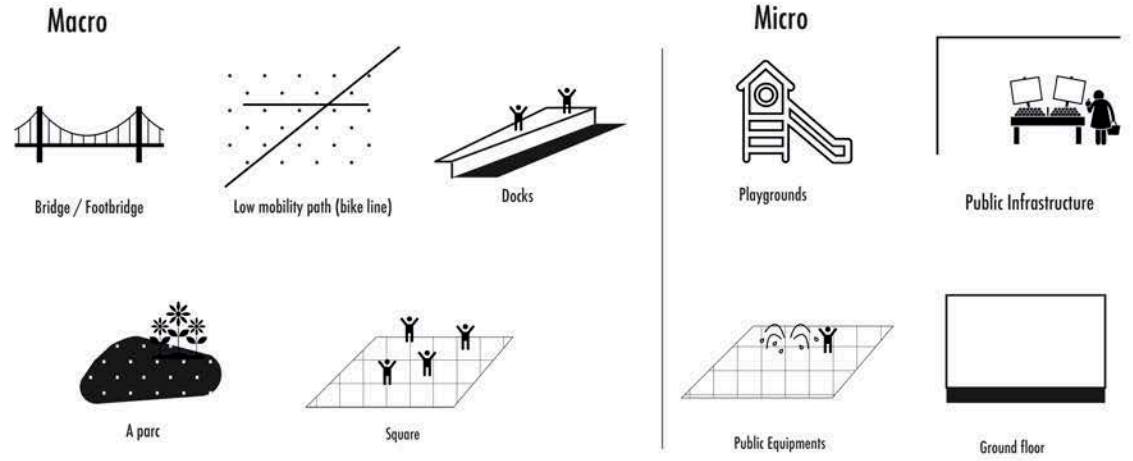
# PUBIC SQUARE - SAMBRE - HISTORICAL CENTER



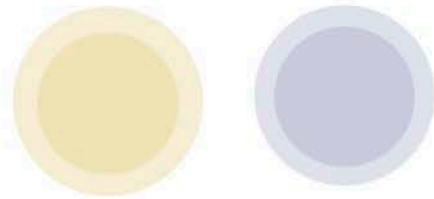
## ISSUES



## STITCHED TYPOLOHY RESPONSE



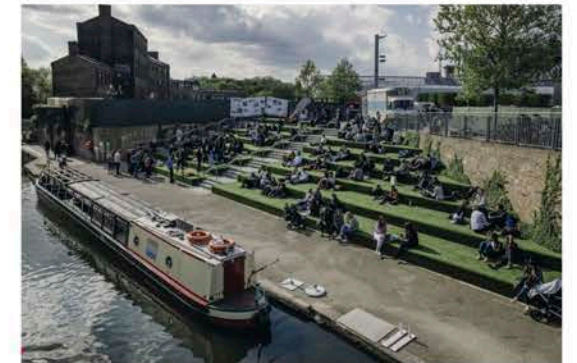
## SOCIAL CLIMATE : DAY NIGHT



## REFERENCES / ILLUSTRATION

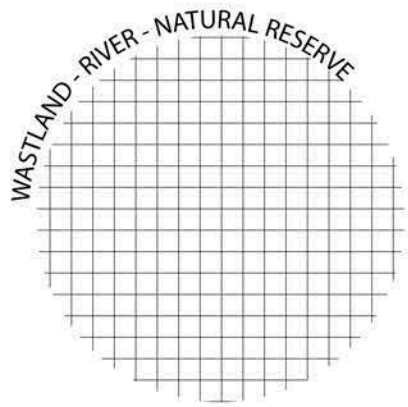


Case Study: Canal Swimmer's Club



Case Study 2: Regents Canal London

# WASTLAND - RIVER - NATURAL RESERVE



## ISSUES



Cross the river



Developpe outdoor activities in a natural reserve



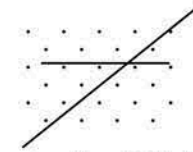
Design an accessible green parc

## STITCHED TYPOLOHY RESPONSE

### Macro



Bridge / Footbridge



Low mobility path (bike line)



A parc



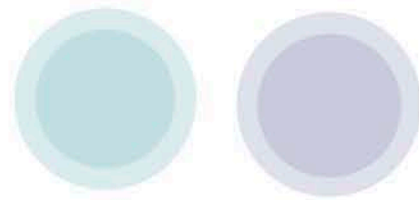
River borders

### Micro



Exterior activities

## SOCIAL CLIMATE : DAY NIGHT

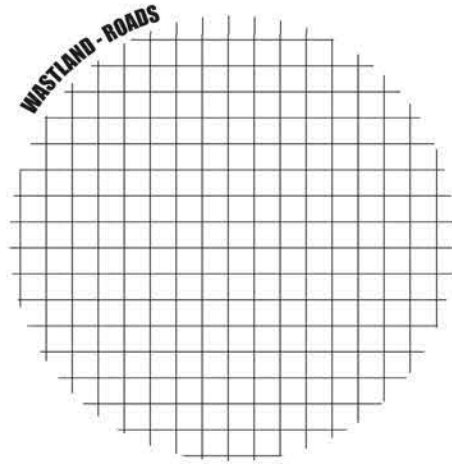


## REFERENCES / ILLUSTRATION





# WASTLAND TERRII - STREETS



## ISSUES



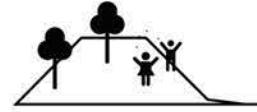
Connect the old terril to the neighbourhood and create a public path



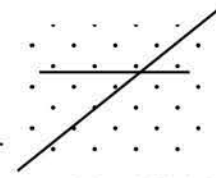
Enhance the houses of the residential block

## STITCHED TYPOLOHY RESPONSE

### Macro



Access to the terril



Low mobility path (bike line)

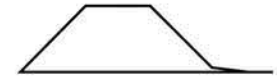


A parc

### Micro



Exterior activities















Enhance the industrial past and make it part of the city

## REFERENCES / ILLUSTRATION

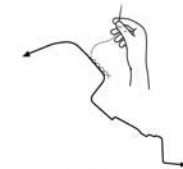


# AXE 2

## SCENARIO 2

- |   |                        |   |                     |
|---|------------------------|---|---------------------|
|  | ALIMENTATION           |  | SHOPS               |
|  | RELIGION               |  | SPORT               |
|  | GREEN AREA             |  | PUBLIC EQUIPMENTS   |
|  | INSIDE LOT             |  | SCHOOLS & FORMATION |
|  | WASTELAND              |  | CAFFE, RESTAURANT   |
|  | INDUSTRIES & ENTREPOTS |  | HEALTH              |

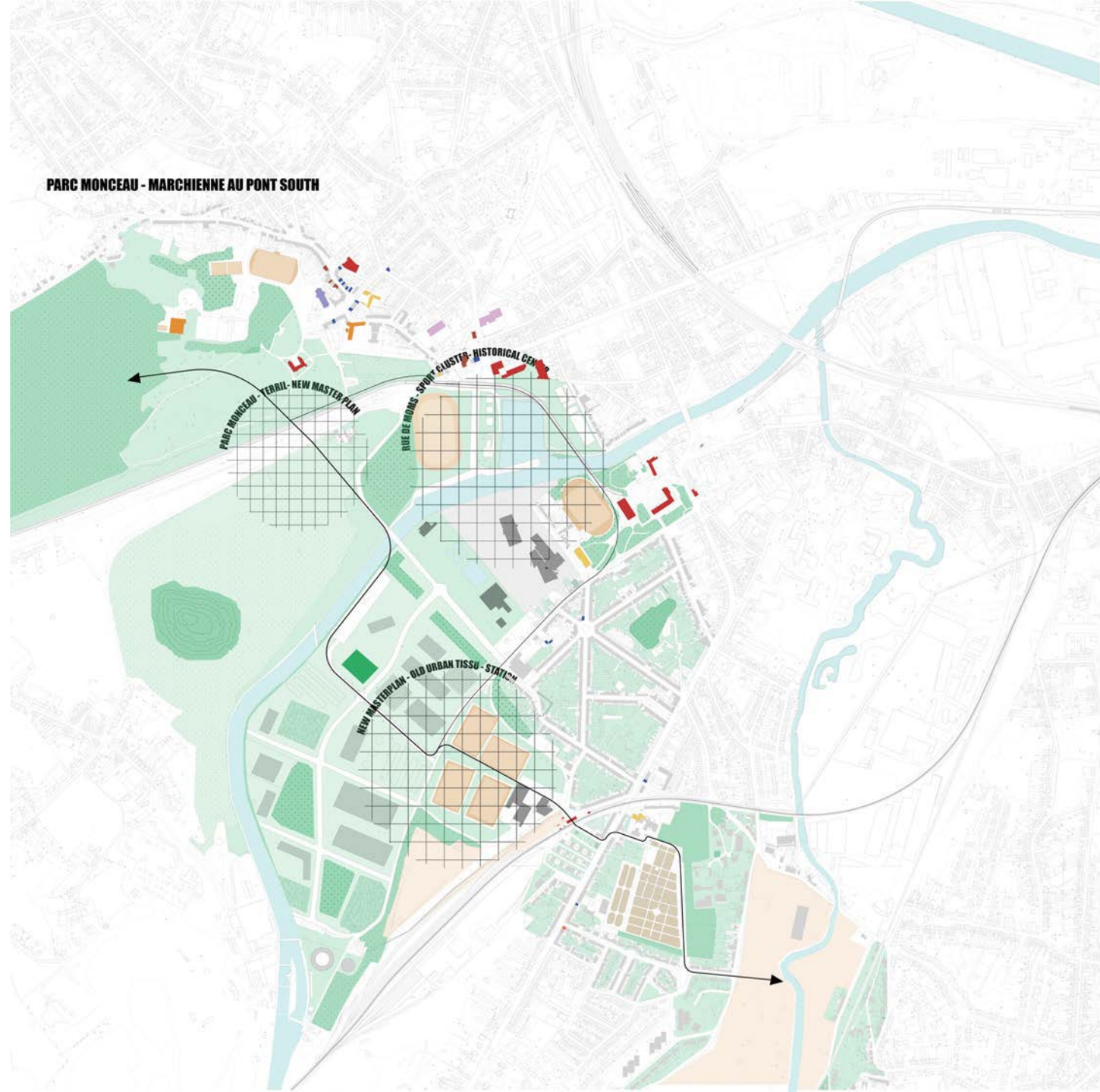
AXE MONCEAU - MARCHIENNE AU PONT SOUTH

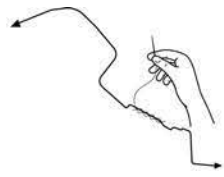


Strategic axis of urban continuity

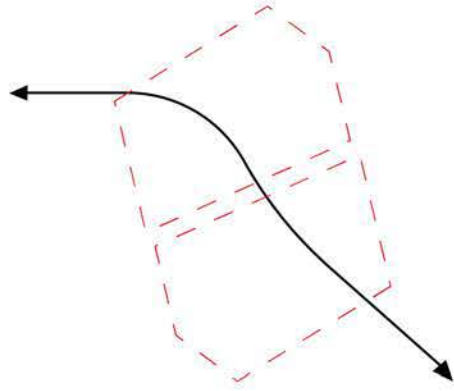


Local interventions - urban stitching



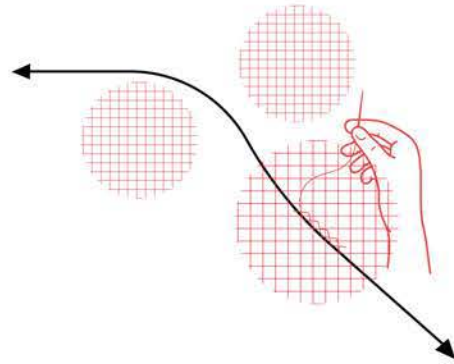


## SCENARIO 2 : AXE OF URBAN CONTINUITY PROCESS



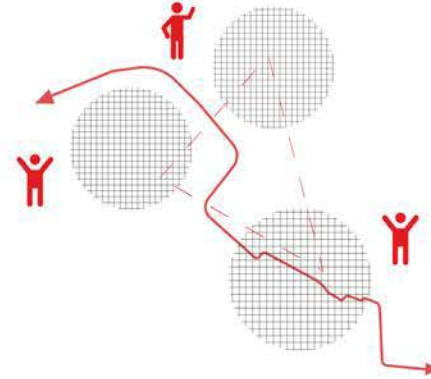
1

Narrative axe



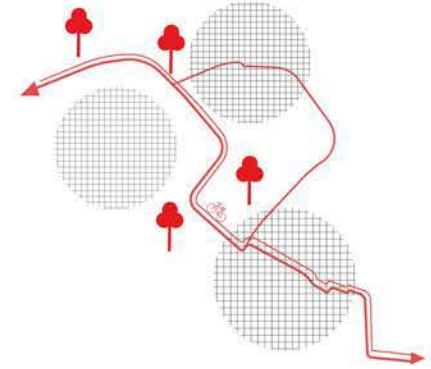
2

Local interventions



3

Flow of people between the  
attractive areas

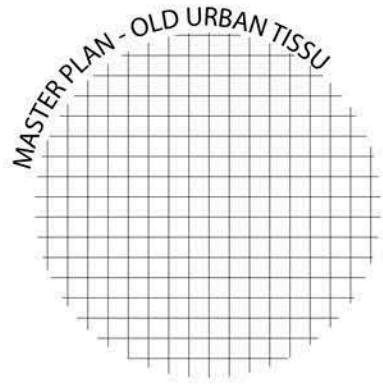


4

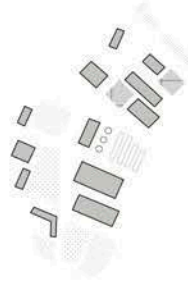
Materialised axe of urban continuity

Creation of new low mobility pathes & revitalisation  
of the existing roads

# MASTER PLAN - OLD URBAN TISSU



## ISSUES



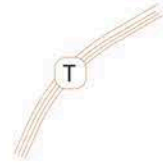
Adjust the new master plan



Find a way to connect the old tissu

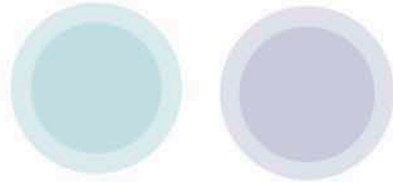


Take benefit of the sport cluster



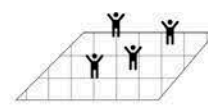
Take benefice of the «Mont de Sambre» station

## SOCIAL CLIMATE : DAY NIGHT

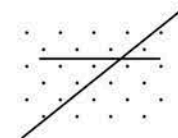


## STITCHED TYPOLOHY RESPONSE

### Macro



Square



Low mobility path (bike line)

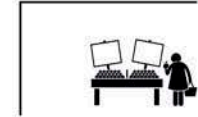


A parc

### Micro



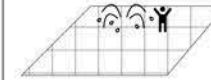
Playgrounds



Public Infrastructure



Sport Equipments



Public Equipments

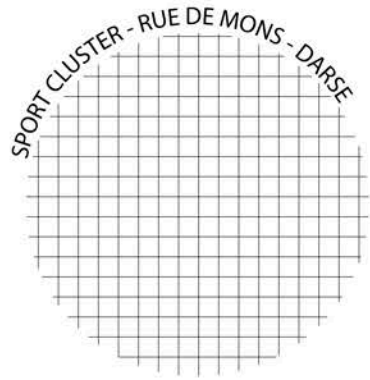


Ground floor

## REFERENCES / ILLUSTRATION

# SPORT CLUSTER - RUE DE MONS - DARSE

## ISSUES



Take benefice of the New stadium

Connect the rue de Mons

Take benefice of the metro stop to design the space

Create a Community center

Design the docks of the Sambre

## STITCHED TYPOLOHY RESPONSE

### Macro

Square

Low mobility path (bike line)

Docks

Build density

### Micro

Playgrounds

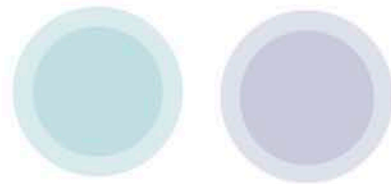
Public Infrastructure

Sport Equipments

Public Equipments

Ground floor

## SOCIAL CLIMATE : DAY NIGHT















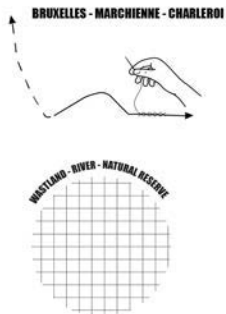
## REFERENCES / ILLUSTRATION



# AXE 3

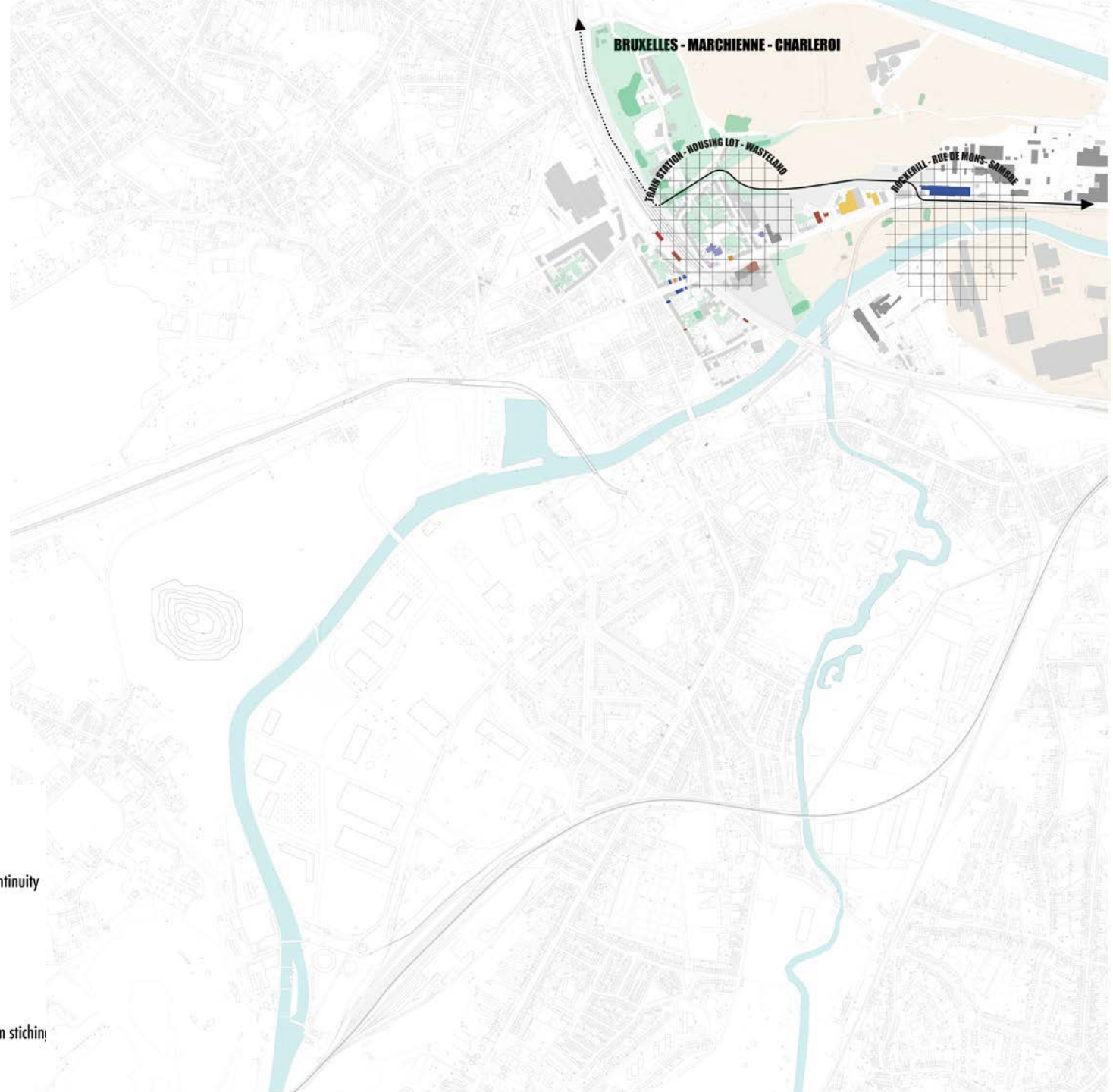
## SCENARIO 3

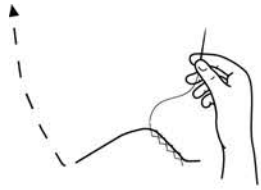
- |   |   |
|---|---|
|  ALIMENTATION           |  SHOPS               |
|  RELIGION               |  SPORT               |
|  GREEN AREA             |  PUBLIC EQUIPMENTS   |
|  INSIDE LOT             |  SCHOOLS & FORMATION |
|  WASTELAND              |  CAFFE, RESTAURANT   |
|  INDUSTRIES & ENTREPOTS |  HEALTH              |



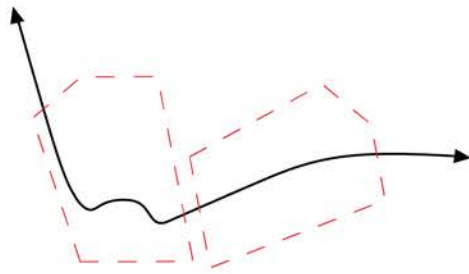
Strategic axe of urban continuity

Local interventions - urban stitching



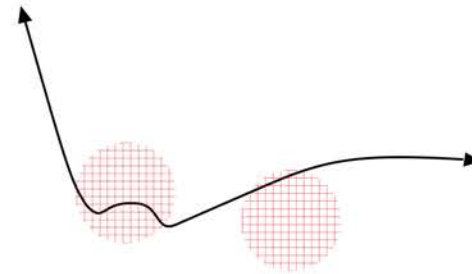


## SCENARIO 3 : AXE OF URBAN CONTINUITY PROCESS



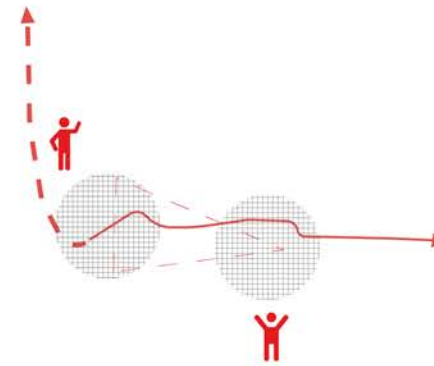
1

Narrative axis



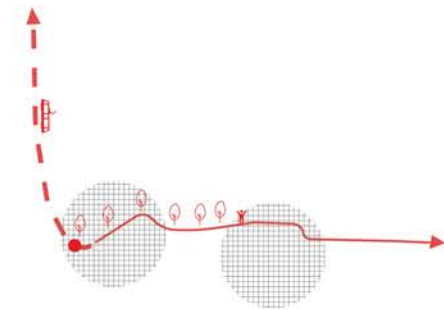
2

Local interventions



3

Flow of people between the  
attractive areas

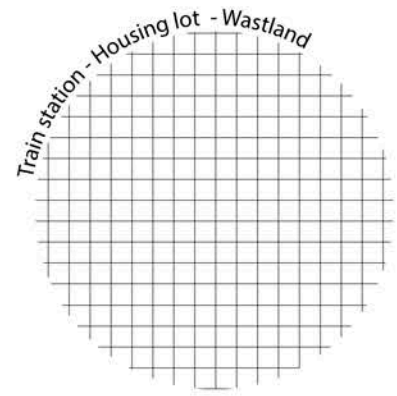


4

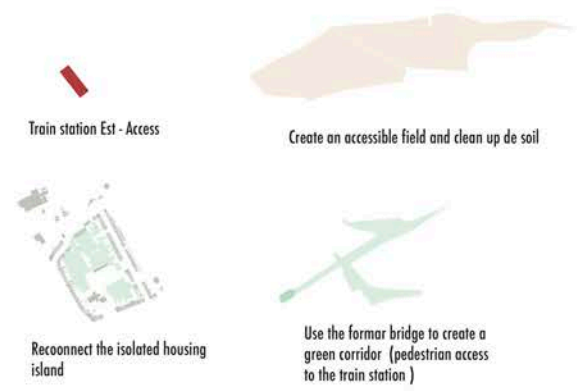
Materialised axis of urban continuity

Creation of an access from the train station and a  
green corridor

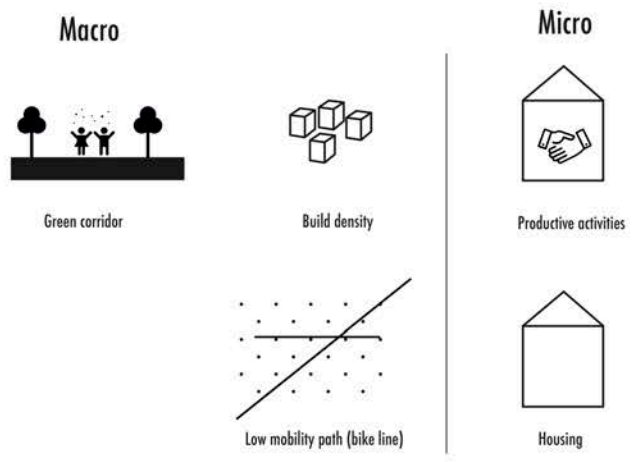
# TRAIN STATION - HOUSING LOT - WASTLAND



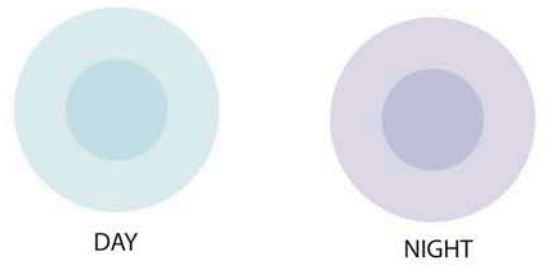
## ISSUES



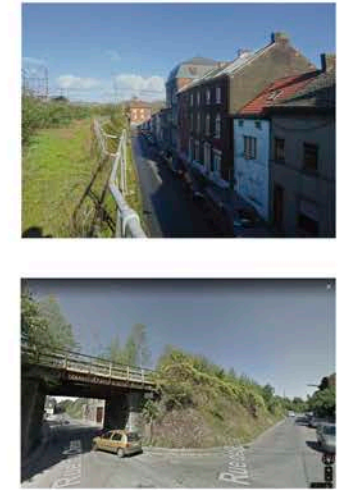
## STITCHED TYPOLOHY RESPONSE



## SOCIAL CLIMATE



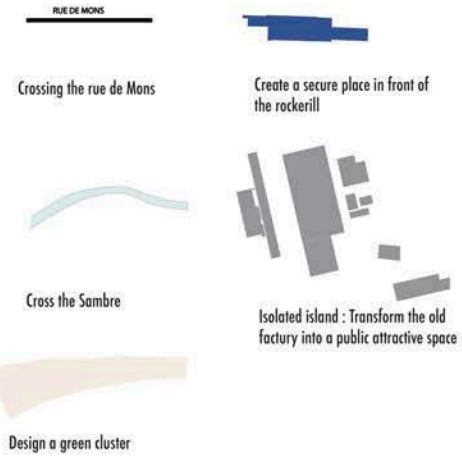
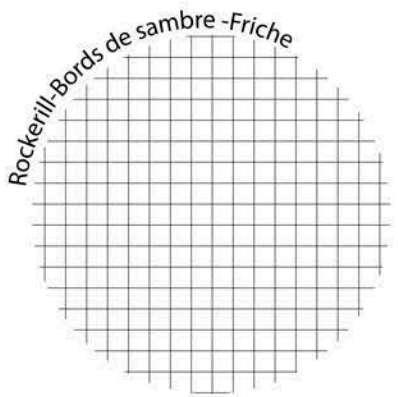
## REFERENCES / ILLUSTRATION



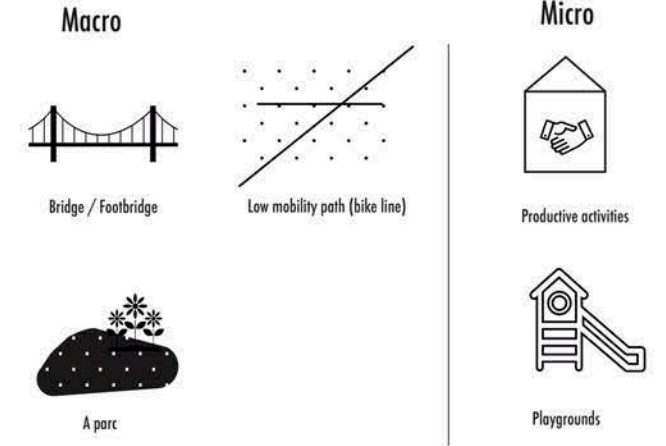


# ROCKERILL - SAMBRE - INDUSTRIAL WASTELAND

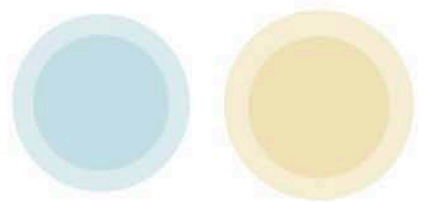
## ISSUES



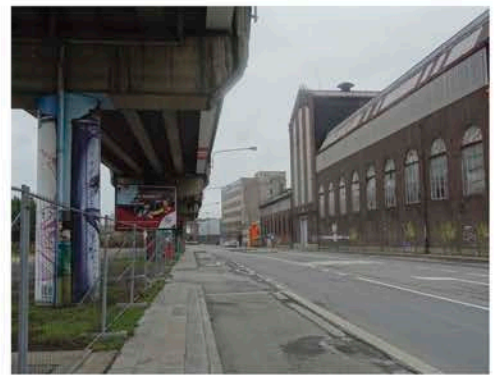
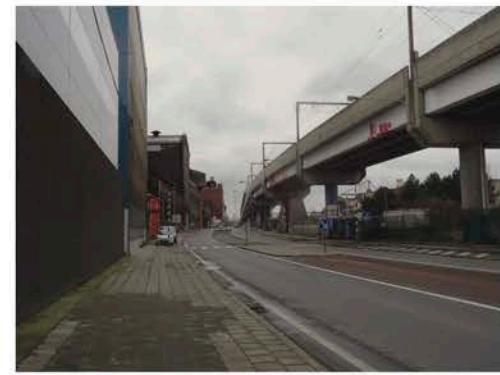
## STITCHED TYPOLOHY RESPONSE



## SOCIAL CLIMATE : DAY NIGHT















## REFERENCES / ILLUSTRATION



# AXE 4

## SCENARIO 4

- |  |                        |   |                     |
|--|------------------------|---|---------------------|
|  | ALIMENTATION           |  | SHOPS               |
|  | RELIGION               |  | SPORT               |
|  | GREEN AREA             |  | PUBLIC EQUIPMENTS   |
|  | INSIDE LOT             |  | SCHOOLS & FORMATION |
|  | WASTELAND              |  | CAFFE, RESTAURANT   |
|  | INDUSTRIES & ENTREPOTS |  | HEALTH              |

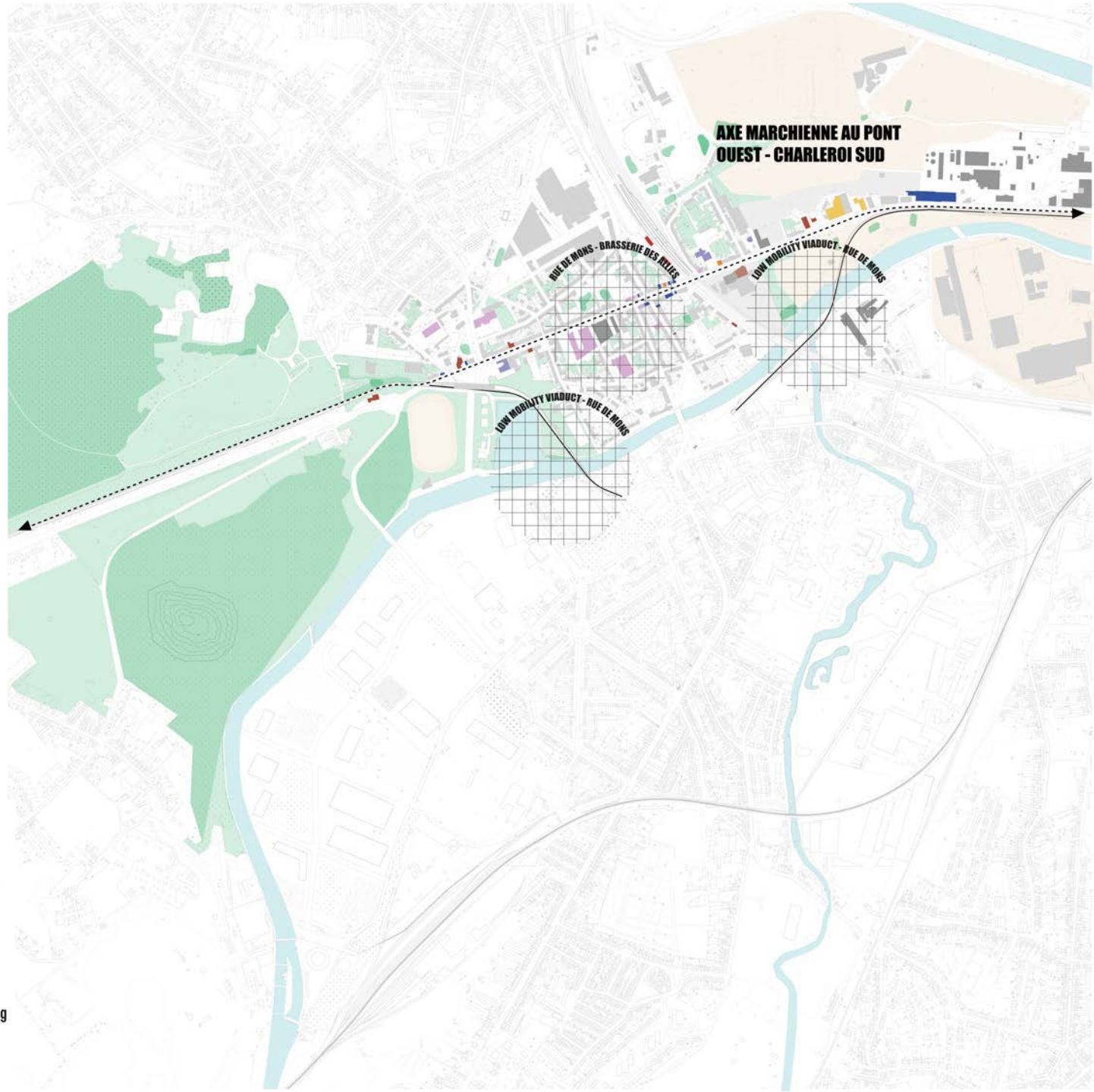
AXE MONCEAU - MARCHIENNE AU PONT SOUTH



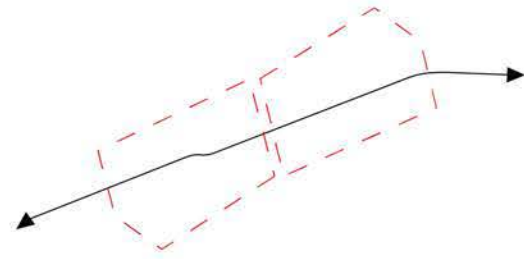
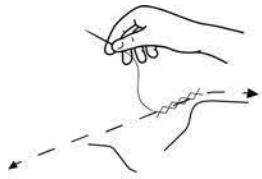
Strategic axe of urban continuity



Local interventions - urban stitching

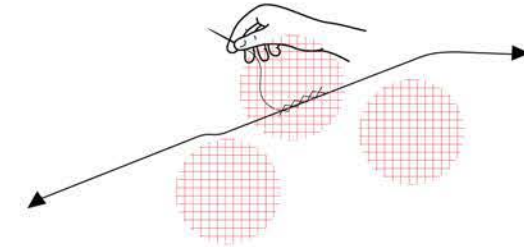


## SCENARIO 4 : AXE OF URBAN CONTINUITY PROCESS



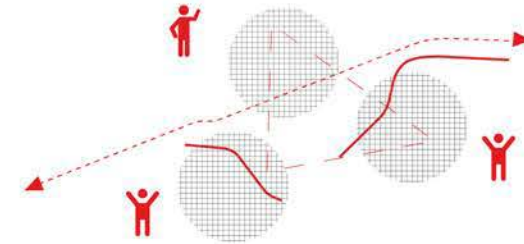
1

Narrative axe



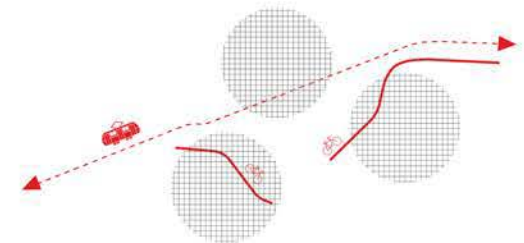
2

Local interventions



3

Flow of people between the attractive areas



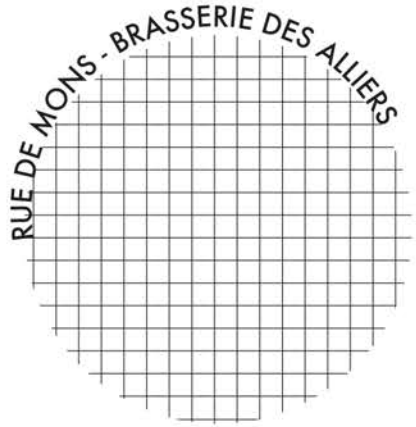
4

Materialized axe of urban continuity

Convert the bridge into a low mobility path and  
rebuild the historical line of the metro

# RUE DE MONS - BRASSERIE DES ALLIES

## ISSUES

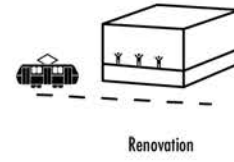
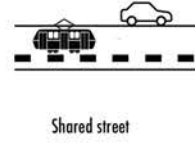


Renovation of La Brasserie des Allies  
Cultural program



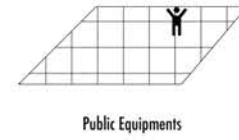
Activate the closed stores by the passage of the light metro (and bring people of charleroi and Fontaine l'èvèque)

## Macro

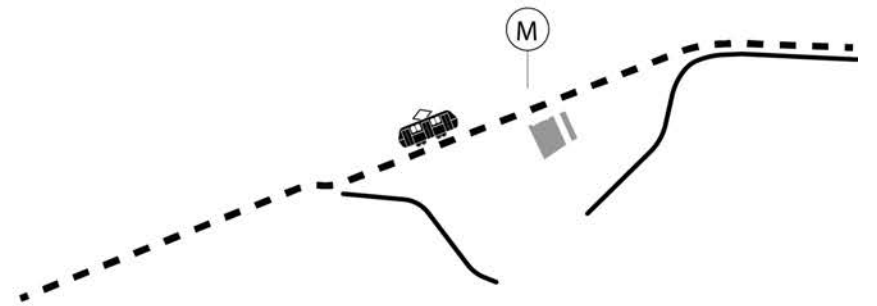
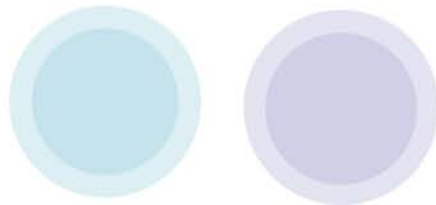


## STITCHED TYPOLOHY RESPONSE

### Micro

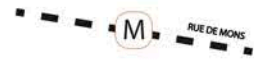
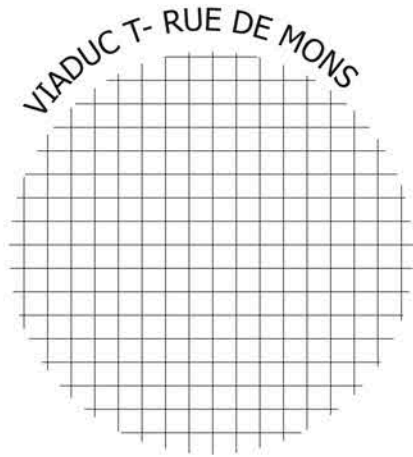


## SOCIAL CLIMATE : DAY NIGHT



# VIADUCT - RUE DE MONS

## ISSUES

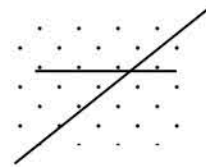


Deviation of the metro line from the viaduct to rue de Mons

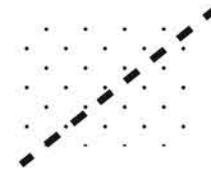


Requalified the viaduct

## Macro

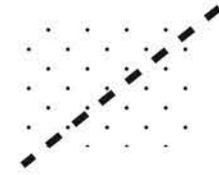


Low mobility path (bike line)



High mobility path

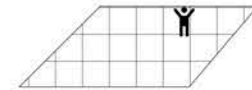
## Micro



Coming back to the historical network



Activate the groundfloor of rue de Mons

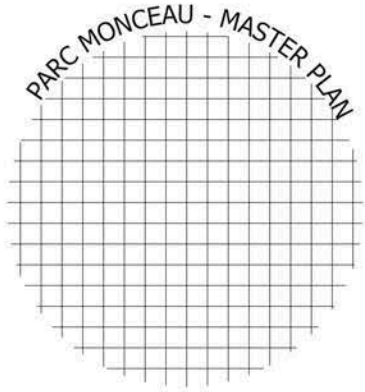


Public Equipments

## REFERENCES / ILLUSTRATION



# PARC MONCEAU - MASTER PLAN



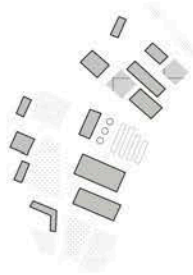
## ISSUES



Connect the Parc with the wasteland



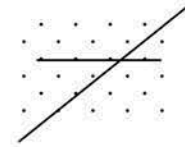
Make an access to the Terril du Hameau - Vue of Marchienne au pont



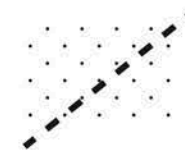
Give to the new neighborhood a direct access from the station to the parc

## STITCHED TYPOLOGY RESPONSE

### Macro



Low mobility path (bike line)



High mobility path

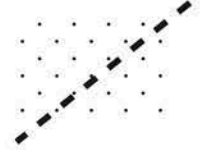


Bridge / Footbridge

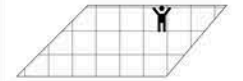


A parc

### Micro



Coming back to the historical network



Public Equipments

## SOCIAL CLIMATE : DAY NIGHT

