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1.1

RAILWAY STATIONS
a multimodal ring

NEW RAILWAY STATION

The station is a large, round building which rises up to six storeys housing all modes of transport. It is adjacent to a motorway viaduct which runs around the waiting areas overlooking the platforms. The station is not merely a transit hub offering services and shops, it is above all a very contemporary and typically Chinese gateway to the city, symbolising its dynamism.

PROGRAMME
Creation of a new station

CLIENT
Ministry of Railways, City of Shanghai

PROJECT MANAGEMENT
AREP Ville, East China Architectural Design and research Institute /
Consultant for structure issues: MaP3

SOUTH SHANGHAI, CHINA, 2006

NEW RAILWAY STATION

a multimodal ring

NEW RAILWAY STATION
Wuhan, China, 2011

A gateway to the city

NEW RAILWAY STATION

The roof of this station, comprising a central body for the passenger hall and two large wings for the platforms, illustrates one of Wuhan’s most celebrated myths. Rich in symbols, this gateway to the city handles hundreds of thousands of travellers every day — many of them arriving on new high-speed trains from Guangzhou — and is the cornerstone of a new city neighbourhood.

Programme
- New high-speed rail station

Client
- Ministry of Railways of the People’s Republic of China

Project Management
- AREP Fourth Survey and Design Institute of China, Map3
Situated on one of the largest ports in China, the new station revisits the themes of marinas and large birds. As in most Chinese stations of this size, the departure and arrival halls are separated to facilitate passenger flows. The project takes into account variations in the Qing Dao climate and aims to reduce by 30% the operator’s annual energy costs.
GWANG MYEONG NEW RAILWAY STATION

Located in the green belt of Seoul, the station serves a catchment population of 4.5 million people. It consists of 8 tracks and is composed of a 70-metre central span hosting the platforms and of two side spans hosting services and shops. The side spans stretch out to form awnings sheltering drop-off areas. Although the station area is vast, travellers can easily find their way through the building and to the platforms. The forms of the roof and its two side wings match the outline of the surroundings and allude to the smooth silhouette of the temples depicted on ancient Korean woodblock prints.

Programme
- Creation of a new station

Client
- AREP-Ville, Mooyoung Architects

(project supervisor, South Korea)
Mumbai, India, 2009 (Study)

an extraordinary heritage

CHHATRAPATI SHIVAJI TERMINUS (CST)

A UNESCO World Heritage Site, CST is one of the busiest stations in the world, handling over a million travellers each day. The entire 32-hectares site is the subject of a feasibility study to determine the long-term development objectives and methods for the station and its surroundings, and to prepare for a public-private partnership launched by Indian Railways.

Programme
Restructuring of station for site development
Client
Ministry of Railways of the Government of India
Project Management
AREP and EGIS
Turin Porta-Susa Railway Station is the first Italian high-speed station on the Paris-Rome line. The station is designed to be an urban gallery that is a continuation of the city and is a transport and services cluster. A mixed services tower block (hotel, offices, public facilities and spaces) will be built to the south in order to complete this large-scale project. The tower block will be open to the public and will be directly linked to the station.

**Programme**
- New high speed train station and public gallery
  - **Client**: RFI (Italian Railways)
  - **Project Management**: AREP (representative) / Silvio d’Ascia, architect in partnership with A. Magnaghi architect

**a new city arcade**

**PORTA SUSA NEW RAILWAY STATION**

Turin, Italy, 2014 (ongoing project)
An ETFE covered space with a metal structure naturally fits into the subtle volumes of a historic Moselle baroque inspired building, covering the exit from a second underground passage and an extension of the station’s entrance hall. The transparent structure enhances the original building and showcases it when lit up at night. The station forecourt runs along the length of the historic façade and provides a major new public space that is now directly linked with the city and the different types of multimodal transport.

**Programme**
- Redevelop the station and its forecourt
- **Client**
  - CFL (Luxembourg Railways)
- **Project Management**
  - AREP / INCA (representative)
  - 8'18" (lighting)

**Luxembourg, 2012**

**Multimodal Hub**

**The Facelift**
The project is part of a wider urban plan aiming to remodel the Casa Port district, located at the edge of the harbour of Casablanca. The station area features a vibrant, large concourse, a two-storey retail area and an underground car park. A multi-storey building for office and accommodation purposes is adjacent to the station. On the western side of the station, a modern mashrabiyya filters evening sunlight, thus contributing to the high quality of this new public space.
Standing on the Courtine peninsula, where the river Durance meets the Rhône, the two buildings of the new station are wedged in the track embankment. The main building is a large, vaulted, 360-metre long construction which protects the departures platform from sun and heat. It reminds of a curved nave protected along its south façade by glass-ciment composite panels and along its north façade by silk-screened glass allowing an open outlook over the platforms and the city’s silhouette there beyond.
This new station on the Rhin-Rhône high-speed rail line expresses synthesis between technology and nature through the evocation of local expertise (coachbuilding, boilermaking, the automobile industry, etc.) and the presence of natural materials. It is also one of the first stations in France to obtain HEQ certification, owing to the technologies used in its design.

**PROGRAMME**
- New high-speed rail station
- SNCF (with MOA delegation for RFF buildings)

**PROJECT MANAGEMENT**
- SNCF G&C and AREP, with J.-F. Blassel (associate architect), and Agence Territoires (landscaping)
a fairytale setting

DISNEYLAND® PARIS RAILWAY STATION

Located at the heart of Disneyland® Paris, the Chessy-Marne-la-Vallée TGV station allows residents of the eastern suburbs of Ile-de-France to access the high-speed railway network. The station’s design reflects the playful and varied architecture of the theme park and one almost has a fleeting vision of a fairytale setting. However, all the standard visual elements of a railway station are included: trains waiting at platforms, vertical and horizontal accessways, passengers moving around and vertical light filtered by the large concourse.

PROGRAMME
Creation of a new station

CLIENT
SNCF G&C

PROJECT MANAGEMENT
AREP / ARCORA (roofing), Jacob SERETE

Transport facilities

Chessey, France, 1994
The redevelopment of Le Mans railway station was timed to coincide with the arrival of the tramway and is part of a vast project aiming to redesign the whole district. The station forecourt was revamped to include a new short-term car park and the coach station was reorganised while a long gallery extends the passenger building to make it fit for the new transport services. Lying at the heart of the project, the gallery links the station to the city and its modern design reflects the dynamic urban redevelopment of the surroundings.
bridging the gap

LEUSAINT-MOISSY TRANSPORT HUB

A roofed footbridge, fully glazed on both sides, links Moissy to Lieusaint sheltering coming and going passengers from bad weather. On the Moissy side, the original building was redesigned while in Lieusaint, a new building was erected creating an important transport hub for this rapidly developing area, thus introducing interchange between different modes of transport: bus (coach station), car (parking facility) and taxis. Special attention has been paid both to the building’s interior and exterior while the simplicity of the design will facilitate the future extension of the station and prepare for the arrival of the high-speed train around 2020.

PROGRAMME
Multi-modal transport hub

CLIENT
Sénart Development Corporation, SNCF RFF, French State

PROJECT MANAGEMENT
SNCF G&C, AREP
Euralille's keystone

LILLE-EUROPE TGV RAILWAY STATION

The Lille-Europe station is the founding component and heart of the new Euralille district, a business, retail and housing area. Its long concourse is organised on three tiered levels giving onto a large, triangular, gently sloping square and offering views of the silhouette of the old city beyond. The lightweight, glazed and metallic cladding filters natural light.

PROGRAMME
Redevelopment of the multi-modal transport hub

CLIENT
SNCF G&C

PROJECT MANAGEMENT
SNCF G&C, AREP

Engineering and design: Peter Rice (framed structure, roofing, glazed cladding), RFR, Jean-François Bleuel, architect, et Ove Arup and Partners
The Paris Region's first eco-sustainable train halt has just been built on RER line C in Gravigny-Balizy in the Essonne department of France. Designed to improve the passenger experience for daily users, this halt is a prototype for a new light station concept that complies with demanding environmental criteria and could be rolled out at little-used stations in the future.

**Programme**
Eco-sustainable train halt concept

**Client**
SNCF DDGT

**Project Management**
SNCF G&C / AREP

**Longjumeau, France, 2012**

an eco-friendly shelter

**Gravigny-Balizy Eco-Sustainable Train Halt**
The station features a main building, two platform shelters and a thoroughfare under the tracks with vertical access to the platforms. A 16-metre campanile rises above the roof, thus allowing daylight to flood down onto the concourse. Its untrammelled and lyrical design, in which wood plays the starring role, acts as a showcase for the region’s timber industry and echoes the outline of the surrounding villages.
The arrival of the TGV and the launch of the vast “Euro-méditerranée” urban project provided a great opportunity to extend the station by constructing a side wing highlighted by a stone colonnade, in line with the rhythm and materials of the original façade. By redesigning the station’s surrounds and access, this new wing broke the building’s former isolation from its immediate environment. The development of shopping areas turned the station into a transport and service hub bringing the nearby districts together.
Massy-Palaiseau railway station’s new walkway has come into operation gradually since February 2012. This was a complex project on a unique site managed by several operators (RATP, SNCF and APTR). The walkway has profoundly changed the quality of the pedestrian route between the different modes of transport on the site. It is a link in the true sense of the word, offering a sheltered and well-lit connection between Massy East and Massy West, the RER B and C line stations, bus stations and forecourt located at each end.
The new, 450-metre long Monaco railway station is part of a 2,800-metre tunnel. Special attention has therefore been paid to its design in order to achieve passenger comfort and to ensure that the station blends in well with the broader iconic site. The vaulted roof alludes to a starry sky while the concourse offers views out over the city beyond the Sainte-Dévote valley, which we can see through glazed openings protected by marble and glass blinds.

**Programme**
Creation of a new underground station

**Client**
SNCF G&C, Public Works department of Monaco

**Project Management**
SNCF G&C, AREP / Engineering and design: AREP SGTE
The revamp of Montpellier railway station does not only meet the needs of an increasing passenger traffic but also creates a new public space in the city-centre. The covered, ogive-shaped gallery above the tracks extends the station westwards. The latter now opens up to the city and constitutes both a link between the surrounding districts and an urban life hub providing services and encouraging encounters in the heart of the city.
Orléans, France, 2008

an urban landmark

TRANSPORT HUB

The new passenger concourse, comprising two spans set on steel pillars and covered with a curving, one-piece roof structure gives an image of a light and protective railway station. By becoming an urban landmark, it reinvents the north gate to the city. Linked to the city’s tram, it improves connections between the different types of public transport.

Programme
Redevelopment of the station
Client
SNCF G&C
Project management
SNCF G&C, AREP / Engineering and design. AREP (concours). IOSIS Groupe (structure and building services)
Paris Saint-Lazare Railway Station is a major everyday transport hub (450,000 passengers pass through the station every day). The different areas of the station have been radically overhauled, namely the crossways platform, the Passage d’Amsterdam, the station’s “heart” and the forecourt. The station project has reorganised passenger flow in a large linear atrium located under the historic building’s glass roof and which connects the station’s three main levels and offers visitors the chance to shop in 80 stores on their way from the city to their train.
Built in 1927, Hall 2 (the numbered platforms hall) became congested and had to be redesigned. Two concourses were thus created to cater for greatly-increased passenger flows. Reflecting the architectural choices of the original concourse, the new two-level concourses host passenger services, waiting areas and shops while offering new vertical accessways to Hall 3 ("Méditerrannée" hall).
Initially built to link the RER E (suburban express line) to other modes of public transport (regional train line, RER D, metro, bus), the Espace Transilien has been entirely remodelled and currently houses two concourses: the already existing concourse whose structures have been restored, and a new one, having equal dimensions to those of the original and providing a contemporary interpretation of it. These fully glazed concourses create a visual contact with the city and are organised around an atrium which lets daylight flood in and contributes to define clearly indicated accessways to all modes of transport.
Timed to coincide with the launch of the high-speed line, the station has been redeveloped and transformed into a new and functional interchange hub. The original glass-tile roof has been preserved and houses the concourse leading to the metro lines as well as all the vertical accessways while services and shops nestle under the vault in hitherto underused areas.
Located at the Charles de Gaulle airport, the station is a major transport interchange hub enabling passengers to transfer between plane, high-speed train, RER (suburban express network) and car. A large glass wall runs along each side of the platform over 200 metres behind which service areas are developed. The station forms a space of serenity amid the bustling hub and offers simultaneous views on the five levels of the building, thus facilitating passengers’ way to the chosen mode of transport. Its glass roof provides skyviews above.
The new station spans the large pedestrian avenue which leads to the stadium and provides access to the platforms. Thanks to its design, visitors can constantly have the stadium in their visual field while heading to it. In the opposite direction, the platform canopies suspended by steel cables offer a visible urban landmark while relating with the architectural vocabulary of the stadium. Some 25,000 visitors can be evacuated within 45 minutes via a set of ramps with a 10% gradient.
a station at berth

NEW RAILWAY STATION

The new railway station acts as the focal point of the whole urban development project. A wooden colonnade punctuates the transparent main façade which is protected from sunlight by oblique blinds. The light-coloured concrete and the wood panels remind of the granite city and the ships at berth.

Programme
Creation of a new station

Client
Regional Express Train Department, SNCF G&C

Project Management
SNCF G&C, AREP
A new concourse has been built with the goal to increase the capacity of the station and to handle some 60,000 passengers daily. It opens out on to the refurbished square with its glazed skin rising up in front of the building. The station’s design is coherent with the urban fabric where architectural heritage meets contemporary design.
Transport facilities
Coach stations
review > 01

1.2
a gate to the city

COACH STATION

The coach station forms a long gallery whose strong identity design extends the high-quality urban spaces of the city centre. New gateway to the city, the station is also close to Place de la Rotonde, at the foot of Cours Mirabeau, thus acting as a link between the eastern and western neighbourhoods. The site is composed of two parts: the south one features bus circulations and facilities while the north one is a pedestrian-only area which provides access to platforms and various services.
The arrival of the TGV Méditerranée line (a high-speed train line) at Marseille called for the extension and refurbishment of the station into a transport hub as well as the redevelopment of the coach station. The latter expands towards the university with a new 140-metre long and 40-metre wide terminal consisting of platforms laid out on the same level as the rail tracks. A shared 200-metre transversal platform allows users to access both the trains (TGV and TER) and the coaches and provides all travel-related services including metro and bus ticketing as well as 1900sqm of retail facilities lined up on both sides of a central alley. Pick-up and drop-off areas for taxis and private vehicles were doubled. The first taxi drop-off point is located on the same level as the transversal platform while the second one lies six metres below, on the same line as the original concourse, near the foot of the metro escalator.
1.3

UNDERGROUND METRO STATIONS
The construction of the RER E (suburban express line) created two new interchange hubs 30 metres below ground level: Saint-Lazare and Gare du Nord. The search for clearly indicated and comfortable walkways shaped the design choices based upon spatial organisation, structures, lighting effects and careful choice of materials. The concrete megastructure is there both to support the city above and to retain the surrounding earth. The pursuit of comfort requirements brought about the use of noble materials such as concrete, wood, steel, copper and white marble.

**Programme**

Creation of two new stations below ground level: Haussmann Saint-Lazare and Magenta

**Client**

SNCF G&C

**Project Management**

SNCF G&C, AREP / Engineering and design: SETEC, SOGELERG (civil engineering work), Jacob SERETE (networks)

**Paris, France, 1999**

cyclopean dimensions

**MAGENTA & HAUSSMANN STATIONS**

**ON RER LINE E (EOLE)**
This new link train station is part of the extension of RER line E (suburban train line) westwards. The execution of the project is particularly complex due to its location at 30 metres below ground level, under the lowest level of the CNIT car park and among various underground infrastructures. Those multiple constraints guide the “writing” of this 18-metre high and 225-metre wide monumental volume. The central platform provides views to the interchange areas and the upper levels thus allowing users to anticipate their movements and route towards other means of transport. The mezzanine level surrounding the central platform houses services, retail facilities as well as all the transport connections.

**Programme**
- Design and construction of a new station
- **Client**: RFF
- **Project Management**: Consortium between SETEC (representative, Egis, Duthilleul architectural design studio, AREP (subcontractor))
The station is part of the extension of RER line E westwards and is being constructed in a width-constraint underground area. It is designed as a large, 30-metre high central volume topped by a south-oriented glass roof which covers the three quarters of the 225-metre long platform, thus allowing for natural light to penetrate deep down into the station. The lateral stress put on the volume guides its design while the horizontal struts support the building in a dramatic way. Due to the narrowness of the volume, all vertical circulations are incorporated in the structure and run all along the platforms. They lead to the passageways surrounding the central volume and guide travellers through service areas, retail facilities, transport connections and exit points.

Programme
- Design and construction of a new train station

Client
- RFF

Project Management
- Consortium between Setec (delegate), Egis, Duthilleul practice and AREP (subcontractor)

PARIS, FRANCE, 2012-2020

guided by light

PORTE MAULLOT STATION
ON RER LINE E (EOLE)
The “BFM” station is part of the Seine Rive Gauche (left bank of the Seine) development project and the programme aiming to deck over the tracks and erect new buildings thereon. Linked to the Meteor line (metro line 14), the transport interchange concourse is located below the three RER C (suburban express network) platforms and is punctuated by coloured pillars: the white ones support the vaults and the grey ones the buildings.
1.4
LOGISTICS FACILITIES
Transport facilities

TANGER, MOROCCO, 2015 (ONGOING PROJECT)

an eco-friendly technical facility

NAME OF THE PROJECT

The maintenance depot represents a major challenge for the success of the high-speed rail in Morocco where a first line has launched between Casablanca and Tangier. First and foremost, it is about creating a “tool” which will be perfectly adapted to the specific industrial activity housed in the premises. We are bringing the highest quality within a carefully controlled budget and we are creating a building which should be naturally incorporated in the periurban landscape of the Tangier conurbation. The facility is designed with due acknowledgement of environmental concerns so as to mitigate the environmental impact of such an extensive programme.

PROGRAMME
Design and construction of a TGV maintenance depot

CLIENT
ONCF (Morocco’s national railway operator)

PROJECT MANAGEMENT
Consortium between TGCC (delegate) / JETALU (co-contractor); AREP Architectural and technical studies: Jean-Marie Duthilleul, Etienne Tricaud, Youssef Mekki architects
LYON, FRANCE, 2009

an eco-friendly maintenance depot

TGV TECHNICENTRE (TRAINCARE CENTRE)

The new traincare centre can maintain a fleet of up to 60 TGV Duplex trains. Sustainability goals guided the design and construction process: spaces benefit from maximum daylight, energy efficiency is optimised and rainwater is harvested and reused for washing the trains. The traincare facility is located on railway land in a fast developing urban area and will contribute to enhancing the SNCF (National Railways) corporate image.

Programme
Construction of a traincare facility

Client
SNCF (Equipment Division)

Project Management
SNCF/AREP
The project is being developed in Saint-Quentin-Fallavier and consists of a food logistics platform, ground-breaking in terms of storage and automated management. It features a row of buildings of various heights set on a shared podium. The double skin with its changing colours gives the building a commanding presence on the Lyon-Grenoble motorway during both day and night.
Located in the vicinity of the Reims railway station, the car park is part of a wider project encompassing housing, offices and green spaces. The 33-metre wide and 111-metre long building consists of 6 split-levels and provides 880 parking spaces. Its metallic and terracotta cladding echoes the surrounding built environment.
1.5

FURNITURE AND SIGNAGE
a comfortable shelter

SHIELDS

The new platform shelters create sustainable, safe and comfortable spaces all year round and provide audio-visual passenger information which is accessible even when the station is closed. The layout of the shelters takes into account the sun’s path across the sky but also prevailing winds. Materials used are wood, metal and granite.

Programme
Design and construction of modular shelters
Client
SNCF G&C DDGT
Project management
SNCF G&C DDGT, AREP
As intermodality expands and new passenger services are introduced, signage in railway stations needed to be enhanced to provide passengers with accurate information and help them find their way around the stations. The new signage is modern, clear and ergonomically designed and contributes to creating a closer relationship with passengers.

**Programme**
Modernisation of signage in railway stations

**Client**
SNCF (Division of communication)

**Project management**
AREP
multipurpose spaces

SNCF TRAVEL CENTRE

Montpellier Saint-Roch station is one of the pilot sites for the new SNCF store concept which offers travellers free access to train information through web-connected touch screens. The client service consists of comfortable waiting areas and privacy-ensured sales desks where clients are welcomed warmly. A display wall including an information bar completes the setting.

Programme
Implementation of a new SNCF store concept
Client
SNCF Voyages
Project Manager
SNCF G&C, AREP
Accessibilité voiture
Quartier / Gare Rabat Agdal : 7 km, 15’
Quartier / Gare Rabat Ville : 6 km, 14’

Zône Bouregreg-ZP4
Projet urbain mixte
27.2 ha
Half Moon Bay City is a new town development project for 350,000 residents. The town's main industry will be tourism and the project must offer sustainable and balanced development. The site stretches over 250km² around Half Moon Bay close to the city of Dammam in Saudi Arabia. Half Moon Bay is a vast 10km wide gulf surrounded by dried-up lagoons and sand dunes, some of which reach heights of around 20m.
The project, launched by a Chinese steel industry consortium, aims to redevelop a site located at the confluence of two rivers by taking advantage of the existing ponds and irrigation channels. The site covers a surface of 20 square kilometres and is designed as a meshed archipelago featuring, on the southern edge, a knowledge cluster which provides exhibition, convention and museum facilities. The rest of the islands host residential areas and everyday life amenities.
a sustainable city

CAIDIAN DISTRICT NEW CITY

The project is part of a Franco-Chinese partnership officially confirmed during the visit of President Xi Jinping to Paris and signed in November 2014. It plans a new city in the district of Caidian, on the outskirts of the Chinese metropolis of Wuhan. AREP and Burgeap, an engineering firm specialising in environmental design, are being developing an urban and environmental master plan including the construction of a new city of more than 270,000 people on a 30-km² site.

Programme

Construction of a sustainable new city

Client

AFD, MAE, Ville de Wuhan

Studies

AREP (representative), Burgeap, EY

WUHAN, CHINA, 2014 (STUDY)
Located 15 km from the centre of Moscow, this scientific and ecological cluster is a centre of excellence that will drive synergies between the teaching, research and business communities. Embracing a university campus, a start-up incubator, and a number of research laboratories and key economic players, Skolkovo will also have housing and a wide range of social and cultural amenities.
a sheltered city

The project, laid out around a central landscaped area, located at the southern entrance of the city of Rabat, ensures continuity between the river and the existing neighbourhood and promotes the biodiversity of the area. The Bouregreg planning guidelines aim to raise the level of public spaces, streets and ground floor buildings above the flood levels of the site, while the central garden remains at the level of the natural ground.
Binh Duong is an economically dynamic province of Vietnam on the north of Ho Chi Minh City, and has a high development potential. The project includes the preparation of a master plan which will improve quality of life by implementing sustainable development principles and support the economic development of the region by relying on long-term solutions for the transport network. Ambitious on a regional, national and international level this project aims to create an urban brand image for the whole province.
Located on the Chinese border, Cao Bang features a strong regional identity. The project is intended to boost the existing farms, and to further develop service and tourism industries. All business clusters are connected to each other through green corridors running along the main routes.
Drawing on its multidisciplinary expertise in architecture, town planning, building engineering, flow management, and environmental engineering, AREP is developing a methodology for the sustainable town, irrespective of the scale or degree of regional urbanization. The creation of new residential quarters on the Vung Tau peninsula in Vietnam (on Go Gang island and along the sea front) is an opportunity to tackle the question of urban development in a highly sensitive environmental context.
2.2 Neighbourhoods in the vicinity of stations
CAIRO, EGYPT, 2009 (COMPETITION)

encouraging new urban mobility

RAMSES II SQUARE

Arep ville et BECT were awarded first prize among 35 international teams in a design competition inviting entrants to redesign the Ramses II square. The competition arose from the need to create a new district at the heart of Cairo and to cope with issues relating to urban mobility and different types of pollution caused by urban traffic congestion (public transport and personal vehicles).

PROGRAMME
Redesign of the square and its surroundings

CLIENT
Egyptian Ministry of Culture

PROJECT MANAGEMENT
AREP Ville in partnership with BECT Consulting firm (Bureau Égyptien de Conseil Technique) and André Peny (consultant)
The opening of the high-speed train line in June 2001 and the establishment of the station outside the city centre was a major opportunity for the local authorities to create a new district, Avignon-Confluence. The latter can contribute to boosting the development of the whole area by keeping the balance between functions (housing, offices, activities and public amenities) and landscape concerns (high-density areas near the station, natural landscape at the confluence of the Rhône and the Durance rivers).
the new heart of the city

“GRAND CŒUR” DISTRICT

A new district has been developed on the former railway lands with the aim of creating a high-quality city environment in the immediate surroundings of the TGV (high-speed train) railway station. The original urban grid layout extends up to the railway land and acts as a link between the city centre and the new district which will eventually be fringed by a linear park running alongside the tracks. The network of streets and squares within the site provides facilities for different modes of travel.
The new area developed around the Champagne-Ardenne TGV station and the tram line has witnessed an increase in tertiary activity set at the southern gates of the conurbation. Thus, the existing 20-hectare small industrial park had to be overhauled in terms of urban design, public and private space organisation as well as services provided to companies, their staff and suppliers. The programme relating to Bezannes also includes the construction of housing facilities. The whole project is the result of a collaborative process bringing together local authorities, members of the business community, real estate operators and architects.
2.3

PUBLIC TRANSPORT NETWORKS
This study concerns the urban integration of the railway land and was carried out by AREP as part of the project aiming to redevelop the Coquetiers line into a tram-train line. Besides enhancing the transport network over 8km and through 7 districts, the project reduces the urban divide caused by the rail tracks. The boulevard-like tram-train line is framed on both sides by public roads and boasts both the central location and the urban event status that the study seeks to reveal. The integration of the line is achieved through the positioning of and access to the platforms, the highlighting of the old train station buildings, lighting and furniture, the treatment of boundaries, floors and pedestrian routes and the choice of materials.
Approached by Transpole (Keolis) to assist in preparing a tender for renewal of a public service mandate to operate urban transport in Lille Metropolitan Area, AREP has designed an innovative scheme to set up urban service hubs in line with Lille Municipality’s dynamic regional development policy, based on “living better together” areas.

PROGRAMME
Assistance in an invitation to tender for the public service mandate to operate the transport network, and design of street furniture

CLIENT
Transpole Keolis

STUDIES
AREP

LILLE, FRANCE, 2011 (STUDY)
a better living together

URBAN TRANSPORT DEVELOPMENT
The tram line 1 section between Pont Michel and Pasteur is the first step towards the future extension of the line. The latter will eventually serve the Ariane district and will be accessible from the A8 motorway. Together with a new park-and-ride facility, it will provide a greener travel option to the city centre. Having both urban and country features, this section of the line bears the imprint of the Paillon river: the platform located on the overpass spanning the river is floored with pebbles rather than grass.
2.4
PUBLIC SPACES
The urban renewal plan for the Bosquets district and its surroundings at Montfermeil encompasses the redevelopment of public spaces and networks. New roads have, thus, been built, the existing ones have been modified and landscaped. Public spaces have been created. The redevelopment project concerns the sewerage network (including construction and improvement of main drains), drinking water supply network (including fire control plans), high and low voltage systems, gas systems, street lighting and telecommunications network access.
The remodelling project of the Besançon-Viotte station created a transport hub which hosts extensive intermodal services responsive to emerging needs (tramway and soft modes of transport). The development of a metropolitan economic hub featuring tertiary sector activities, services and facilities, helps anchor the station in an expanding city-centre. The redevelopment of the south part of the station will be completed by an eco-district which will host administrative services, housing facilities and a nursery, thus reinforcing the diversity of the place.
Avenue Jean Jaurès has been redesigned with the dual goal of channeling road traffic and redistributing public space between different modes of travel. The redevelopment limits car traffic to a single lane in each direction while implementing cycle lanes as well as a new 450-metre bus lane. A forecourt has also been created in front of the Parc de la Villette along with small squares and planted seating areas. Pedestrians regain their rights on public space thanks to broad, tree-lined pavements.

Avenue Jean Jaurès

Programme
Redevelopment of an avenue in Paris
Client
City of Paris
Project management
AREP Ville, Latitude Nord (landscaping)
a waiting lounge

PARIS SAINT-LAZARE STATION FORECOURT

The forecourt level of the Saint-Lazare railway station is split into two forecourts linked by an inner pedestrian passageway and owes its specific spatial layout to the Terminus hotel built on the occasion of the 1889 Universal Exhibition. The redevelopment of the “heart of the station” has modified the status of the passageway, which has now become an “interior street”, lending itself to window shopping and acting as a mirror to the new east-west thoroughfare on the ground level of the station. Thus, passengers can now flow freely over the entire forecourt mainly reserved for pedestrians. The street surrounding the hotel is the only one accessible to buses, delivery and emergency vehicles. The main furniture and fixtures are organized as urban lounges consisting of individual seats set around potted magnolias and provide passengers and local residents with a friendly and lively environment encouraging encounters.
The revamp of Cour Seine is part of a dual project comprising the remodelling of the street block around Paris-Austerlitz railway station (from the Seine river to the Salpêtrière Hospital) and the treatment of the entrance to the Seine Rive Gauche district at the crossroads of Avenue Pierre Mendes-France and Charles de Gaulle bridge. The site, planted with trees and covered with sanded asphalt, hosts a taxi station in a predominantly pedestrian environment. The pavement running along the Seine embankments expands into a large mineral ramp which provides pedestrians with an ideal place at the junction of the bridge, the avenue and the railway station.
PARIS, FRANCE, 2014 (STUDY)

combining approaches and methods

ÎLOT BUFFON-POLIVEAU

The National Museum of Natural History drew up the main guidelines for the revamping of the Buffon-Paliveau site. They aim to improve working conditions for researchers, increase its visibility both among the scientific community and the public, and face the urgent situation of securing the collections, today located in a flood risk zone. Our "step by step" approach — combining architecture, landscape and mobility as well as in-depth understanding of an exceptional site — allows for a high quality sustainable project.
stepping into Dali’s world

PERPIGNAN, FRANCE, 2012

Railway Station and Forecourt

Programme
Redevelop the station and its forecourt

Client
SNCF G&C

Project Management
SNCF G&C/AREP

Perpignan Railway Station - proclaimed to be “the centre of the universe” by the artist Salvador Dali - had lost its lustre. AREP redeveloped the passenger building and the station forecourt to make it into a new public area - a square for pedestrians and sustainable modes of transport. The project has enabled a transport and retail services hub to be created in the heart of Perpignan.
A hub of activity and exchange, Esplanade Alfred Nobel is designed as a link between the railway station and the city and a focal point in the future business quarter. The hotel – also designed by AREP – establishes the design principle for buildings in the quarter. Both the square and the hotel lead by example in meeting the urban, architectural and landscaping objectives for Reims-Bezannes.

Programme
Esplanade and hotel
Client
Esplanade: Reims Metropolitan Area
Hotel: Invest Hotel
Project management
Esplanade: AREP Ville and Michel Desvigne (landscaping)
Reclaiming this long strip of land, located between the River Moselle and the canal, has got underway by creating a large landscaped urban area that incorporates the roadways needed to make it more accessible, revamping the railway station forecourt and organising public transport services and car parking. Prior to the mixed development zone being created, the new station square is helping to provide a highly qualitative environment for the future housing projects planned for the north-east area of the island.

Programme
Urban development

Client
Thionville Council

Project management
AREP (representative) / Roger Schott, partner architect / Michel Desvigne, landscape gardener

Thionville, France, 2011
reclaiming a part of the urban territory

STATION SQUARE
in the steps of Le Nôtre

ÉTANGS GOBERT PASSAGeway

Extending Avenue de Sceaux and Le Nôtre’s layout, the new development through the étangs Gobert links Saint-Louis district to the Chantiers railway station, thus offering residents a new access to the transport hub. The project, which takes place in an extremely sensitive site due to the presence of a rich architectural heritage and the direct visual contact with the Château de Versailles, includes the creation of a thoroughfare dedicated to urban and soft modes of transport, a coach station, gardens and walkways.

**Programme**

Construction of a road through the étangs Gobert and landscaping of a garden.

**Client**

Ville de Versailles

**Project Management**

Agence Duthilleul, AREP, Egis, Michel Desvigne (landscape architect)
MULTIPURPOSE SITES
The Xizhimen business district is laid out around the new intermodal transport hub located on the north-west side of Beijing and is adjacent to the second ringroad. Built on a base composed of shops and a car park, three high-rise office buildings act as a contemporary city gate, while their ogival shape reflects the Chinese tradition of curved roofs offering a gentle transition to the sky.
the Mecca of mobility

HONGSHU BAY DISTRICT

Hongshu Bay is a key site of the city of Shenzhen and is served by three metro lines. The project revolves around a northwestern – southeastern diagonal thoroughfare used by large numbers of people every day. It consists of a shopping centre, a landscaped park, housing units as well as a 400-metre high tower hosting offices and a hotel. The project features retail areas and multi-tiered pedestrian walkways expanding to the surroundings, and provides access to the central square which acts as a major hub in the heart of the Hongshu Wan district.
a vision for mobility

LE BOURGET METROPOLITAN HUB

This prospective study addresses the challenges to be met by the Grand Paris transport hubs in the future. The remodelling of Le Bourget railway station has the potential to transform the whole area into a major transport hub for the North-eastern zone of the Grand Paris project. The planned facility will be topped by a steel lattice roof alluding to the airships which punctuated the history of Le Bourget. It will form a genuine urban neighbourhood within the city and will host retail, service and office areas as well as housing and accommodation.

PROGRAMME
Urban development study

CLIENT
Bourget Airport area consultation committee

CONSULTED TEAMS
AREP (transport and mobility planning), Christian de Portzamparc (general planning), Roland Castro (in-depth studies regarding areas of the project)
Located on the south of "Greater Moscow", the project comprises the transport hub of the newly created Technopark metro station. On a district scale, the transport hub must be identifiable as an anchor amenity not only serving transport needs but also structuring the urban environment by proposing generous pedestrian areas and various shops.
4.1 Cultural, Sports and Hospital Facilities
The project is fired by the desire to create a district dedicated to the photography industry in Chengdu, capital of Sichuan. The geometry of the project, adapted to the exhibition’s sequence, echoes the forms of the world of photography and implements a set of perspectives that questions the relationship between reality and representation.

Programme
Design and construction of a museum
Client
Chengdu Media Group
Project management
AREP
The multisports training centre stretches out over 180,000 sqm and includes sports grounds, a velodrome, a hotel, a sports clinic, a media centre, shops and a car park. The originality of the project lies in the fact that all the sports grounds are stacked vertically on top of each other in the 8-storey tower. On the ground level, gardens, sunken spaces and courtyards link together the other elements of the programme. A long ramp runs around the building’s façade and acts as a pedestrian walkway, linking the base to the belvedere commanding panoramic views over the new district.
Located in the district of Da Shi Lan, close to Tiananmen Square, Quanyechang was chosen to be refurbished into an activity centre –as had originally been the case– displaying museum pieces and arts and crafts. Structured like a 80-metre long covered walkway, punctuated by three atriums –major elements of the project– the new building offers 7000sqm of exhibition surfaces, shops and restaurants, including a tea room and a multi-purpose hall.

BEIJING, CHINA, 2014

restoring the building to its former use

DA SHI LAN QUANYECHANG ACTIVITY CENTRE
Beijing’s history museum is located on Fu Xing Men avenue which will host major cultural amenities in the future. The museum’s design reminds one of a Chinese imperial palace, even though the traditional features have been interpreted in a contemporary way. It is composed of three pavilions laid out around a central lobby, each one made up of different materials: copper, wood and stone. Its massive cantilevered roof emerges and expands out over the public space to provide an unimpeded forecourt opening on to the city.
The Cité des Sciences et de l’Industrie launched a major renovation project aiming to adapt the site to the operational changes which have occurred and to enhance visitors’ comfort. As part of the project, the building’s surroundings and forecourt have been redesigned, access to the Cité has been improved and the reception area has been redefined. Moreover, the site now provides clearer signage and new services to visitors.
The construction of a roof over the stage became necessary to avoid weather conditions from further attacking the Roman masonry. The major challenge for AREP’s technical and architectural know-how was to articulate an ancient monument, whose features needed to be preserved, with a contemporary steel structure highlighting it and providing the Chorégies d’Orange (festival) with all the necessary technical equipment.
4.2

PLACES OF WORSHIP
The works carried out in the 1970s caused a large number of inconveniences both for holding masses and for controlling visitors’ flow. The new layout resolves these problems thanks to its clear and simple design. The altar’s octagonal podium was replaced by a vast liturgical platform facing the worshippers. Laid out on two levels separated by low treads, it simplifies religious ceremonies while defining the space reserved to those who come and pray during the week. Completely cleared, the external ambulatory delineates the space occupied by the church within the cathedral. The cathedral’s volume is, thus, restored both in depth and transversality.
In this neighborhood, where a new parish was formed, the Archbishop of Paris wanted to build a church symbolizing the renewal carried by this united and harmonious community. Alluding to biblical references, the design of the church connects the garden (image of Eden) —seen behind a glass facade devised as a cloud— and the city (image of the heavenly Jerusalem) that we sense through the ornamental patterns of the wooden doors which filter sunlight in. Community members can sit around the altar and surround it with their presence. The hollow block flooring is surrounded by an ambulatory as well as almond-shaped stands. The translucent exterior facade combines marble and glass to reflect the luminous presence of the church in the neighborhood.
4.3

WORK SPACES
TEDA FINANCIAL CENTRE

TIANJIN, CHINA, 2006

A site with a strong identity

TEDA FINANCIAL CENTRE

A 520,000 sqm new business district came into being on the north-eastern part of Tianjin, in the vast area of TEDA (Tianjin Economic-Technological Development Area). The whole site is laid out around a north-south cross axis at the end of which rises the 80-metre high Stock Exchange building. With its vocabulary of bricks, glass and steel, the site features its strong identity and ensures urban coherence which assert its role as the financial and decision-making centre of TEDA.

PROGRAMME
Offices and housing

CLIENT
TEDA (Tianjin Economic-Technological Development Area)

PROJECT MANAGEMENT
AREP and ECADI (East China Architectural Design and Research)
ABC is China’s third biggest bank. Its data processing centre is unique in its kind and the most important in Asia, mainly thanks to cutting-edge equipment coupled with accommodation and training amenities (hotel, auditorium and leisure facilities). It, therefore, called for a building in a refined and protective environment which would provide the bank staff with a pleasant and effective working space in a fast changing urban environment. The building is designed as a Chinese fortified courtyard house and is laid out around a lush interior garden.
This scientific complex features a powerful data processing centre along with a range of other activities (services, audio-visual and hotel facilities). Cohesion between the different elements of the programme is obtained through the block plan which brings to mind a micro-processor. The design of the building reflects the institution’s prestige and power while its gardens demonstrate the high environmental quality of the project.
a "tech" village

SHANGHAI, CHINE, 2010

The project, revolving around the “tech village” concept, aims to convey the image of a modern, solid and reliable financial institution which remains, nonetheless, connected to the city. Designed as a financial fortress out of glass and grey granite (allusion to the traditional Chinese citadels), its layout ensures cohesion between the site’s ten buildings. The latter are arranged around two inner courtyards and are linked to each other via the ground floor which hosts the reception hall as well as areas related to services.
An iconic symbol of the development of Ho Chi Minh City, Vietnam’s economic capital, the BITEXCO Financial Tower is located in the heart of the city-centre. Asserting its identity through its height and its subtle geometry of taut curves rising up from the dense city below, this pioneering building is a landmark for today’s Vietnam.

H O C H I M I N H , V I E T N A M , 2 0 0 6

**a landmark tower**

**FINANCIAL TOWER**

**PROGRAMME**
Tower housing offices, shops, restaurants, parking

**CLIENT**
BITEXCO

**PROJECT MANAGEMENT**
AREP Ville, Carlos Zapata Studio
Engineering Consulting Firms:
LERIA, DSA, IDAssociés, VNCC, Barker+Mehnand, Arcora, Meinhardt
The Panhard & Levassor workshops, last remnants of the thriving car industry in Paris, have undergone major redevelopment and extension so as to create 21,000 sqm of office spaces and public facilities. Meeting both architectural and urban challenges, this project is part of AREP’s wider reflection on sustainable development and workspace design.
AREP was assigned to design SNCF’s new corporate head office which was relocated in an already existing building in Saint-Denis. The project was carried out with the dual goal of reflecting the company’s corporate values and displaying a contemporary reflection on workplace demands and everyday services offered by the company to its staff.
4.4

SERVICES AND RETAIL FACILITIES
The Longxiang shopping centre is ideally located in the heart of the city, between the business district and the city centre bustling with cultural and commercial activity. Drawing on cultural heritage, AREP devised a project serving several functions and bringing together public transport, offices, cultural and leisure facilities and retail outlets.
Local authorities aim to develop 140,000sqm for tourist, retail and cultural purposes in the historic district of Dashilan, in the heart of Beijing. In line with the long-established planning principles of the city, AREP proposed a site organised in three layers, which introduces all contemporary life facilities while meeting density requirements. Building on the traditional elements of Beijing architecture and the distinctive features of Dashilan, the project renews the identity of the district through its contemporary architectural design.

Programme
Development of the district with a built environment of 138,000m²: shopping centre, shops, restaurants, museum and exhibition centre

Client
Beijing Dashanlan Yongxing Real Estate Co., Ltd

Project Management
AREP-Ville. Local partner: BIAD for the rollout phases

BEIJING, CHINA, 2013 (PHASE 1)

bringing together tradition and modernity

DASHILAN DISTRICT
The Eurostar waiting area is intended for travellers bound for London and includes service facilities as well as a shopping gallery in line with the original architecture of the historic building. The retail offer was thought out to meet the needs of international clients. The comfortable waiting area faces the shops and is separated from the platforms by a glazed facade offering views down to the departing trains.
new use
of the station

PARIS-EST RAILWAY STATION
RETAIL AREA

Timed to coincide with the launch of the high-speed line, the station has been redeveloped and transformed into a new and functional intermodal hub in line with the original architecture. The original glass-tile roof dating back to the 30s has been preserved and tops all the vertical circulations and the concourse leading to the metro lines. Hitherto underused areas in the Alsace and Saint-Martin halls and in the central part of the station now host shops and services.

PROGRAMME
Redevelopment of the station

CLIENT
SNCF G&C, ALTAREA (retail areas)

PROJECT MANAGEMENT
SNCF G&C, AREP

Engineering consulting firms:
AREP, OTH, Méthodes & Pilotage
Major transport hub handling 450,000 travellers daily, Saint-Lazare station underwent a thorough redevelopment of its key spaces – the main concourse, the Passage d’Amsterdam, the “heart of the station” and the forecourt. Passenger flows are reorganised inside a linear atrium located under the original glass roof of the building. It links the station’s three main levels (metro platforms, street, train level) and offers visitors some 80 retail outlets which are located on the walkways leading from the city to the platforms.
upgrading a legendary restaurant

LE TRAIN BLEU

Restore, Harmonise and Upgrade: these are the key words which underpinned the two-month renovation of the legendary restaurant “Le Train Bleu”. The decorations were cleaned, the floor replaced, the original furniture restored and dressed in different shades of blue to match the interior décor. New furniture, designed for the occasion, reorganises the place while enhanced lighting design highlights the whole setting. The new “Moroccan” lounge completes the project.

Programme
Renovation of a heritage building

Client
SSP (G&C is the owner of the place)

Project Management
Agence Duthilleul (delegate), AREP; 2BDM, Eurogip

Paris, France, 2014
The Greencenter®, a next-generation retail park concept, revolves around both sustainable design and the study of evolving uses. Located in the Lamothe-Magnac ZAC (a special planning district), the Agen Greencenter® is laid out around a central core where also lies an almost-restored farm. The car park facilities are bounded by tree-lined walkways connecting to the buildings around this central area and framing the views of the shops.
Located in the south-west of Salaise, the retail park develops around a simple walkway whose width varies from 13 to 26 metres and forms a north-south cross axis bringing together restaurants and shops organised by type: home, fashion, leisure activities etc. Rain gardens help to manage stormwater runoff thus contributing to the preservation of fauna and flora and to the environmental quality of the site.
a puzzling facade

At first glance, what catches the attention of visitors is the 600-metre long polycarbonate facade, simple, refined and enigmatic. It prompts a stroll of discovery around the main pedestrian street, winding and sheltered from bad weather by canvas awnings, leading to gardens hosting restaurants, leisure areas and playgrounds. The Seclin Greencenter® meets the criteria of the French green building standard HéQ (High Environmental Quality) which involves rainwater management, low energy consumption and waste sorting.
Extending the commercial fabric

Winner – along with the real-estate company Frey – of a competition organised by the city of Troyes, AREP carried out a study aiming to extend the commercial fabric, ensure a continuous public space, create pedestrian streets and provide for quality housing in the historic centre of the city. The project allows for more than 2,200sqm of retail areas to be developed, in the first place, in the landmark Trades Hall building but also on the ground level of the buildings to be constructed around the square facing Saint-Nicolas church.

**Programme**
Mixed-use facilities (retail, leisure and housing)

**Client**
City of Troyes

**Project Management**
FREY Real Estate Company, AREP
The arrival of the high-speed train (TGV) and the launch of the vast “Euro-méditerranée” urban project provided a great opportunity to extend the station by constructing a side wing in line with the rhythm of the original façade. Train platforms are accessed by the 200-metre long main concourse while some 1,900sqm of retail areas are organised on its both sides. The development of shopping areas turned the station into a transport and service hub bringing the nearby districts together.

Programme
Creation of a new concourse
Client
SNCF G&C, Metropolitan administration, PACA local council
Project management
SNCF G&C, AREP
Engineering consulting firms:
SETEC, SMM, SIDF
Scheduling and coordination: AREP
4.5 HOTELS AND HOUSING
DOHA, QATAR, 2006

the Olympic beacon

SPORTS CITY TOWER

The site of the 2006 Asian Olympic Games is dominated by the Aspire Tower (at the time named Sports City Tower), the event’s landmark building. It was designed to represent a torch which supported the symbolic flame at its topmost section during the Games. The concrete core superstructure forms the building’s backbone and supports the different modules of the programme: a hotel, a presidential suite, a sports museum, a restaurant and an observation deck. The tower is entirely clad in stainless steel mesh which filters sunlight.

Programme
Design of a tower
Client
Qatar Government
Project management
Hadi Simaan and AREP Ville / Engineering and design: Besix-Midmac
the villas are located on a 140,000 sqm site at the foot of the Qing Cheng mountains in a high quality, green environment. The 84 villas stretch out along the access roads in a hamlet-like layout. Their design allows for various arrangements and creates a strong link between interiors and exteriors thanks to the openings providing views to the mountain and the garden. The project alternates between large linear parks and access roads thus creating a calm and comfortable environment.
The design of the Ba Na resort is based on an accurate understanding of the site’s landscape and character and integrates the principles of balanced development, environmental protection and biodiversity. This high-quality village offers visitors the prospect of discovering a living heritage and its art of living.
Programme
Design and construction of a seaside resort

Client
State Development (Russia)

Project Management
AREP

The resort links together villas, bungalows, a hotel, a wellness centre and a bar-restaurant around a long pond which stretches out to the sea. The site is devised in a way to combine modernity through the hotel’s design with Vietnamese architectural elements and local materials.
Built in 1840, the former hospital of Auxerre has an orderly layout of alternating pavilions and garden courtyards. Its rehabilitation as a quality residential development offers an alternative to the standard urban housing options (city-centre apartments or detached houses) and reduces urban sprawl. The project also contributes to developing the north entrance to Auxerre, from the vineyards to the Old Town.

PROGRAMME
Residential project for 196 housing units

CLIENT
Alain Crenn Group

PROJECT MANAGEMENT
AREP Architecture, AREP and B. Fenné
a portal to the future neighbourhood

A hub of activity and exchange, Esplanade Alfred Nobel is designed as a link between the railway station and the city and a focal point in the future business quarter. The hotel – also designed by AREP – establishes the design principle for buildings in the quarter. Both the square and the hotel lead by example in meeting the urban, architectural and landscaping objectives for Reims-Bezannes.
The temporary rest home for retired SNCF staff has been developed on a long narrow plot of land, which is structured by three terraced levels. The simply and traditionally designed main buildings are organised around patios. An interior gallery provides access to the bedrooms and private areas that face the outside. The techniques and materials used were chosen in order to create a contemporary design that fits perfectly into the surrounding environment because of its scale and volume.

Programme
Accommodation complex

Client
SNCF HR DIVISION

Project management
SNCF G&C / AREP / EGIS France

(Nils Chatoney
Roads and utility services specialist)