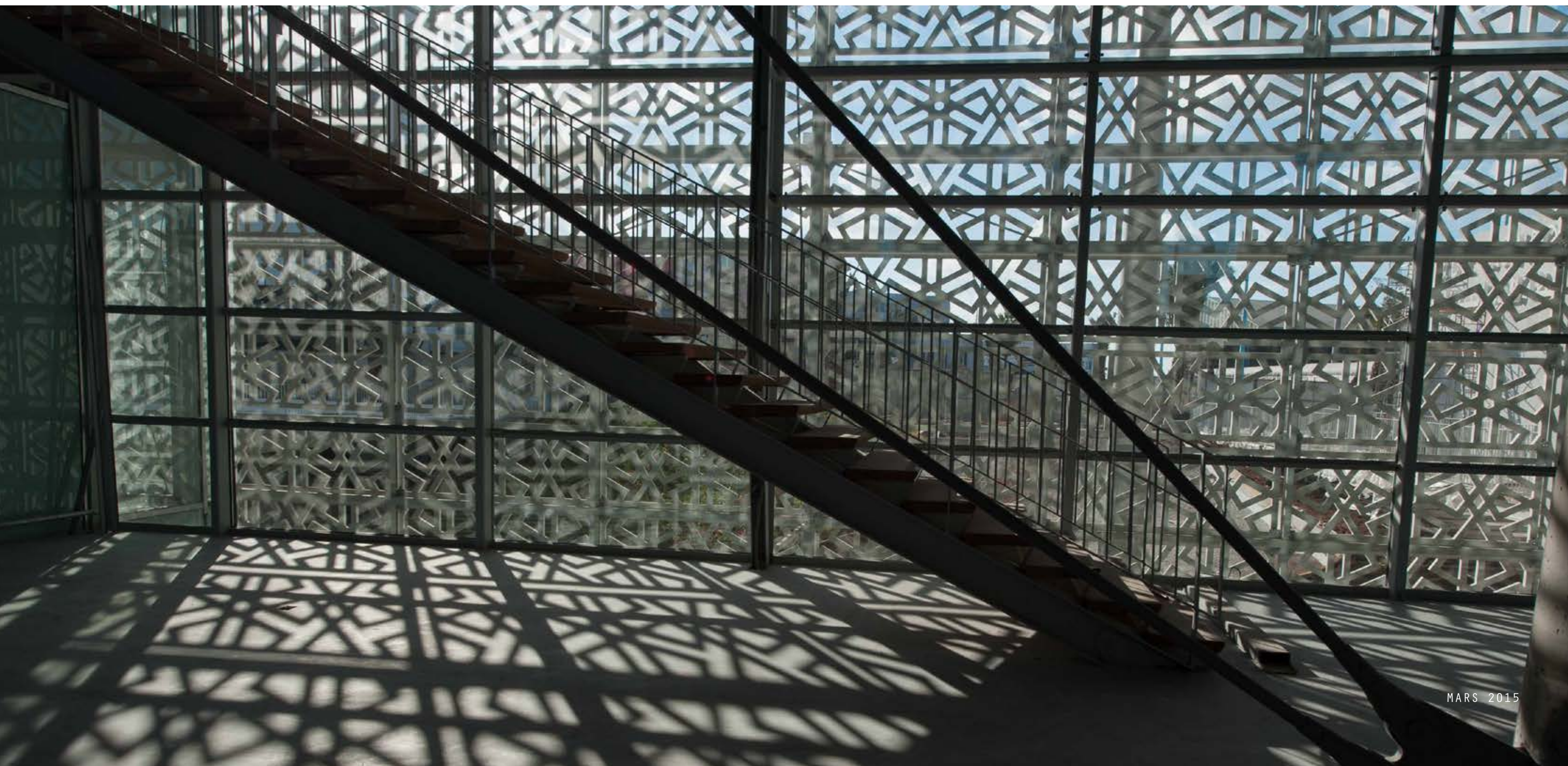


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1

TRANSPORT
FACILITIES



1.1

RAILWAY STATIONS

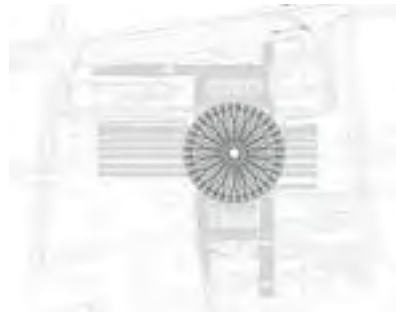
SOUTH SHANGHAI, CHINA, 2006

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



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 MANAGMENT
AREP Fourth Survey and Design
Institute of China, MaP3



worksite



QING DAO, CHINA, 2014

a bird spreading its wings

NEW RAILWAY STATION

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.



PROGRAMME
New railway station
CLIENT
PRC, MOR (Ministry of railways),
City of Qing Dao
PROJECT MANAGMENT
AREP, Map3 and SSDI – Second
Survey Design Institute





SEOUL, SOUTH KOREA, 2003

blending into the landscape

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
KNR
PROJECT MANAGMENT
AREP Ville, Mooyoung Architects
(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.



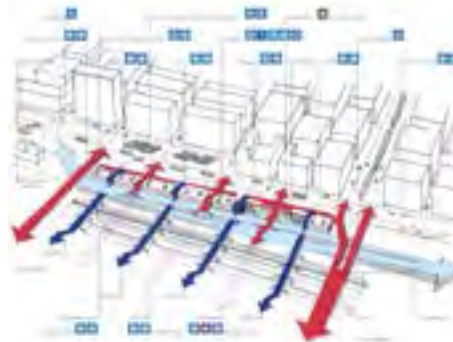
PROGRAMME
Restructuring of station for site development
CLIENT
Ministry of Railways
of the Government of India
PROJECT MANAGMENT
AREP and EGIS



TURIN, ITALY, 2014 (ONGOING PROJECT)

a new city arcade

PORTA SUSA NEW RAILWAY STATION



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



LUXEMBOURG, 2012

the facelift

MULTIMODAL HUB

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 MANAGMENT
AREP / INCA (representative) / 8'18" (lighting)



CASABLANCA, MOROCCO, 2014

at the heart of the urban renewal



CASA PORT NEW RAILWAY STATION

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.

PROGRAMME
Design and construction of a new station
CLIENT
ONCF
PROJECT MANAGMENT
AREP, Groupe 3A



AVIGNON, FRANCE, 2001

a bioclimatic cocoon

NEW RAILWAY STATION



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.

PROGRAMME
Creation of a new TGV station
CLIENT
SNCF G&C, RFF
PROJECT MANAGMENT
SNCF G&C, AREP, Desvigne et
Dalnoky (landscaping)



BELFORT, FRANCE, 2011

panoramic views

BELFORT-MONTBÉLIARD TGV STATION



PROGRAMME
New high-speed rail station
CLIENT
SNCF (with MOA delegation for RFF buildings)
PROJECT MANAGEMENT
SNCF G&C and AREP, with J.-F. Blassel (associate architect), and Agence Territoires (landscaping)



CHESSY, FRANCE, 1994

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
SNCF G&C, AREP /
Engineering and design: ARCORA
(roofing), Jacob SERETE



LE MANS, FRANCE, 2009

the multimodal connection

MULTIMODAL HUB

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.



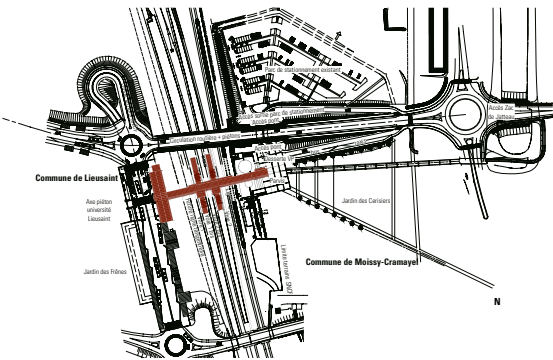
PROGRAMME
Redevelopment of the station
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C, AREP



SÉNART, FRANCE, 2005

bridging the gap

LIEUSAIN-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



LILLE, FRANCE, 1994

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 MANAGMENT
SNCF G&C, AREP /
Engineering and design: Peter Rice (framed structure, roofing, glazed cladding), RFR (Jean-François Blassel, architect) et Ove Arup and Partners



LONGJUMEAU, FRANCE, 2012

an eco-friendly shelter

GRAVIGNY-BALIZY ECO-SUSTAINABLE TRAIN HALT

The Paris Region's first eco-sustainable train halt has just been built on RER line C in Gragny-Balazy 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



LES TROIS DOMAINES, FRANCE, 2007

a timbered campanile

MEUSE TGV-VOIE SACRÉE RAILWAY STATION

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.

PROGRAMME

Creation of a new station

CLIENT

SNCF G&C, Conseil Général de la Meuse (Meuse area local council)

PROJECT MANAGEMENT

SNCF G&C, AREP / Works
management: OTH Est /
Engineering and design :
TEC BOIS (structure), AREP
(technical support)



MARSEILLE, FRANCE, 2008

the urban link

MARSEILLE SAINT-CHARLES RAILWAY STATION



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 surroundings 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.

PROGRAMME
Refurbishment of the station and creation of a new concourse
CLIENT
SNCF G&C, Urban community, Conseil Général des Bouches-du-Rhône (Bouches-du-Rhône area local council)
PROJECT MANAGMENT
SNCF G&C, AREP / Engineering and design: SETEC, SMM, SIDF / Scheduling, construction management and coordination: AREP



MASSY, FRANCE, 2012

a comfortable passageway

MASSY-PALAISEAU MULTIMODAL HUB



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.

PROGRAMME
Multimodal hub
CLIENT
SNCF / RATP / RFF / SEM Massy
PROJECT MANAGEMENT
G&C and AREP (walkway and
SNCF service building work
section) / Structural Department
(IG-OA St12) / Engineering Division
Infrastructure Department – Rail
Sections Division / RATP – (RATP
service building)



PRINCIPALITY OF MONACO, 1999

the “sovereign” station

RAILWAY STATION



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



MONTPELLIER, FRANCE, 2013

an urban gallery

MONTPELLIER SAINT-ROCH
MULTIMODAL TRANSPORT HUB

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.

PROGRAMME
Redevelopment of Montpellier
railway station into a multimodal
transport hub
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C, AREP



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

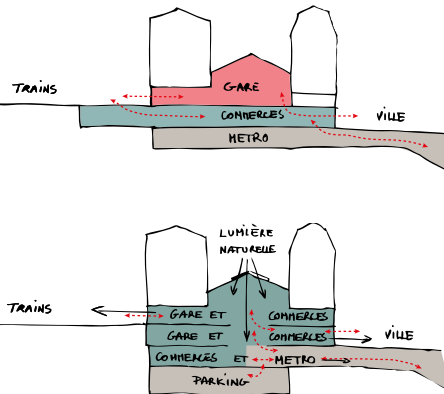
PROJECT MANAGEMENT
SNCF G&C, AREP / Engineering and design: ARCORA (concourse), IOSIS Groupe (structure and building services)



PARIS, FRANCE, 2012

bringing the city into the station

SAINT-LAZARE RAILWAY STATION



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.

PROGRAMME
Restored and restructured historic building
CLIENT
SNCF G&C / spie batignolles, SOAVAL
PROJECT MANAGEMENT
SNCF G&C / AREP / DGLa



PARIS, FRANCE, 2013

keeping up the tradition of railway station halls

PARIS LYON RAILWAY STATION

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 ("Méditerranée" hall).

PROGRAMME
Redevelopment of Hall 2
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C, AREP



PARIS, FRANCE, 2001

unfolding transparency

ESPACE TRANSILIEN, PARIS-NORD STATION

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.

PROGRAMME

Restoration of the existing concourse and construction of a new one

CLIENT

SNCF G&C

PROJECT MANAGEMENT

SNCF G&C, AREP / Engineering and design : AREP (representative), OTH, Nicolas Green (glazed roof), Observatoire 1 (lighting design)





PARIS, FRANCE, 2008

modernising a heritage building

PARIS-EST RAILWAY STATION



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.

PROGRAMME
Redevelopment of the station
CLIENT
SNCF G&C, ALTAREA (retail premises)
PROJECT MANAGMENT
SCNF, AREP / Engineering and design : AREP, OTH (structure), Méthodes & Pilotage



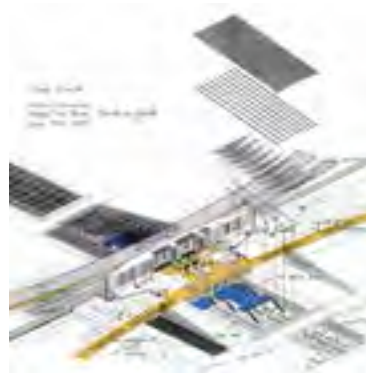


ROISSY, FRANCE, 1994

a station with a skyview

TGV AND RER ROISSY—CHARLES DE GAULLE
RAILWAY STATION

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.



PROGRAMME

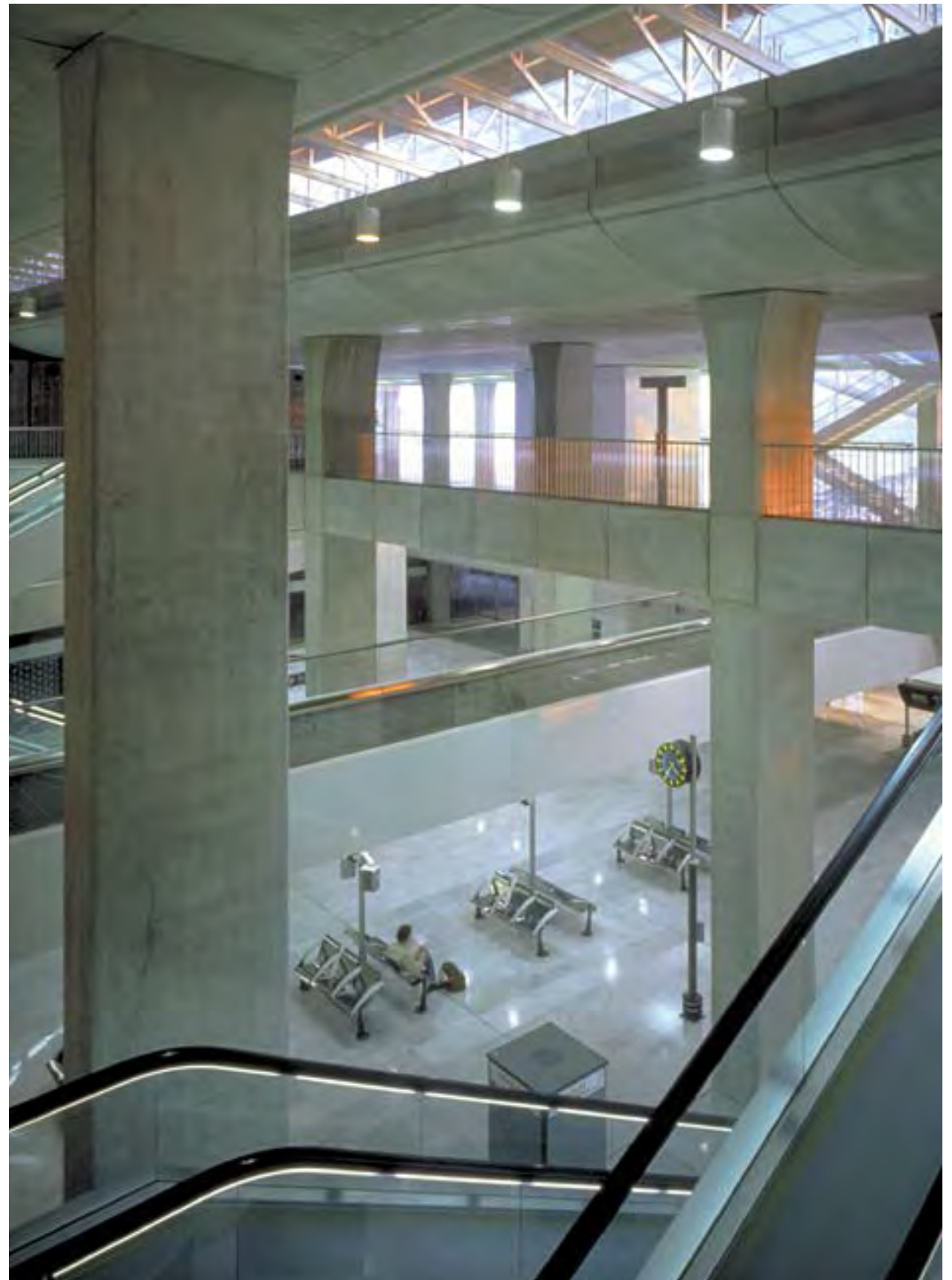
Creation of a new station

CLIENT

SNCF G&C, Aéroports de Paris

PROJECT MANAGEMENT

SNCF G&C, AREP, Aéroports de Paris (Paul Andreu, architect), RFR (Peter Rice, engineer), Ove Arup & Partners



SAINT-DENIS, FRANCE, 1998

managing flows

LA PLAINE-STADE DE FRANCE RAILWAY STATION

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.



PROGRAMME
Creation of a new station

CLIENT
SNCF G&C

PROJECT MANAGEMENT
SNCF G&C, AREP /
Engineering and design: RFR,
Sogelerg, MaP3



SAINT-MALO, FRANCE, 2008

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 MANAGMENT
SNCF G&C, AREP



STRASBOURG, FRANCE, 2008

sheltered
connections

RAILWAY STATION



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.

PROGRAMME

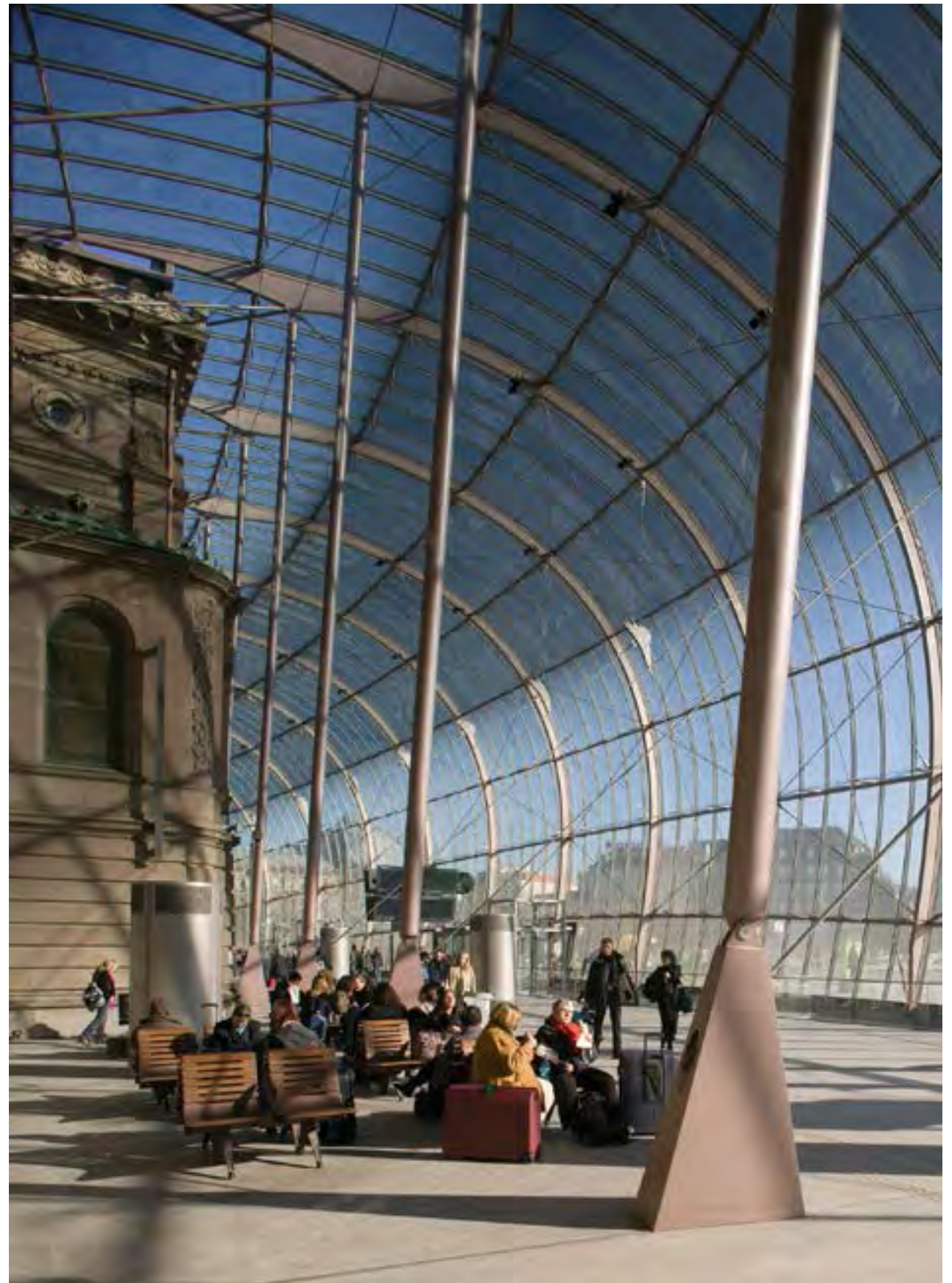
Redevelopment of the station
and creation of a new concourse

CLIENT

Urban Community of Strasbourg,
SNCF G&C, RFF, Strasbourg
Tramway Company

PROJECT MANAGEMENT

SNCF G&C, AREP / Engineering
and design: Michel Desvigne,
Ingénieurs et Paysages (landscaping),
RFR, COTÉBA, OTE, AREP





1.2

COACH STATIONS

AIX-EN-PROVENCE, FRANCE, 2014

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.

PROGRAMME
Design of a coach station

CLIENT
SPLA Pays d'Aix Territoires
(publicly-owned local development
corporation), Communauté des Pays
d'Aix (Greater Aix-en-Provence),
Région PACA, Conseil Général des
Bouches-du-Rhône (local council)

PROJECT MANAGEMENT
Agence Duthilleul (delegate), AREP,
Egis



MARSEILLE, FRANCE, 2007

resizing the coach station

SAINT-CHARLES COACH STATION

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.



PROGRAMME
Redevelopment of the coach station
CLIENT
SNCF G&C, Conseil Général 13
PROJECT MANAGEMENT
SNCF G&C, AREP





1.3

UNDERGROUND METRO STATIONS

PARIS, FRANCE, 1999

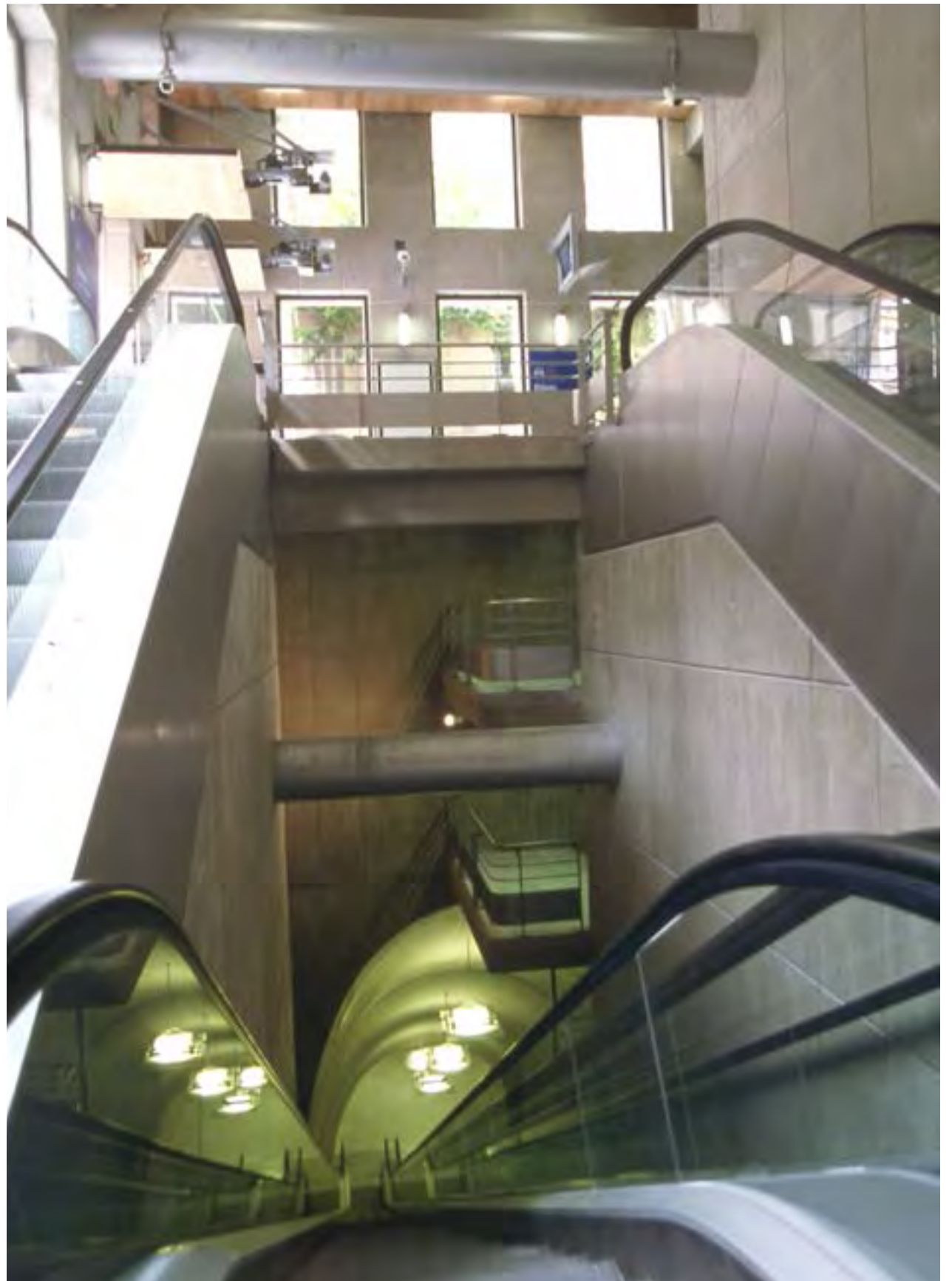
cyclopean dimensions

MAGENTA & HAUSSMANN STATIONS
ON RER LINE E (EOLE)



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.

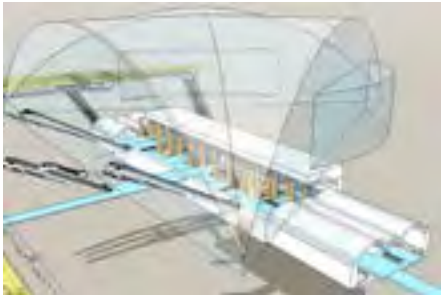
PROGRAMME
Creation of two new stations below ground level: Haussmann Saint-Lazare and Magenta
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C, AREP /
Engineering and design: SETEC, SOGELERG (civil engineering work), Jacob SERETE (networks)



PARIS, FRANCE, 2012-2020

structuring monumentality

CNIT LA DEFENSE STATION 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 monu-mental 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 MANAGMENT
Consortium between SETEC (representative), Egis, Duthilleul architectural design studio, AREP (subcontractor)



PARIS, FRANCE, 2012-2020

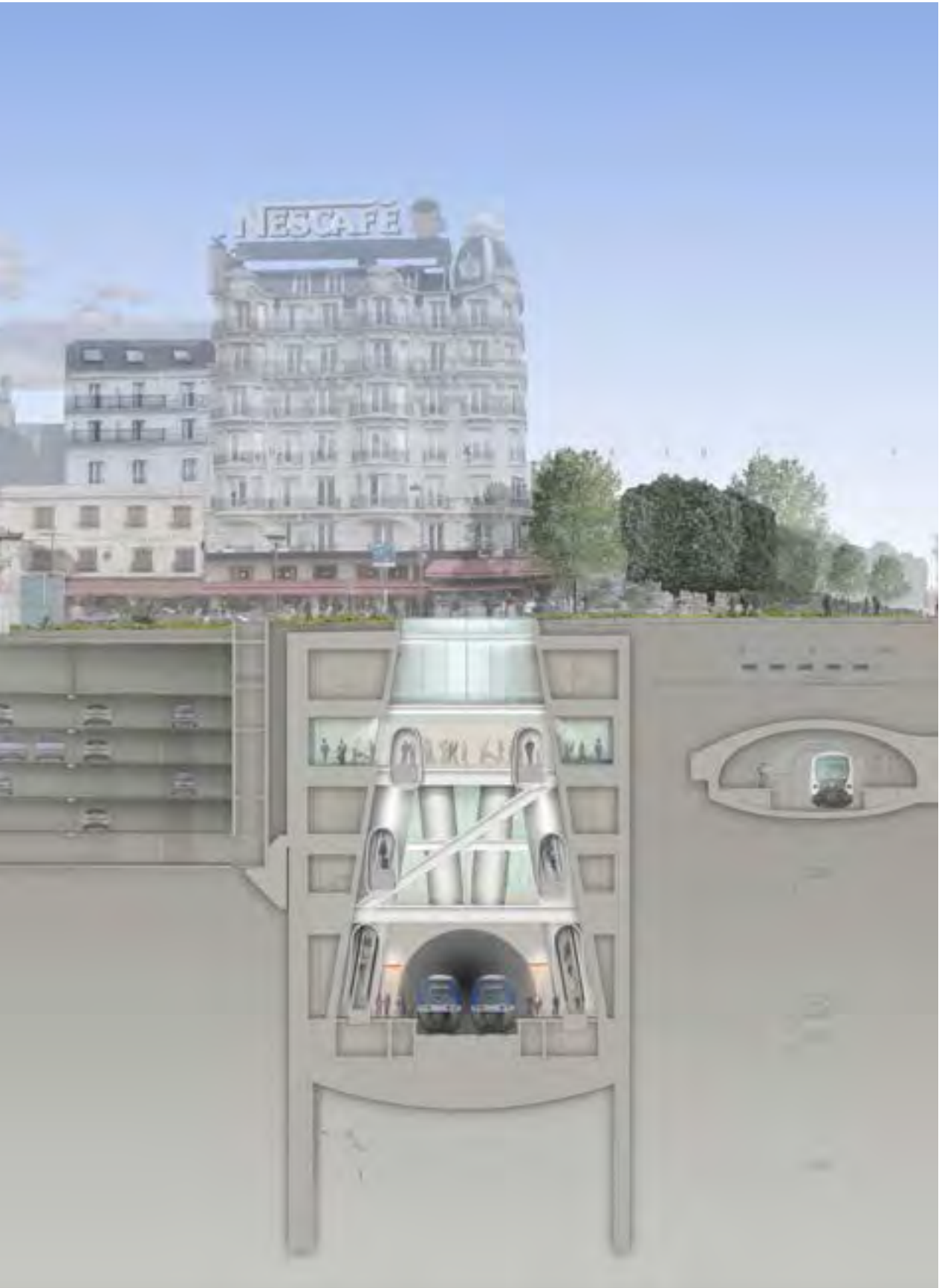
guided by light

PORTE MAILLOT STATION
ON RER LINE E (EOLE)



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 MANAGMENT
Consortium between Setec (delegate), Egis, Duthilleul practice and AREP (subcontractor)



PARIS, FRANCE, 2000

sharp geometry

BIBLIOTHÈQUE FRANÇOIS MITTERAND
RER C STATION

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.

PROGRAMME
Creation of a new station
CLIENT
SNCF G&C
PROJECT MANAGEMENT
SNCF Engineering Department,
SNCF G&C, AREP / Engineering
and design: SNCF Civil Engineering
Department, FPI (structure), OTH
(building services)





1.4

LOGISTICS 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 MANAGMENT
Consortium between TGCC (delegate) / JETALU (co-contractor); AREP Architectural and technical studies: Jean-Marie Duthilleul, Etienne Tricaud, Youssef Melehi architects)



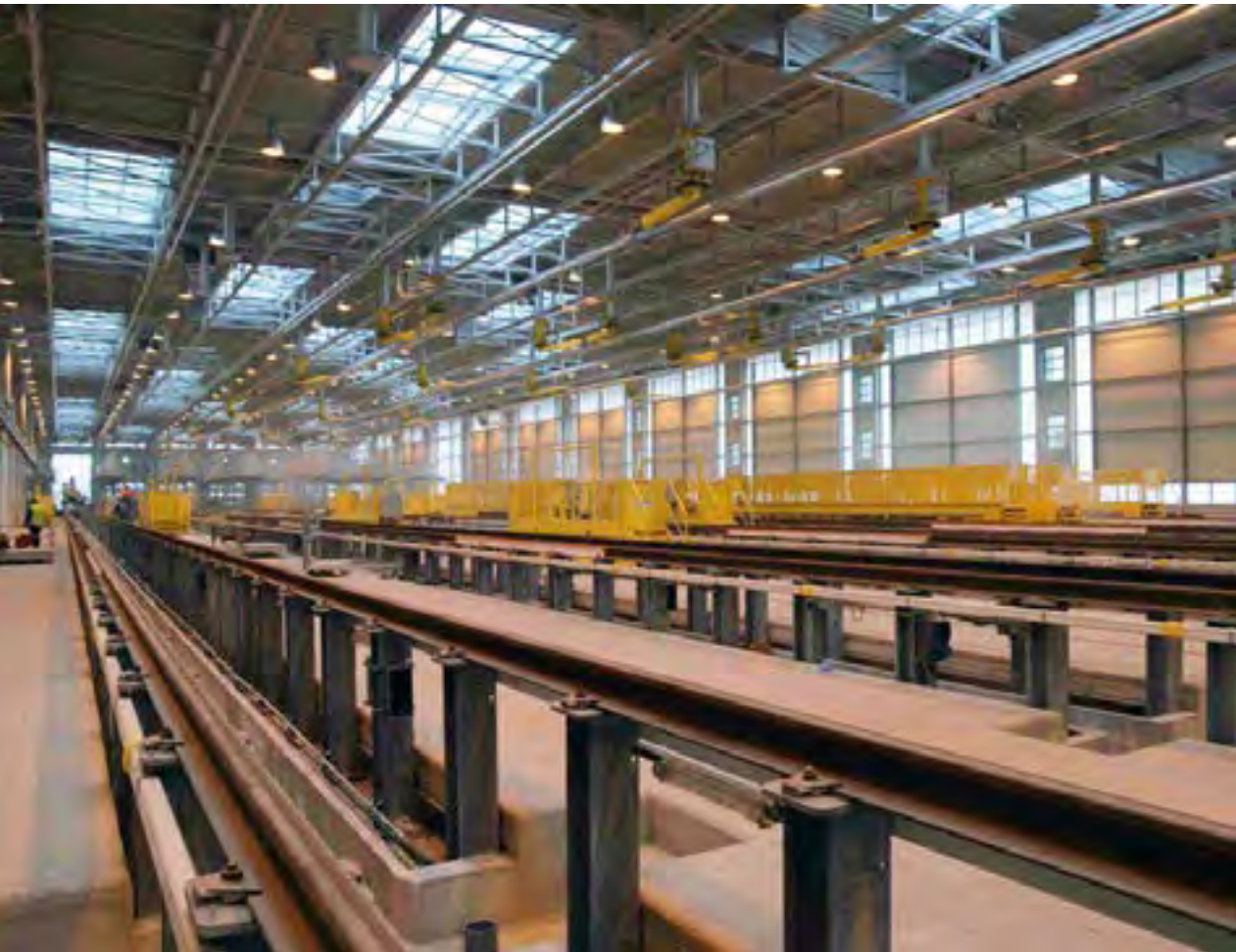
LYON, FRANCE, 2009

an eco-friendly maintenance depot

TGV TECHNICENTRE (TRAINCARE CENTRE)



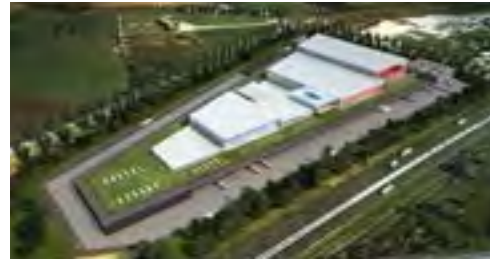
PROGRAMME
Construction of a traincare facility
CLIENT
SNCF (Equipment Division)
PROJECT MANAGMENT
SNCF, AREP



SAINT-QUENTIN-FALLAVIER, FRANCE, 2014

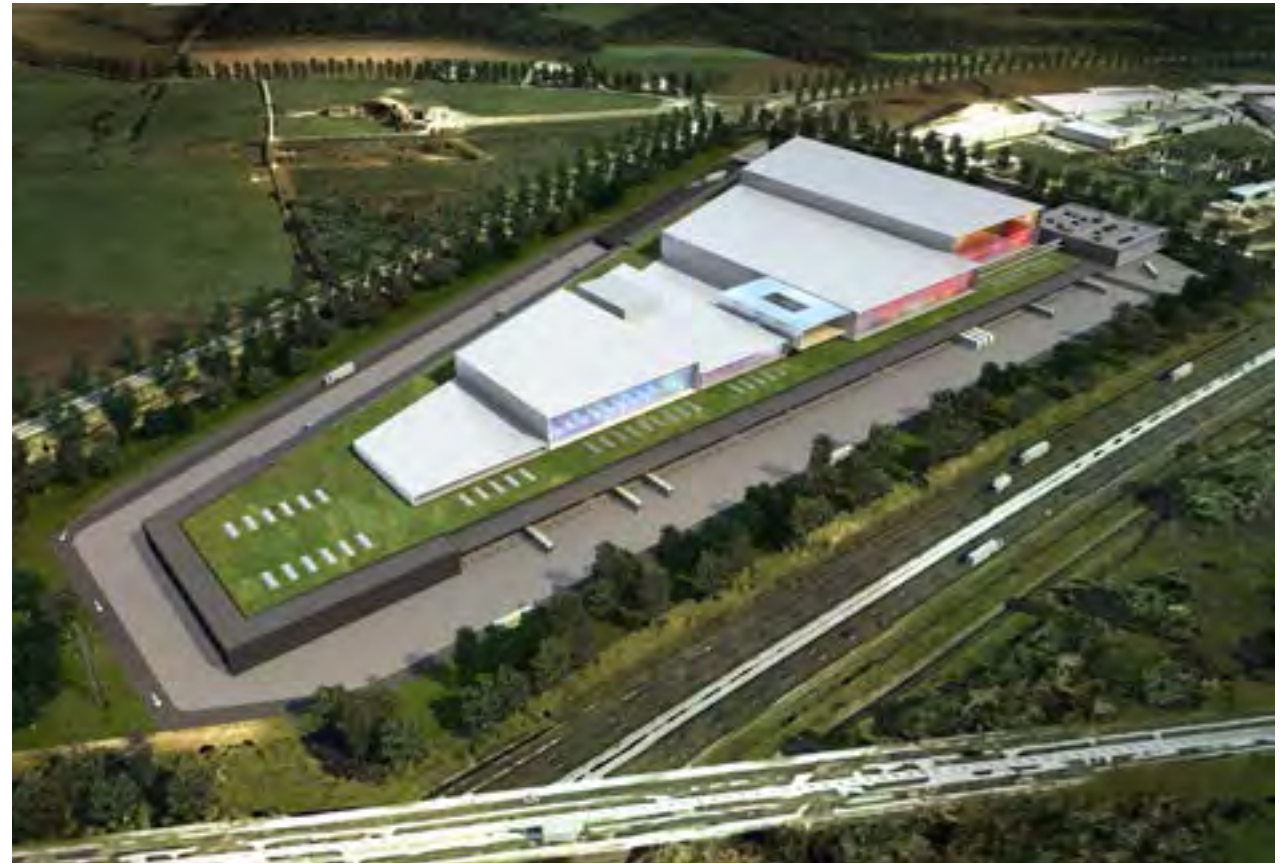
ground-breaking logistics

AUTOMATED FOOD LOGISTICS PLATFORM



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.

PROGRAMME
Food logistics platform, offices and staff premises
CLIENT
SARA (Rhône-Alpes development corporation), Mousquetaires Group
PROJECT MANAGEMENT
Agence Duthilleul, AREP
Engineering consulting firms:
Ingerop



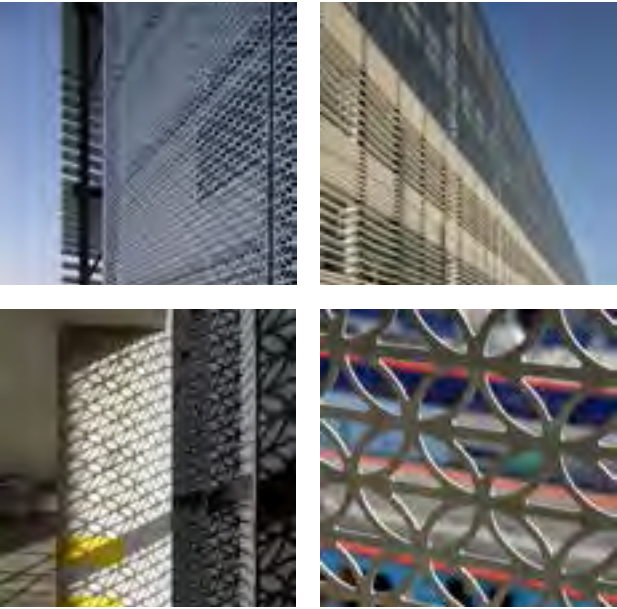
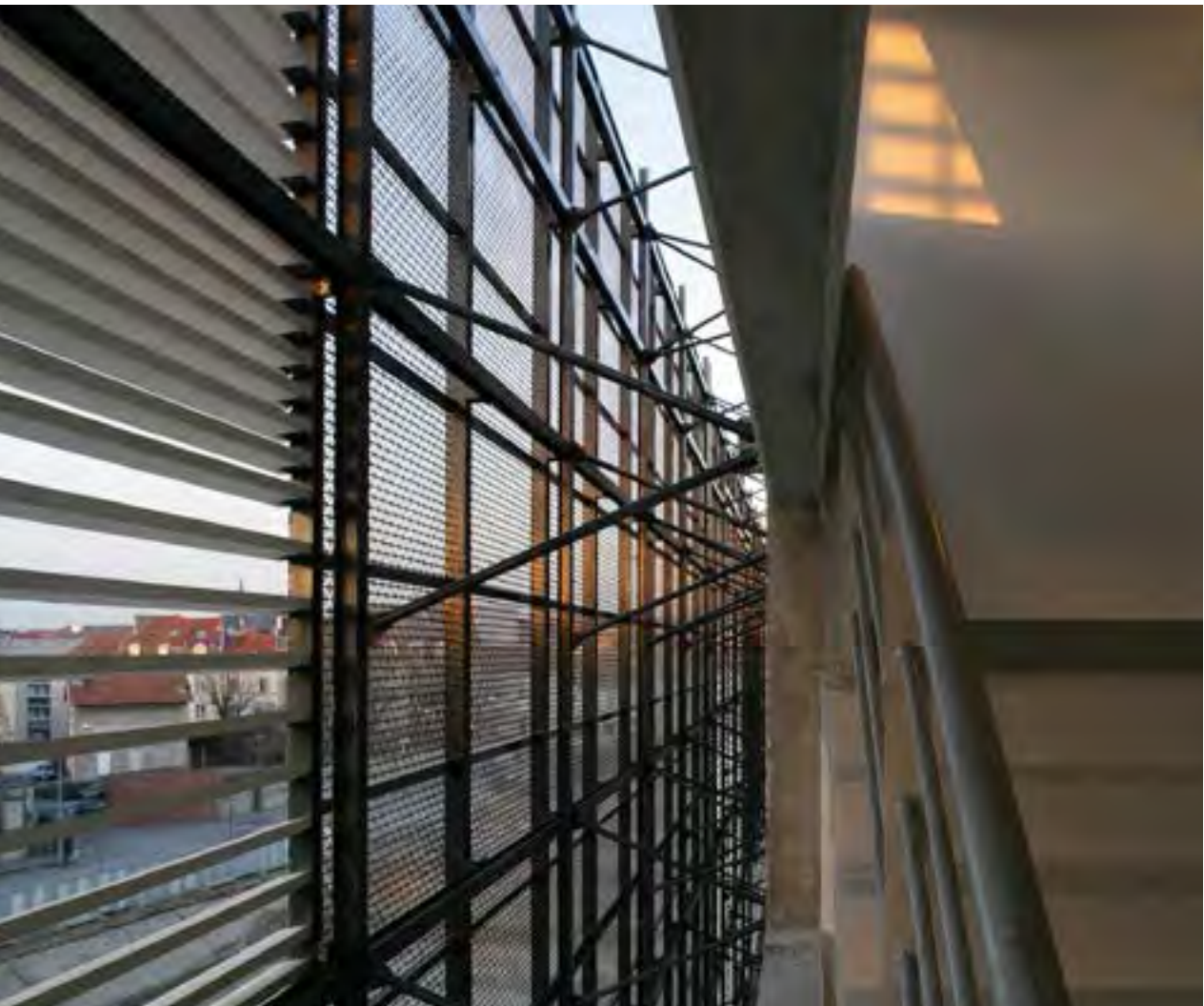
REIMS, FRANCE, 2007

a protective envelope

REIMS-CLAIRMARAIS CAR PARK FACILITY

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.

PROGRAMME
Construction of a car park facility
CLIENT
EFFIA
PROJECT MANAGMENT
AREP, BETEREM





1.5

FURNITURE
AND SIGNAGE

HOUDAN-ORGERUS, FRANCE, 2014

a comfortable shelter

SHELTERS

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 MANAGMENT
SNCF G&C DDGT, AREP



fostering a welcoming environment

NEW RAILWAY STATION SIGNAGE



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 MANAGEMENT
SNCF G&C, AREP





2

PLANNING
MOBILITY



2.1

LAND USE PLANNING

AL KHOBAR, SAUDI ARABIA, 2011 (STUDY)

a city by the water

HALF MOON BAY CITY

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.



PROGRAMME
Urban development
CLIENT
Al Khobar Council
PROJECT MANAGMENT
AREP in partnership with the Saudi group ABIAT and Artelia group companies (COTEBA, SOGREAH and DETENTE)



TIANJIN, CHINA, 2006 (STUDY)

the meshed archipelago

KNOWLEDGE ISLAND



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.

PROGRAMME
Urban development study
CLIENT
Tianjin Knowledge-Island
Investment Development Co Ltd,
Beijing World Trade & Bidding Co Ltd
STUDIES
AREP Ville



WUHAN, CHINA, 2014 (STUDY)

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



SKOLKOVO, RUSSIA, 2014 (ONGOING PROJECT)

a scientific cluster

INNOVATION CENTER

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.

PROGRAMME
Innovation, teaching and research centre
CLIENT
Skolkovo Foundation
PROJECT MANAGEMENT
AREP Michel Desvigne (landscaping) and Setec (engineering design)



RABAT, MOROCCO, 2014 (STUDY)

a sheltered city

BOUREGREG URBAN STUDY



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.

PROGRAMME
Guidelines for urban planning
CLIENT
CGI (Compagnie Générale Immobilière)
STUDIES
AREP



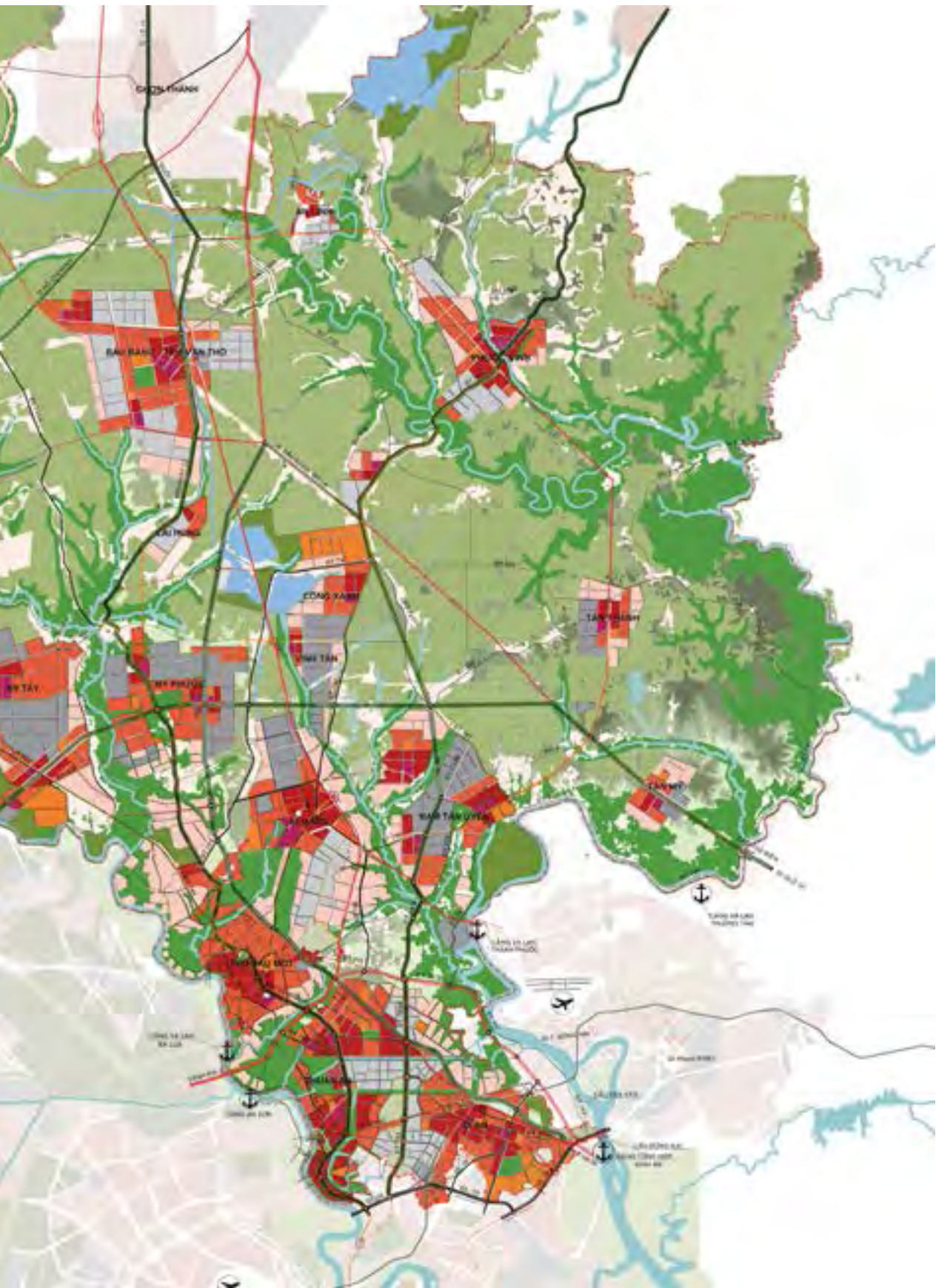
BINH DUONG, VIETNAM, 2010 (STUDY)

territorial planning

BINH DUONG PROVINCE

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.

PROGRAMME
Urban master plan
CLIENT
Binh Duong Department of Construction
PROJECT MANAGEMENT
AREP (delegate), Coteba, Sogreah, Socopai



CAO BANG PROVINCE, VIETNAM, 2013 (STUDY)

a structured territory

MASTER PLANNING

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.



PROGRAMME
Updating of the Cao Bang, Vietnam master plan
CLIENT
Cao Bang province
STUDIES
AREP Ville



VUNG TAU, VIETNAM, 2009 (WINNER)

an eco-city by the sea

GO GANG ISLAND



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.

PROGRAMME
Urban development plan
CLIENT
Ba Ria-Vung Tau Province, Vietnam
PROJECT MANAGEMENT
AREP





2.2

NEIGHBOURHOODS IN THE VICINITY OF STATIONS

CAIRO, EGYPT, 2009 (COMPETITION)

encouraging new urban mobility

RAMSES II SQUARE

AREP Ville and 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 MANAGMENT
AREP Ville in partnership with BECT Consulting firm (Bureau Egyptien de Conseil Technique) and André Peny (consultant)



AVIGNON, FRANCE, 2001

a well-balanced district

AVIGNON-COURTINE PROMONTORY



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).

PROGRAMME
Schéma de cohérence (a long-term urban planning document)
CLIENT
Grand Avignon conurbation, SNCF
PROJECT MANAGMENT
AREP, Safia Amarouche,
Michel Desvigne (landscape planner)



NANCY, FRANCE, 2014 (ONGOING PROJECT)

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.

PROGRAMME
Redevelopment of the district in the surroundings of the TGV station
CLIENT
SOLOREM (Urban Development Corporation of Nancy)
PROJECT MANAGMENT
AREP Ville, Michel Desvigne (landscaping), SEFIBA



REIMS, FRANCE, 2014 (ONGOING PROJECT)

a development hub

BEZANNES SPECIAL PLANNING DISTRICT (ZAC)

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.



PROGRAMME
Development of the area around
the TGV station
CLIENT
Reims métropole (local authorities
of the city of Reims)
PROJECT MANAGEMENT
AREP Ville





2.3

PUBLIC TRANSPORT NETWORKS

AULNAY-BONDY, FRANCE, 2000 (STUDY)

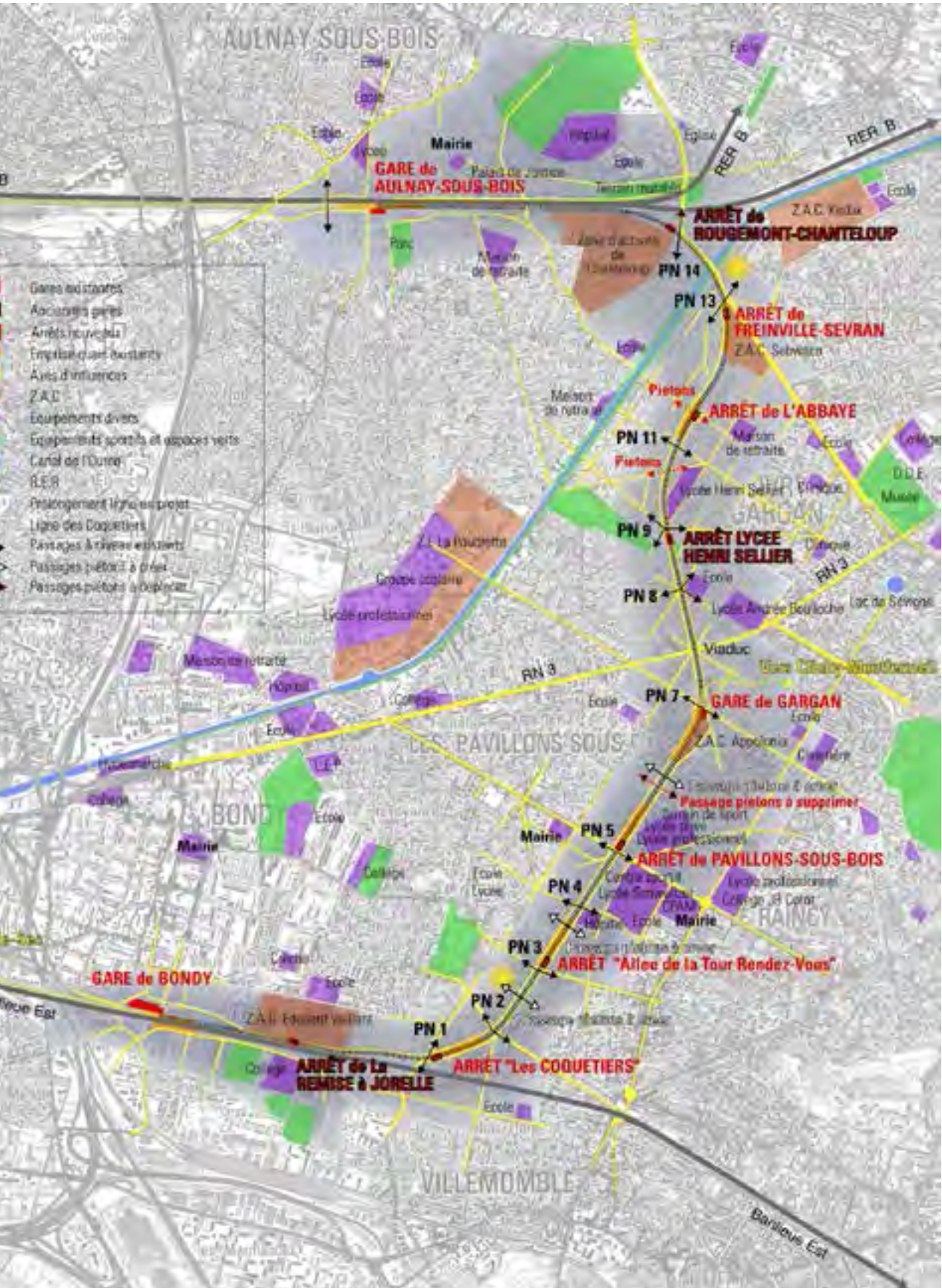
an urban event

TRAM-TRAIN

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.



PROGRAMME
New tram-train line
CLIENT
RFF, SNCF
PROJECT MANAGEMENT
AREP Ville



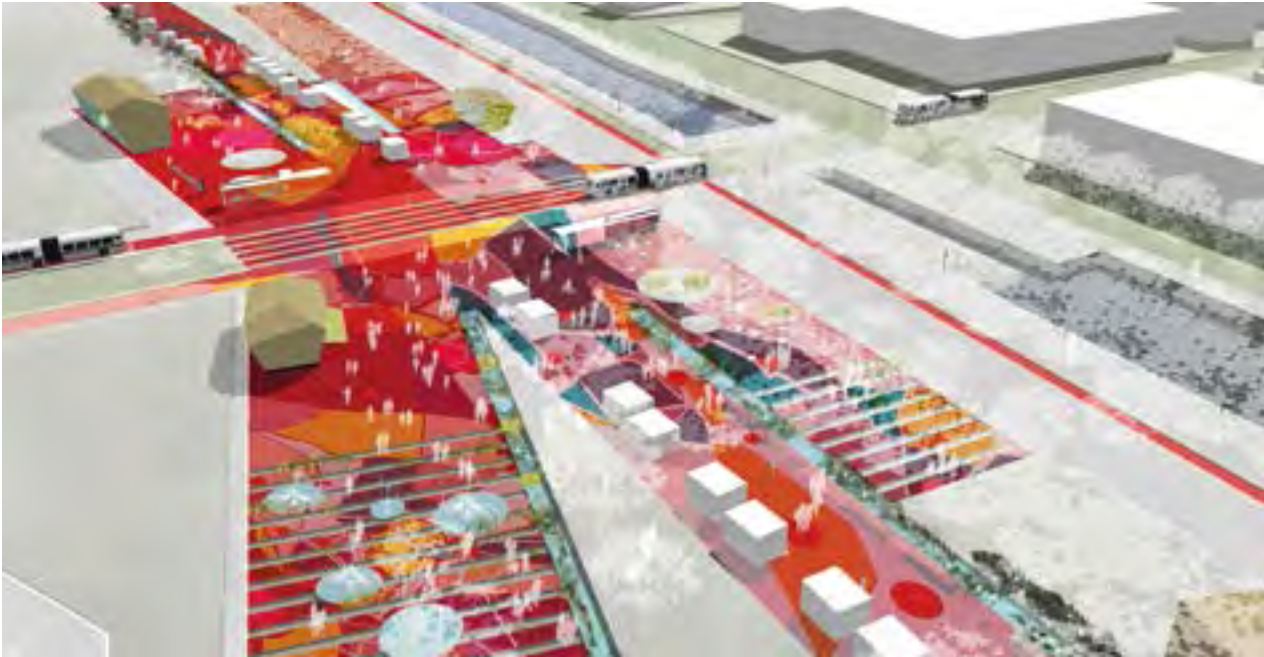
LILLE, FRANCE, 2011 (STUDY)

a better living together

URBAN TRANSPORT DEVELOPMENT

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



NICE, FRANCE, 2013

an alternative transport offer

TRAMLINE 1 EXTENSION



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.

PROGRAMME
Urban development

CLIENT
Nice and Côte d'Azur conurbation committee

PROJECT MANAGMENT
Consortium between Systra and AREP Ville







2.4

PUBLIC SPACES

CLICHY/MONTFERMEIL, FRANCE, 2013

a new urban space

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.

PROGRAMME
District development
CLIENT
AFTRP
PROJECT MANAGMENT
AREP Ville (road and services infrastructure) in partnership with
Villes & Paysages (landscaping)



BESANÇON, FRANCE, 2014

a new metropolitan hub

STATION FORECOURT

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.

PROGRAMME
Redevelopment of the Besançon-Viotte multimodal transport hub

CLIENT
SNCF G&C

PROJECT MANAGMENT
SNCF G&C, AREP



PARIS, FRANCE, 2000-2003

a refined space

AVENUE JEAN-JAURÈS



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.

PROGRAMME
Redevelopment of an avenue in Paris
CLIENT
City of Paris
PROJECT MANAGMENT
AREP Ville, Latitude Nord
(landscaping)



PARIS, FRANCE, 2014

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.



PROGRAMME
Redevelopment of the forecourt
CLIENT
City of Paris, SNCF G&C
PROJECT MANAGEMENT
AREP Ville (from preliminary studies to handover to client)



PARIS, FRANCE, 2014

a mainly pedestrian-only area

COUR SEINE, PARIS-AUSTERLITZ REDEVELOPMENT



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.

PROGRAMME
Development of the station forecourt
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C, AREP



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.

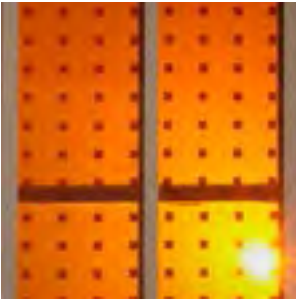
PROGRAMME
Urban, architectural and landscape transformation
CLIENT
National Museum of Natural History, EPAURIF
PROJECT MANAGMENT
AREP, Agence Duthilleul, Attitudes urbaines, Michel Desvigne



PERPIGNAN, FRANCE, 2012

stepping into Dali's world

RAILWAY STATION AND FORECOURT



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.

PROGRAMME
Redevelop the station and its forecourt
CLIENT
SNCF G&C
PROJECT MANAGMENT
SNCF G&C / AREP



REIMS, FRANCE, 2011

linking spaces

ESPLANADE ALFRED NOBEL

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 MANAGMENT
Esplanade: AREP Ville and Michel Desvigne (landscaping)



THIONVILLE, FRANCE, 2011

regaining a part of the urban territory

STATION SQUARE



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



VERSAILLES, FRANCE, 2014

in the steps of Le Nôtre

ÉTANGS GOBERT PASSAGEWAY



PROGRAMME
Construction of a road through the étangs Gobert and landscaping of a garden
CLIENT
Ville de Versailles
PROJECT MANAGMENT
Agence Duthilleul, AREP, Egis, Michel Desvigne (landscape architect)





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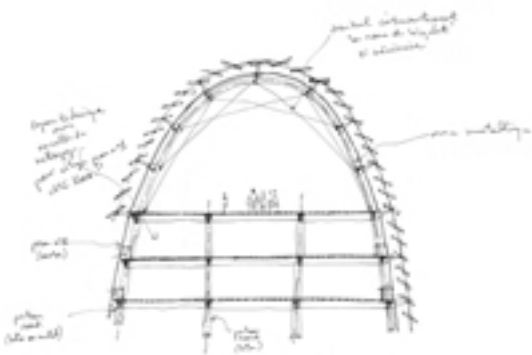
MULTIPURPOSE
SITES

BEIJING, CHINA, 2006

a contemporary gate

XIZHIMEN BUSINESS DISTRICT

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.



PROGRAMME
Design and construction of three high-rise office buildings
CLIENT
City of Beijing, Chinese Ministry of Railways, Beijing Huarong investment Co.Ltd
PROJECT MANAGMENT
AREP, ADIMC (Cui Kai, architect)





SHENZHEN, CHINA, 2020 (DELIVERY)

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.

PROGRAMME
District redevelopment project
CLIENT
Shenzhen Metro
PROJECT MANAGMENT
AREP, AUBE, ECADI



LE BOURGET, FRANCE, 2010 (STUDY)

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 accomodation.

PROGRAMME
Urban development study
CLIENT
Bourget Airport area conurbation committee
CONSULTED TEAMS
AREP (transport and mobility planning), Christian de Portzamparc (general planning), Roland Castro (in-depth studies regarding areas of the project)



MOSCOW, RUSSIA, 2014 (STUDY)

an identifiable transport hub

MOSCOW TECHNOPARK



Located on the south of “Greater Moscow”, the project com-prises 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.

PROGRAMME
District redevelopment project
CLIENT
Mosinjproekt
PROJECT MANAGMENT
Setec Engineering Moscow, AREP





4

CITY
ELEMENTS



P11883



4.1

CULTURAL, SPORTS AND HOSPITAL FACILITIES

CHENGDU, CHINA, 2013 (WINNER)

reflecting the space when words fail

MUSEUM OF PHOTOGRAPHY

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 MANAGMENT
AREP



HANGZHOU, CHINA, 2009 (WINNER)

sport at all levels

SPORTS TOWER OF THE OLYMPIC SPORT EXPO CENTER

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 com-manding panoramic views over the new district.



PROGRAMME
Multisports training centre
CLIENT
Hangzhou Olympic and
International Expo Center
Construction Investment Co. Ltd
PROJECT MANAGEMENT
AREP, HZDI (Hangzhou Design
Institute) in partnership with
MaP3, Terao, AREP Flux, AREP
développement durable, Tsinghua
Environment

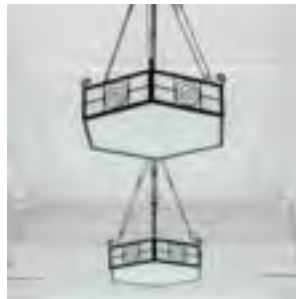


BEIJING, CHINA, 2014

restoring the building to its former use

DA SHI LAN QUANGYECANG ACTIVITY CENTRE

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 7,000sqm of exhibition surfaces, shops and restaurants, including a tea room and a multi-purpose hall.



PROGRAMME
Restoration of a heritage building
CLIENT
Beijing Dashilan Yongxing Real Estate Co., Ltd.
PROJECT MANAGMENT
AREP



BEIJING, CHINA, 2006

a contemporary palace

HISTORY MUSEUM OF BEIJING

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.



PROGRAMME

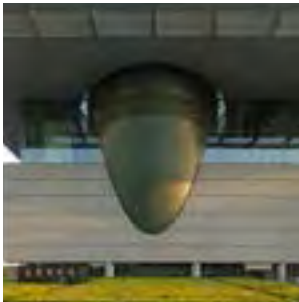
Design of a new museum

CLIENT

City of Beijing

PROJECT MANAGMENT

AREP Ville, Beijing Institute of
Architectural Design (Cui Kai,
architect)



PARIS, FRANCE, 2012

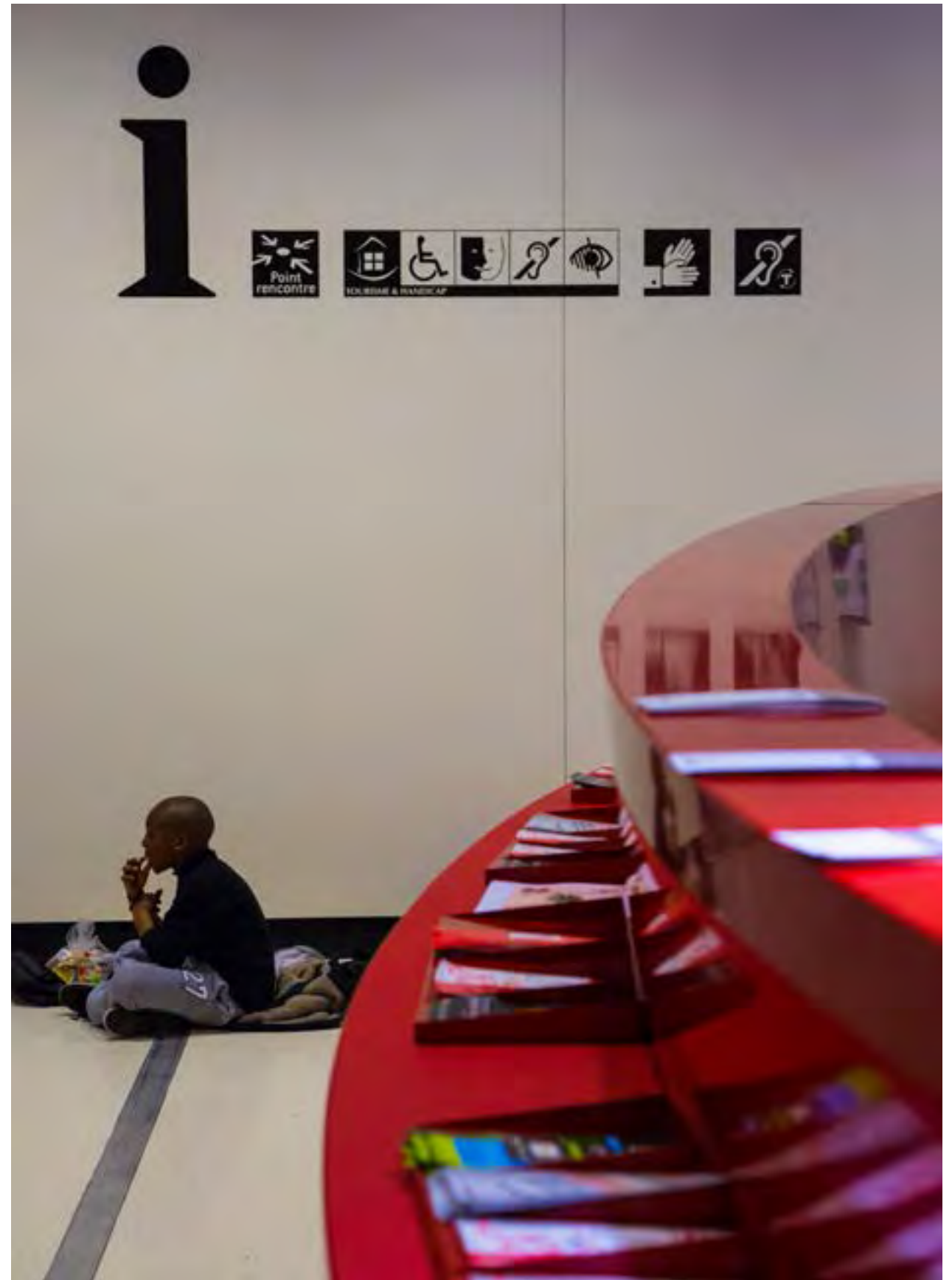
upgrading reception conditions

CITÉ DES SCIENCES ET DE L'INDUSTRIE



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.

PROGRAMME
Redesign of the Cité des Sciences
et de l'Industrie
CLIENT
Cité des Sciences et de l'Industrie
PROJECT MANAGEMENT
AREP



ORANGE, FRANCE, 2006

protecting heritage

ROMAN THEATRE

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.

PROGRAMME
Restoration of a heritage theatre
CLIENT
City of Orange
PROJECT MANAGEMENT
Didier Repellin (ACMH: architects specialising in the restoration of heritage buildings), assisted by AREP





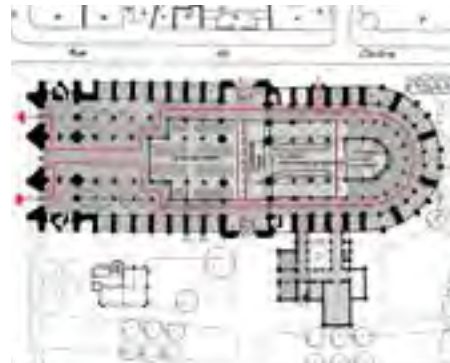
4.2

PLACES OF
WORSHIP

PARIS, FRANCE, 2004

restoring to the former volume

NOTRE DAME DE PARIS CATHEDRAL



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.

PROGRAMME
Refurbishment of the choir
CLIENT
CNotre-Dame de Paris Cathedral
PROJECT MANAGEMENT
Jean-Marie Duthilleul, AREP,
Benoît Ferré (architect), Compagnie
Européenne d'Architecture



PARIS, FRANCE, 2005

in between the garden and the city

SAINT-FRANÇOIS DE MOLITOR CHURCH

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.



PROGRAMME
Design of a new church
CLIENT
Paris's diocesan community
PROJECT MANAGMENT
CCorinne Callies and
Jean-Marie Duthilleul (architects);
Michel Desvigne (landscape architect)







4.3

WORK SPACES

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)



SHANGHAI, CHINA, 2008

refined and protective

DATA PROCESSING CENTRE
OF THE AGRICULTURAL BANK OF CHINA

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 accomodation 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.



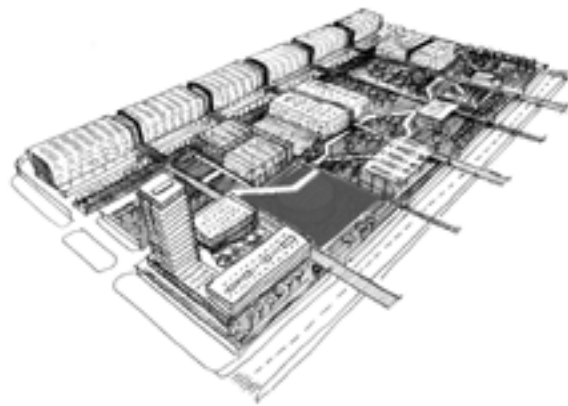
PROGRAMME
Création d'un bâtiment tertiaire
CLIENT
Shanghai Longhand Processing Centre
PROJECT MANAGMENT
AREP Michel Desvigne (paysagiste), SMAD



SHANGHAI, CHINA, 2010

combining style and substance

TECHNOLOGICAL HUB FOR THE DERIVATIVES
DEVELOPMENT AND DATA PROCESSING CENTER
(DDPC)



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.

PROGRAMME
Creation of a technological hub
CLIENT
Shanghai Futures Exchange
PROJECT MANAGEMENT
AREP Ville and S. d'Ascia
(architect), Shanghai Mode
Architectural Design





SHANGHAI, CHINE, 2010

a "tech" village

SHANGHAI BANK AND DATA PROCESSING CENTRE
(SBDPC)



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.

PROGRAMME
Design and construction of a financial
CLIENT
Shanghai Bank Co. Ltd
PROJECT MANAGEMENT
AREP and S. d'Ascia (architect),
ECADI



HO CHI MINH, VIETNAM, 2006

a landmark tower

FINANCIAL TOWER

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.

PROGRAMME
Tower housing offices, shops,
restaurants, parking
CLIENT
BITEXCOLAND
PROJECT MANAGEMENT
AREP Ville, Carlos Zapata Studio
Engineering Consulting Firms
LERA, DSA, ID Associés, VNCC,
Barker+Mohandas, Arcora,
Meinhardt



PARIS, FRANCE, 2012

adapting space to uses

ÎLOT PANHARD

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 reflexion on sustainable development and workspace design.



PROGRAMME
Redevelopment and extension of an industrial heritage building

CLIENT
Société nationale immobilière, EMERIGE

PROJECT MANAGMENT
AREP (Jean-Marie Duthilleul, Etienne Tricaud, architects), Benoît Ferré and Serge Caillaud (Phase 1 and works management)
Engineering and design: AREP, SNC Lavallin, Auris





SAINT-DENIS, FRANCE, 2013

life at work

SNCF HEAD OFFICE



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.

PROGRAMME
Design of SNCF 's new head office
CLIENT
SNCF
PROJECT MANAGMENT
AREP, Forma







4.4

SERVICES AND RETAIL FACILITIES

HANGZHOU, CHINA, 2014 (PHASE 1)

a functional and multipurpose space

LONGXIANG SHOPPING CENTRE

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 projet serving several functions and bringing together public transport, offices, cultural and leisure facilities and retail outlets.

PROGRAMME
Multi-purpose programme
CLIENT
Hangzhou Lakefront Development
PROJECT MANAGMENT
AREP E. Tricaud, Hzadi Co. Ltd,
Hangzhou Architectural Design
Institut



BEIJING, CHINA, 2013 (PHASE 1)

bringing together tradition and modernity

DASHILAN DISTRICT



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 orga-nised 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 MANAGMENT

AREP Ville. Local partner: BIAD for the rollout phases

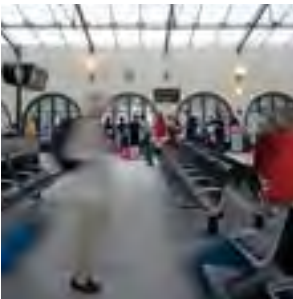


PARIS, FRANCE, 2004

shopping your way through to the train

PARIS-NORD RAILWAY STATION,
EUROSTAR WAITING AREA

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.



PROGRAMME
Extension and refurbishment
of the Eurostar terminal
CLIENT
SNCF G&C
PROJECT MANAGEMENT
SNCF G&C, AREP



PARIS, FRANCE, 2008

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



PARIS, FRANCE, 2013

shopping on the way to the train

PARIS SAINT-LAZARE RAILWAY STATION
RETAIL AREA

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.



PROGRAMME
Redevelopment of the original building
CLIENT
SNCF G&C, Spie Batignolles
(developer and constructor),
SOAVAL
PROJECT MANAGEMENT
SNCF G&C, AREP, DGLA



PARIS, FRANCE, 2014

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

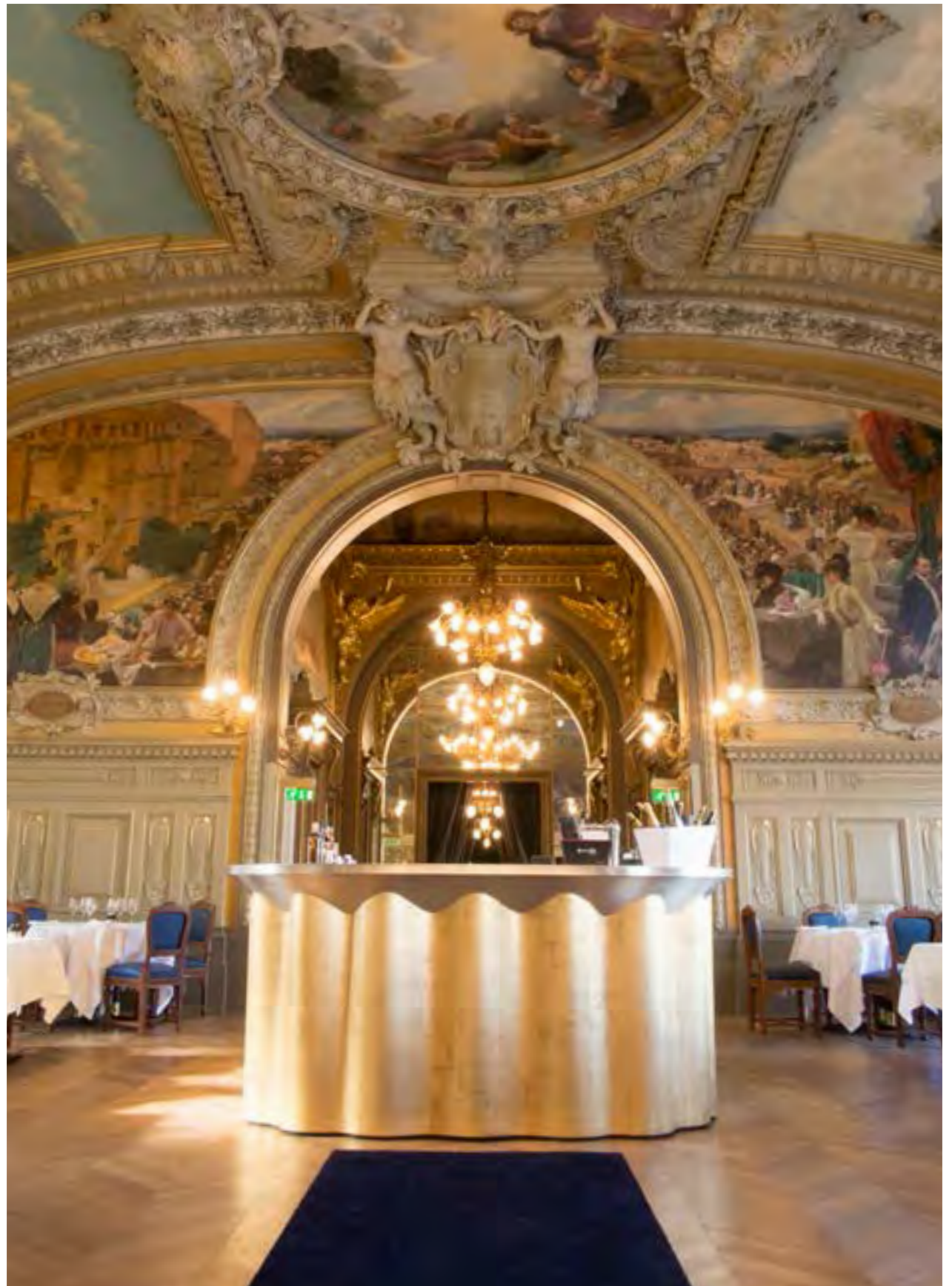
Renovation of a heritage building

CLIENT

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

PROJECT MANAGEMENT

Agence Duthilleul (delegate), AREP, 2BDM, Eurogip





AGEN, FRANCE, 2013

laid out around the core of a block

GREENCENTER®

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.

PROGRAMME
Retail park
CLIENT
Frey real estate company
PROJECT MANAGEMENT
AREP, EREME Architecture



SALAISE-SUR-SANNE, FRANCE, 2012

structuring space through pedestrian walkways

GREENCENTER®

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.



PROGRAMME
Retail Park
CLIENT
FREY Real Estate Compagny
PROJECT MANAGMENT
AREP, ATEBAT



SECLIN, FRANCE, 2012

a puzzling facade

GREENCENTER®

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 HEQ (High Environmental Quality) which involves rainwater management, low energy consumption and waste sorting.

PROGRAMME
Retail Park
CLIENT
FREY Real Estate Compagny
PROJECT MANAGMENT
AREP



TROYES, FRANCE, 2014

extending the commercial fabric

TRADES HALL BLOCK



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 Compagny, AREP



MARSEILLE, FRANCE, 2007

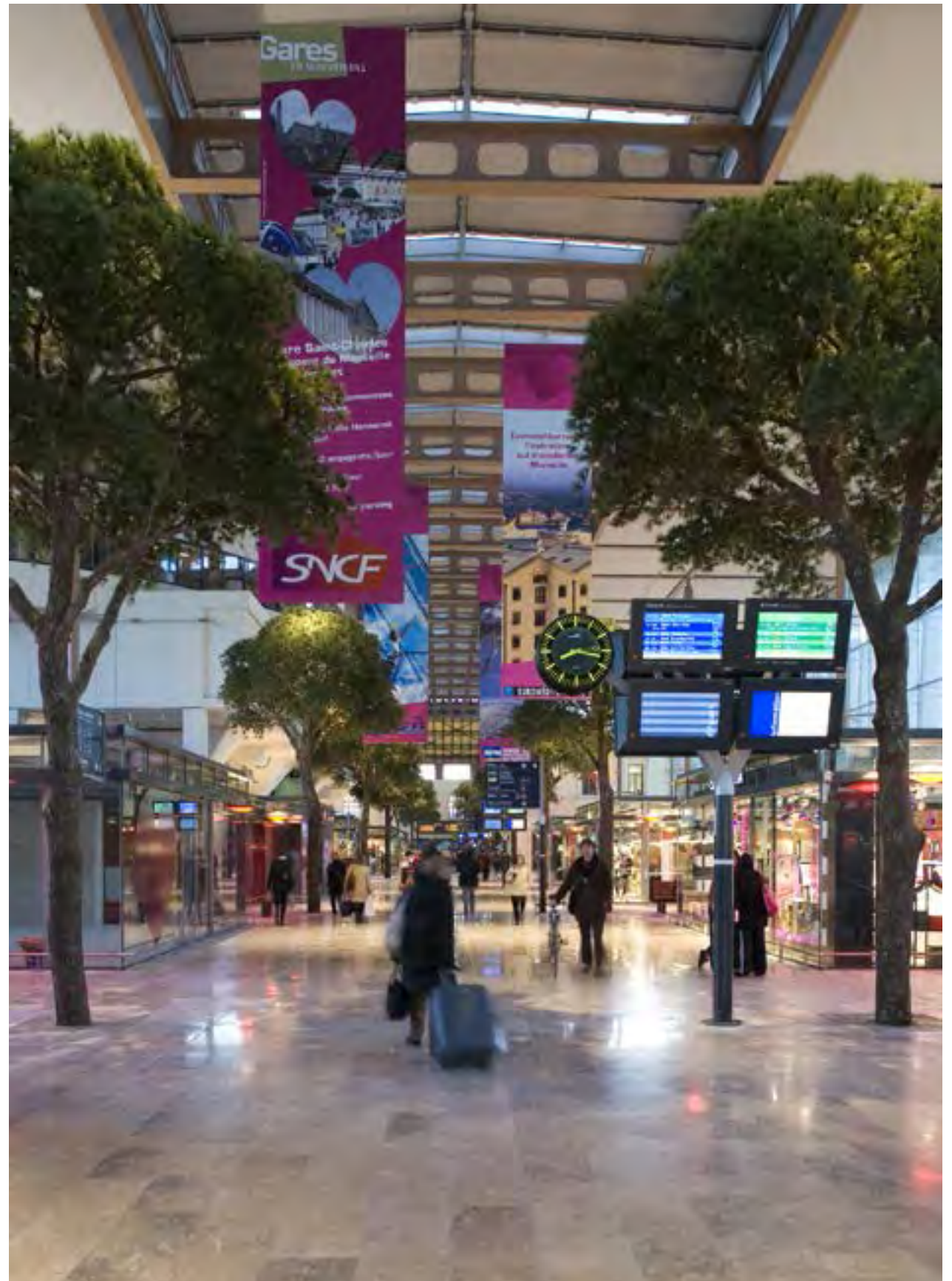
retail facilities laid out around a central alley

SAINT-CHARLES RAILWAY STATION
RETAIL AREA

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 MANAGMENT
Hadi Simaan and AREP Ville /
Engineering and design: Besix-
Midmac



SISHUAN, CHINE, 2009 (PERMIT)

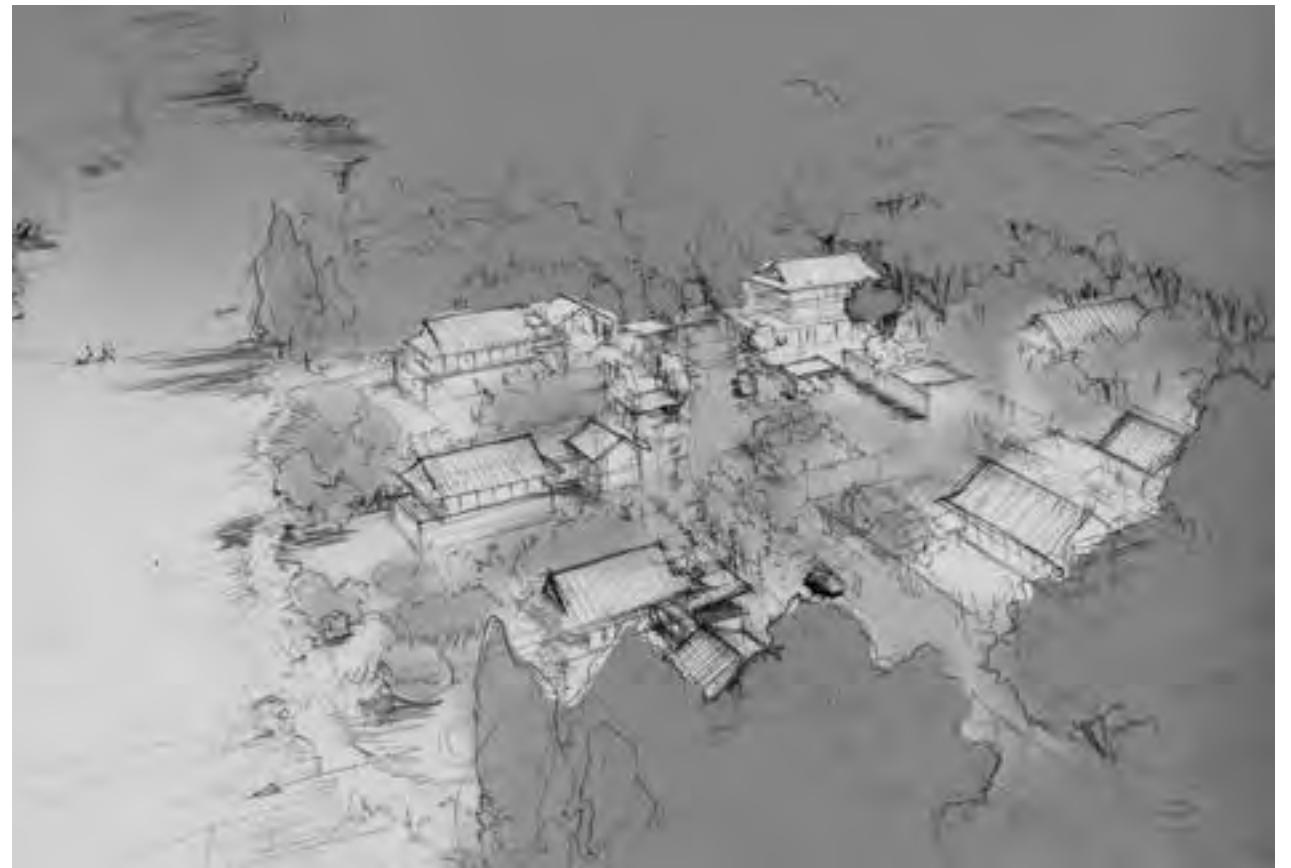
rooms with a view

QING CHENG SHAN VILLAS

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.



PROGRAMME
Design and construction of villas
CLIENT
Private client
PROJECT MANAGMENT
AREP



DANANG, VIETNAM, 2009 (STUDY)

an outstanding village

BA NA RESORT

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
Urban development study
CLIENT
Ba Na Service Cable Car Joint
Stock Compagny
STUDIES
AREP



NHA TRANG, VIETNAM, 2012 (CONCOURS)

a space of well-being

NHA TRANG RESORT

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.



PROGRAMME
Design and construction of a
seaside resort
CLIENT
State Development (Russia)
PROJECT MANAGMENT
AREP



AUXERRE, FRANCE, 2011

a new housing development

LE CLOS DES VIGNES

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. Ferré



REIMS-BEZANNES, FRANCE, 2011

a portal to the future neighbourhood

B&B HOTEL



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
Project management
CLIENT
Esplanade: Reims Metropolitan Area
Hotel: Invest Hotel
PROJECT MANAGMENT
Esplanade: AREP Ville and Michel Desvigne (landscaping)
Hotel: AREP Architecture and AREP



SANARY-SUR-MER, FRANCE, 2011

resting on the patio

REST HOME

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 MANAGMENT
SNCF G&C / AREP / EGIS France
(technical work) / Nils Chatoney
(roads and utility services specialist)



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