

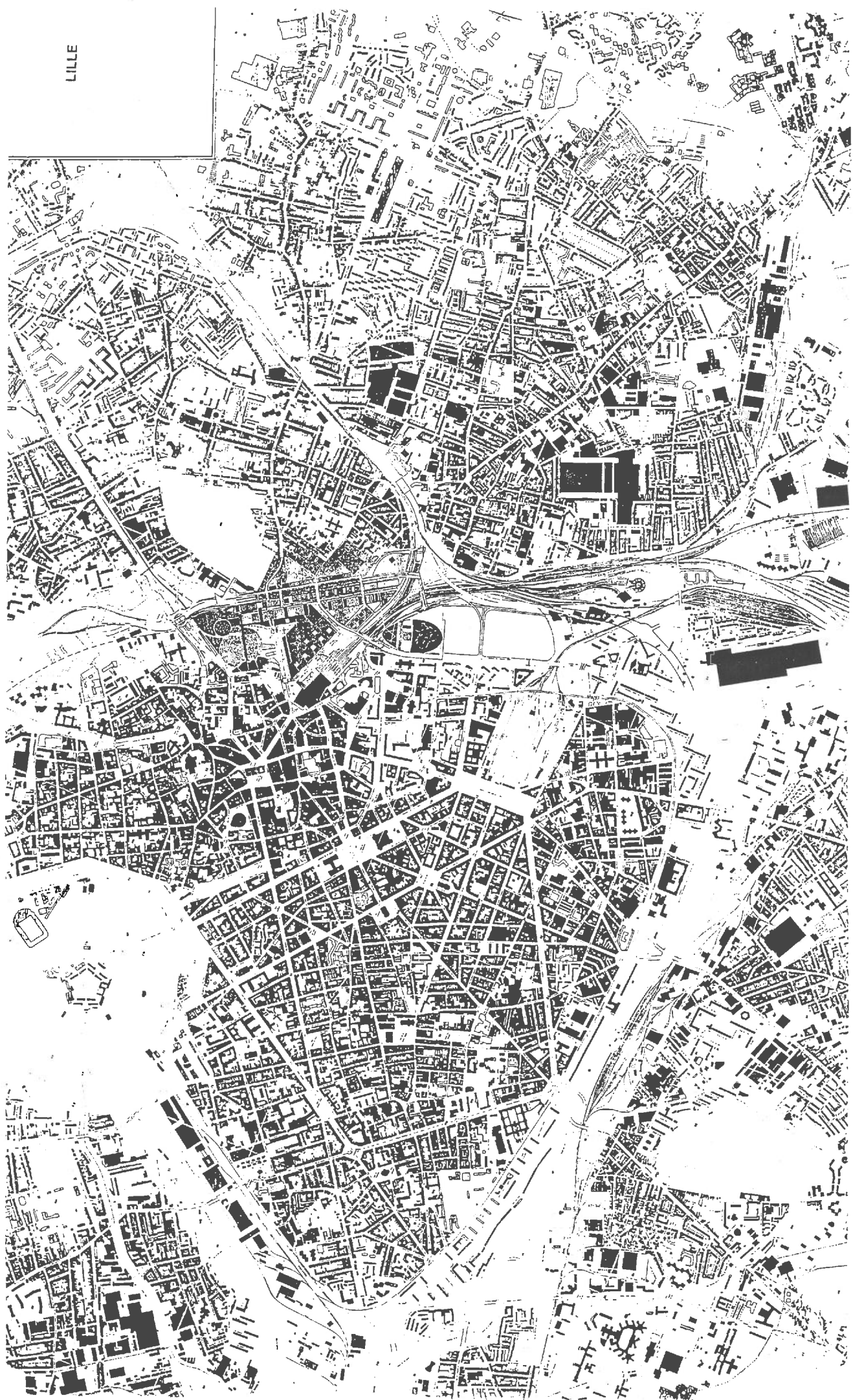
zaterdag 15 oktober 1994

excursie euralille



GENOOTSCHAP ARCHITECTURA AMICITIA
A ET A

LILLE



ONDRES

Amsterdam

LA HAYE

Rotterdam

Anvers

Gand

BRUXELLES

Dunkerque

Calais

LILLE

Liège

Arras

Charleroi

Valenciennes

Amiens

Luxembourg

Roissy

Reims

Metz

PARIS

Marne-La-Vallée

Nancy

Massy

Sud/Ouest

Sud/Est

European links

HOW LILLE BECAME A KEY POINT IN THE NORTHERN-EUROPEAN TGV NETWORK

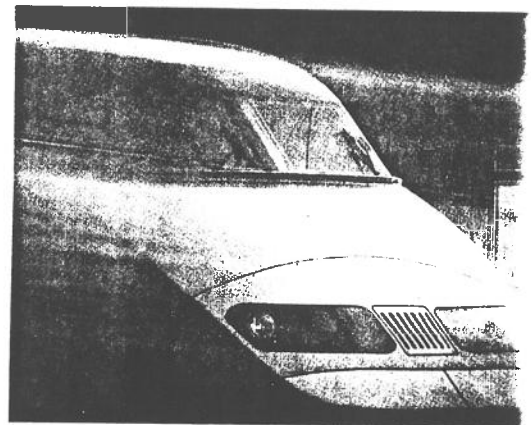
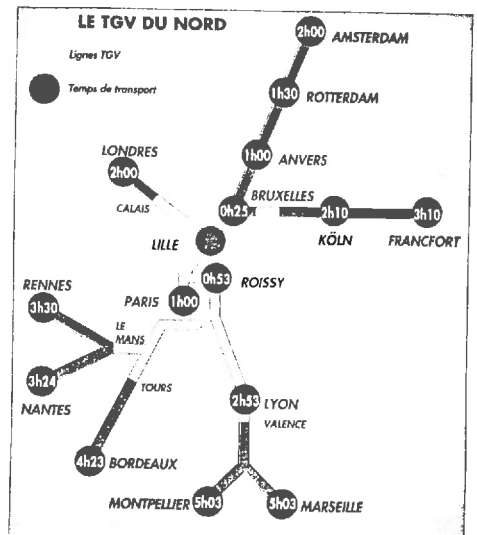
In January 1986, in Lille Town Hall, Margaret Thatcher and François Mitterrand announced the official agreement between France and Great Britain for the construction of the Channel Tunnel. In October 1987, by way of an extension to this decision, the transport ministers of France, Belgium, Germany and Holland agreed to the construction of the northern European TGV network.

The initial route planned for the TGV bypassed Lille to the west; this would have meant building a new station out of town. The concerted actions of all the regional economic and political forces, under the leadership of Pierre Mauroy, former Prime Minister and Mayor of Lille, finally brought about the building of this station in Lille.

This decision was facilitated by the fact that Lille had a land area of some 120 hectares either already free (70 hectares) or readily obtainable (50 hectares) in the immediate vicinity of the station and the city centre. An area such as this would be a suitable site for the new TGV station, together with the infrastructures and developments naturally implied in a communications interchange of this kind. The land, corresponding to the city's old fortifications, had formerly been under military control, and could not therefore be developed.

In other respects, the size of the Lille urban area justified the construction of a new station in close proximity to the city centre. The Lille metropolitan area now accounts for 1.1 million inhabitants on the French side to which may be added 500,000 inhabitants of neighbouring Belgian communities, now associated with the Lille Urban Community to form a border-spanning Euro-metropolis.

By 1995 some 30 million passengers per year will pass through Lille's two stations. The current station, Lille-Flandres, which deals with regional express transport, inter-regional lines and the Paris-Lille TGV line is already the busiest in France after the Parisian stations, with an annual traffic of 15 million passengers.



The high-speed "TGV" train, which puts the Lille metropolitan area less than two hours away from the principal European capitals, and is one of the main origins of the Euralille urban development project.

A RUHR

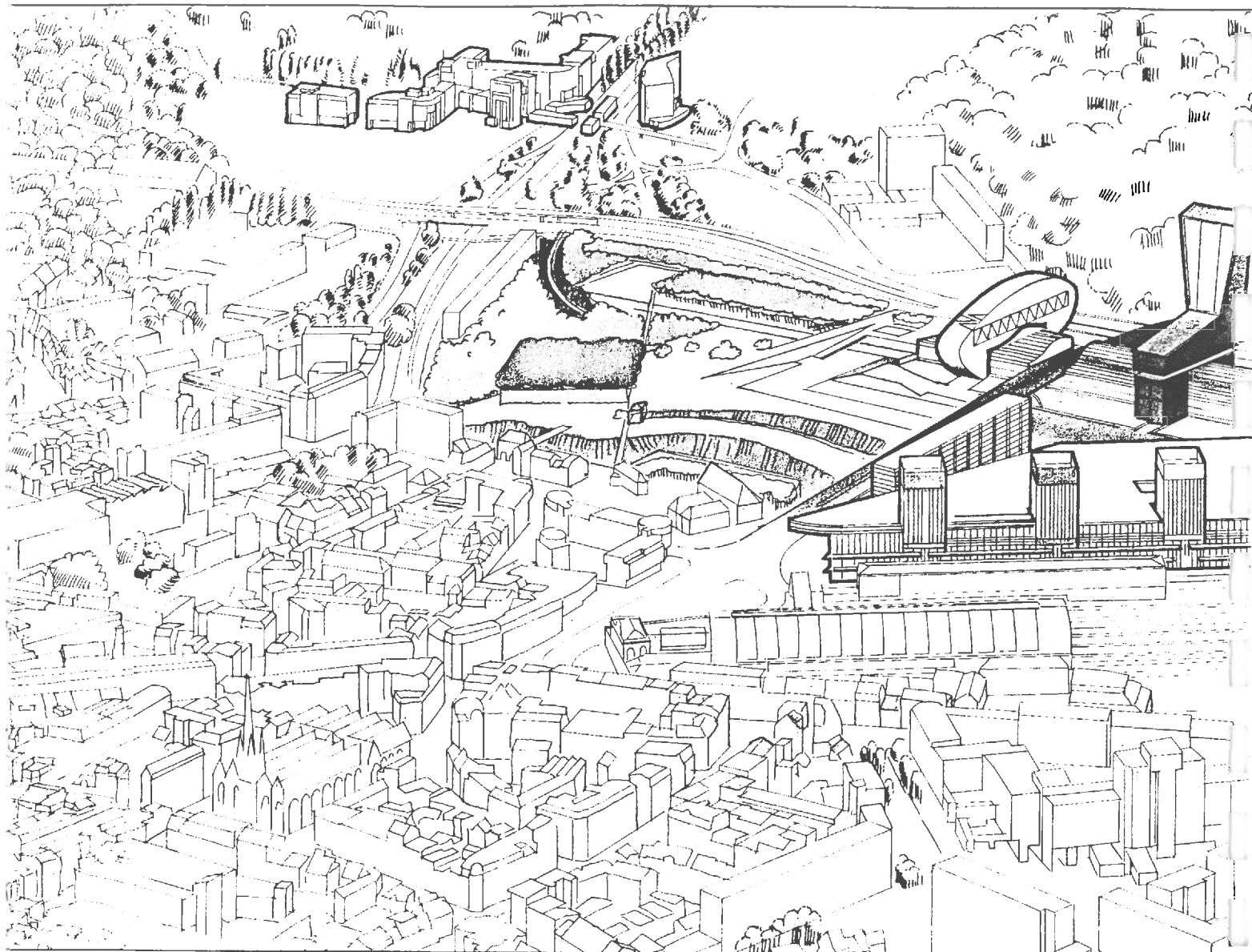
FRANCFORT

Mannheim

asbourg

Réseau routier
TGV

■ ■ ■ ■ Futures lignes TGV



EURALILLE, A MAJOR PROJECT, A RENDEZ-VOUS WITH HISTORY

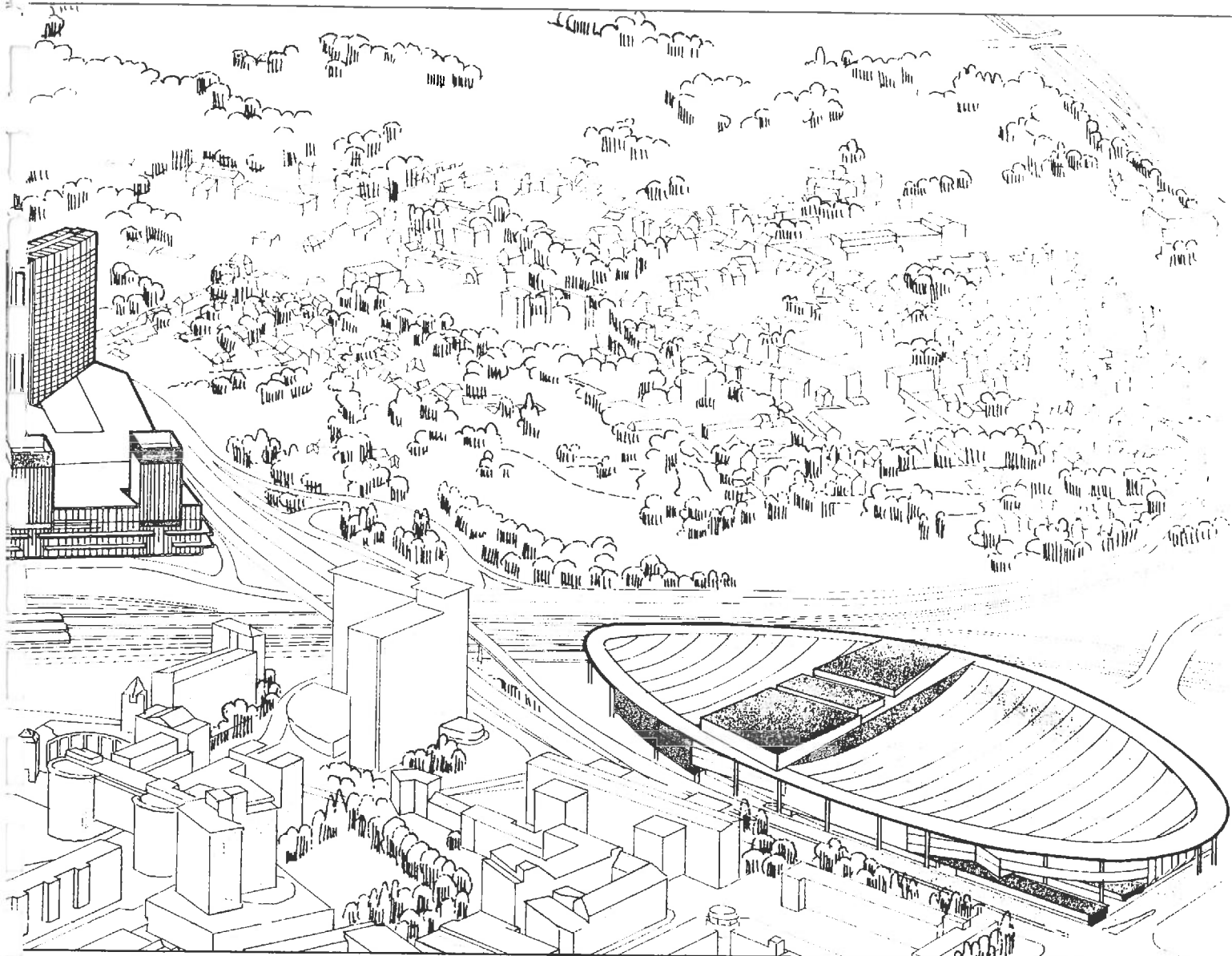
Euralille, an international business centre and living area, an extension to Lille's city centre, is one of the largest town-planning operations being undertaken in Europe today. Different projects are being constructed on an area of approximately 40 hectares around the new Lille-Europe TGV station. They correspond to the first stage in a project which plans the construction of 300,000 m² of floor area by 1994 - 1995.

Euralille is both symbolic and instrumental in the ambitions of the Lille metropolitan area.

The 23rd May 1993 (the year of the opening of the Single European Market) marked the inauguration of the TGV high-speed train service between Paris and Lille and the main towns in the Nord-Pas de Calais region. In 1994, with the opening of the Channel Tunnel, Lille becomes the interconnecting point in the northern-European TGV network between London, Brussels, Paris and the south-east of France (later extensions are planned towards the west and south-west of the country, as well as to Amsterdam and Cologne). By 1996, about 100 national and international TGVs will stop each day in the Lille metropolitan area which will thus be no more than two hours away from the major European capitals.

This new situation gives Lille, one of the most important French cities, a strategic position in the most densely-populated, most urban and most economically active area in the world (London-Amsterdam-Cologne-Paris: 100 million inhabitants).

Within this new context, Lille is reviving its old tradition as a place for exchange, and shows its determination to become a genuine European metropolis.



EURAILLE, THE COMPANY

In 1988, Pierre Mauroy put forward the idea of a development project around the future TGV station. He was not content with merely watching the trains go by. The full value of this transport node was to be optimised, in particular from an economic point of view, to boost the tertiary redeployment already under way in the metropolitan area.

Thus, in February 1988, Euralille-Métropole was born, a research firm entrusted with the mission of defining and preparing the execution of the station area development project.

In June 1990, after acceptance of the project by the local communities concerned, the semi-public company Euralille took over to conduct the operational phase of the deve-

lopment of this city-centre extension. Pierre Mauroy is Euralille's chairman, and Jean-Paul Baietto its managing director.

Euralille has a substantial 50-million-franc capital and its shareholders are prestigious and powerful.

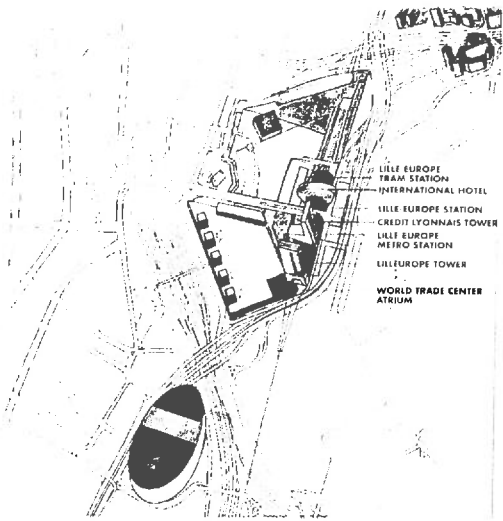
Majority shareholding is in the public sector, as required by French law, with 53,95% of shares. It includes all levels of territorial and local representation, with the towns of Lille, La Madeleine, Roubaix, Tourcoing, Villeneuve d'Ascq, the Lille Urban Community, the Nord County Council, and the Nord-Pas de Calais Regional Council.

Private sector shareholding is mainly made up (40.00%) of a wide range of banks : Caisse des Dépôts et Consignations, Crédit Lyonnais, Indosuez, B.N.P., Banque Scalbert-Dupont whose headquarters are in Lille,

Banque Populaire du Nord, Crédit du Nord, Caisse Régionale du Crédit Agricole Mutuel du Nord, together with the Générale de Banque (B), the Banque Régionale du Nord (B), the Bank of San Paolo (I), and the Bank of Tokyo (Japan).

The remaining capital is held by the Lille-Roubaix-Tourcoing Chamber of Commerce and Industry, the S.C.E.T.A. (a subsidiary of the French rail company S.N.C.F.) and the Lloyd Continental insurance company.

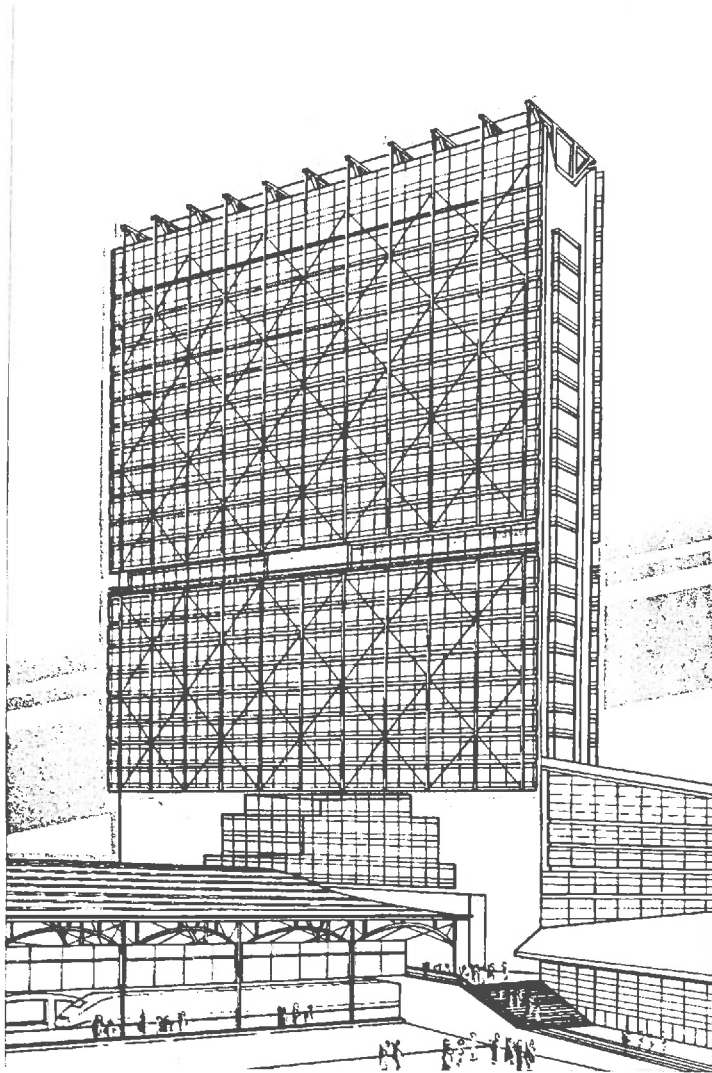
Pierre Mauroy entrusted Euralille with an imperative for quality: town-planning and architectural quality, and quality of the services. This will enhance the European vocation of both the project and the metropolitan area.



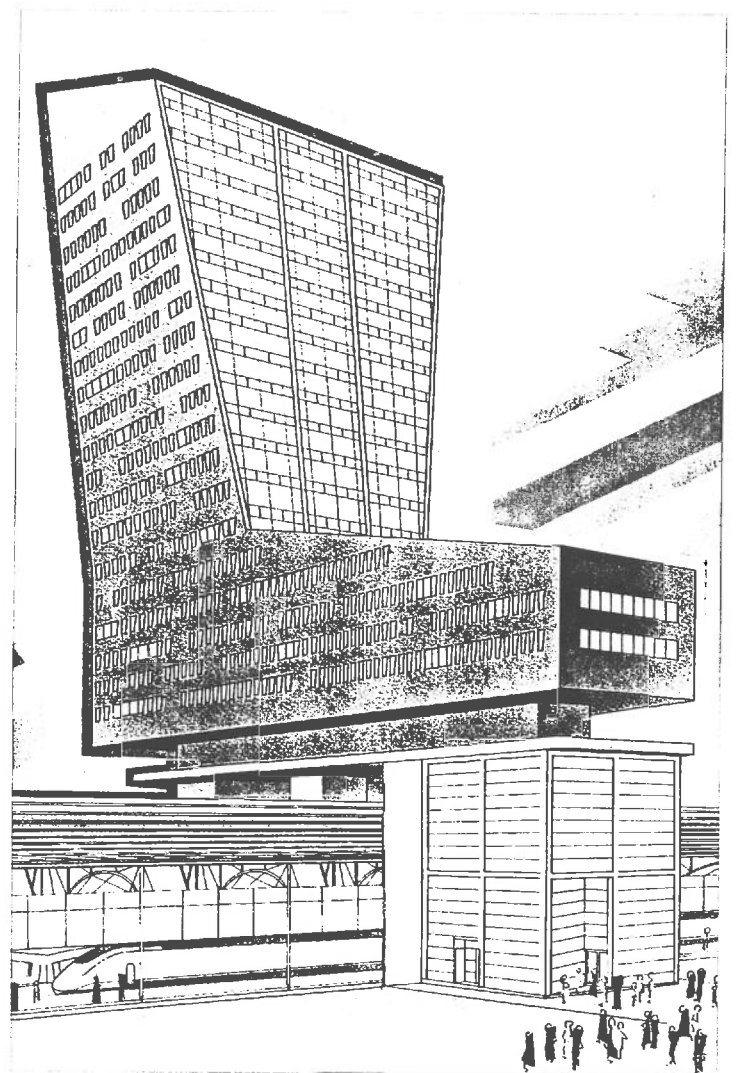
BUILDING WORK

The Lille-Europe TGV station, below natural ground level, has been "buried" to facilitate its being spanned by the Le Corbusier viaduct, which links the city centre with the districts of Saint-Maurice and Fives. Part of the surrounding ground has however been landscaped in such a way that the station is visible from the town; train passengers will also have a view of the town.

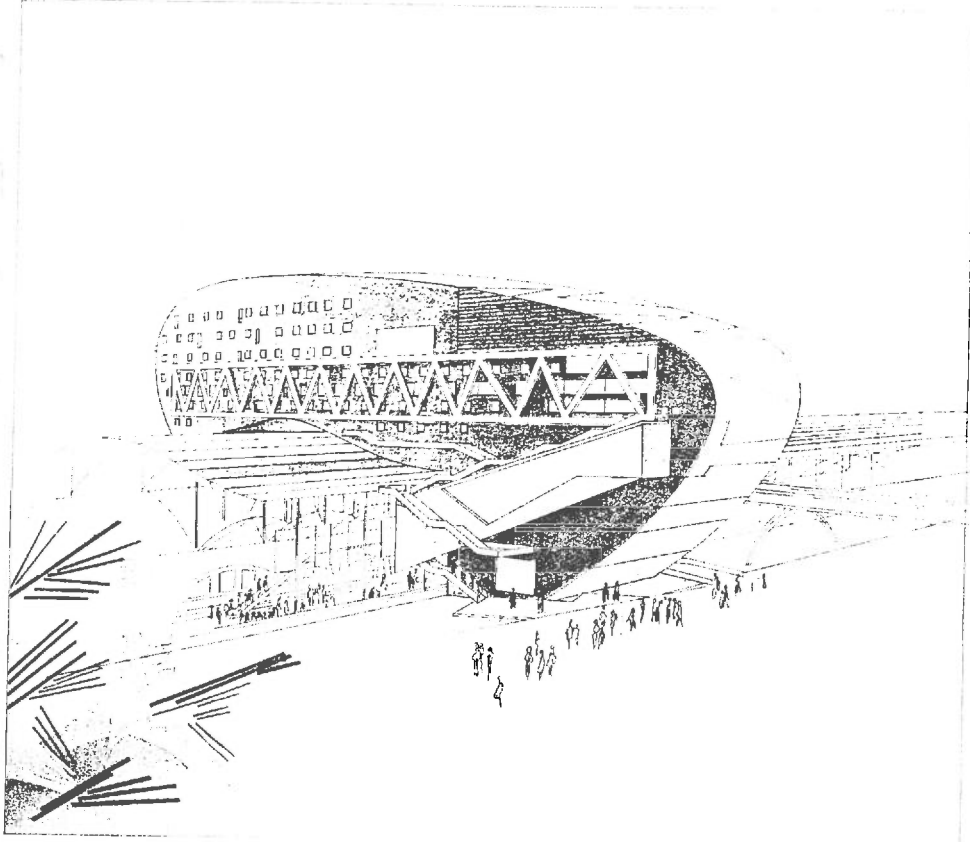
May 1994 marks the inauguration of both Lille-Europe station, which is a stop for European and inter-city trains, and the Channel Tunnel. This station is served by a station for Lille's automatic metro, the VAL, on a line under construction towards the towns of Mons, Roubaix and Tourcoing. The tramway has been re routed to serve the new station.



The Lilleurope tower and the WTC Atrium



The Crédit Lyonnais tower



The 4-star hotel

THE "CITE DES AFFAIRES" BUSINESS CENTRE

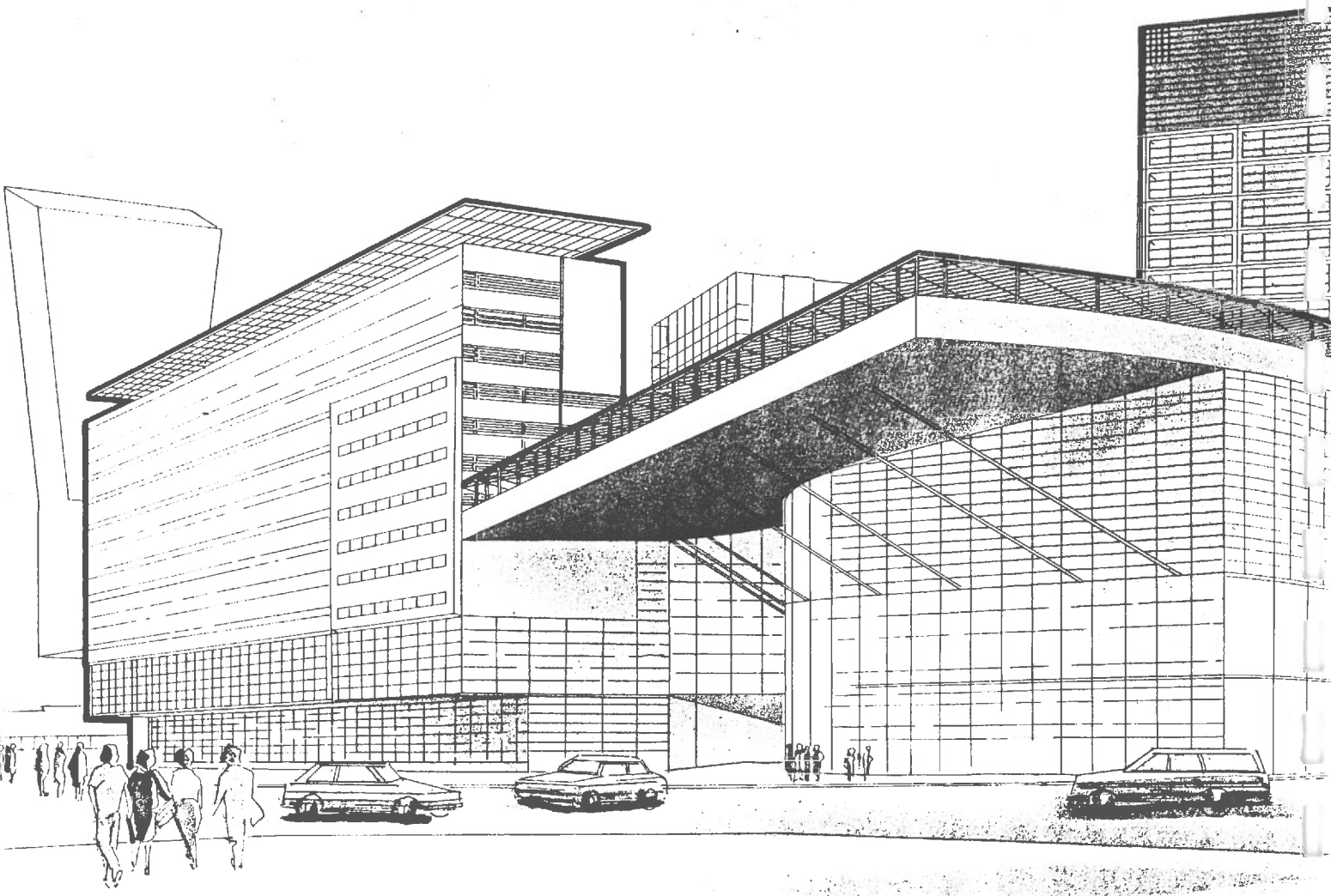
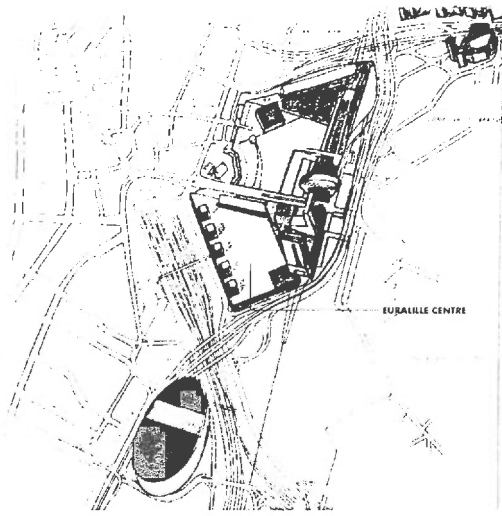
The semi-public company Euralille is responsible for the development of the site around the new station. Six key projects are being carried out in association with private property developers and investors and partners from the public sector.

- Two towers and a building, straddling Lille-Europe station, form the "Cité des Affaires" business centre:
- To the south, the **Lilleurope tower** with 25-storeys and 25,000 m2 of office area available to French or foreign companies. The specific services of the Lille WTC are located at the foot of this tower in a 15,000 m2 atrium. The Lille branch is a member of the international WTC network, has been running for 5 years, and has over 200 members. It represents a privileged meeting place with services for regional, national and foreign companies.

The property developers for the Lilleurope tower and the WTC Atrium are Cofracib-Nord and S.E.C.L. (a subsidiary of the U.A.P.).

The whole complex represents an investment of 530 million francs committed by a pool of investors including the U.A.P., the Caisse des Dépôts et Consignations, the B.N.P., the Société Générale, the Crédit National, the Crédit Agricole du Nord, and regional investors. Delivery is planned for mid-1994 for the atrium and the first half of 1995 for the tower.

- The central edifice (14,600 m2 on 20 floors) is the **Crédit Lyonnais** tower. This big bank has invested in the whole project and will occupy 40% of the available floor space for its main regional services. This represents an investment of 270 million francs. The property developer for this tower is the George V group. Delivery is planned for January 1995.
- A 200-room **4-star hotel** of 11,000 m2 may also be built bridging Lille-Europe Station. The building would contain restaurants, a multi-purpose hall, board rooms and a V.I.P. club, amounting to an investment of 200 million francs. The property developer is the Cofracib-Nord group. A full complement of investors has not, as yet, been gathered, and the hotel company to run the establishment has not been designated.



**The Euralille centre :
shopping, services
and leisure complex**

THE EURALILLE CENTRE

• Between the two stations, the **Euralille Centre** is also being built; this includes: A 92,000 m² shopping centre on three terraced levels, beneath a vast roof sloping towards Lille-Europe station. On the first two levels, this centre represents 31,000 m² of trading area with a city-centre hypermarket, department stores, over 130 smaller shops and 5,000 m² given over to catering. 4,000 m² are reserved for public facilities (a children's area, a post office, changing rooms for joggers from the nearby park, etc.)

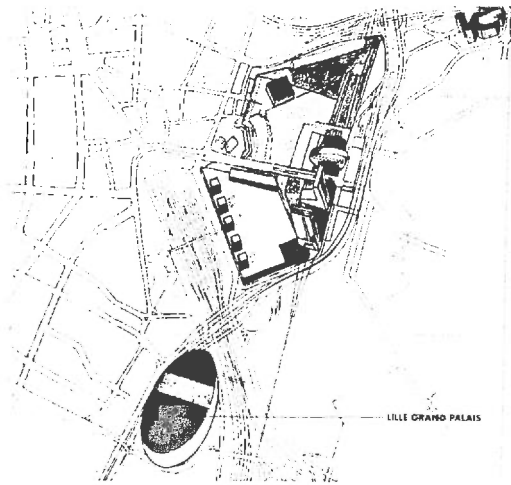
The third level will include a fitness and leisure centre, a musical activities centre for young people, the "Aéronef" (700 seats), and Lille's Ecole Supérieure de Commerce business school, all on an area of about 11,000 m².

Smaller buildings emerging from the roof will provide 31,000 m² for housing (168 units ranging from studios to 4-roomed flats, to be let or sold) and for short and medium term accommodation with a 2-star hotel, self-catering hotels, student residences, serviced accommodation for travelling rail employees. A small tower of about 10 storeys will house the Eurocity project for tertiary activities (two other similar towers may be started later).

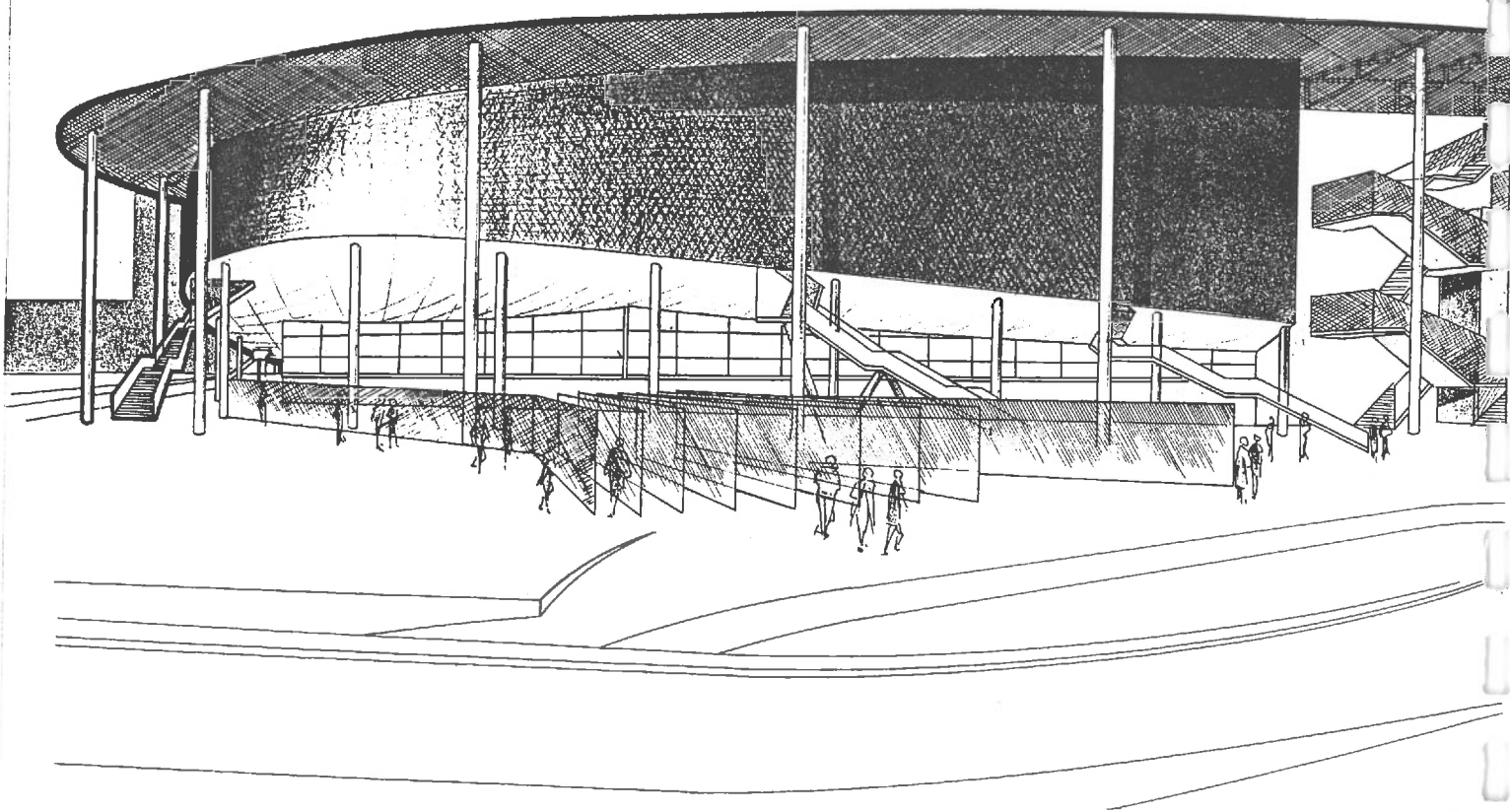
The "Triangle des Gares" shopping centre company (the S.C.C.T.G.) is the operator for the shopping centre in association with different investors. This general partnership is run by Capri Entreprises (property developer, subsidiary of the Caisse des Dépôts et Consignations) and Espace Expansion (subsidiary of Arc Union). The hypermarket will be run by Carrefour. The investment is of 900 million francs.

The housing, serviced accommodation and serviced office programmes in the superstructure have been handed on to Lille 93, a group of national and regional property developers which associates the SOFAP, Marignan Immobilier and the George V group. The investment is of 500 million francs. The "Euralille Centre" is to be delivered in September 1994.





LILLE GRAND PALAIS



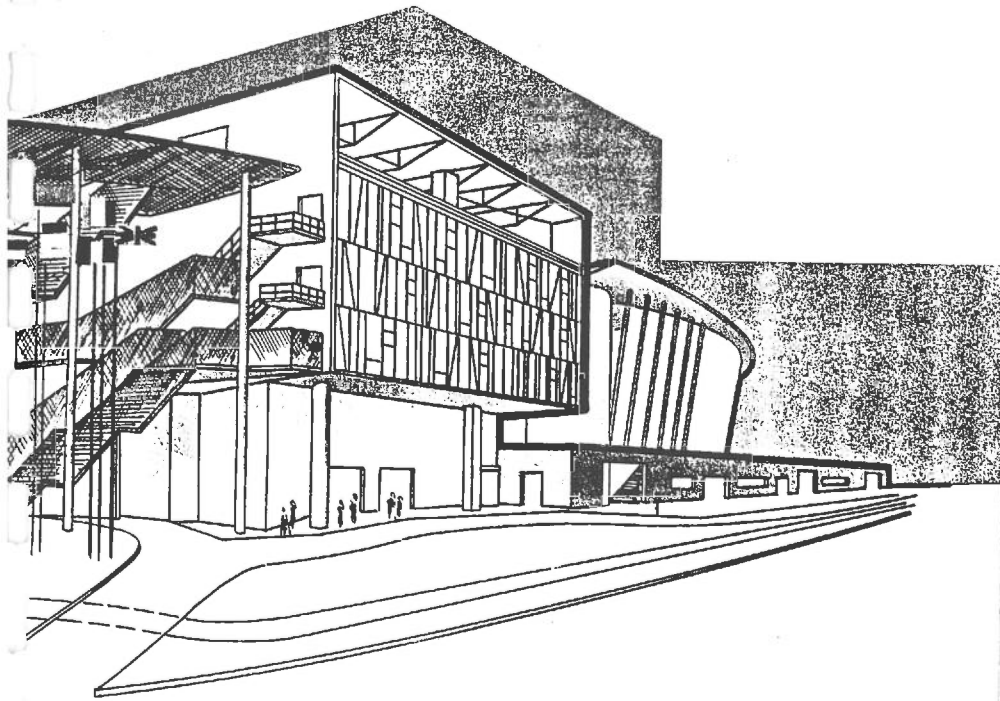
Lille Grand Palais
for congresses,
exhibitions and entertainment

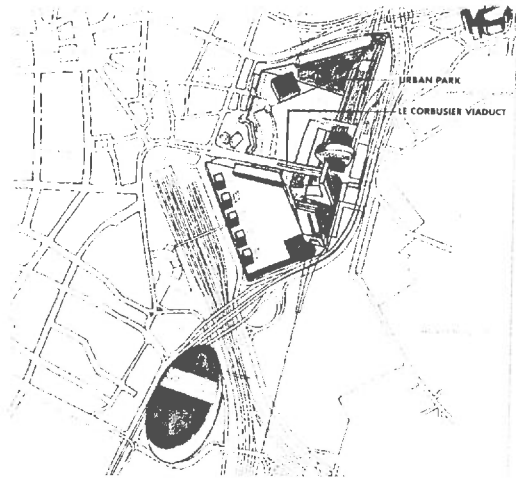
LILLE-GRAND PALAIS

- To the south, **Lille - Grand Palais** is under construction, an innovative 52,000 m² complex for congresses, exhibitions and entertainment. It houses amphitheatres ranging from 1,500 to 350 seats equipped with video and simultaneous translation specially for congresses. The 20,000 m² exhibition space is partitionable into into three halls. Finally, a large "Zénith"-style concert hall will host up to 5,500 people. Lille-Grand Palais will benefit from proximity to the stations, the 4-star hotel and the World Trade Centre.

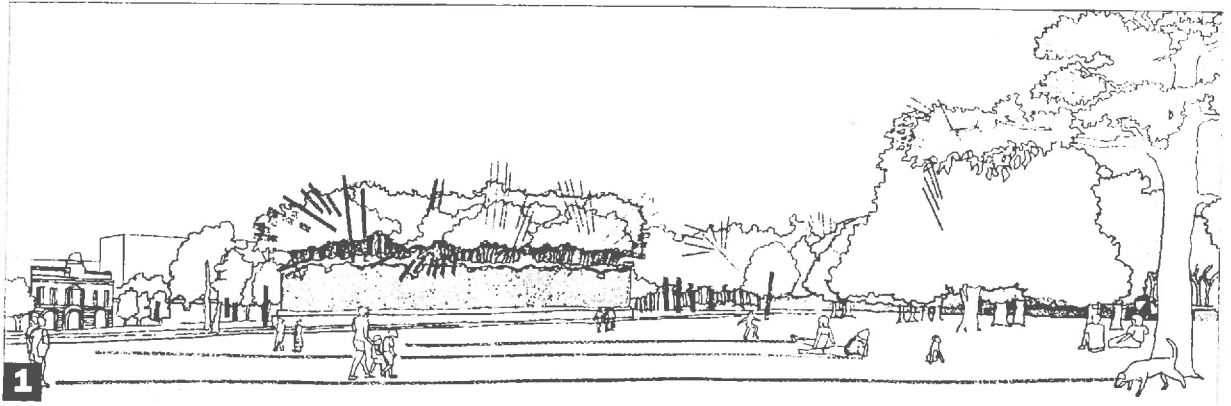
These facilities involve essentially public-sector investment of around 300 million francs, provided by the City of Lille in collaboration with the Nord County Council, the State, the FEDER (European regional economic development fund): the investment is also covered by a loan which will be paid off through commercial operation.

The City of Lille has commissioned Euralille for the building of the Lille-Grand Palais which will later be run by a semi-public company (to be created by the City Council). The delivery date for this new congress, exhibition and entertainment complex is planned for June 1994.

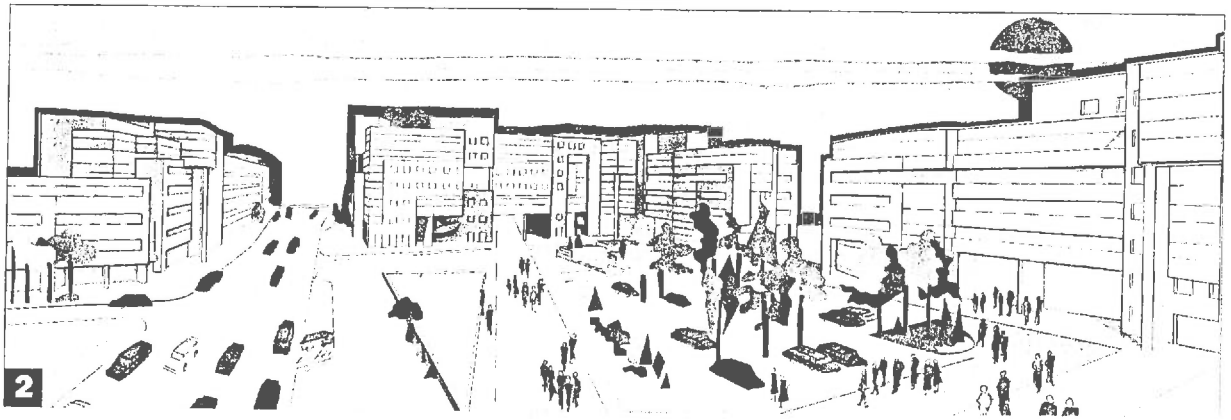




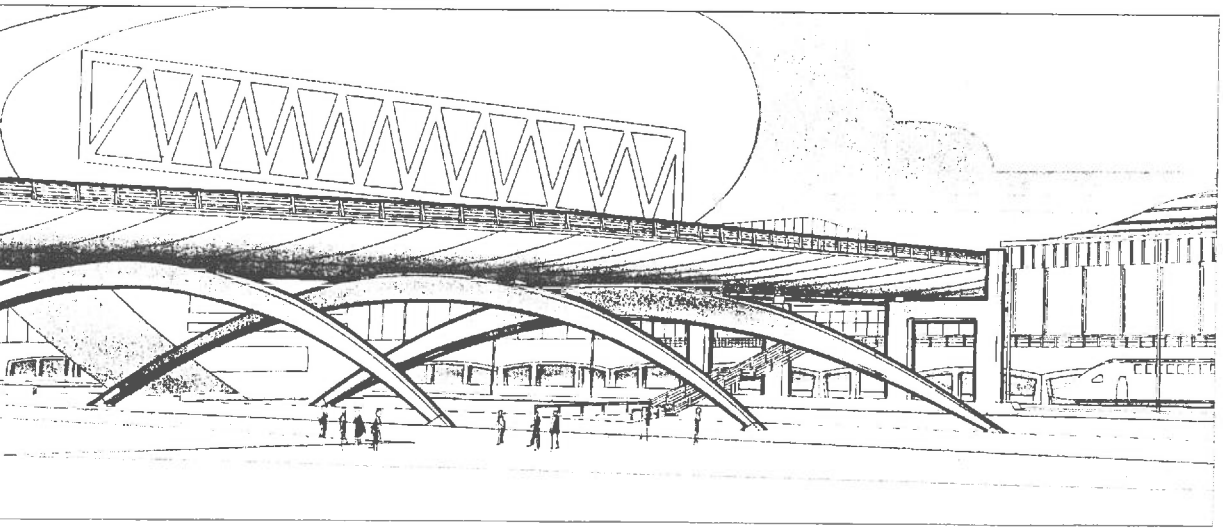
1. The Urban Park:
10 hectares of
breathing space
at the heart of Euralille



**2. The "Portes du
Romain" area in
La Madeleine,
an integral part of
Euralille either side of
the "Grand Boulevard"**



**3. The "Le Corbusier"
viaduct : a link
between the two
stations, and between
Lille city-centre
and the Lille St Maurice
district**



3

THE URBAN PARK

- An **urban park** of about 10 hectares will extend Euralille to the north. This park, financed by Euralille in collaboration with the City of Lille, will consist of a spacious meadow. Near the Boulevard Carnot there will be a wooded area of 5,000 m², planted at the top of a promontory. The park will be opened up gradually from 1994.

THE "PORTES DU ROMARIN" SITE

- Beyond the park, on the territory of the town of La Madeleine, the **Portes du Romarin** will group shops, services and offices on 10 hectares, and residential buildings either side of the Grand Boulevard highway. University facilities will also be incorporated there. Part of the Grand Boulevard (which links Lille with Roubaix and Tourcoing) will run underground in this area, enabling the "Agora" to be developed above, a 1,300 m² esplanade opposite the "Romarin" tram station. This area will restore urban continuity between two districts of La Madeleine hitherto divided by the Grand Boulevard.

The Vandaele group is the property developer for the Portes du Romarin project, and will shortly be joined by other developers. The first office building of 4,300 m², the regional headquarters for the Mutuelles du Mans, was delivered in 1993 at the same time as a sports complex.

COMPLEMENTARY AMENITIES

6,000 parking places have been built for the whole of the new Euralille quarter: 1,300 places on the east side of Lille-Europe station (to serve the station and the "Cit  des Affaires" business centre); 3,500 places under the Euralille Centre, the future shopping, services, leisure and residential complex; and 1,200 places under Lille-Grand Palais.

The Le Corbusier viaduct (172 metres long) connects the two stations and restores links between the centre of Lille and the outlying district of Lille-Saint-Maurice. The viaduct is a striking landmark from both a technical and an aesthetic point of view.

THE FEVA, A PROGRAMME IN THE DEVELOPMENT PHASE

The European Town and Architecture Foundation (the FEVA), one of the French President's major projects, is intended to be a key focus for culture and tourism in Euralille.

The aim is to provide halls and galleries offering the general public an attractive way of getting to know the many historical, contemporary and future approaches to towns and architecture. There would also be a centre offering services specially geared to those professionally involved in the city's development.

European towns would be involved in the running and decision making of the FEVA, as would public or private institutions, professional groups, and French and foreign universities.

The FEVA is planned to occupy 7,500 m² within the perimeter of Euralille, bordering on the future urban park, near Lille-Europe station.

THE APPOINTED ARCHITECTS

In 1988, the research firm Euralille-Métropole, commissioned to define the development of the area, established a marketing strategy firmly founded on town-planning and architectural quality.

Thus, rather than stage a costly international competition of doubtful validity, the City of Lille and Euralille opted for a system of pre-selection, on references, of eight internationally renowned European architects and town planners: four French (Messrs Macary, Lion, Vasconi and Viguier) and four foreigners (Messrs Foster, Gregotti, Koolhaas and Ungers).

The choice of chief architect and town planner was made on the basis of the candidates' ideas on the town, the Euralille site and working methods, and not on sketches and plans.

The Dutchman Rem Koolhaas was unanimously acclaimed for his ability to provide an appropriate solution. He was selected to supervise the whole urban plan and to ensure that the architectural quality of each of the elements in Euralille was in line with that required in the project as a whole. The architects selected for each of the projects form a remarkable team:



• **Christian de Portzamparc,**
The Crédit Lyonnais tower



• **Claude Vasconi,**
The Lilleurope tower and WTC Atrium in association with regional architects Jean-Claude Burdèse for the tower and Patrick Vanderdoodt for the Atrium



• **Jean Nouvel**
(Agence JNEC),

The Euralille Centre and the associated superstructures, in association with the regional architect Marc Paindavoine. Other architects working on specific elements in the Euralille Centre are Michel Lengart, the Dubus-Richez agency and the firms AU4G and Design Architectural.



• **Rem Koolhaas,**
Holland

(OMA, Holland)
The congress, exhibition and entertainment complex (Lille-Grand Palais) in association with the regional architect François Delhay.



Marie and François Delhay (Lille)
The 4-star hotel



Quatr'A

The "Portes du Romarin" Quatr'A is a firm based in the town of La Madeleine, made up of the architects Guillaume Nicol, Pierre Thelot, Mathieu Duriez and Hubert Maes.

Martine and Jean Pattou

The architects of the metro station in Lille-Europe TGV station.

Martine Proy and Thierry Grislain

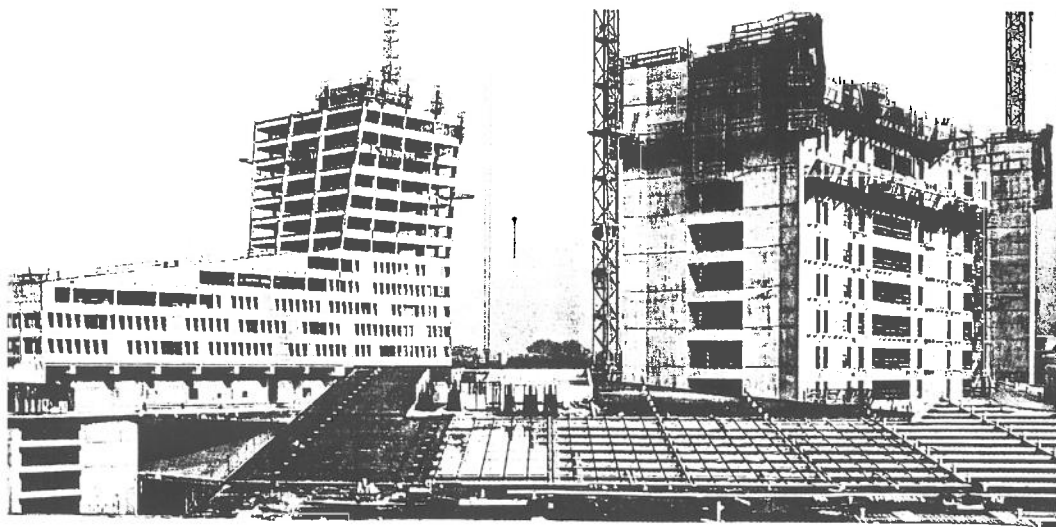
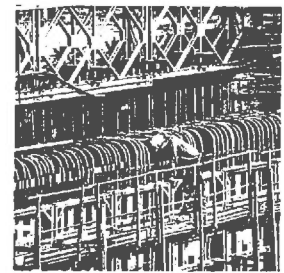
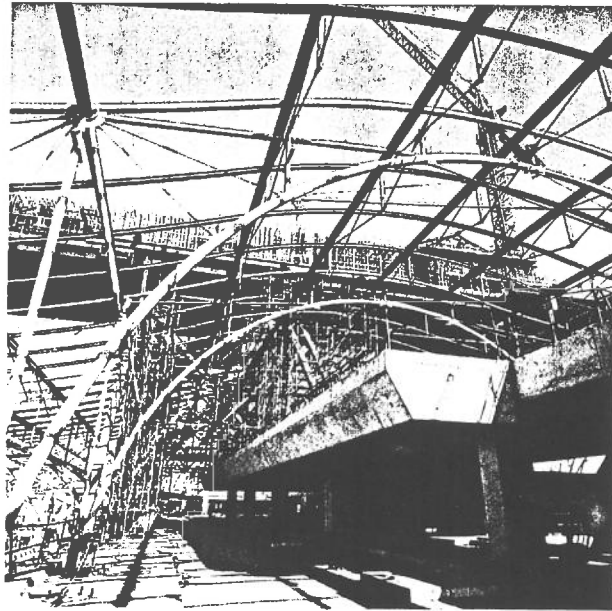
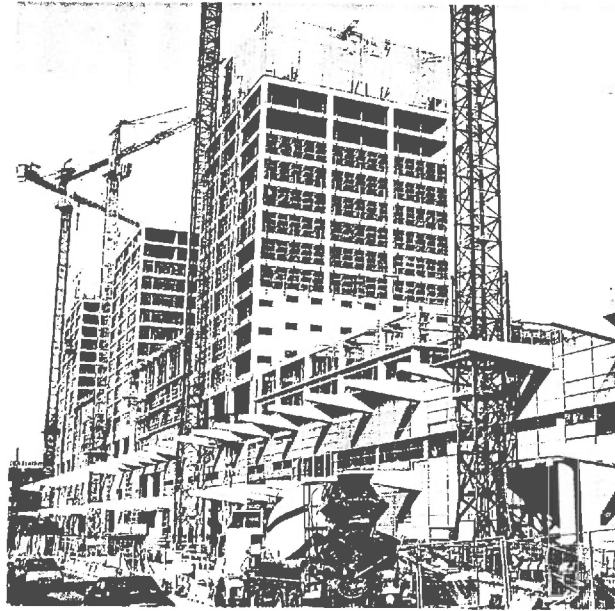
Architects for the tram station in Lille-Europe TGV station.

The firm Empreinte Gilles Clément, Claude Courtecuisse

The urban park. "Empreinte", a young Roubaix-based team, made up of two landscape architects, Sylvain Flipo and Eric Berlin, are designing the park with Gilles Clément, a landscape gardener, and Claude Courtecuisse, designer.

François Deslaugiers

The Le Corbusier Viaduct in association with regional architects Antoine Béal and Ludovic Blanckaert



O M A

OFFICE FOR METROPOLITAN ARCHITECTURE

The Office for Metropolitan Architecture is concerned with defining new ways - in theory and in practice - to align modern architecture with contemporary cultural conditions.

Founded in London in 1974, the office began as a small research institute which became internationally recognized with the publication of Rem Koolhaas' *Delirious New York: A Retroactive Manifesto for Manhattan* in New York, London and Paris, coinciding with the exhibition "The Sparkling Metropolis" at the Guggenheim Museum. The book combined Koolhaas' research on Manhattan's "Culture of Congestion" with a series of theoretical projects developed with OMA's co-founders - Madelon Vriesendorp and Elia and Zoe Zenghelis. In 1980, with its commission for the Netherlands Dance Theatre in the Hague, OMA opened an office in Holland, choosing Rotterdam for its "work ethic". Since then, Rotterdam has remained a base, along with offices in Lille and Paris, for various building and research projects throughout Europe, in Japan, North America and Singapore.

RECENT WORK

OMA is the urban planner of the new city centre of Lille, France, where the revolutionary infrastructure of the TGV station and the Channel Tunnel will create a new centre of the Paris-London-Brussels triangle. As urban planner for Lille, OMA is supervising projects by Nouvel, Portzamparc, Shinohara and Vasconi and is the architect of the Congrexpo building, a 100,000 m² congress/exposition hall/concert hall. Phase 1 is to be completed in 1994; phase 2 in 2005. In the past two years, OMA has completed several other important projects including Nexus Housing in Fukuoka, Japan (winner of the Japan Architecture Institute Award, 1992), the Villa dall'Ava in Paris (winner of a Prix d'Architecture du Moniteur, 1991), Byzantium, an office/apartment/commercial building in Amsterdam and the Kunsthal in Rotterdam.

Current projects in the design phase include the "Educatorium", a lecture/study facility at the University of Utrecht, an office tower in La Defense, Paris, the "2 Bibliothèques sur le Campus de Jussieu" in Paris and a 10,000 m², 600-space underground parking garage, integrated with two subway stations in The Hague.

STAFF

Led by Rem Koolhaas, the office is an international composition of ± 40 architects, urban planners, landscape architects, computer technicians and administrative staff. A core group of principals act as project leaders, with support from teams assembled to achieve a balance of skills and experience appropriate to a particular project. These teams work throughout the design phase in seminars with Koolhaas, invited critics, consultants, engineers, artists and specialists. During construction, a locally-based team is formed to work on site. To maintain consistency and quality, the office limits its project-load and personnel to a number which allows Rem Koolhaas to closely oversee all work, from conceptual design to completion.

WORKING METHODS

In the earliest stages of a project, a large group meets with outside experts in a series of intensive sketch seminars led by Rem Koolhaas to analyze the program and site, study precedents and comparable projects and explore a maximum number of questions, options and approaches. When a design "hypothesis" is developed, a smaller team is assembled to carry out the design process and construction documents. Often, during this phase, OMA collaborates with a local architectural office but maintains primary responsibility for design.

ENGINEERING

Rem Koolhaas has worked with structural engineer Cecil Balmond and his engineering team at Ove Arup and Partners International for eight years. Balmond has been a key collaborator in all phases of Congrexpo building in Lille and the Kunsthal in Rotterdam and in a series of "inventions" including the Bibliotheque de France and the Centre for Art and Media Technology, among others. The projects developed with Arup are generated through a dialogue between the two disciplines beginning in the early design phase. Throughout the evolution of the project, architecture and engineering are fully integrated to inform, influence and determine one another.

COMPUTERS

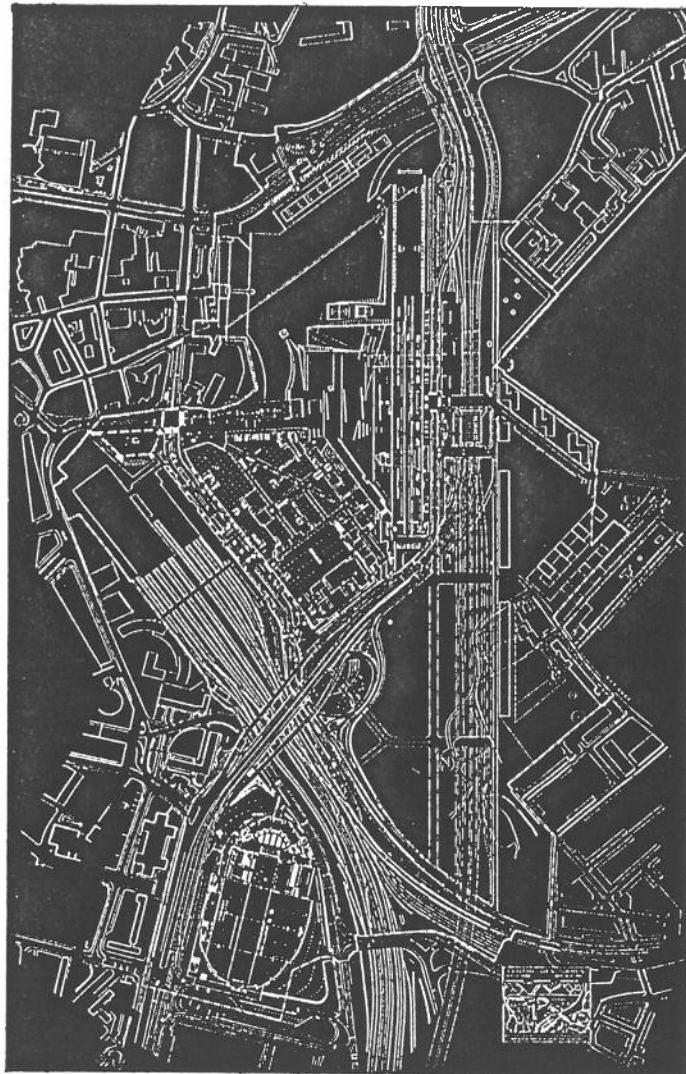
OMA has been equipped since 1989 with Autocad (2-D) and Arc+ (3-D) computer equipment, used as media for both artistic and technical visualization and production. Through recent experimentation with the full integration of 2-D and 3-D systems OMA has produced the complete set of working drawings for all concretes casting in double curved surfaces of the Lille Congrexpo building. OMA's computer team was recently awarded first prize in the International Competition for Arc+/Canson Users (1992-93) in the photorealistic rendering category.

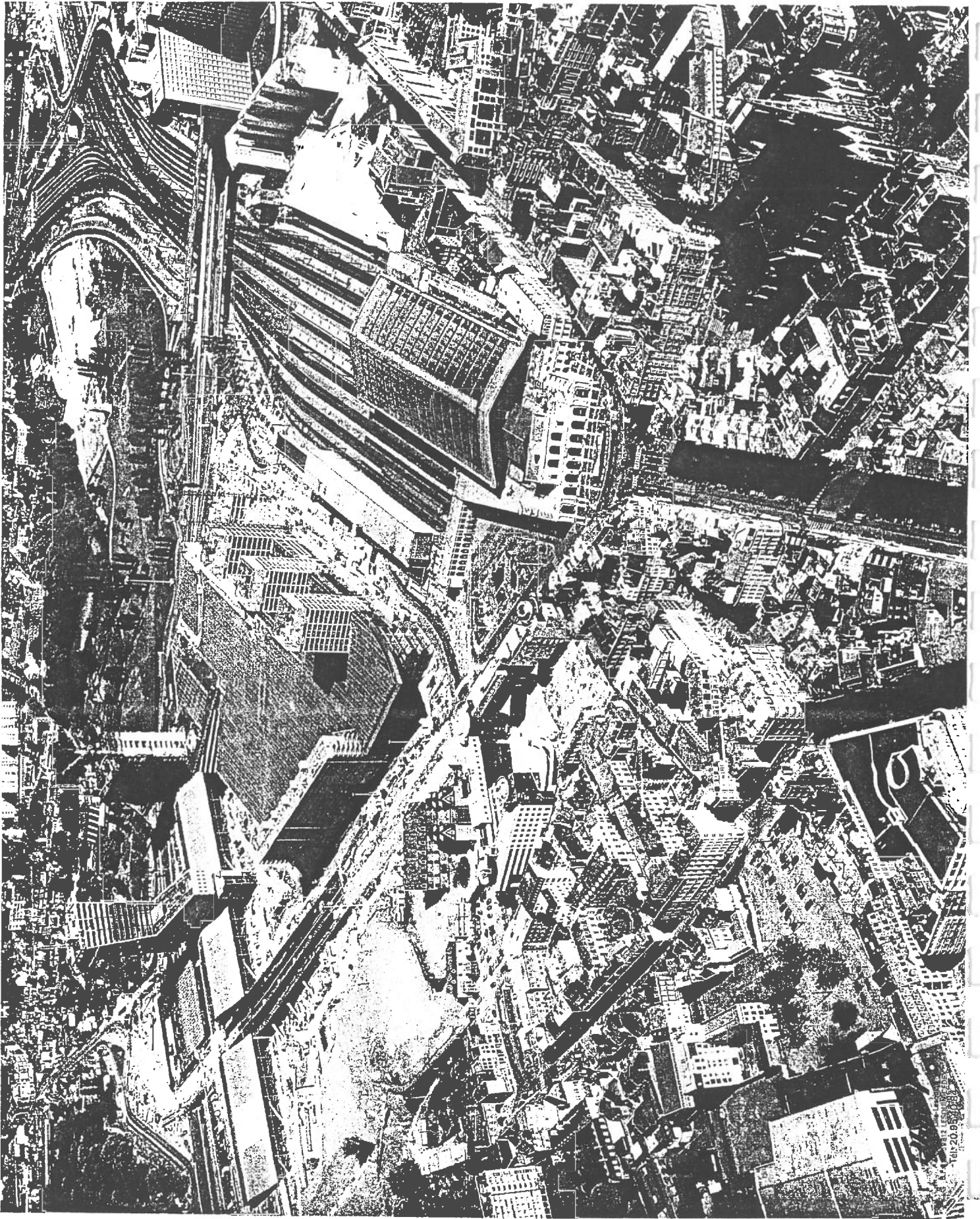
THE GROSZSTADT FOUNDATION

To promote research, publications and exhibitions associated with OMA's work, the Groszstadt Foundation, a non-profit organization, was established in 1988.

Current work includes *OMA: S M L X L*, a 1400 page book by Rem Koolhaas in collaboration with Toronto graphic designer Bruce Mau, with "The Contemporary City", a study of the emerging landscapes of Atlanta, Singapore and the villes nouvelles surrounding Paris. The book will be released, along with a new edition of *Delirious New York*, in November 1994 to coincide with an exhibition on the work of OMA at the Museum of Modern Art, New York.

LILLE





QUANTUM LEAP

Paradoxically, at the end of the Twentieth Century, the frank admission of the Promethean ambition - like for example, to change the destiny of an entire city, is taboo.

This project is based on the hypothesis that the 'experience' of Europe will change beyond recognition through the combined impact of the tunnel that links Britain and the Europe, and the extension of the French TGV network to include London.

If this hypothesis turns out to be true, the city of Lille - dormant gravity centre of a conceptual triangle - London/Brussels/Paris - which contains more than fifty million inhabitants - will magically acquire a theoretical importance as the receptacle of a wide range of uniquely 'contemporary' activities.

In this *fin-de-siècle*, 'programs' have become abstract in the sense that they are no longer connected to a place or a city; they float and gravitate opportunistically to that site which offers the highest number and quality of connection - which seems nearest to all other places.

In Lille, the new TGV line is projected on the location of the former fortifications now occupied by a proliferating *periphérique*. A gigantic futuristic project is imagined two steps from the historical centre, a hybrid condition - history and modernity - that allows the injection of peripheral activities near the heart of the city.

All these elements define a new urban condition which is at the same time *local* and *global*, as important for the 'Japanese' as it is for the 'Lillois'.

Looking at Lille in its present condition, it is hard to imagine this radical, even exotic quantum leap.

Project: Euralille

Location: Lille, France

Completion: 2004

Client: Euralille, Lille

Site: Centre of Lille

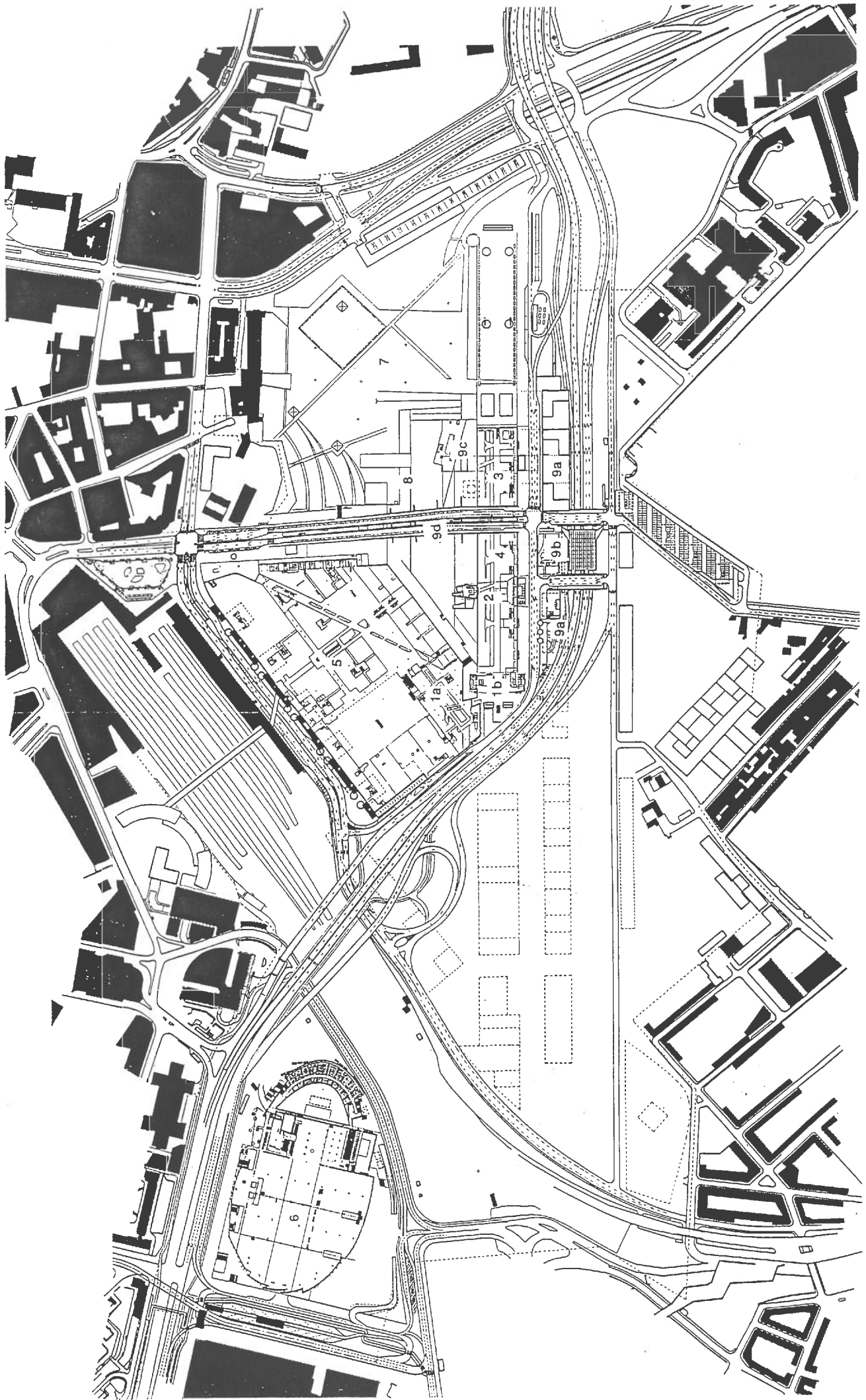
Surface: 70 ha. for 1st. phase, 120 ha. for 2nd. phase

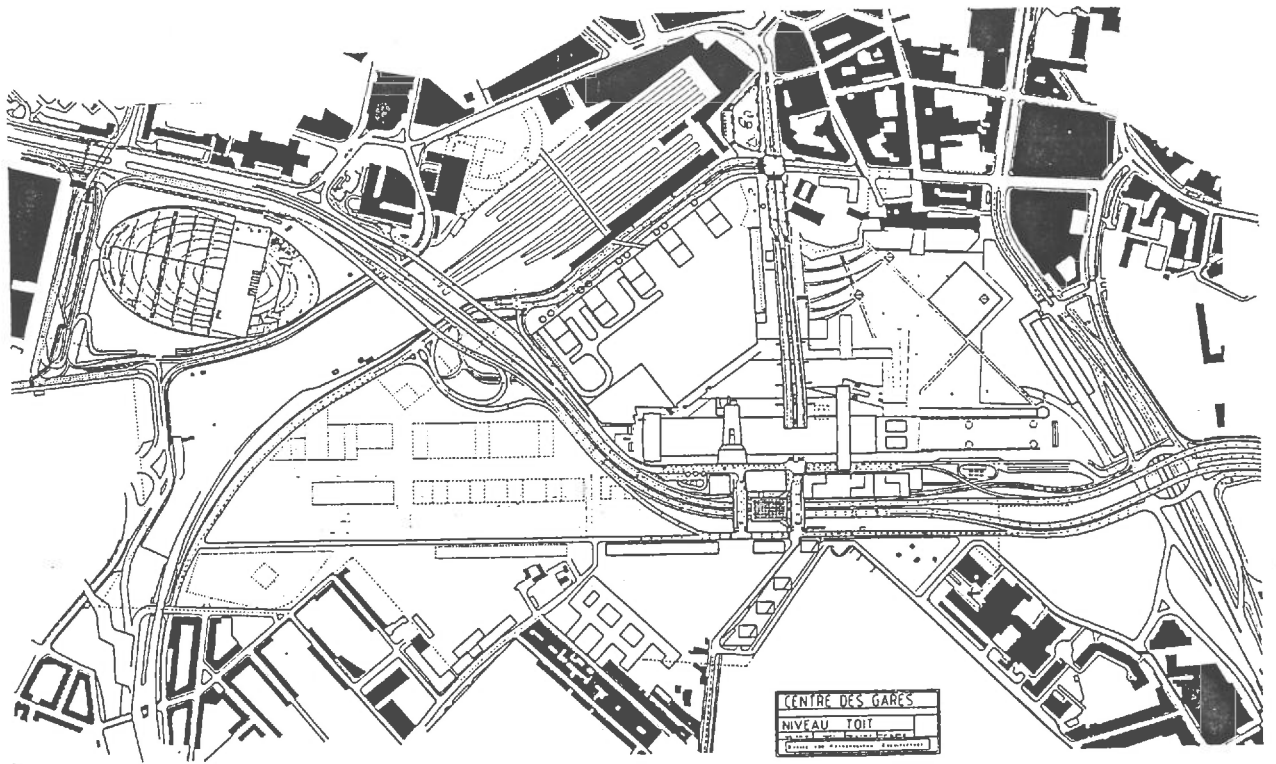
Program under construction: TGV station, 45.000 m² offices, 31.000 m² shops, 10ha. parc, 700 apartments, 3 hotels: 4,3,2 stars, 6.000 parking places,

Exposition/Congress center (Lille Grand Palais) 20.000 m² expo, 18.000 m² congress with amphitheatres of 1500, 500 and 300 seats, rockhall "Zenith": 5.500 seats and parking 1230 places.

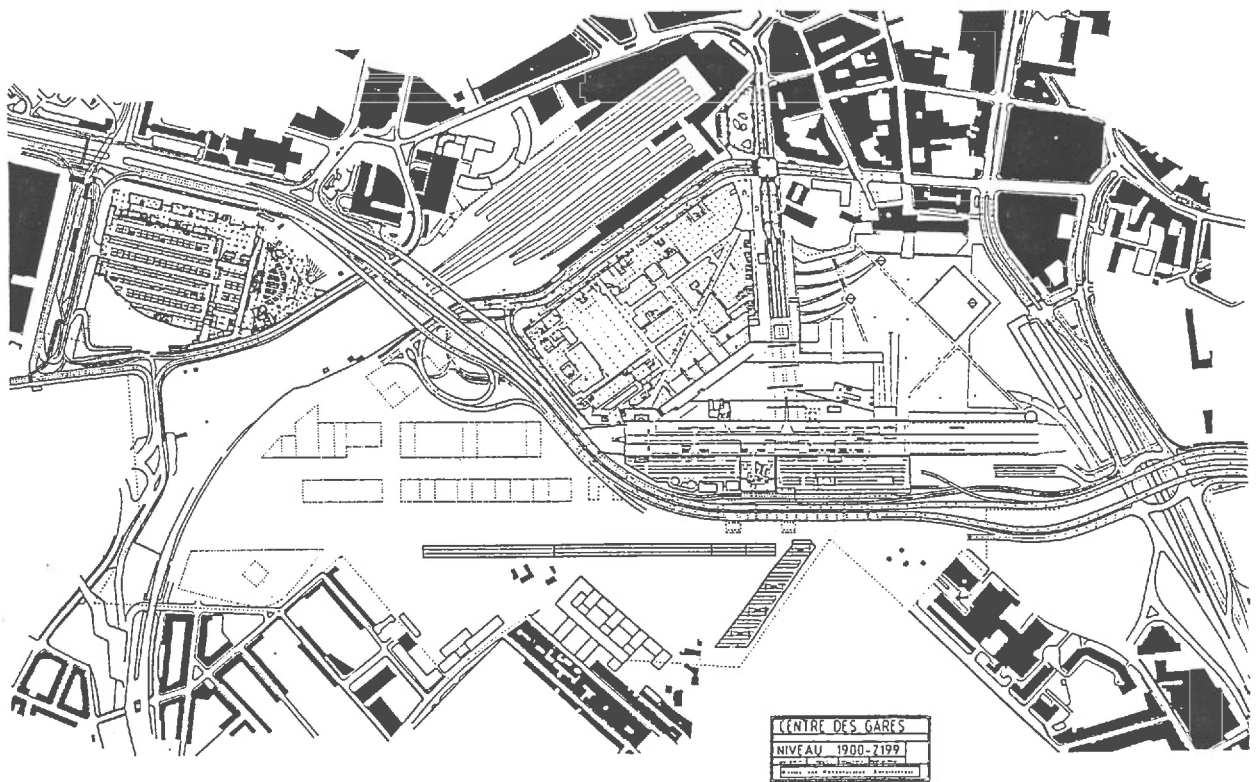
Budget: 5.2 Billion FF (3.6 private, 1.6 public)

Urbanism: Rem Koolhaas, Donald van Dansik, Floris Alkemade

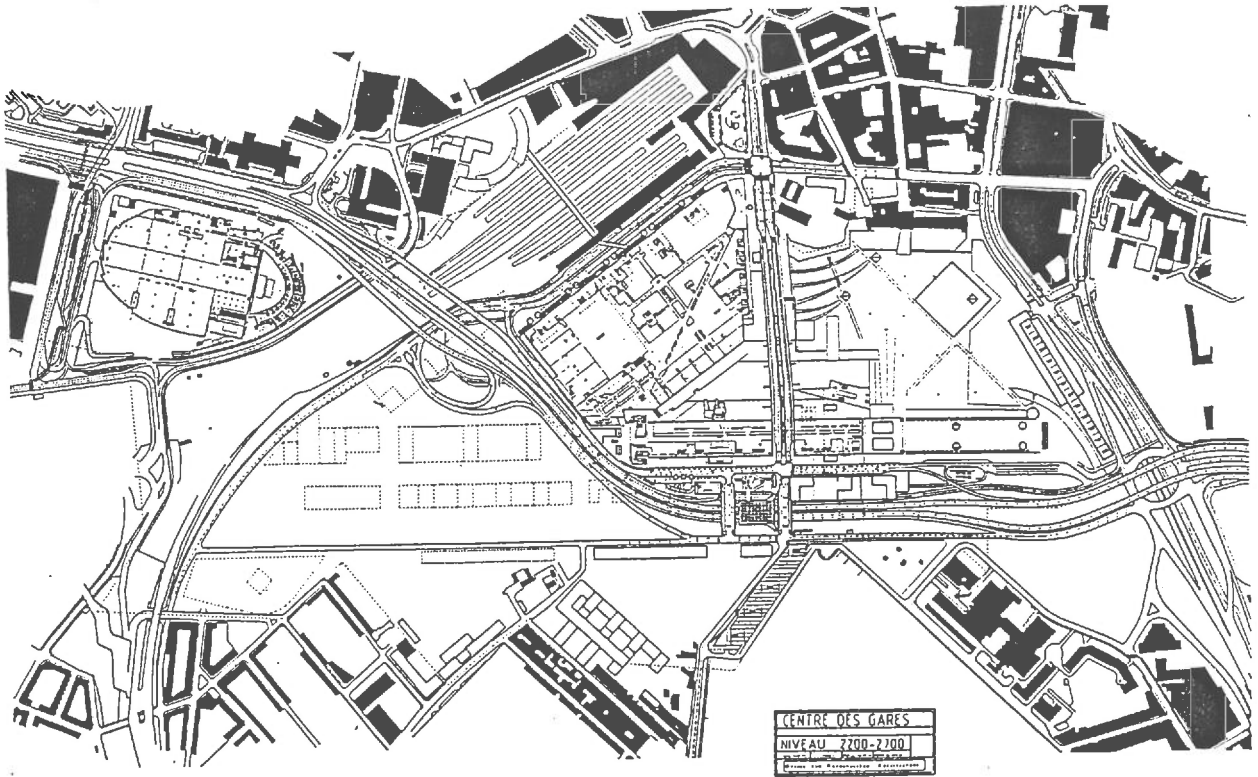




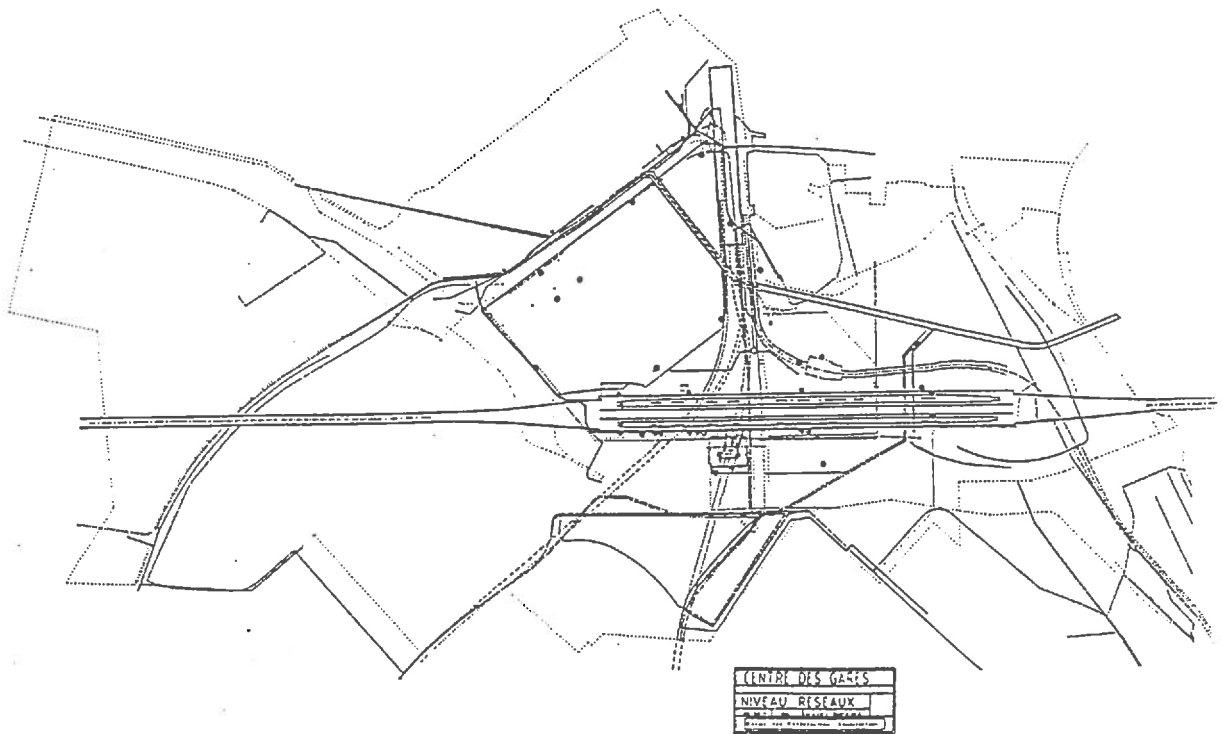
plan masse



niveau infrastructure



plan ville



niveau réseaux

CITE DES AFFAIRES

1. WORLD TRADE CENTER

1a. L'Atrium: offices, restaurant, commercial services, expo, club WTC; 15.449 m²

1b. WTC Tower: offices; 25.124 m²

Client: Cofracib Nord and SECL

Investement: 530 MF

Architect: Claude Vasconi

Completion: Atrium September 94, Tower February/March 95

2. CREDIT LYONNAIS TOWER

Program: 14.600 m² Offices

Client: Groupe George V

Investment: 270 MF

Architect: Christian de Portzamparc

Completion: December 94

3. 4 STAR HOTEL

Program: 11.000 m², 204 rooms

Client: Cofracib Nord

Investment: 200 MF

Architect: François et Marie Delhay

4. TGV STATION LILLE - EUROPE

Program: Station for the TGV's with destination London, Brussels, France.

Client: SNCF

Investment building: 252 MF

Architect: Jean-Marie Duthilleul

5. EURALILLE CENTER

Program:

commercial activities: 92.000 m²

recreation: 5.900 m²

aéronef: 2.200 m²

restaurant: 5.250 m²

education: 18.570 m²

public services: 4.000 m², post office, crèche, playing ground, lockers for joggers etc.

buildings as superstructure: 43.000 m², accomodation and service center

parking: 3.400 places, 2 levels

Client: SNC, Lille '93 and Euralille

Investment: 1.400 MF

Architect: Agence Jean Nouvel ACRA

Completion: September 94

6 LILLE GRAND PALAIS

Surface: 45.500 m²

4 programs:

- congres: 18.000 m² (amphitheatres de 1500, 500 and 350 seats and 14 rooms with vidéo systems en simultaneous translation equipment)

- expo: 20.000 m² (1 or 2, or 3 halls)

- rockhall 'Zenith': 5.500 places

- parking: 1230 places

Client: City of Lille

Investment: 275 MF

Architect: Rem Koolhaas

Completion: Congres and Expo, June 94; Zenith and Parking, Fall 94

7 PARC

Surface: 10 h.

Architects/Landscape architects: Gilles Clément, Empreinte

8 FEVA

Surface: 8.500 m²

Program: in progress

Investment: 200 MF

9 COMPLEMENTARY INFRASTRUCTURE

9a

Program: parking 1.370 places

Client: Euralille

Architects: Antoine Béal and Ludovic Blanckaert

9b

Program: Metro station Lille-Europe

Client: CUDL

Architects: Martine et Jean Pattou

9c

Program: Tramway Lille-Europe

Client: CUDL

Architects: Thierry Grislain and Martine Proy

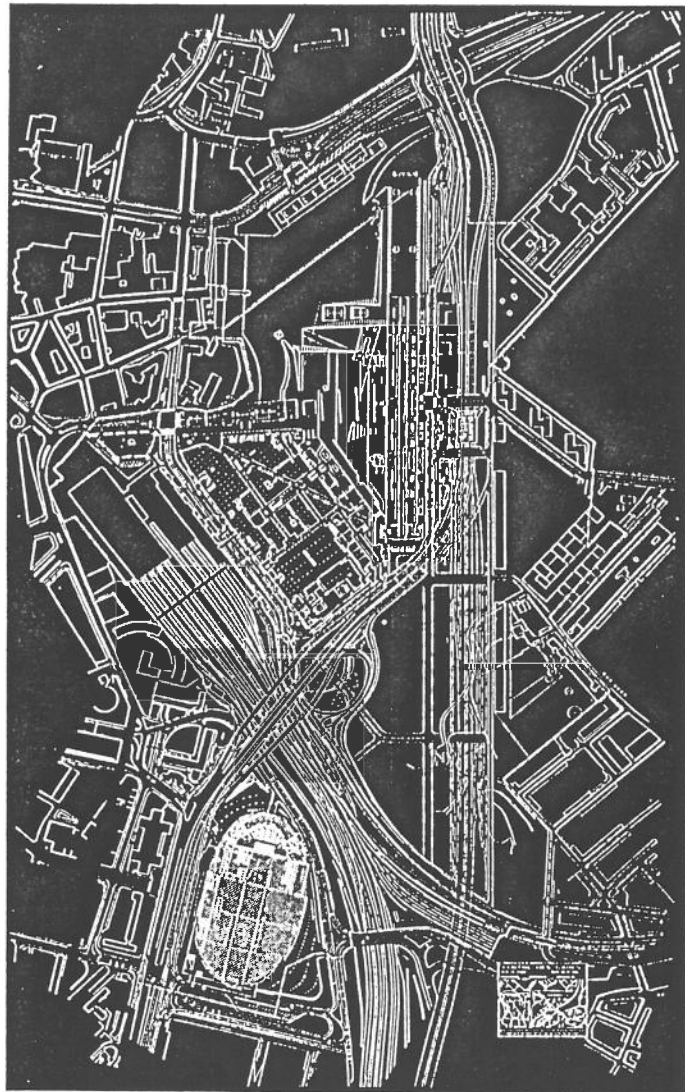
9d

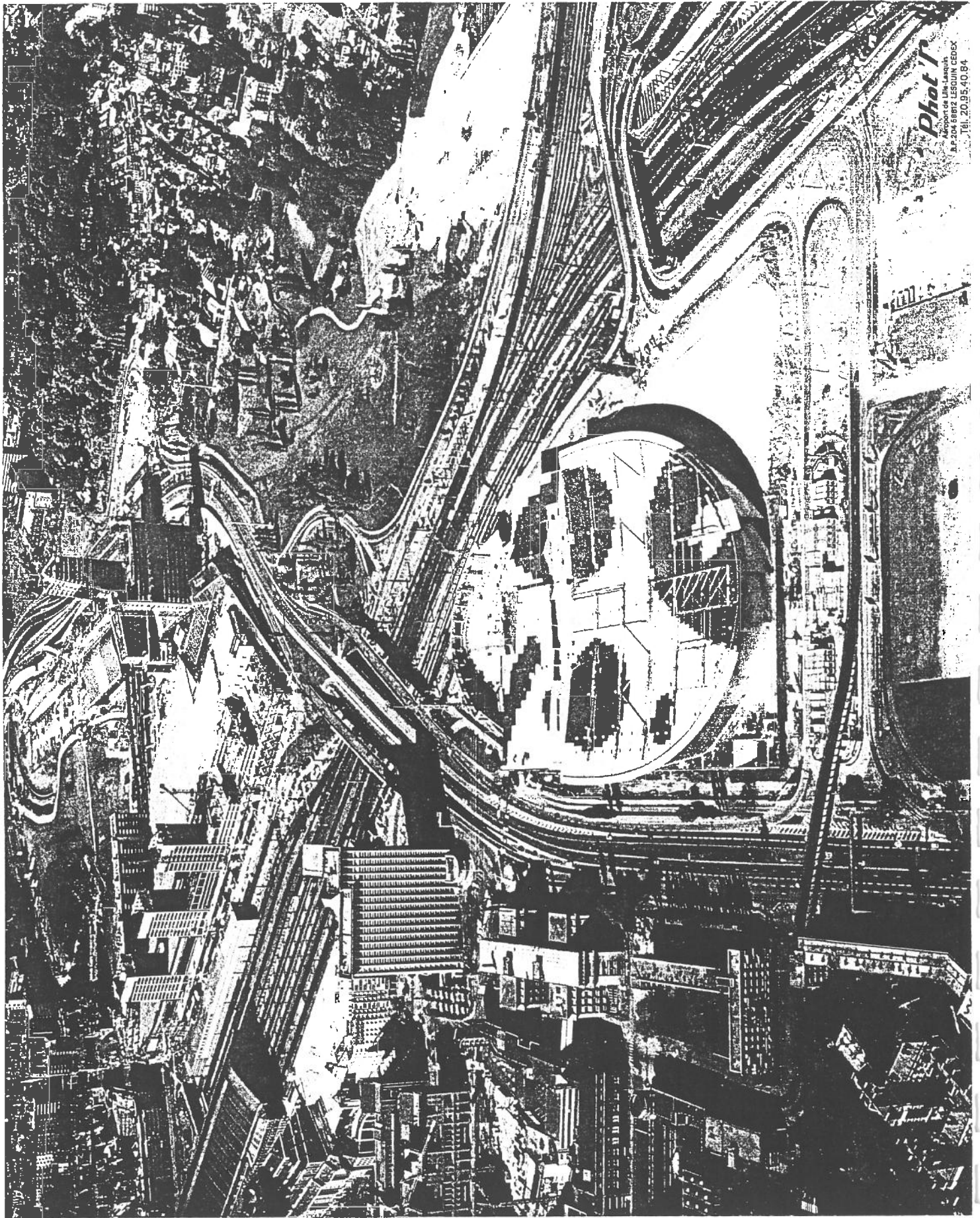
Program: Viaduct Le Corbusier, 172 m long

Client: Euralille

Architects: François Deslaugiers and Antoine Béal and Ludovic Blanckaert

LILLE GRAND PALAIS





Phot 1
Aéroport de Lille-Lesquin
R.P. 204 68812 LESQUIN CEDEX
Tel. 20.95.40.84

LILLE GRAND PALAIS

Inserted in the ring of the former fortifications of Lille, between the historic center and the periphery, Congrexpo is a hybrid building - a programmatic mixture of congress/exhibition/concert hall ("Zenith").

Each program has its own zone in the building, arranged so that the interfaces create new programmatic opportunities. In an east-west direction these zones are autonomous, while in the north-south direction they are connected. The large amphitheatre-like auditoria are placed back to back, to form a bridge, leaving below a large reception space.

The vertical layering of the building starts with a socle for parking and deliveries. The edges of the socle towards the city are animated with the reception and other daylight oriented programs. The edge towards the service road is on the same higher level as the road, allowing lorries to deliver straight into the exhibition halls.

The facades open when possible to the public space, to incorporate the Congrexpo program - usually located outside any city - into the public realm. This is the middle layer.

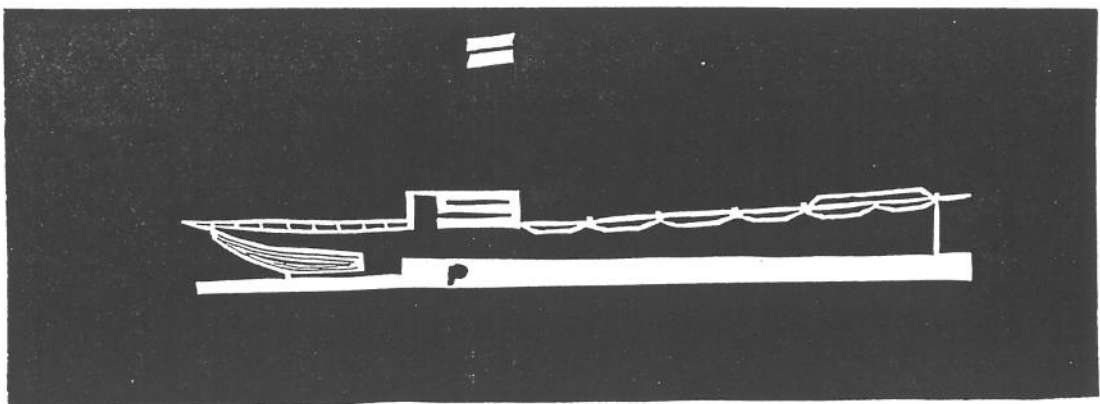
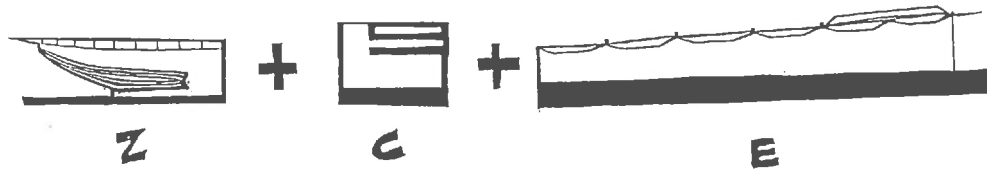
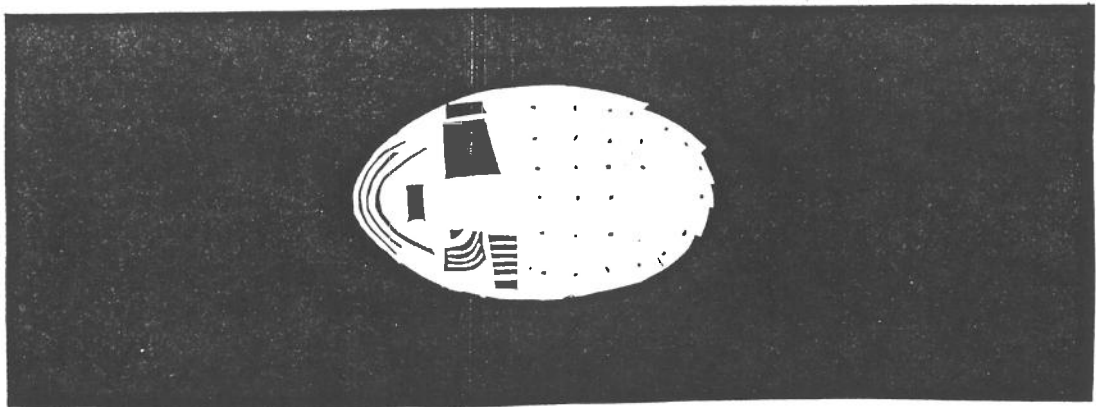
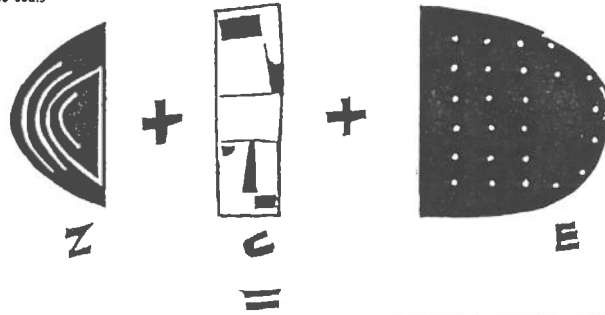
The top layer, the roof, has an almost perfect oval form, which is lower towards the centre. The ceiling becomes apparent in perspective, in such a way that the shape of the building can be imagined without ever being visible as a whole.

Z Zenith: 5.500 seats

C Congres: 3 halls, 1.500, 350 and 500 seats

E Exposition: 18.000 m²

P Parking: 1.230 places



Project: Lille Grand Palais

Location: Lille, France

Site: between railway lines and highways, historic city and periphery, facing future boulevard

Completion: Expo and Congres in June 1994, Zenith and Parking in autumn 1994

Client: City of Lille (Pierre Mauroy, Mayor); SAEM Euralille (Jean-Paul Baietto, General Manager); Association Lille Grand Palais (Jean Delannoy, Vice-President)

Budget: 360 Million FF (building: 275 MF, parking: 85 MF)

Materials: concrete, metal, plastic, wood

4 programs:

ZENITH: Rock concert, band performance, seminars, theatrical, greek, procénium, and in-the-round auditorium. Surface area: 7850 m²; 6.000 places including 3.200 fixed seating, 1.000 retractable mobile seating, 1.800 mobile seating; 1.000 m² stage area.

CONGRESS: 1.500 place conference auditorium for congress, European and international delegations - 9 languages, interactive and/or formal meetings, theatre, dance, cinema and product presentation; 500 place auditorium for congress - 9 languages, product presentation, recital, drama, cinema and lectures; 350 place theater for delegations type congress, small concert, recital, cinema and press conference; 3.500 m² congress exposition space; 1.500 place banquet space with cuisine; 2 x 200 place conference/class rooms; 12 x 80-place conference rooms; 2.500 m² administrative offices.

EXPO: 20.000 m² exposition space subdividable into 3 equal spaces; 6.000 m² lobby and multi-purpose spaces including meeting rooms, work-shops, commercial space, office space, 4 bars and 2 restaurants.

PARKING: 1.230 enclosed places

Design and Realisation:

Architects: Rem Koolhaas/OMA

Co-architect: François Delhay/F.M. Delhay-Caille

Engineers: Cecil Balmond/Ove Arup & Partners.

Interior: B/B: Petra Blaisse et Julie Sfez

Signage: Graphistes Associés

Acoustician: Rens van Luxemburg/ TNO, Delft

Services Engineers: Sodeg Ingenierie

Façade consultant: Robert-Jan van Santen

Scenography: Michel Cova/Agence Ducks

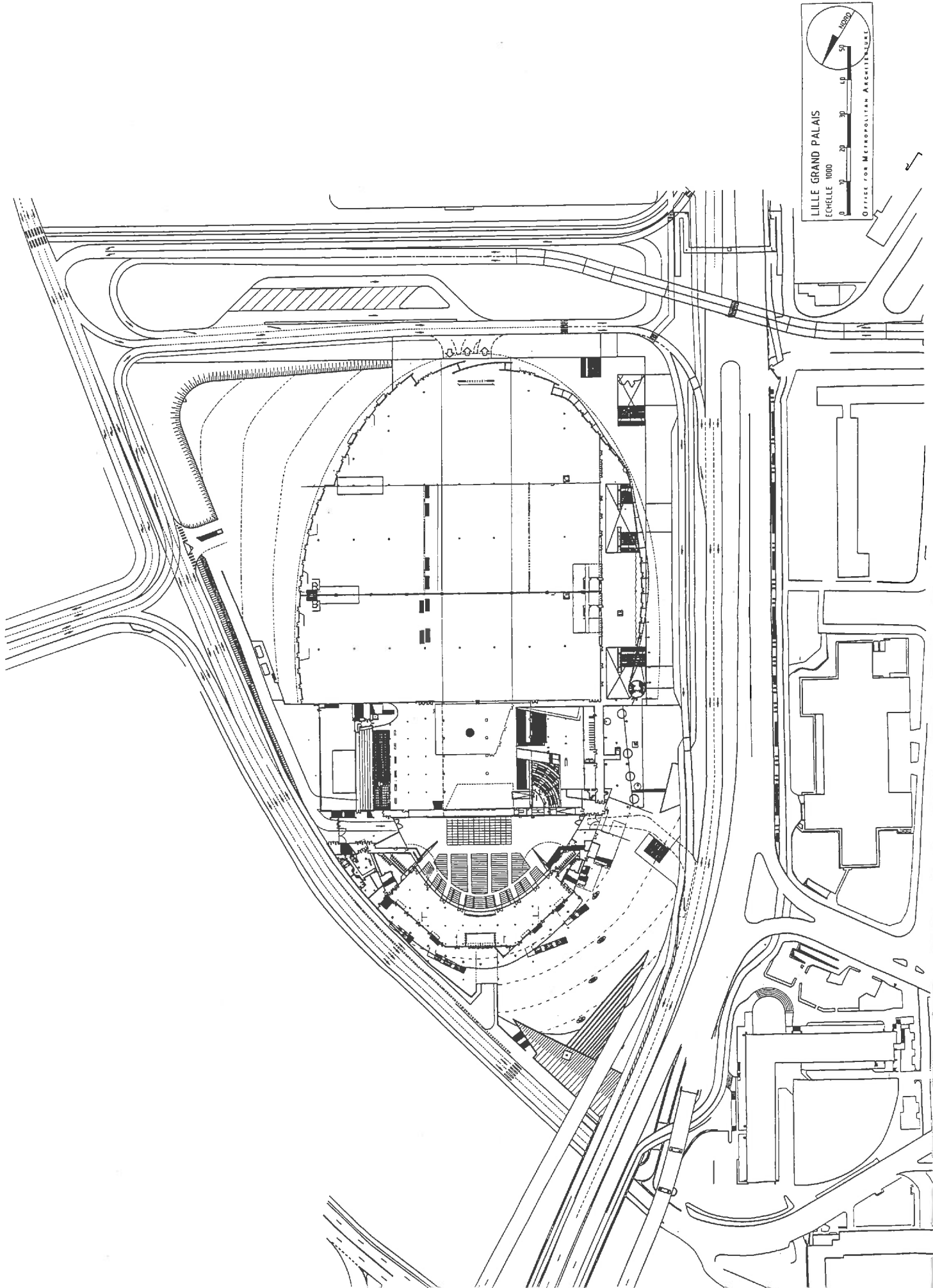
Economics: Bernard Gaillet/Cabinet Gaillet

Bureau de Contrôle: Christiaan Theys/Socotec

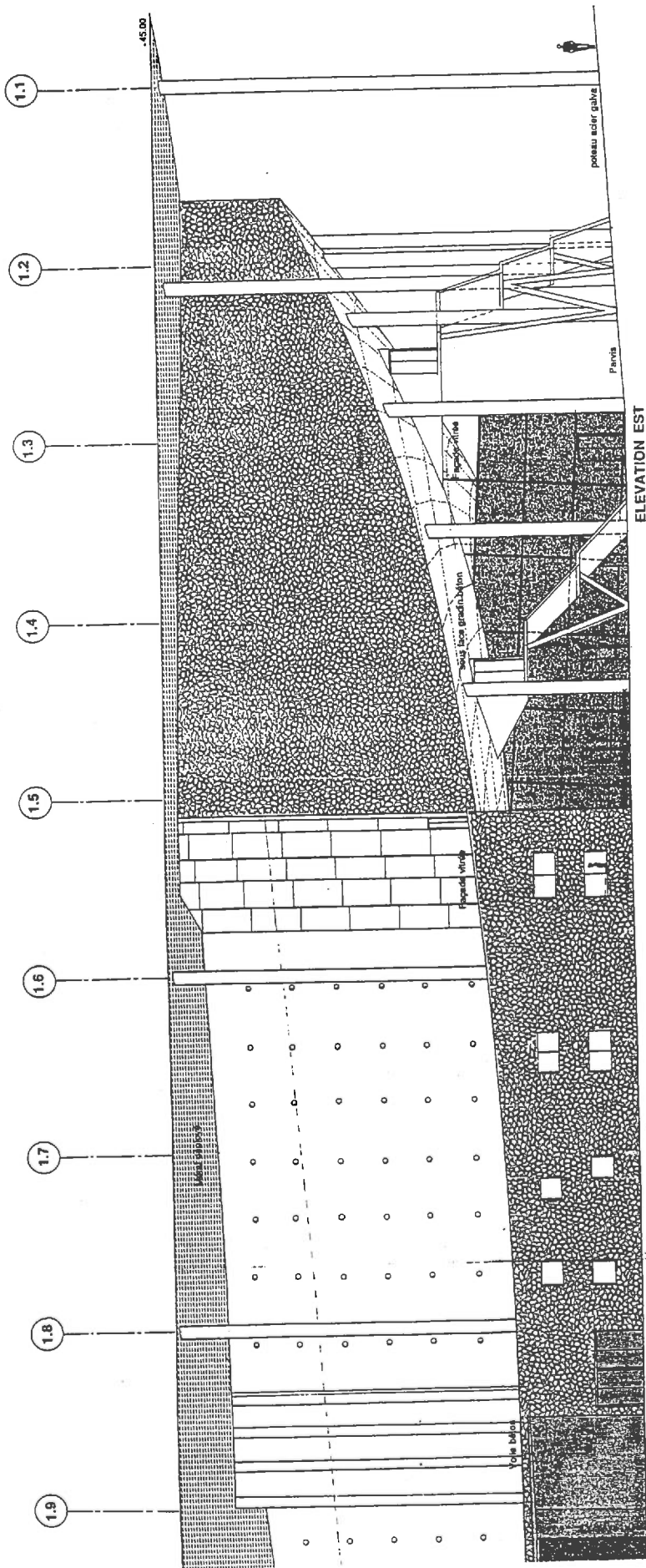
Planning: Jean Foerderer/Gemo

Synthese: Bernard Gaillet/ SETIB

General contractor: Dumez-Quillery SNEP

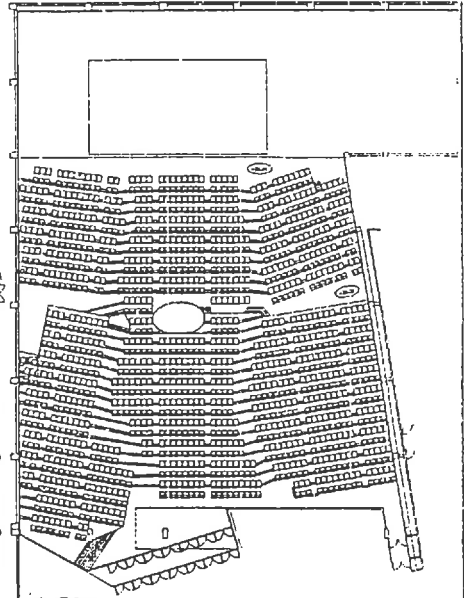
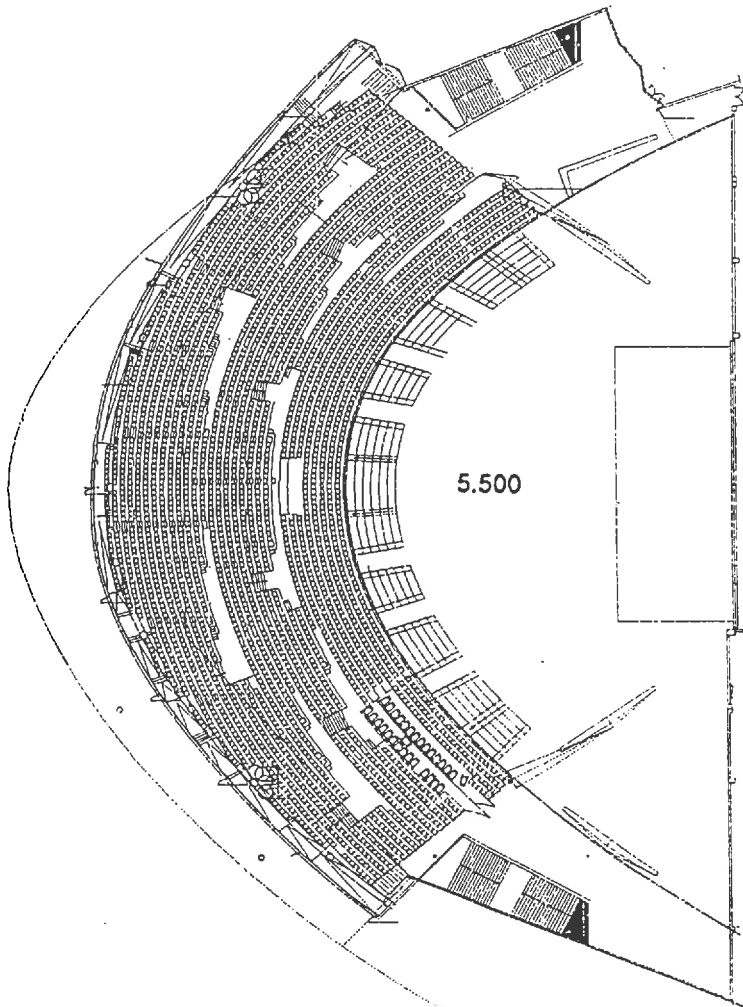
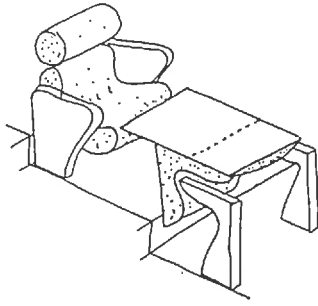
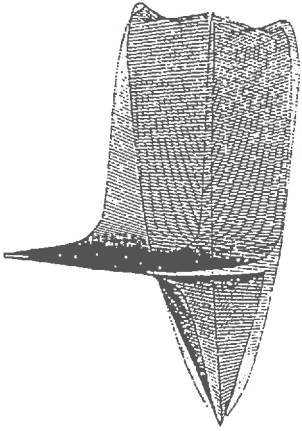


LILLE GRAND PALAIS
Echelle 1000
Office for Metropolitan Architecture

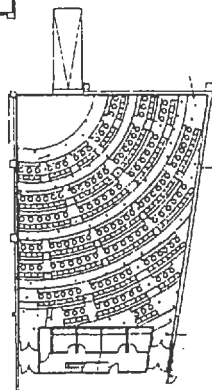


ELEVATION EST

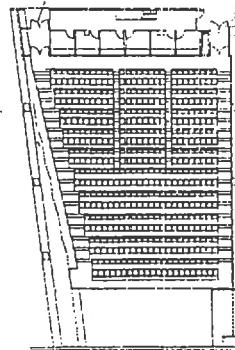
6U



1.500



350



500

