

LIEVE DE COCK
General Manager - Urban Development Director
Architect urbanist
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Lieve De Cock started her career at Euro Immo Star in 2003 as Urban and Architectural Designer. Three years later she was appointed Urban Design Manager and since 2008 she has been Euro Immo Star's General Manager. She studied architecture at Sint-Lucas in Ghent and got a post-graduate degree in Urban and Regional Planning at KULeuven.

As General Manager, Lieve De Cock has general charge of Euro Immo Star's departments of Urban - Landscape Design, Mobility - Infrastructural Design, Architectural Design and Visual Design.

Euro Immo Star (EIS) is, together with its parent company Eurostation, part of the Belgian railway group. This connection ensures expertise and stability, while the autonomous structure of EIS allows for flexibility and speed. This enables different cooperation forms with public and private partners.

To achieve this integral approach, Euro Immo Star, enhanced with the expertise of its parent company Eurostation, can rely on a multidisciplinary team of specialists in the field of urban planning, mobility, infrastructure, architecture, landscape architecture, visual design, engineering, construction techniques, supervision of construction, real estate development and project management.

Her personal training and experience in the fields of urban planning, mobility and architecture form a solid foundation for the substantive management of projects with multidisciplinary project teams.

Lieve focuses on achieving the desired result. In this framework, an in-depth knowledge of the involved disciplines, the working-out of a (complex) project, the strategic management of the process and the implementation of moments of targeted communication are all key principles to successful projects.

CONGRESS - MOSCOW

THE GRAMMAR OF STATION ENVIRONMENTS

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Some people are travelling abroad.
Others are returning home.
Many cross paths along the way.

For all of us it is a question of destination.
This is why there is... the station!

A train station is more than just a transit point. It is a vital part of the city, a dynamic meeting place where a multitude of people and activities come together. Bringing sustainable mobility into the heart of society also contributes to the economic and social development of a region. And even more than this, mobility strengthens social cohesion!

As socio-economic 'hotspots', stations of the 21st-century are facing major challenges.

Not only must the different transport modes interconnect smoothly, but it must also be possible to implement new mobility developments and technologies without difficulty. This requires not only strong technology, but also high-quality architecture that provides the traveler with great comfort. Wait for the train with a cup of coffee, quickly buy a newspaper, pick up your child from the nursery... A station is far more than just a place where you get on or off the train, it is a central element in the busy lives of commuters.

In the heart of these cathedrals of transport stands human scale, the scale of the user - in the broadest sense of the word - which is the theme running through the design.

The station and its environment are not merely functional. They both contribute to shaping the identity of a village or a town over the span of years.

The station is the gateway to the city, and its environment the first contact point with it.

Thinking about the station and its surroundings is therefore a major assignment.

Of course, all the movements between the various transport modes have to take place smoothly within the station, but support functions have to be present as well.

The surroundings of a transportation hub represents a dynamic district that welcomes travelers warmly and seduces them into further exploring the city.

It always involves those **three aspects of the station: the station, its immediate environment and the relationship with the city (centre)**. This mix of scales requires an integrated approach to station environments.

A **Structural Outline** translates into a schematic spatial global concept embodying the ambitions of the various parties involved and responds to the quest for the role and significance of the station and its surroundings within the urban fabric.

These broad urban-design guidelines result from a (SWOT) analysis at different levels and from a vision of the future of the site.

At the stages of research by design and of the negotiations with the clients during design, these broad urban-design guidelines are further developed into a **Masterplan**. In this framework, Euro Immo Star's designers rely on a set of **basic principles: sustainable mobility, infrastructure and landscape, high-quality public space, intensive use of space, strengthening of neighborhood identity, synergy and coproduction**.

As the focus is set from the start on the effective realization of the plan, the design process of translating the Structural Outline into a Masterplan is accompanied by a **Feasibility Study**. Those adjustments from a point of view of space, technique, law, finance, socio-politics and planning are essential to avoid that an idea would turn into "just another paper plan".

For this integrated approach, Euro Immo Star, supported by the expertise of its parent company Eurostation, can rely on a multidisciplinary team of specialists in the field of urban planning, mobility, infrastructure, architecture, landscape architecture, visual design, engineering, construction techniques, construction works supervision, property development and project management. We help public administrations in Belgium and abroad to give form to mobility nodes and their environments in the best possible way, from idea to realization.

"Railway station surroundings are indeed the motor for the revival of urban development."

FIGURE 1A - PICTURE OF ANTWERP CENTRAL STATION, BELGIUM (copyright EIS)
FIGURE 1B - PICTURE OF MOSCOW RUSSIA (copyright EIS)

Sustainable mobility

As a collective means of transport, the train brings people into the heart of the city in a sustainable way. Like in Antwerp Central Station, the focus is set on stations in the centre. The railway infrastructure is extended under the city, which makes an end-station into a through-station and ensures access to the town centre.

FIGURE 2A - PICTURE OF MECHELEN, BELGIUM (copyright EIS)

Infrastructure and landscape

Infrastructure becomes landscape, which becomes infrastructure. Hard and soft elements make one high-quality environment where moving and inhabiting go hand in hand. The urban landscape of the 21st century is a landscape fulfilling many functions and taking on many shapes, but always with coherence and meaning.

FIGURE 2B - PICTURE OF PORTMORE, JAMAICA (copyright EIS)

Infrastructure and landscape

The role of the purely functional bus station located at the cross-roads of several lines is enlarged by merging the urban transport infrastructure and the operation of the mobility node in the strict sense.

FIGURE 3A - PICTURE OF TORHOUT, BELGIUM (copyright EIS)

FIGURE 3B - PICTURE OF OUDENAARDE, BELGIUM (copyright EIS)

High-quality public space

The station stands as an icon in the area and flanks the squares and streets. The link between different levels and through the infrastructure is crucial to avoid dividing the city. With a crossing or a subway - there must always be a relationship with the public space in the neighborhood.

FIGURE 4A - PICTURE OF KORTRIJK (copyright EIS)

FIGURE 4B - PICTURE OF KORTRIJK (copyright EIS)

Strengthening the neighborhood's identity

The focus is set on the station as a gate to the city and as the heart of the station environment in order to strengthen the identity of the area. The station constitutes a link through the multitude of infrastructures, focuses on the readability of urban routes and is a landmark, a beacon symbolizing the area.

FIGURE 5A - PICTURE OF MOSCOW, RUSSIA (copyright EIS)

FIGURE 5B - PICTURE OF HASSELT, BELGIUM (copyright EIS)

Intensive use of space

By further increasing the densification of the station area, it is possible to make the train an even more sustainable and efficient mode of transport. A mix of functions - living, working and relaxing - in the neighborhood of the station plays a role in the optimization of the accessibility of the multimodal mobility node. Furthermore, those buildings will contribute to a new area in the city and to the improvement of squares and streets.

FIGURE 6 - PICTURE OF TOULOUSE, FRANCE (copyright EIS)

Synergy and coproduction

The complexity of a station and its surroundings is not limited to concrete aspects, but is also in the decision-making process. Numerous parties meet around the table with their own competences and ambitions. It is only by aligning them that you can create a good project.