



SHAPING SPACES, INSPIRING LIFESTYLES

Urban developpement of the „Metzeschmelz“

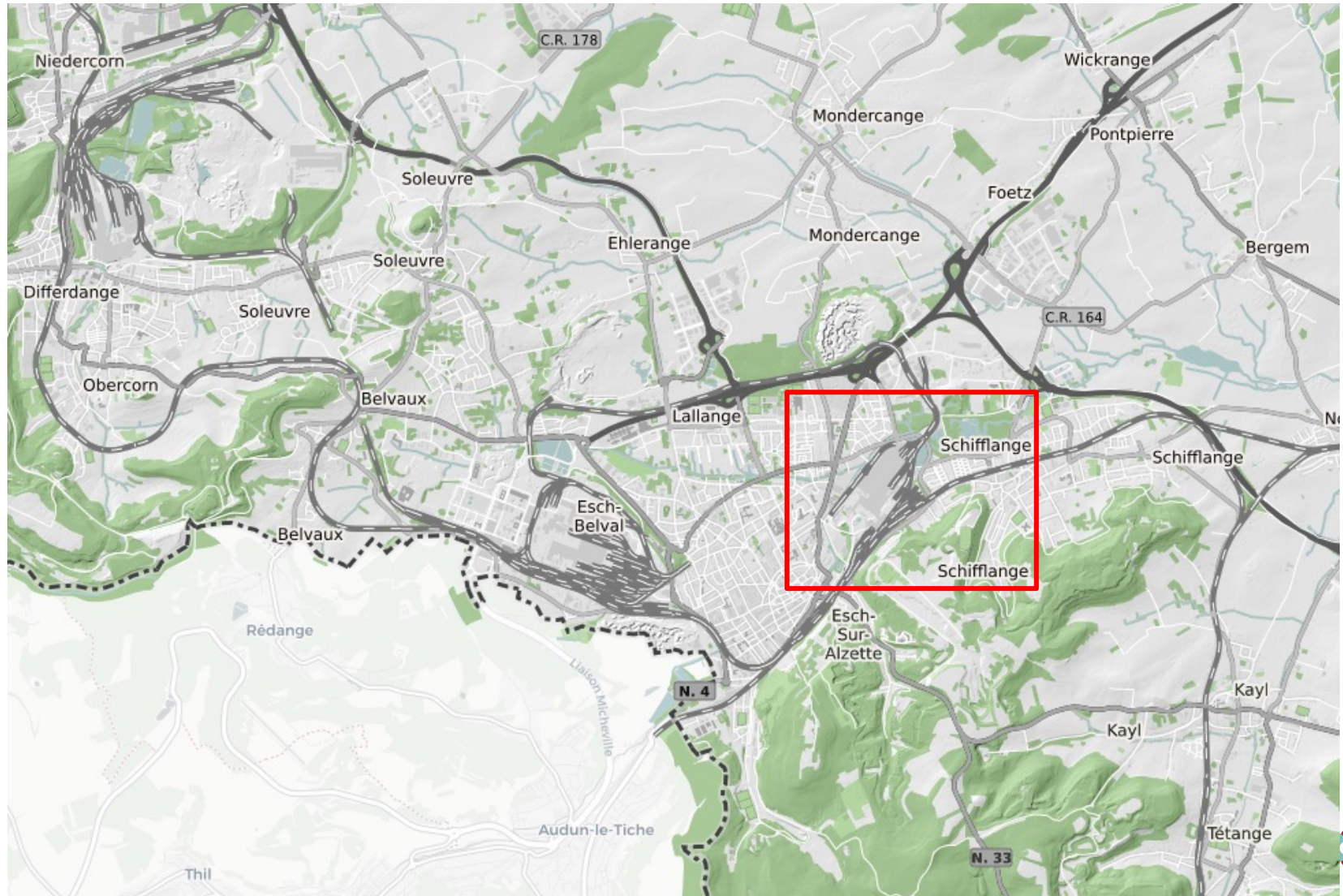
From steel factory to city factory

21/10/2023



The site and its history

Location



The site and its history

Location

The Esch-Schifflange site is located on the territory of 2 municipalities



Administration Communale de
Schifflange

91 %

9 %

Total area: 62,9 ha



The site and its history



Simon Schmitt - www.globaleview.be

History of the site

- 1869: the ironworks company Metz & Cie. bought Berwart Castle and the Schlassgoart, the entrepreneurs Metz and Tesch move into the newly renovated castle.
- 1871: the first blast furnace of the new plant goes into operation, 2 more shortly afterwards
- 1913: modernisation of the plant, construction of a new wire rolling mill,
- 1950s: the old blast furnaces are gradually replaced by new ones
- 1994: Commissioning of the electric steel plant with an annual production capacity of 530,000 tonnes of steel
- 2011: Decision to shut down plant indefinitely, only wire rod mill still operated until October 2012

History of the site

- 2 February 2016: Official statement on the closure of the plant by AM.
- 6 February 2016: MoU - State/ArcelorMittal/Agora - Agora commissioned to conduct a feasibility study on the revitalisation of the Esch-Schiffingen industrial site.
- 2018: Completion of the feasibility study (with the participation of more than 100 experts), the aim of the study was to develop "various ecological, cultural, economic and spatial planning scenarios to serve as a basis for the future development of a new urban district on the former production site"
- 29 March - 3 April 2019: Urban planning competition with four international teams specialising in the development and realisation of large-scale urban projects on former industrial sites
- Workshop procedure with public participation with the aim; to jointly define the guidelines for the new urban district and to develop structured proposals.

Design workshop

QUARTIER ALZETTE

ENTWURFSWERKSTATT / ATELIER DE CONCEPTION

29.03. - 05.04.2019

Design workshop

Organisation and process

- Call for candidates with over twenty expressions of interest
- Pre-selection of 10 candidates who presented themselves to the selection panel
- Selection of 4 international and multidisciplinary teams
- Invitation of these 4 teams to a 1-week on-site workshop process
- Competition with a final decision at the end of the week
- Organisation of a public participation workshop and regular public presentations of interim results (3 evenings)
- Public display of the results of the public participation workshop

Design workshop

Results



Design workshop

Results

1st place

TEAM 1

COBE (Copenhagen / DK) &
URBAN AGENCY (Copenhagen / DK) &
LUXPLAN S.A. (Elmen / LU) &
URBAN CREATORS (Copenhagen / DK)

3rd place

TEAM 2

Studio Paola Viganò (Mailand / IT) &
Systematica (Mailand / IT) &
Idea Consult (Brüssel / BE) & Sweco (Brüssel / BE)

2nd place

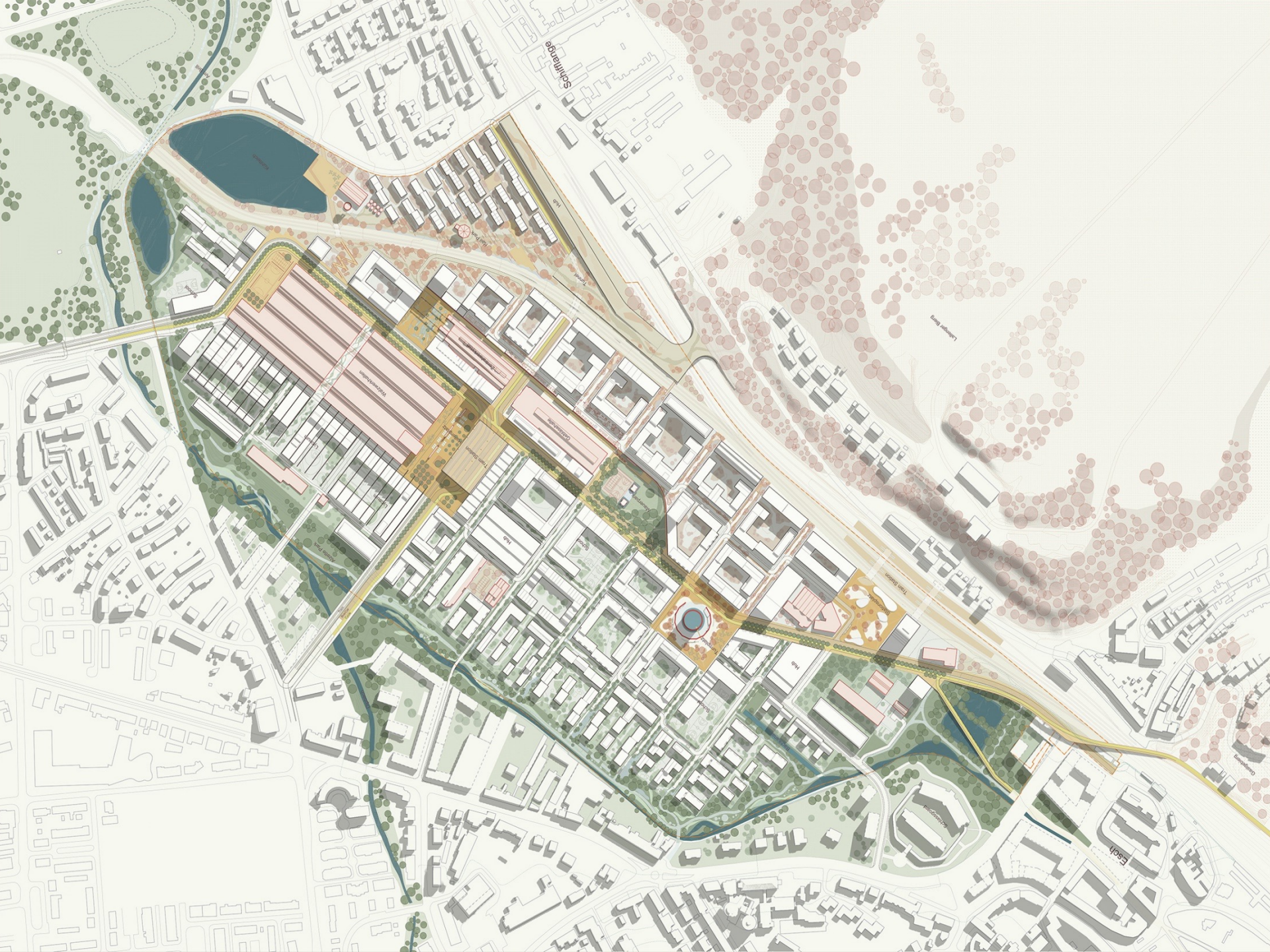
TEAM 4

ilex (Lyon, FR) & Pont12 (Lausanne / CH) &
Citec Ingénieurs Conseils S.A (Genève / CH) &
Plein Sens (Paris, FR) &
Oasiis (Paris, FR)

4th place

TEAM 3

Hawkins\Brown (London / UK) &
OKRA (Utrecht / NL) &
Weeber+Partner (Stuttgart / DE) &
Phil Jones Associates (London / UK)

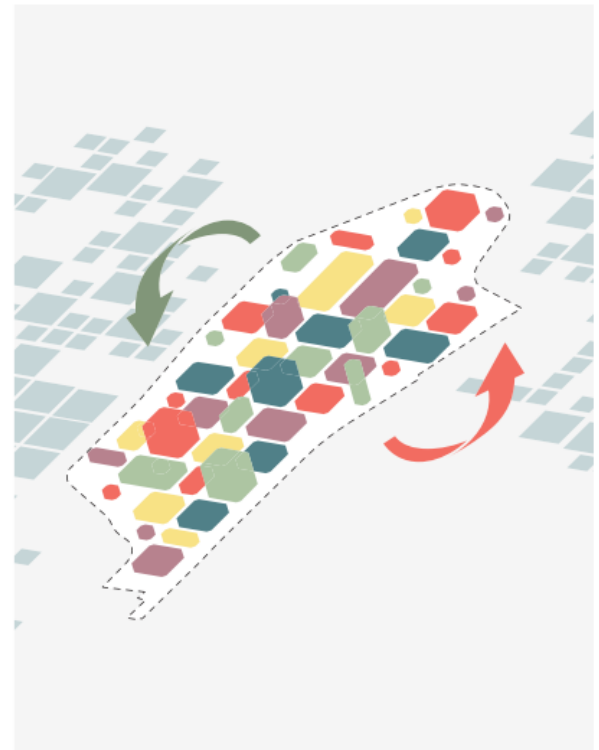
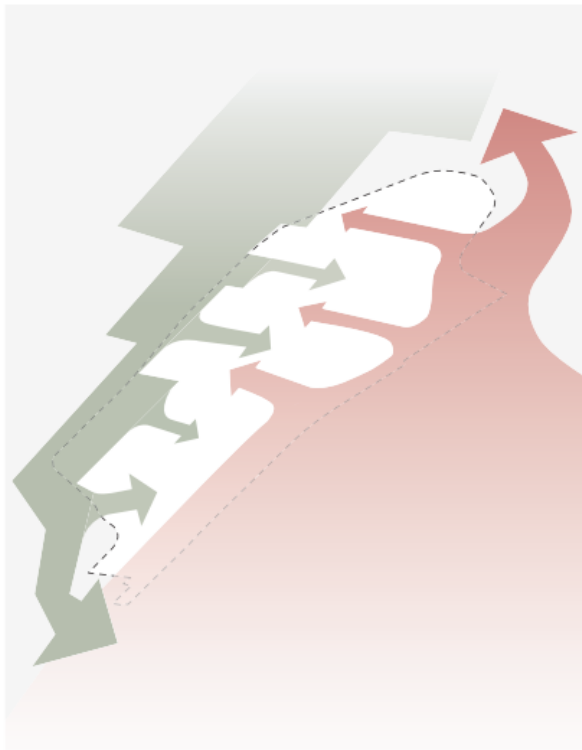




Urban vision

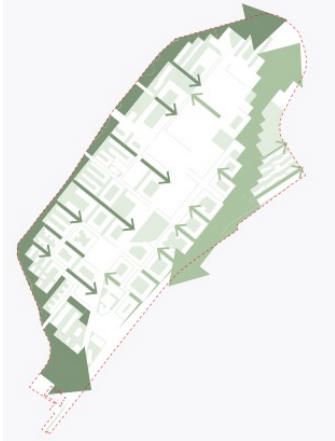
Principles

green habitats
reused industry
sustainable mobility



Urban vision

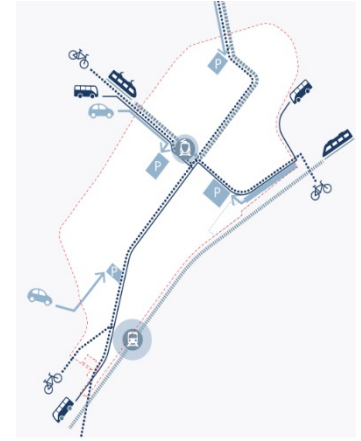
Strategies



A frame of urban nature and a network of habitats



Preserve and reuse by giving existing structures new life



Interconnected mobility for car-free streets



A walkable network of healthy spaces



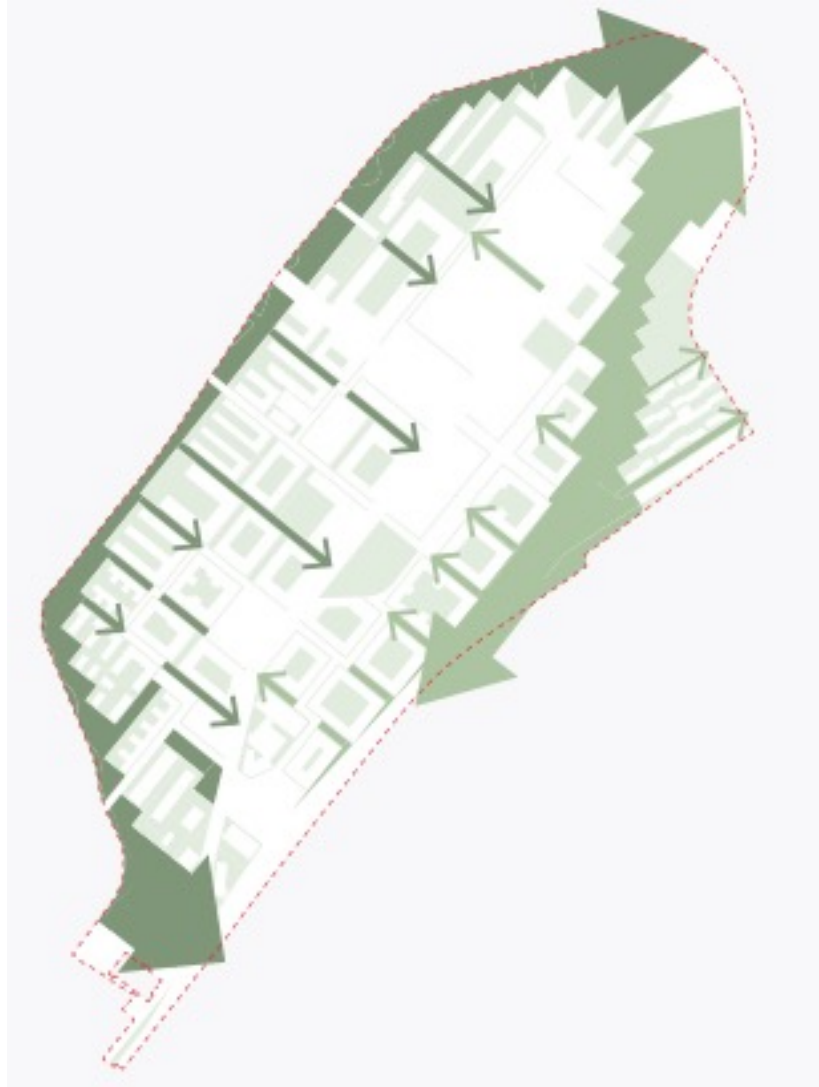
Sustain circularity and symbiotic resource flows



Dense mix of buildings and functions, adapted to context

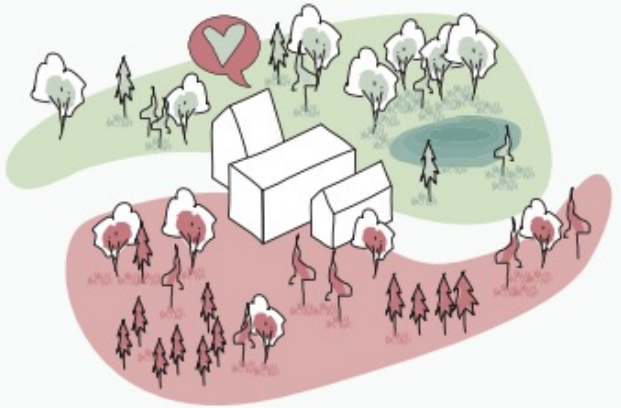
Urban vision

A frame of urban nature and a network of habitats

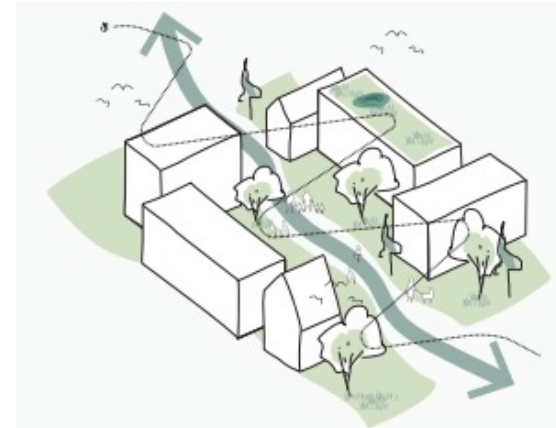


Urban vision

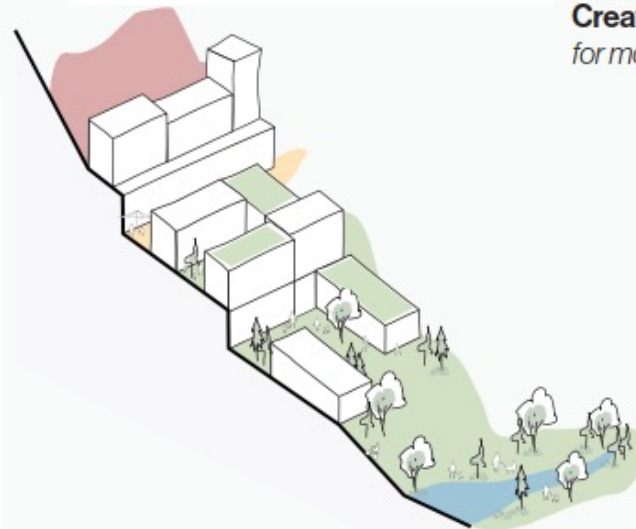
A frame of urban nature and a network of habitats



Framing the district with two large parks,
*the renaturalized Alzette river park
and the postindustrial rail park.*



Creating green and blue networks
for more resilient habitats.



More than 50% green,
in both public and private areas.

Urban vision

A frame of urban nature and a network of habitats

Renaturation of the Alzette



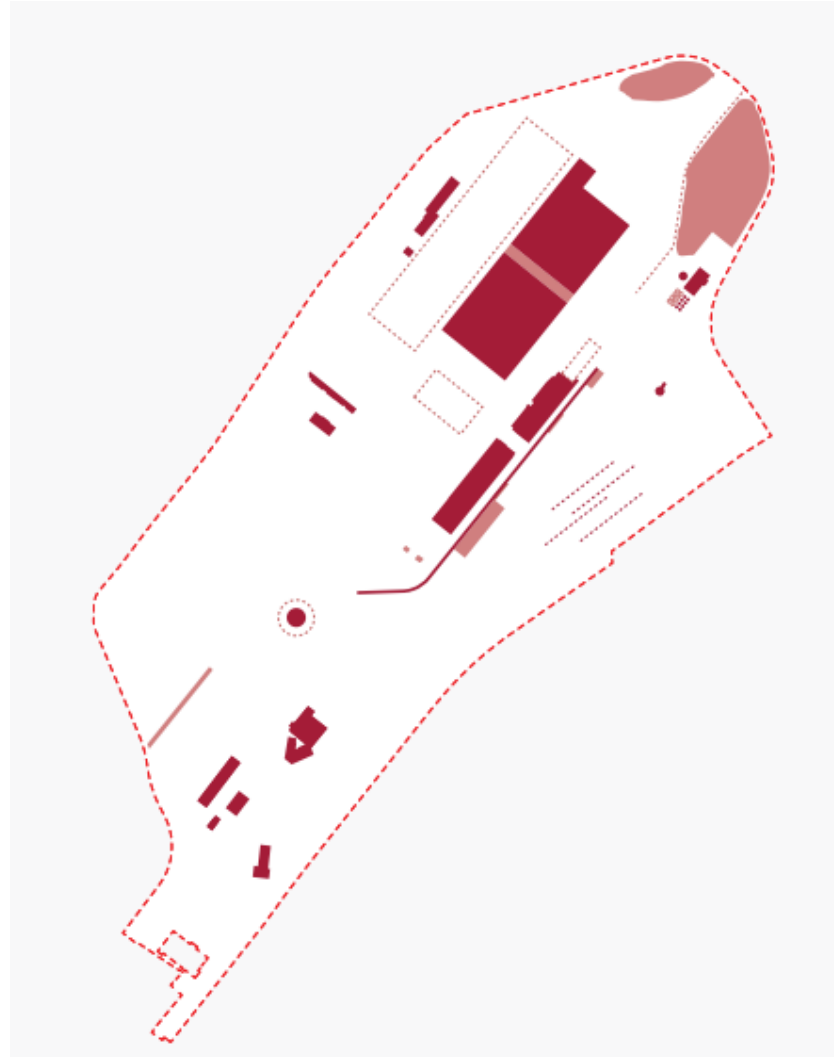
Urban vision

A frame of urban nature and a network of habitats



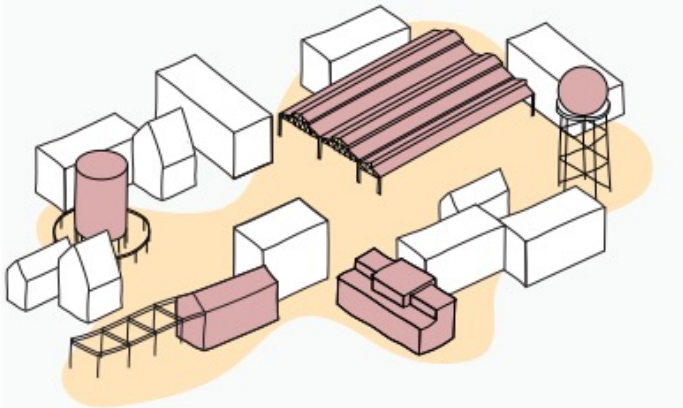
Urban vision

Preserve and reuse by giving existing structures new life

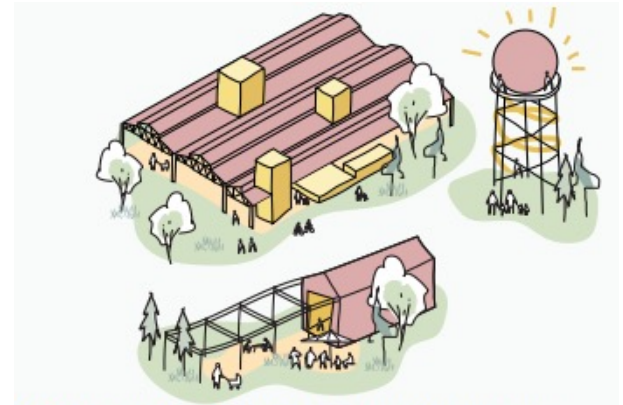


Urban vision

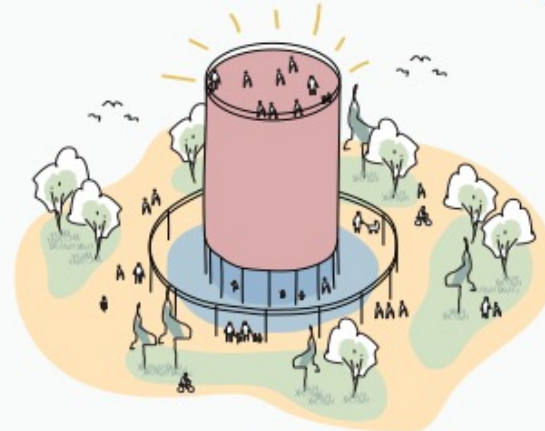
Preserve and reuse by giving existing structures new life



Preserve & reuse min. half of the existing buildings,
and integrating them into the new dense urban fabric



Giving existing buildings new life with new functions



Preserving and developing existing identity
by placing new spaces at existing structures

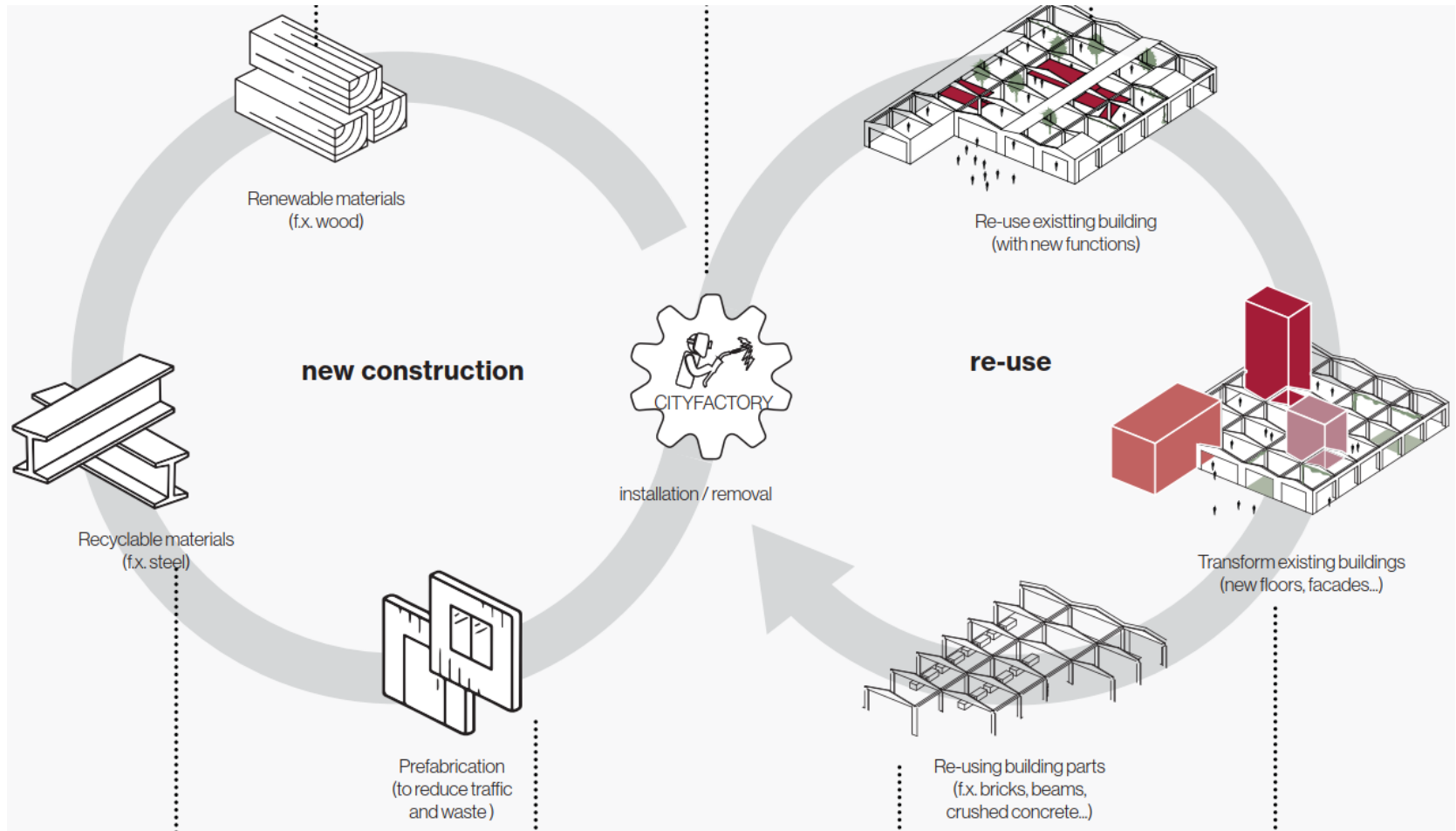
Urban vision

Stadfabrik



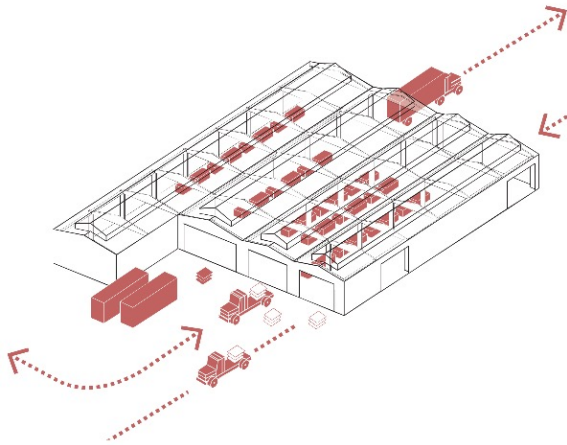
Urban vision

Stadfabrik

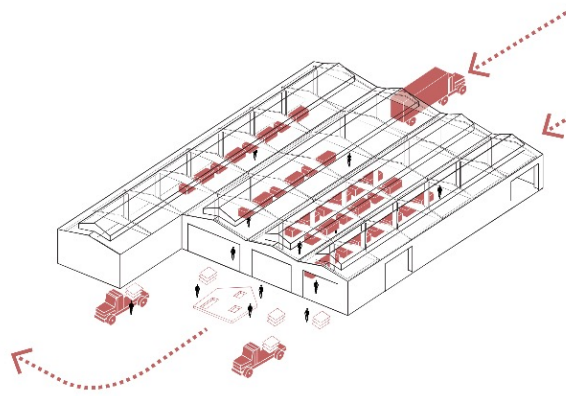


Urban vision

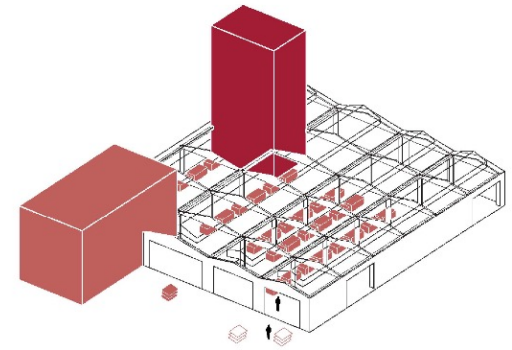
Stadfabrik



Logistical use f.x. for urban mining



Prefab on site, f.x. CLT

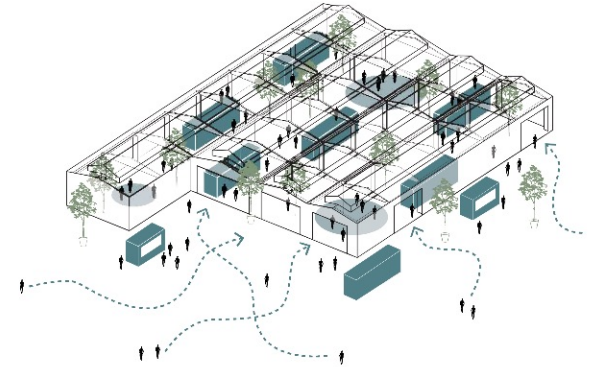
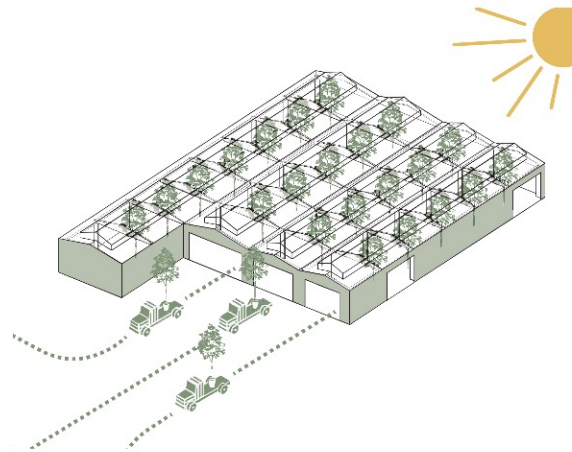
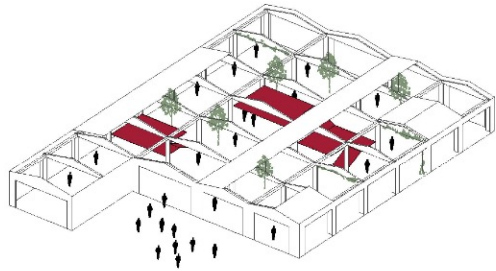


Future crafts and production



Urban vision

Stadfabrik



Temporary use

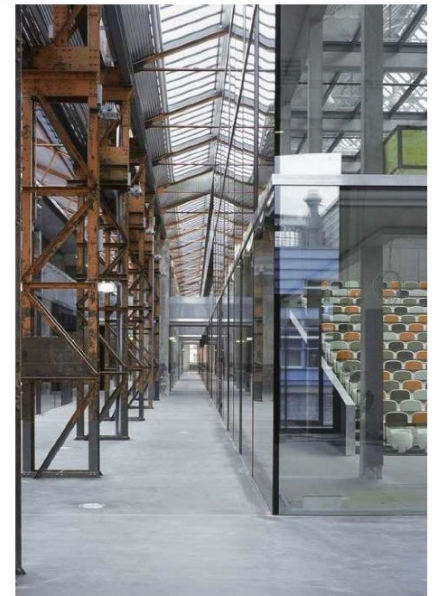
Tree nursery

Innovative office



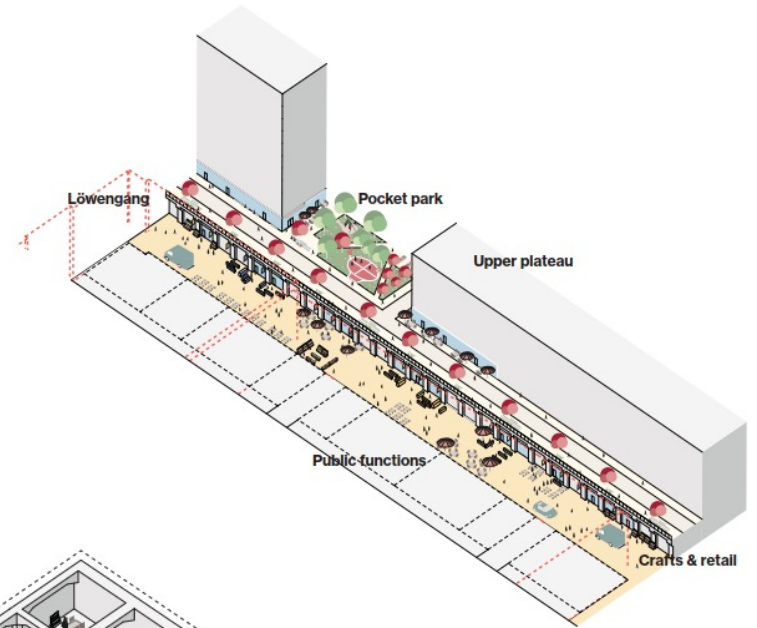
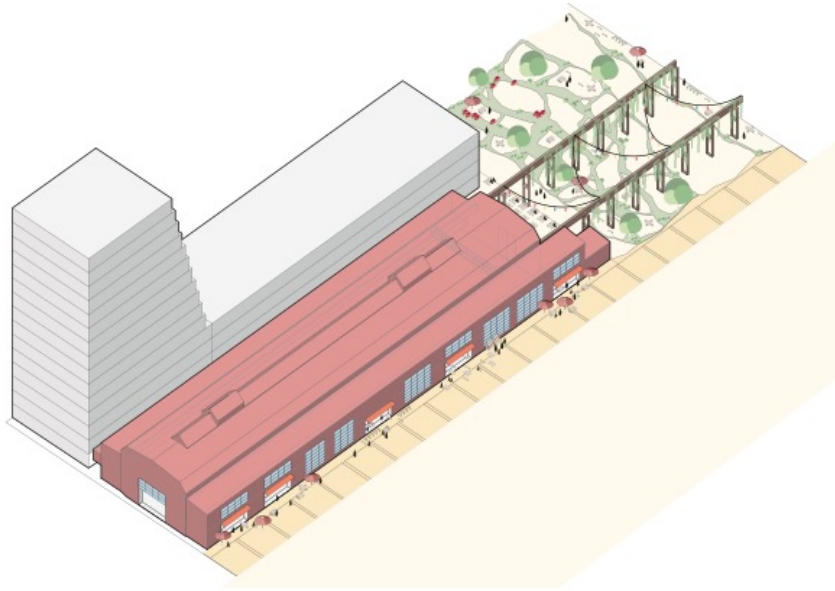
Urban vision

Stadfabrik

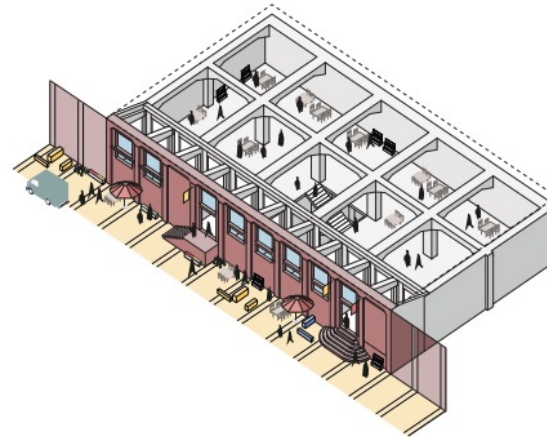


Urban vision

Preserve and reuse by giving existing structures new life



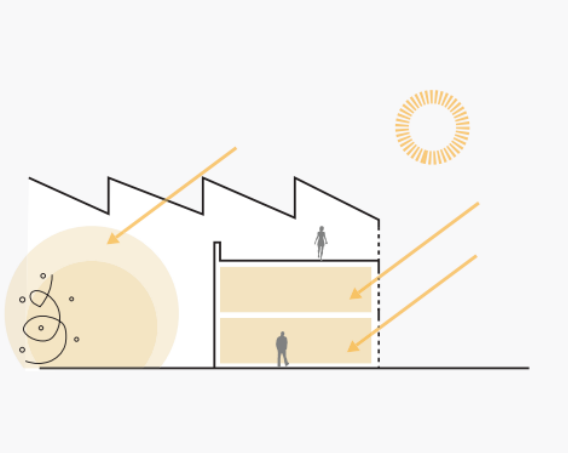
Zentralwerkstatt



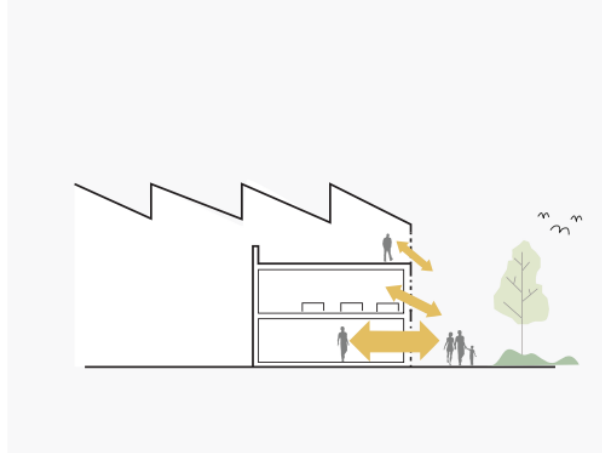
Zentralmagazin

Urban vision

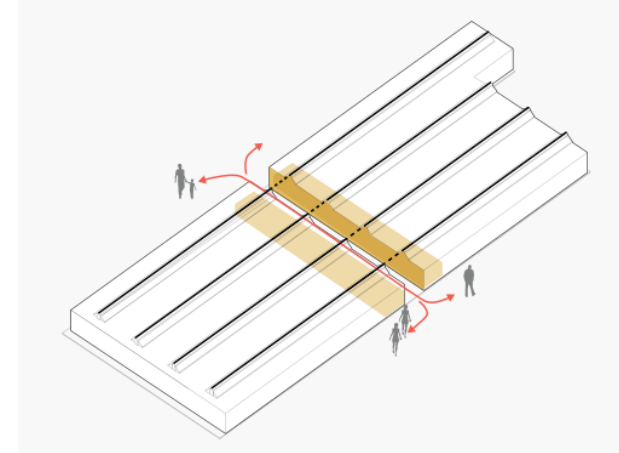
Preserve and reuse by giving existing structures new life



Verdichtung über Tageslicht



Aktivierung der Fassaden durch öffentliche Räume

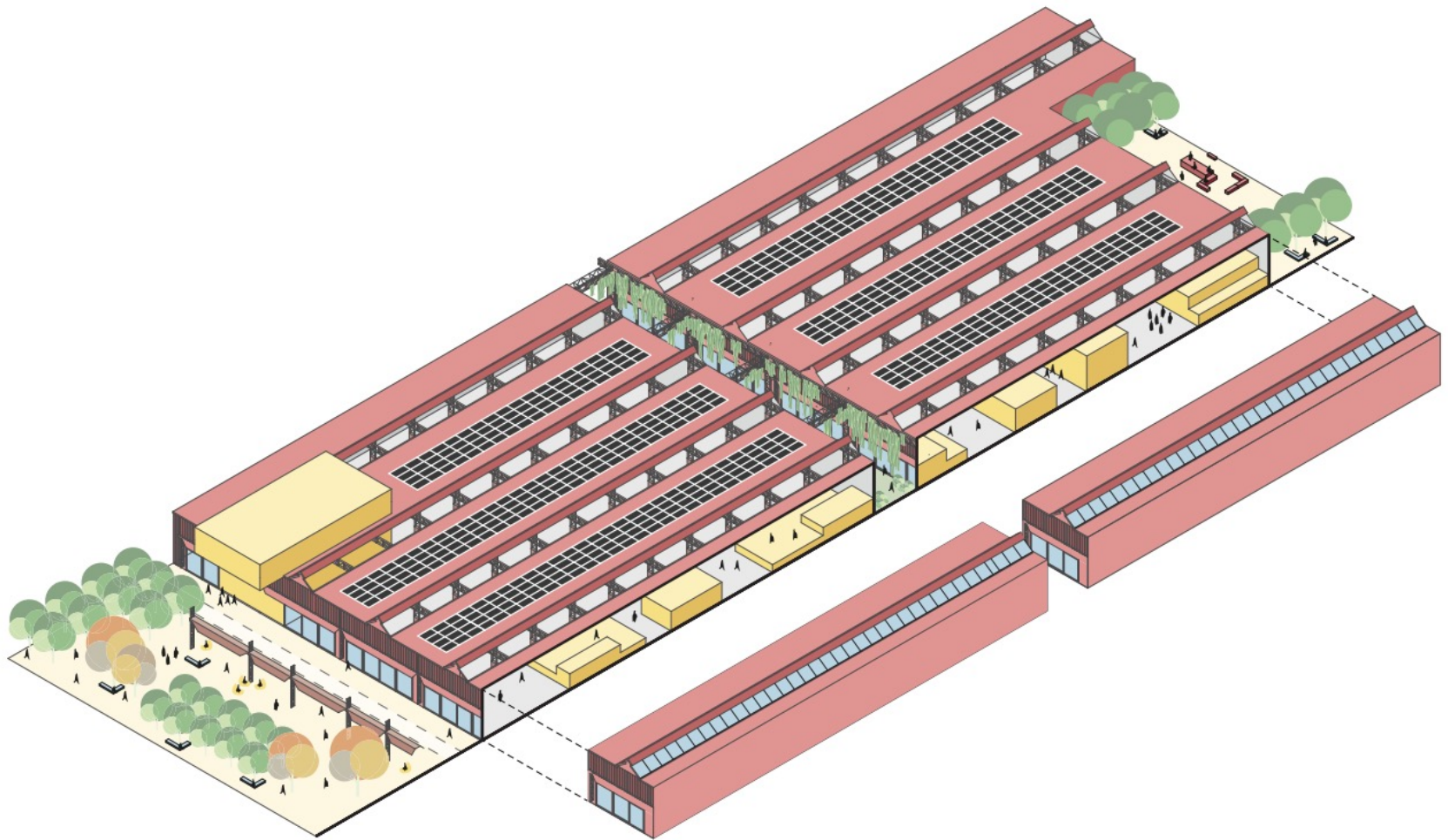


Duerchgang



Urban vision

Preserve and reuse by giving existing structures new life



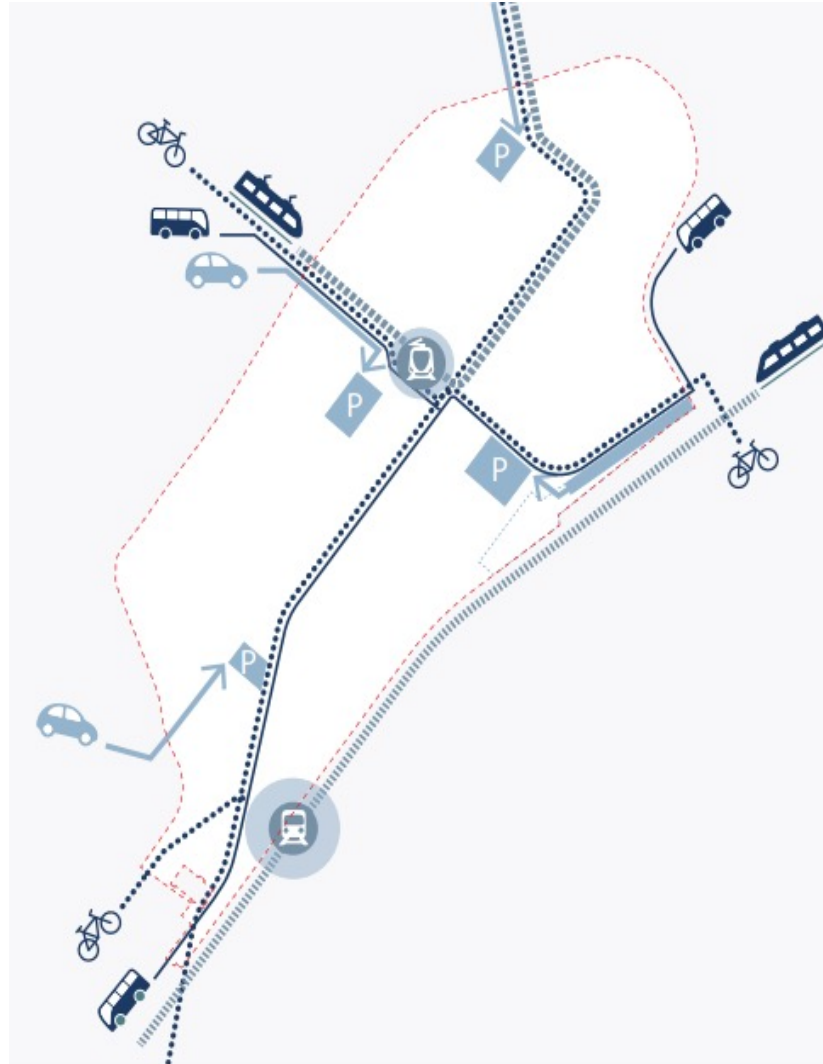
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Preserve and reuse by giving existing structures new life



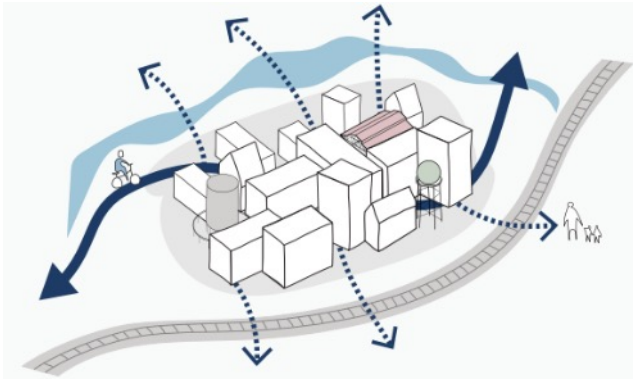
Urban vision

Interconnected mobility for car-free streets

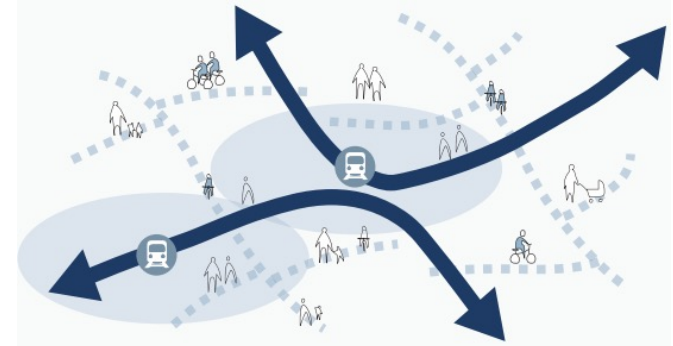


Urban vision

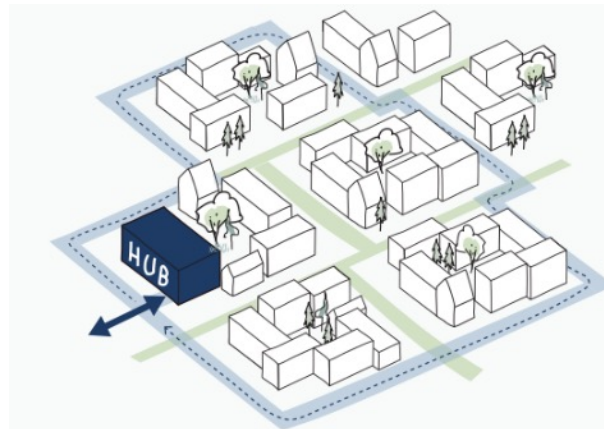
Interconnected mobility for car-free streets



Well connected to its surrounding
max. 500 m between crossings for bikes and pedestrians



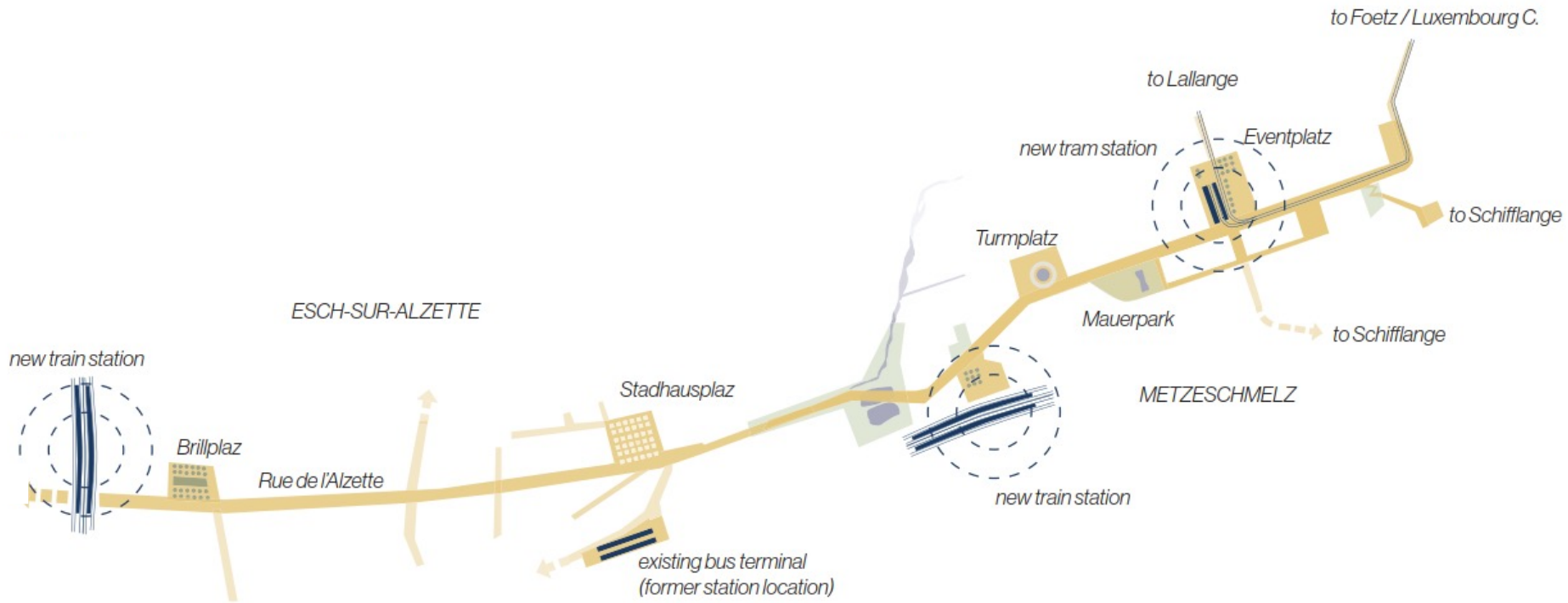
Integrated public transport in a walkable distance
network of rapid bus system, tram and train



Limiting car traffic
consolidate all parking in the facility hub

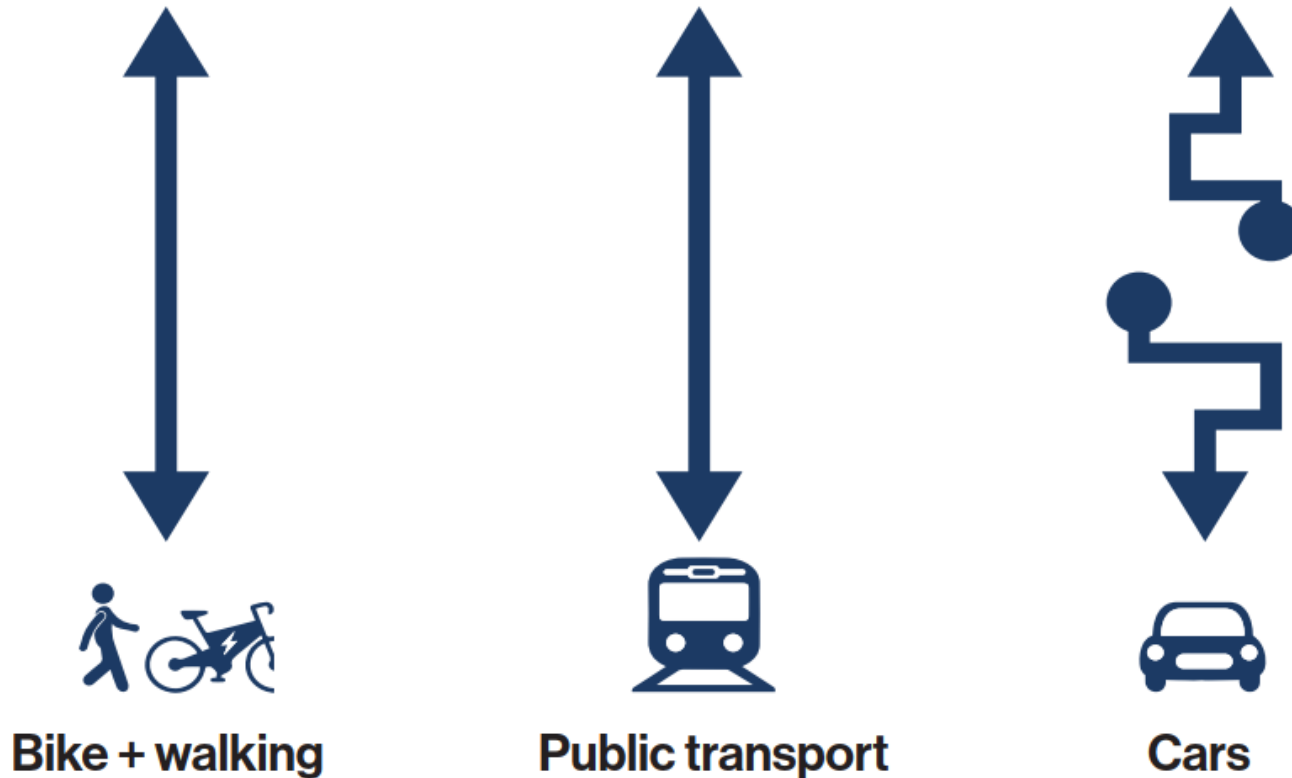
Urban vision

Interconnected mobility for car-free streets



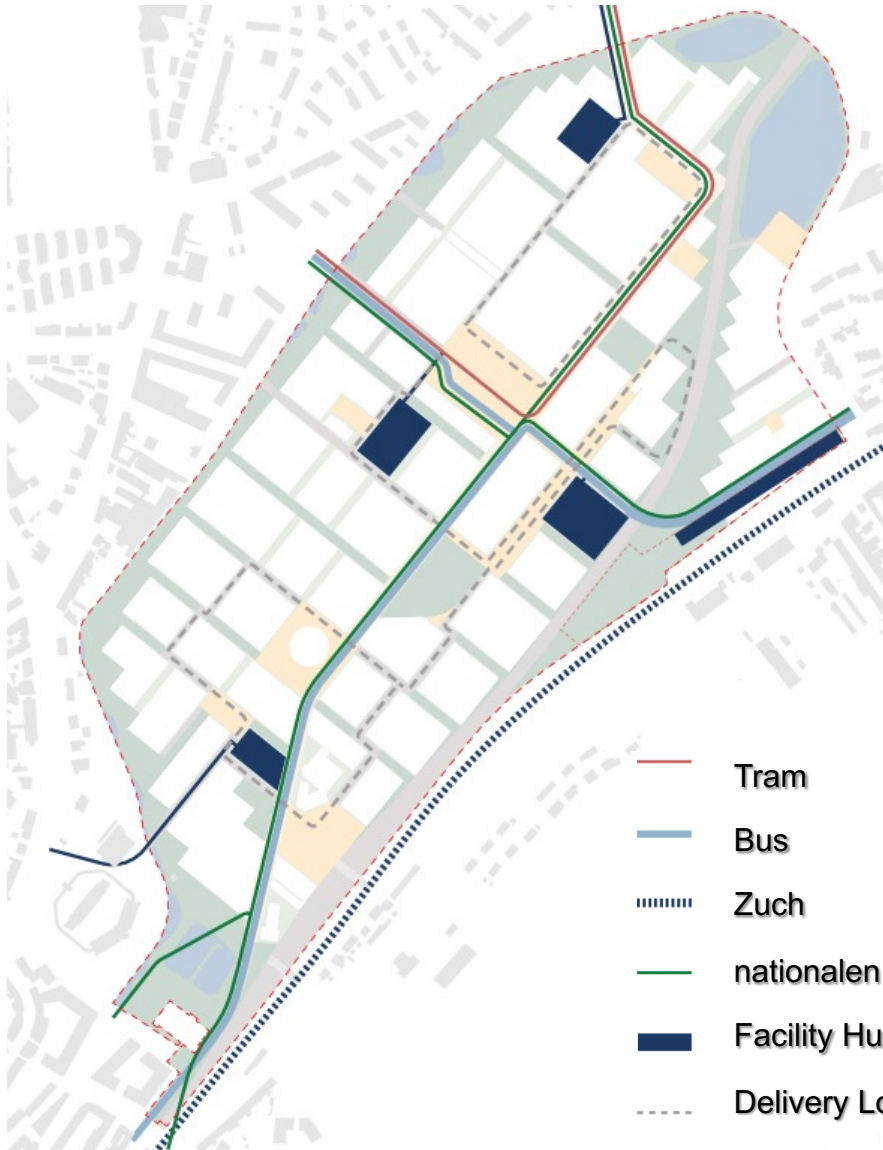
Urban vision

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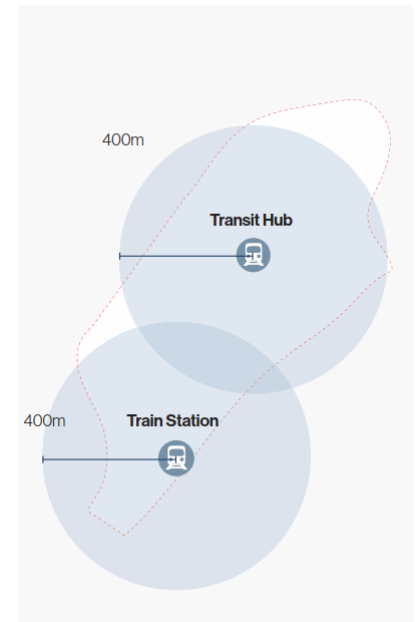
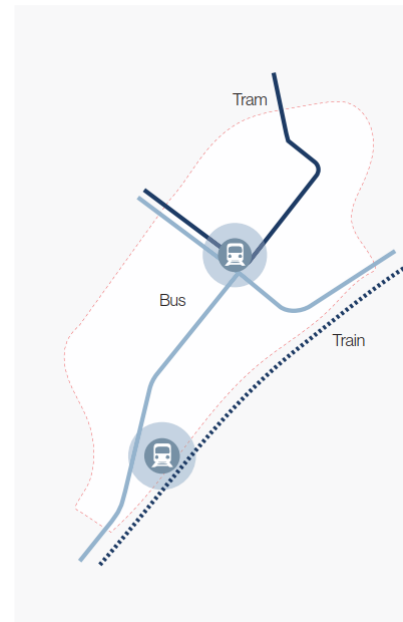


Urban vision

Interconnected mobility for car-free streets

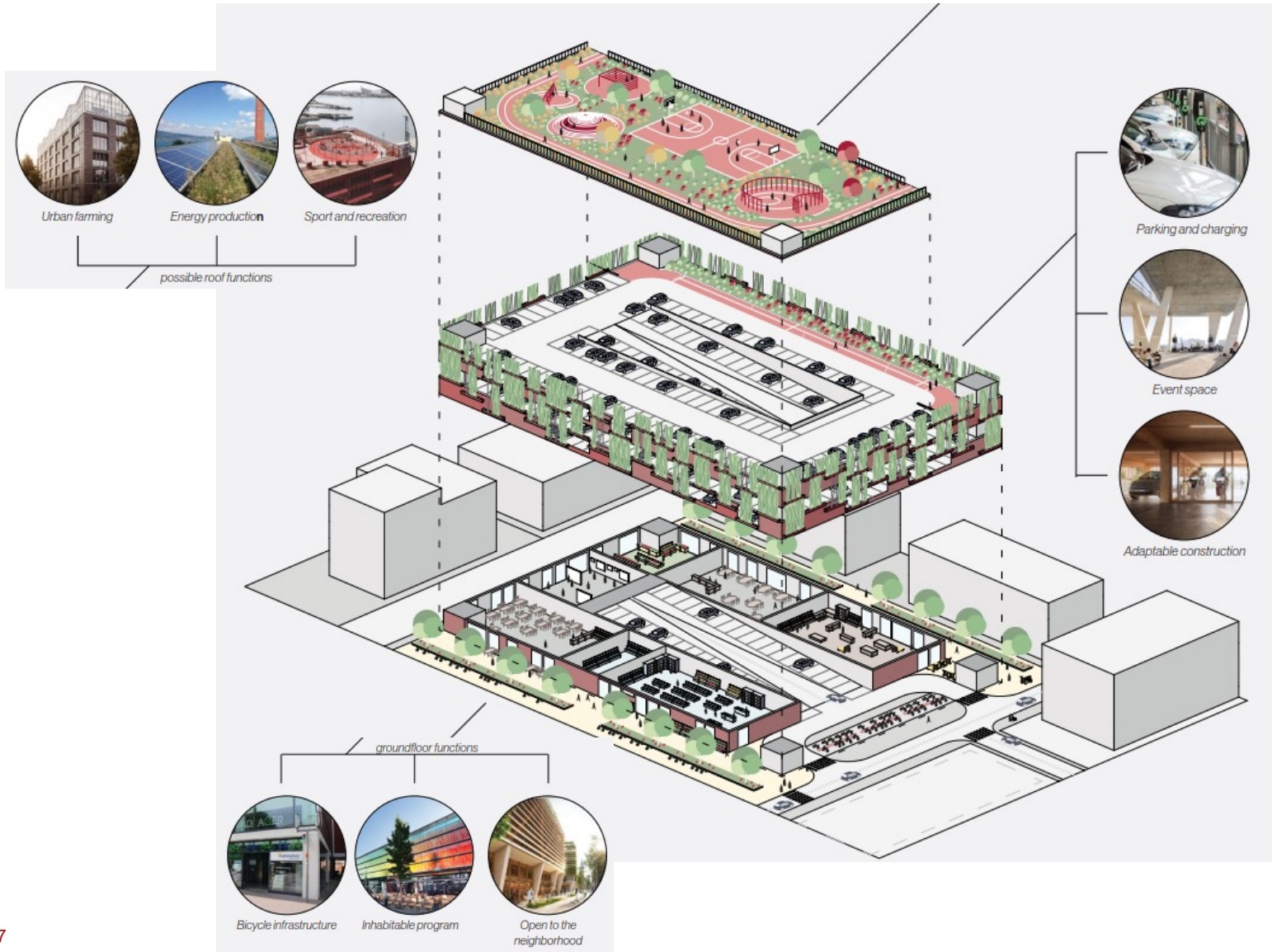


- Tram
- Bus
- Zuch
- nationalen Vèlowee
- Facility Hubs / Accèsen fir d'Autoen
- Delivery Loop



Urban vision

Interconnected mobility for car-free streets



Urban vision

Interconnected mobility for car-free streets

Symbiosis program



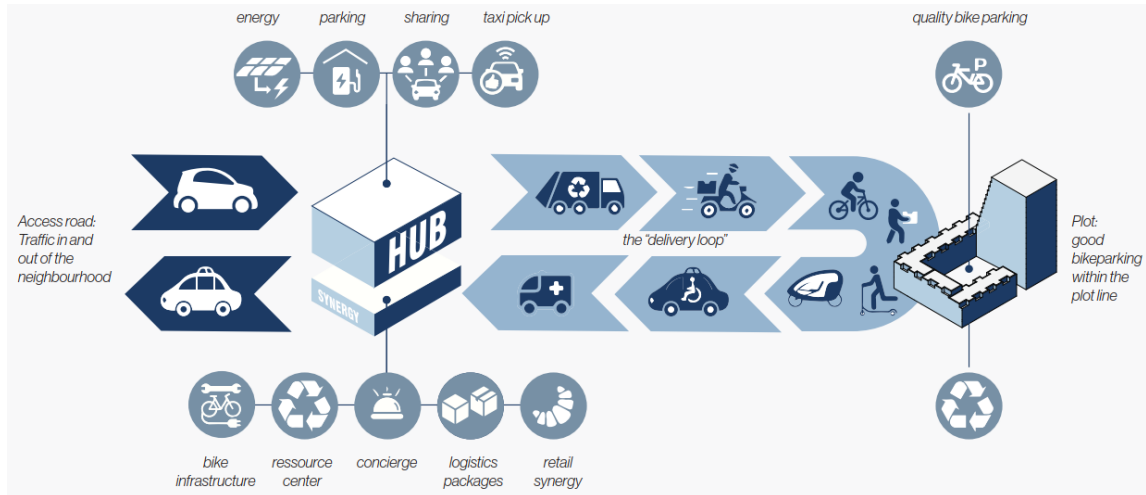
Neighbourhood concierge



Delivery loop



Future of mobility



Urban vision

Interconnected mobility for car-free streets



Urban vision

Interconnected mobility for car-free streets

Above-ground parking integrated in the neighbourhood and with functional flexibility



Use the roofs and groundfloors



Quality facades



Potential future functions

Urban vision

Interconnected mobility for car-free streets

Sustainable mobility as natural choice



Urban vision

Interconnected mobility for car-free streets



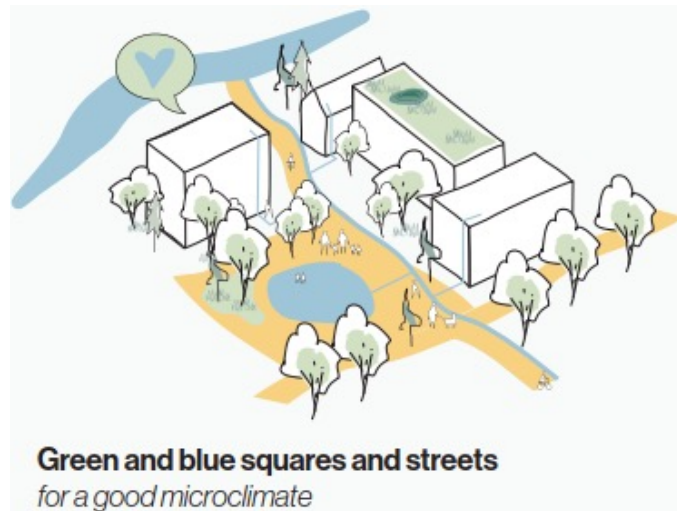
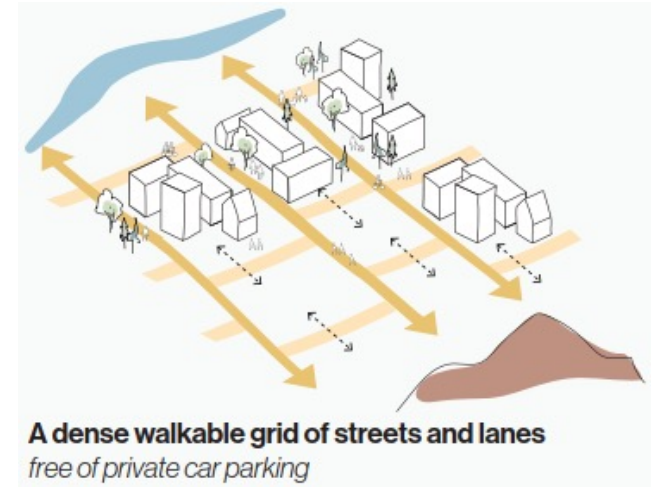
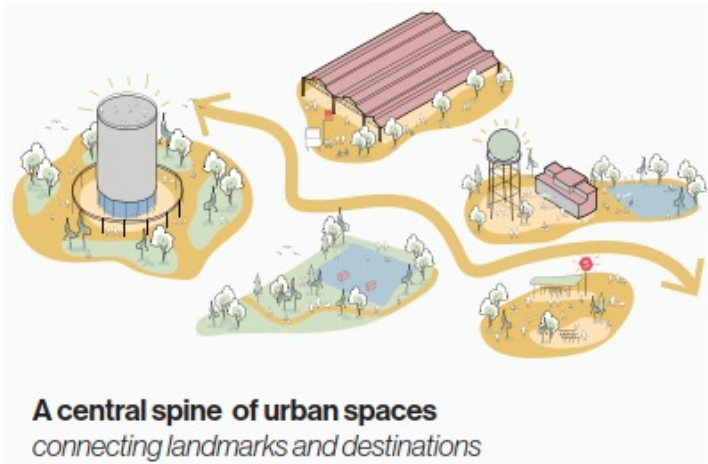
Urban vision

A walkable network of healthy spaces



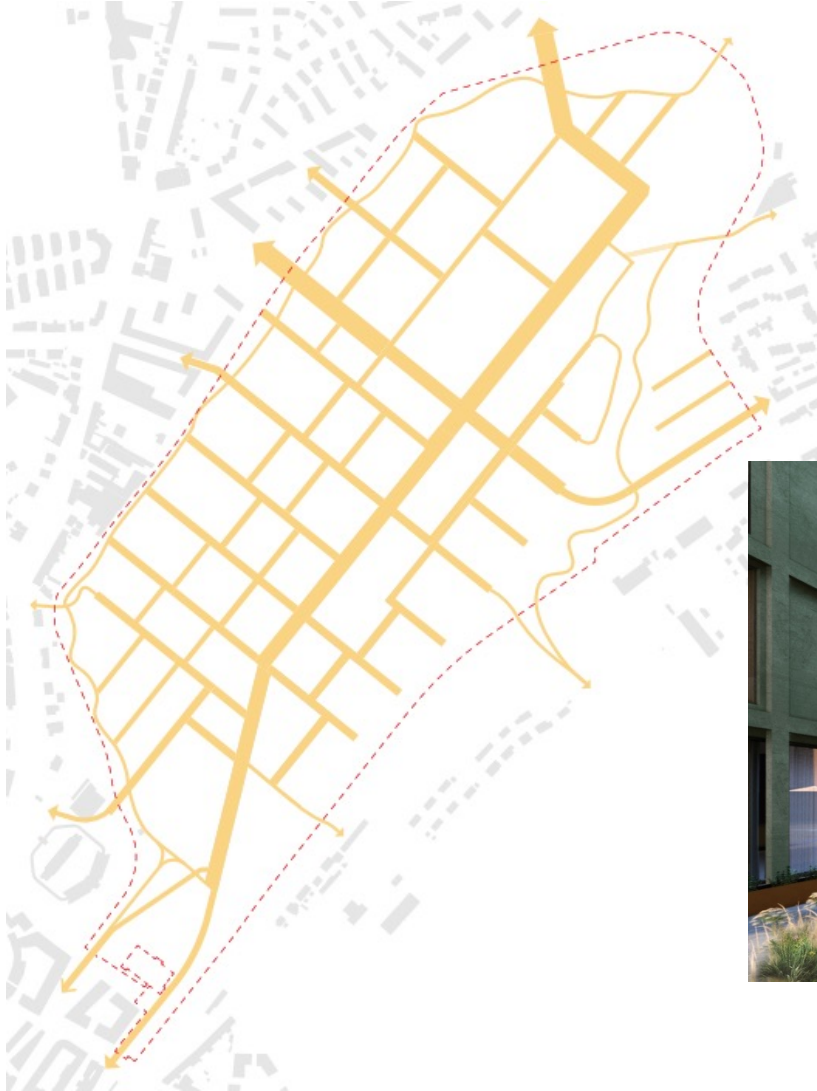
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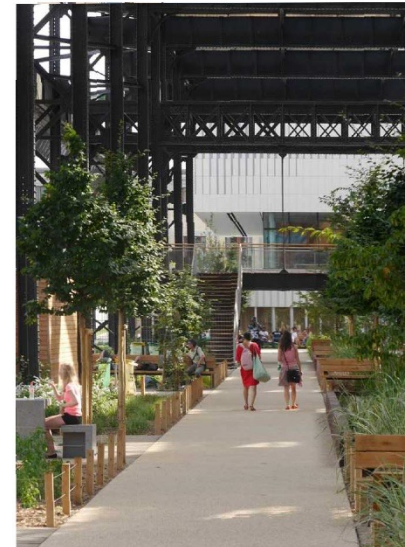
A walkable network of healthy spaces



Urban vision

A walkable network of healthy spaces

Lively squares, green lanes and pocket parks.



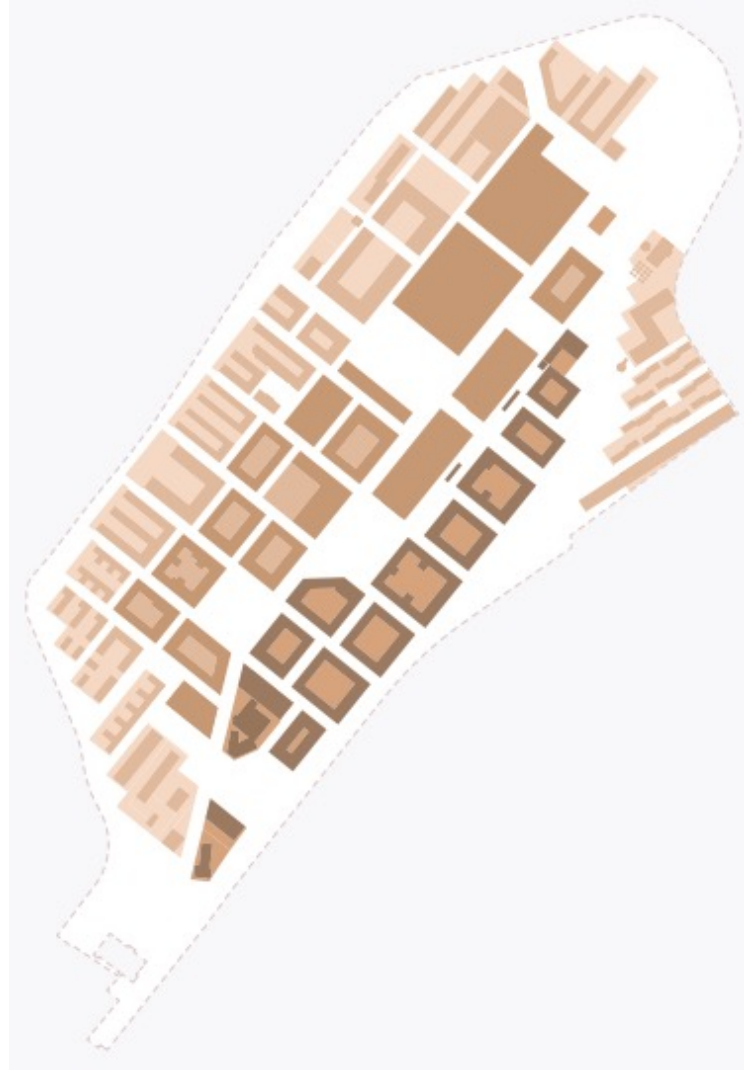
Urban vision

A walkable network of healthy spaces



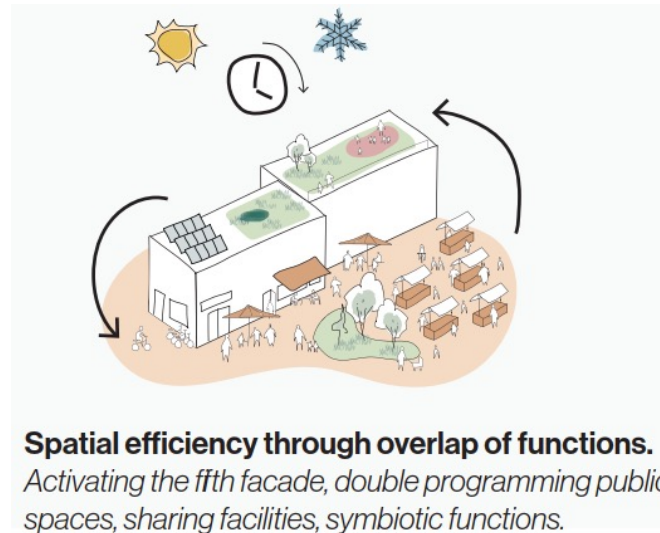
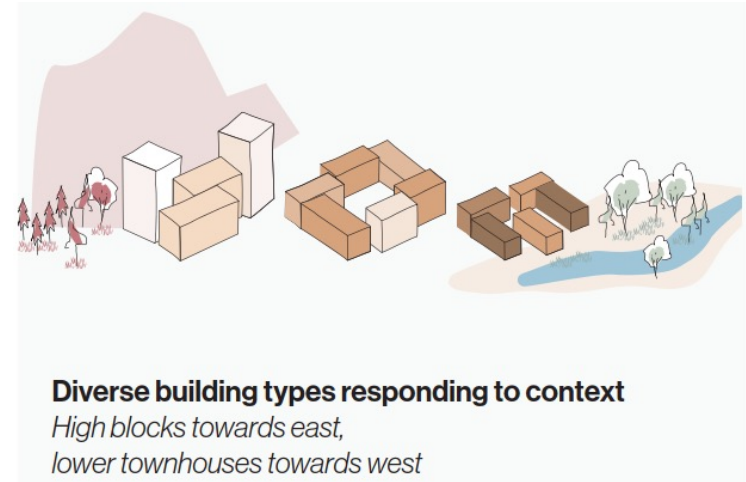
Urban vision

Dense mix of buildings and functions, adapted to context



Urban vision

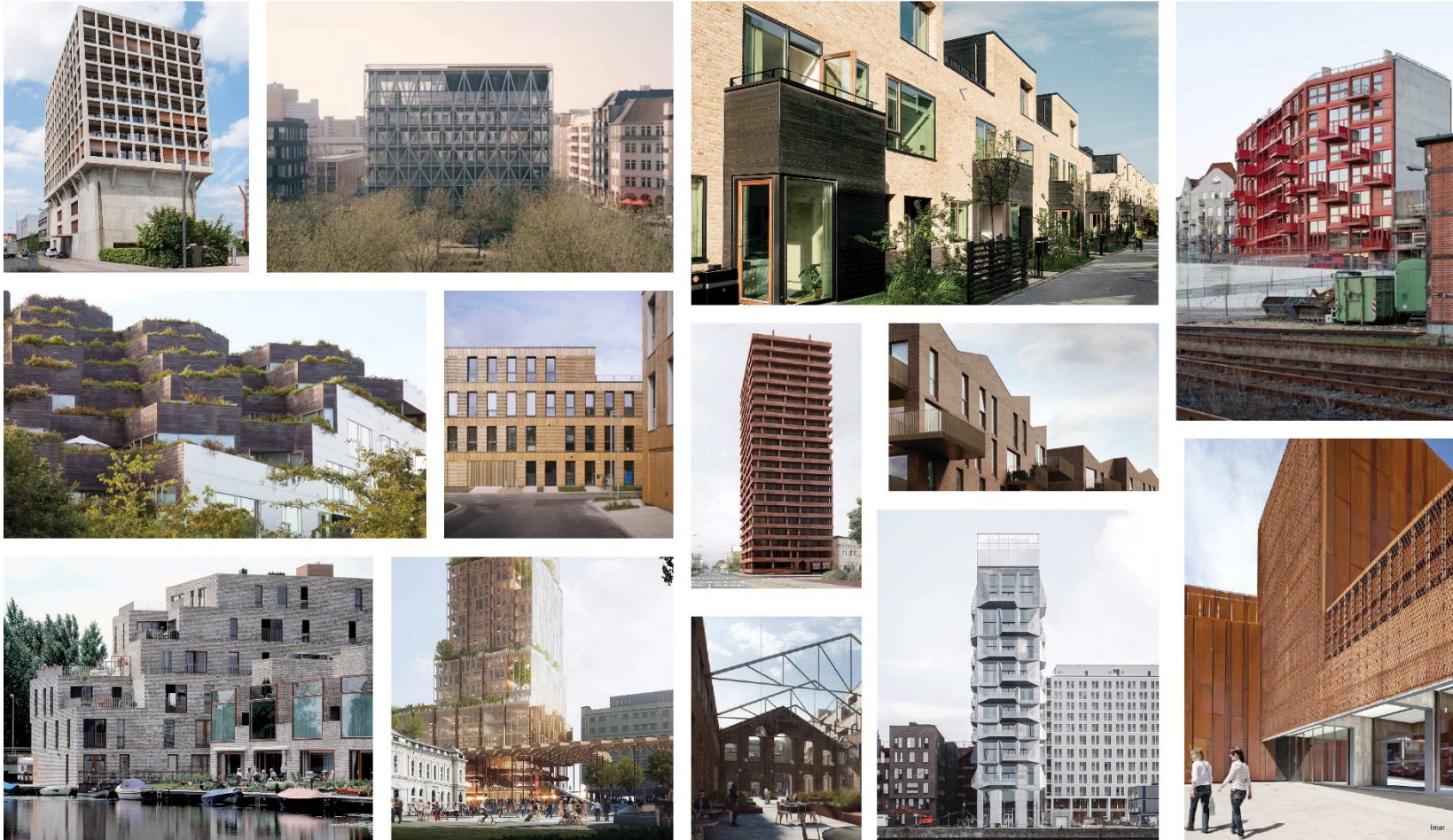
Dense mix of buildings and functions, adapted to context



Urban vision

Dense mix of buildings and functions, adapted to context

Combination of residential and industrial scale



Urban vision

Actual planned space programme

Current planned gross floor area : +/- 800,000 m²

of which:

Residential (30 % subsidised)	min. 50 %
• Office space	+/- 15 %
• Craft enterprises (small businesses)	+/- 5 %
• Trade and gastronomy	1 %
• Public facilities	+/- 10 %
• Mobility hubs	+/- 10 %
• Other uses	9 %

Actually re-evaluated by an additional study of urban programming

Urban vision

Dense mix of buildings and functions, adapted to context



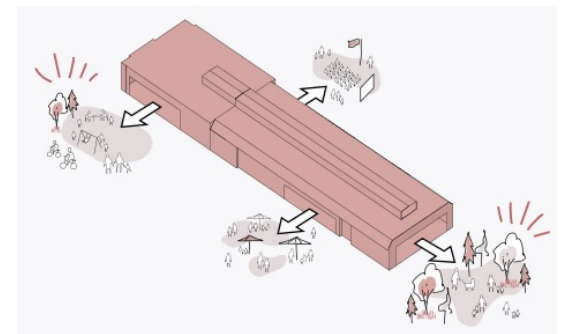
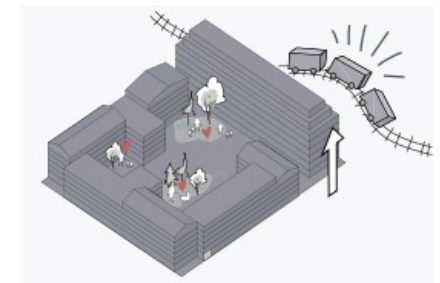
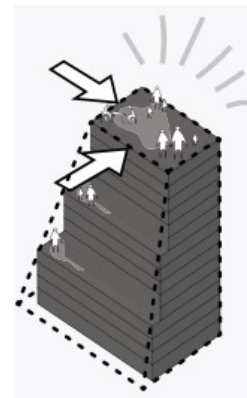
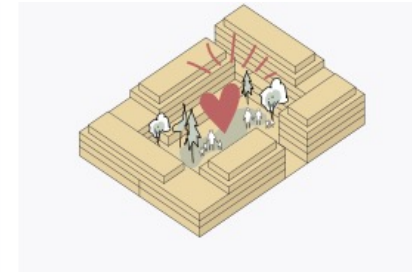
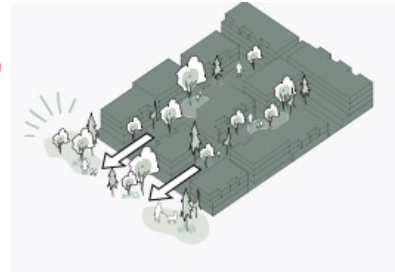
Low, porous buildings

Central blocks

High edge

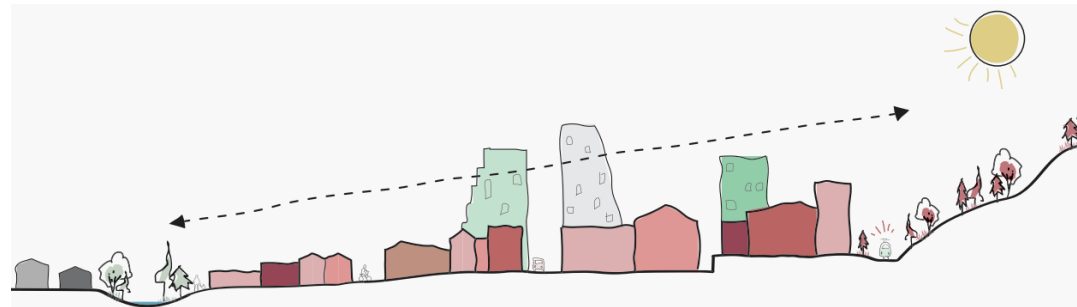
Special buildings

Towers



Urban vision

Dense mix of buildings and functions, adapted to context



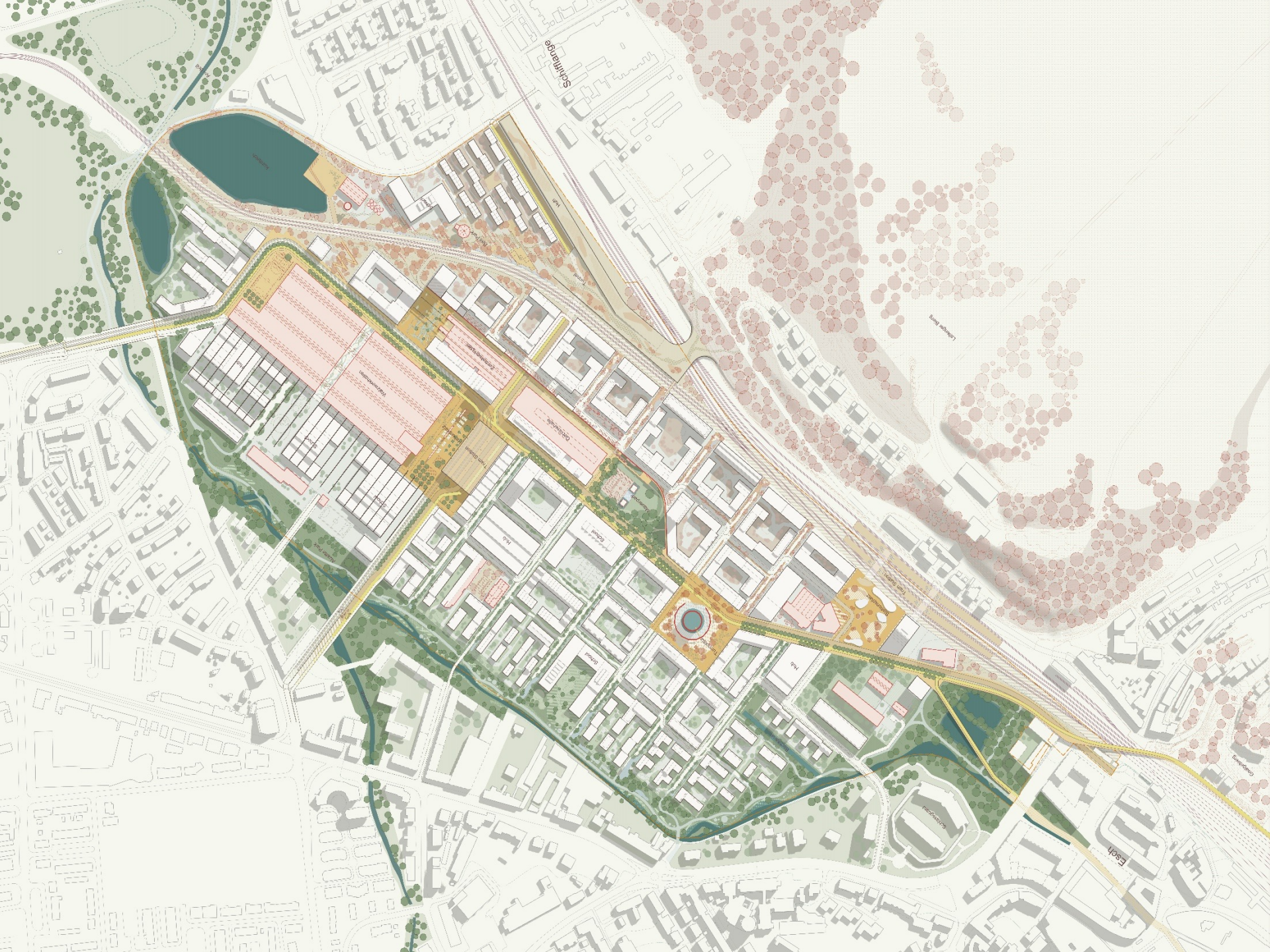
Urban vision

Dense mix of buildings and functions, adapted to context



Urban vision





THANK YOU FOR YOUR ATTENTION

