The Walloon region was one of the most profoundly shaped by industrialization in Europe starting from the 19th century, in particular by coke mining and steel industry. On a big scale we have the so-called "Dorsale," a linear city shaped by the transportation infrastructure. Important to me was also keeping in mind the history of the territory and the industries that have shaped it. The area will be organized by long elements which, with an anatomical metaphor, since I am working on the spine, I called RIBS. These ribs are bridging the valley and organizing more rationally the area. In-between them we have the industrial spaces and warehouses.

Before reaching the river the ribs are meeting another element of my project a long perpendicular to the ribs and parallel to the old industrial area with the freight logistic Hub of Charleroi-Chatelet. Moreover, we have the biggest terill of Charleroi with 170 meters of height difference and an amazingly big abandoned industrial hall. For me this was an opportunity to think about the possible uses of the ribs. Where the ribs are meeting the filter there will be this loggia/terrace where you can access the building or go down to the ground level. There would be two stories of public parking and, because it’s crossing the railway, a new train station. Finally, there will be a new metro station. With the new metro station, the public parking and the new train station the deck becomes the center of balance of the public part of the project.

The area will be articulated in various ways: in the western part there will be industrial/warehousing pavilions and in the central part there will be the public parking deck. The ground floor of the industries would be on the same height of the river bank, so that when we are going far away from the river we will be on a height of 8 to 10 meters above the river. In the eastern part I put sport facilities like basketball and tennis fields. The hall will be a people and a traffic hub in a way that integrates it in the landscape, in a way that the infrastructure becomes architecture. Important to me was also keeping in mind the history of the territory and the industries that have shaped it.

When I went to visit the place I climbed up the terill and from there it was immediately clear the dichotomy between the city on one side and the industrial space on the other side. There is a huge difference in the level of the ground. The rail was still operating and it was clear that the city was separated from the industrial area. So I thought why not build up a scenario in which I have to redesign this industrial area and freight logistic hub in a way that is not separating but connecting the city to the river and the other bank of it.

Where the ribs are meeting the filter there will be this loggia/terrace where you can access the building or go down to the ground level. The singular industrial/warehousing pavilions are organized with a secondary perpendicular road going parallel to the ribs, where the industries would be almost completely underground, with less visual impact to the surroundings. There will be a road connection, a train connection and a water connection for the south part that would be the more logistic related one, and a pedestrian connection for the north part. There will be a pedestrian bridge outside the industrial area that will allow the people to easily cross the industrial site to reach the river bank and eventually the other side of it through two bridges.

The deck will be a public space which will be a jumpping off point for the people. The rooftop will be transformed into a public green on top of it that eventually arrives until the old industrial hall crossing the rail. Underneath it there will be a road and a train connection. The area will be organized by long elements which, with an anatomical metaphor, since I am working on the spine, I called RIBS. These ribs are bridging the valley I meant they literally are bridges to reach the river bank from the city. This means that on the roof of the hall there will be a continuous walkway that connects the city to the river and to the other side of it. In some cases instead of the industries between the ribs there could be public green space revealing the natural slope of the valley. In some cases instead of the industries between the ribs there could be public green space revealing the natural slope of the valley. What I explained so far is the industrial use of the ribs, but they have a second face, which is the public one. When I wrote the brief for the project I was thinking about the possibility of extending the new metro line to Charleroi and the areas around it. This would be a good reason to extend it.

I think the most important thing is that the deck will become the main entrance of the city, the main axis of the public movement in the city towards the river and the countryside on the other side. The deck will be accessible from all the means of transportation and will be the main access to the project from the city and surroundings. Now that it is connected by all means of transportation the filter, the deck and the hall become the main access points of the project. The hall will be a people and a traffic hub in a way that integrates it in the landscape, in a way that the infrastructure becomes architecture. Important to me was also keeping in mind the history of the territory and the industries that have shaped it.