

project  
Gent Sint-Pieters



**Jannie Haek:** "With 45,000 passengers departing a day, Gent Sint-Pieters is **the leading train station in Flanders.**

We are in the process of preparing the station to accommodate 60,000 passengers daily. Our priorities are: easy connections with other forms of transport and an optimum of comfort, likewise for passengers with limited mobility."

Delegated manager of the  
NMBS-Holding  
**Jannie Haek**



**Tom Roelants:** "The Spatial Structure Plan for Flanders gives priority to new developments in station vicinities, but the surrounding offices and houses are meant to be accessible not only by public transport, but by car as well. **A new service road** links the station site and the car park directly to the R4, which connects to the E40 and the E17. This road is not intended to be a new entry route to Ghent, but local inhabitants will be able to use it as a local access road."

General administrator  
of the Road and  
Traffic Agency,  
Flemish Government

**Tom Roelants**



Delegated manager  
Infrabel

**Luc Lallemand**

**Luc Lallemand:** "This will be **one of the most pleasant stations in Europe**, with an attractive, open station hall, flooded with daylight. The platforms are wide and completely covered. The rails will also be renovated. In short, the infrastructure in and around Gent Sint-Pieters will appear entirely new."



Mayor of the City  
of Ghent

**Daniël Termont**

**Daniël Termont:** "A city council rarely has the opportunity to conceive of and construct an entire sector of the city. Ghent readily accepts this challenge. We are creating a brand new area, with all the amenities to be expected from a modern city: houses, offices, shops, leisure facilities, a station with double its present capacity, and plenty of green areas. The entire site, which was breathing the atmosphere of the last century, will become a modern entrance; **a door to the Ghent of the twenty-first century.**"



Director-General  
Public Transport Company  
De Lijn

**Roger Kesteloot**

**Roger Kesteloot:** "Our Pegasus Plan sees a drastic extension of the tramway network by 2025. In Ghent alone, we expect **an extra 15 million passengers** annually. For this reason "De Lijn" has chosen to invest in a brand new and larger bus and tram station at Gent Sint-Pieters, with wide, sheltered platforms and stops. The site will become a well-structured hub of public transport, allowing a natural flow-over of train, tram and bus, with passengers able to change in a quick, comfortable and dry fashion."

# At Gent Sint-Pieters, a brand new sector of the city rises up

Places for working, living, shopping, and leisure facilities

The station prepares itself for 60,000 train passengers a day

Train, tram and bus flow smoothly over and between one another

Also easily reachable by car

A pleasant environment for cyclists and pedestrians

Space for 10,000 bicycles in the sheds and 2,800 places to park cars

Green corridor, park and area of natural beauty

A project with focus on quality and durability, with open channels of communication

Gateway to the Ghent of the twenty-first century





1. Timichegtunnel, new Sint-Denijslaan



2. Houses, offices and facilities, Koningin Fabiolalaan



3. Underground car park



4. Sheltered bicycle sheds

# Perspective on the future

The new Gent Sint-Pieters station provides a solution for the mobility needs of tomorrow. Around it, areas where it will be pleasant to work and live rise up and take shape.



5. New Prinses Mathildeplein



New area of natural beauty



Valentin Vaerwijckweg, a new link road for cars and bicycles to and from R4



6. New bus station



7. New tram station



8. Renewed train station Gent Sint-Pieters



# Centre of public transport

Users of public transport can quickly and comfortably transfer between tram, bus and train. The new **tram station**, under the railway tracks, will have four additional tracks; two in each direction. The expansion of the tram network to include the formerly independent local authorities, will result in six tramlines stopping at Gent Sint-Pieters in the future. The wide and sheltered stops of the new **bus station** are sited adjacent to the train platforms, with space for 24 articulated buses.

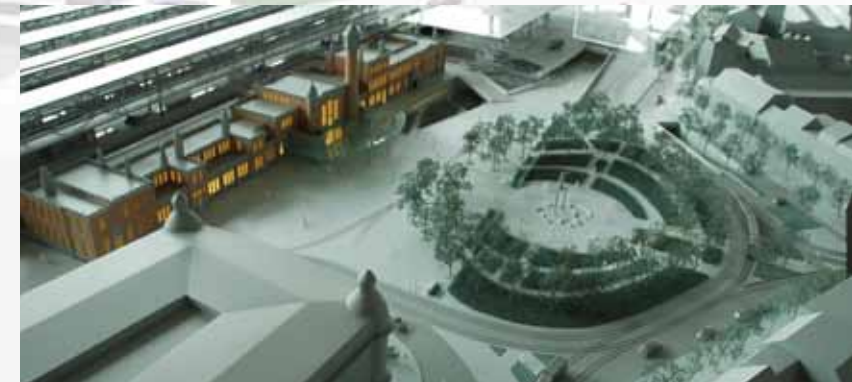


## A new station complex for 60,000 passengers

The old station and the K. Maria Hendrikaplein were originally built for the 1913 **World Exhibition**. Both are protected and in the design of architect Jacques Voncke, they are an integral part in the overall project. The new station complex is prepared to accommodate **60,000 passengers departing per day**. Between the historical station building and the Sint-Denijslaan there will be a large open hall, located under the railway tracks. Escalators and lifts lead to new, broadened platforms **under one large roof**.

## Pleasant **streets** and **squares**

The neighbourhood of the station will be transformed into a conveniently arranged zone in which the passenger can change easily and safely to other forms of transport. There is plenty of space for pedestrians and cyclists, as well as public and green modes of transport on the renovated K. Fabiolalaan and the P. Clementinalaan. At the front of the station, the K. Maria Hendrikaplein will become a **pedestrian-friendly park**, providing wide, inclined routes to the underground 'kiss & ride' drop off zone and bicycle sheds. The rear of the station, along the Sint-Denijslaan, will be a second grand entrance, with its own face and **a station square**.



# Plans per level

## Level 1+ The roofs

An aerial view of the railway station and its environment indicates where the different buildings are located. In order to visualise the depth, the taller roofs on the adjoining illustration have been rendered in a darker colour. This shows that the large roof above the platforms is not actually flat, but has different heights which are vertically connected with each other by means of window frames and which consequently allow the light to reach the underlying levels.

## Level +1 The platforms

The 12 railway tracks, together with the new platforms, are situated on this level. These are accessible from level 0 via lifts, escalators (going up and down) and stairs. The platforms are 4 metres wider than the present ones. They are also longer, higher, and will cater to every commuter need. They are comfortably equipped with windbreaks, seats, shelters and possibilities for a quick snack.

## Level 0 The central hall

Behind the existing and listed station building, a spectacular metamorphosis is taking place. Under the platforms and tracks, a gigantic hall with a surface of 35,000 square metres is being realised. A wide central corridor connects both station entrances (Maria-Hendrikaplein and Prinses Mathildeplein) and leads, via lifts, escalators or stairs, to the platforms. Lining both sides of the corridor, one can take advantage of shops, waiting rooms, ticket offices, toilets, info desks, cafeterias and snack bars. Further on in the hall, are the tram station, part of the bicycle sheds and a 'kiss and ride' drop off zone. A short walk up a gentle slope brings the traveller to level -1, featuring taxi ranks, a second 'kiss and ride' drop off zone, and the largest of the bicycle sheds. The underground car park and the Koningin Fabiolalaan are located a bit further on. Right next to the listed station building, the new bus station for 24 articulated buses will be within easy reach.

## Level -1 The bicycle sheds











On either side of the historical building, there are underground bicycle sheds. Next to the Koningin Fabiolalaan is an underground car park which will hold up to 2,800 cars. From the Koningin Maria Hendrikaplein, an entrance ramp leads down to the large 'kiss and ride' and taxi drop off zone and back. Cyclists can access the underground bicycle sheds via one of the five different bicycle slopes.

## Level -2/-3 The underground car park










The underground car park includes three levels. Level -2 and -3 are almost identical.

## LEGEND

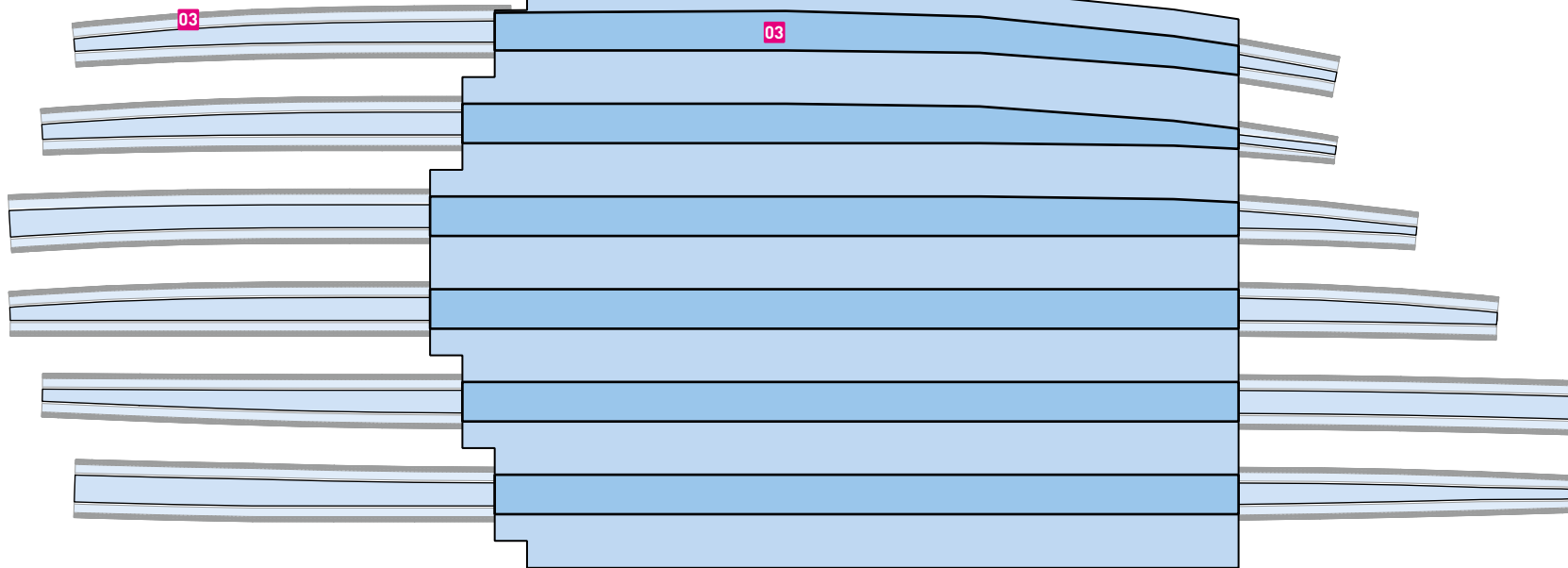
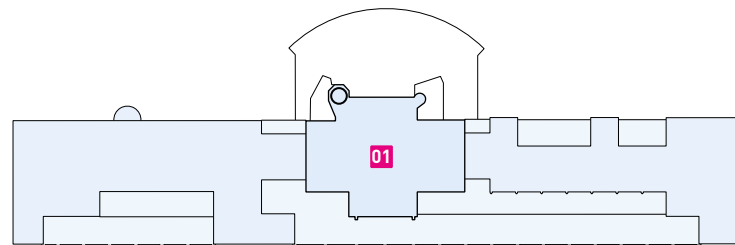
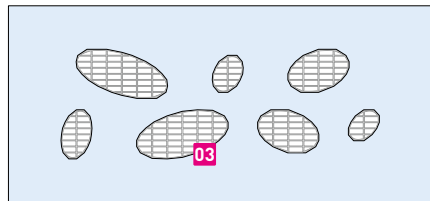
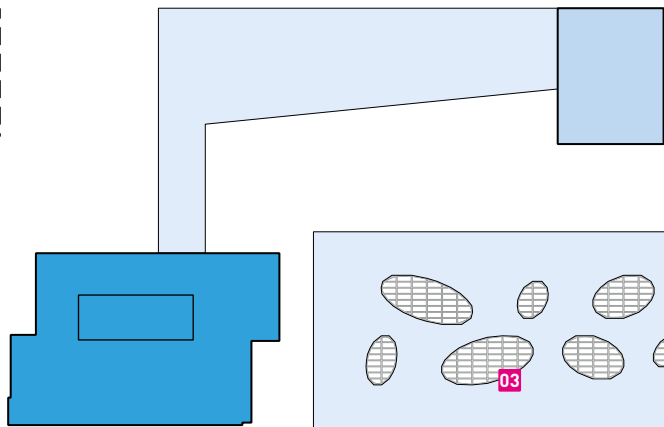
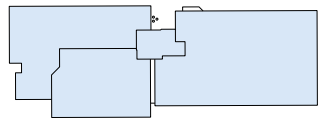
### COLOURS

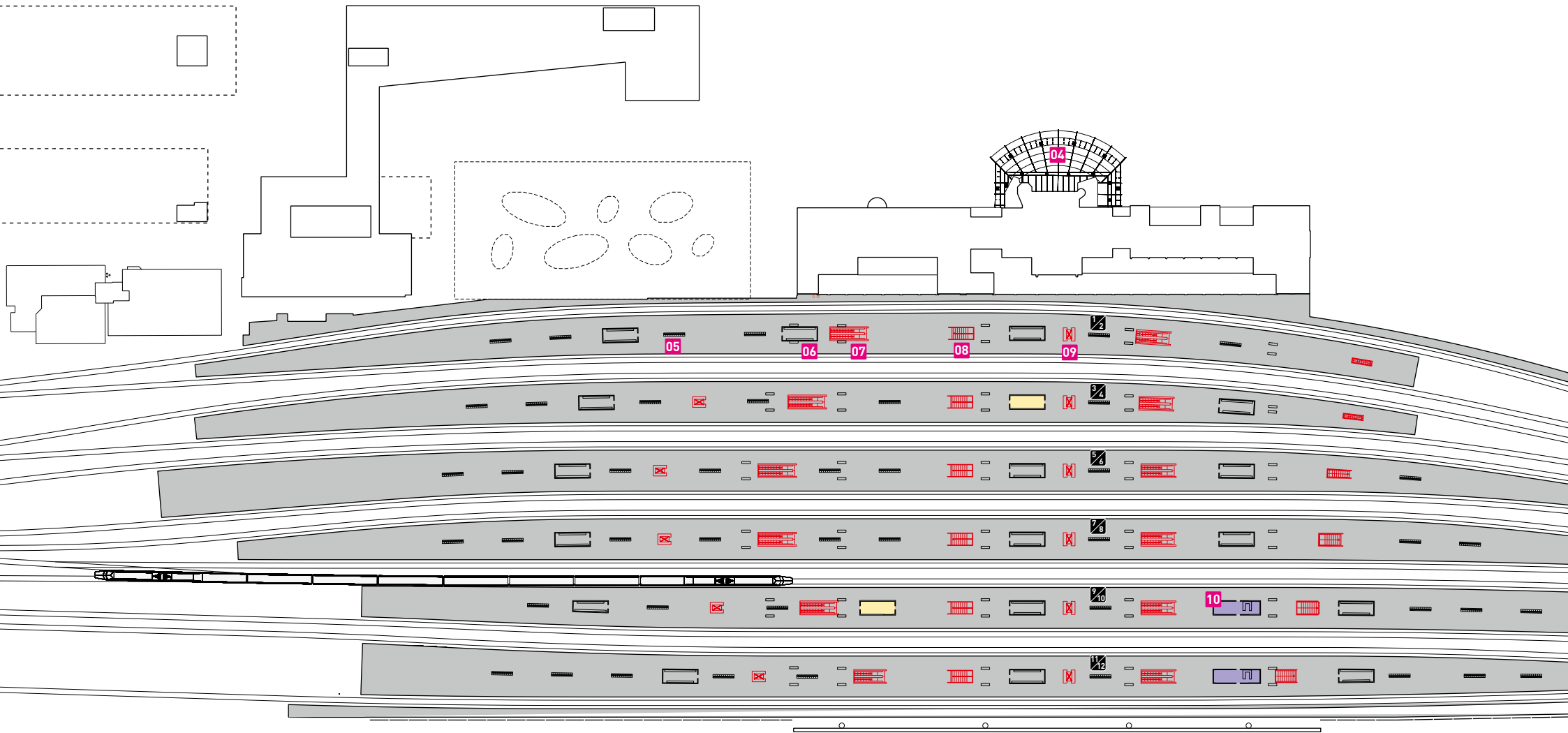
	<b>The public area</b> (for walking, cycling and parking) - darker = lower
	- brighter = higher
	<b>the commercial area</b> (shops, bars, places to eat...)
	<b>the service area</b> (not accessible)
	<b>earth</b>
	<b>the roofs</b> - dark = high
	- bright = low
	<b>vertical or sloping circulation</b> (elevators, stairs, escalators)
	<b>toilet facilities</b>
	<b>green areas</b> (trees, plants)

### NUMBERS

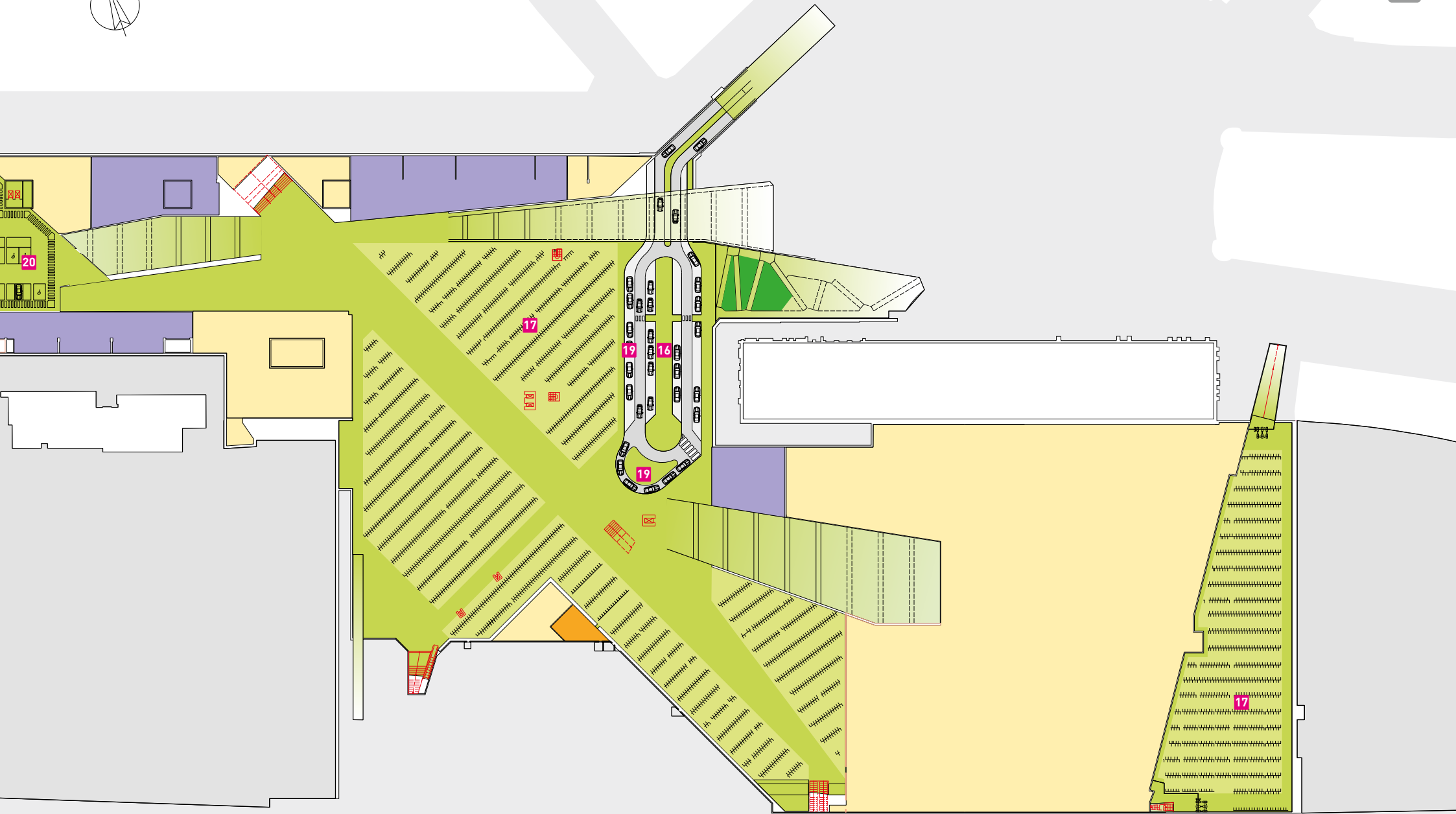
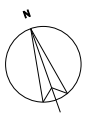
<b>01</b>	existing and listed railway station building	<b>11</b>	ticket offices
<b>02</b>	potential construction volume	<b>12</b>	information office
<b>03</b>	transparent roof	<b>13</b>	 slope
<b>04</b>	porch	<b>14</b>	bus station
<b>05</b>	 bench	<b>15</b>	tram station
<b>06</b>	 waiting area	<b>16</b>	'kiss and ride' drop off zone
<b>07</b>	 escalator	<b>17</b>	 bicycle sheds
<b>08</b>	 staircase	<b>18</b>	sloping garden
<b>09</b>	 lift	<b>19</b>	taxi
<b>10</b>	cafeteria	<b>20</b>	 car parking places
			platforms









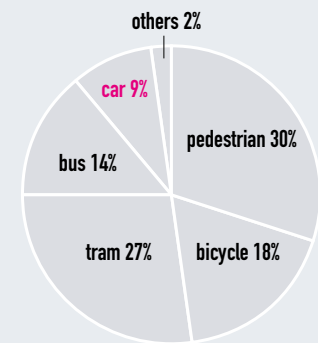






# Choosing sustainable mobility

Today, roughly 90% of train passengers do **not arrive at the station by car**. The project partners want to encourage this trend. Clearly, the only option is to create a sustainable system of transport. Consequently, the comfort of pedestrians, cyclists and users of trams and buses has been given special attention in the overall design.



## Walking, cycling, being transported

The station squares and the surrounding streets will be organised in a **pedestrian-friendly** way. Cyclists can leave bicycles in the underground bicycle sheds on either side of the historic station building (10,000 spaces). Trams and buses deposit their passengers right beside to the train station. Transfers between train, **tram and bus** will flow smoothly and commuters remain dry under shelter. In the new "Lijn- en Mobiliteitswinkel" passengers find helpful info about fares, transfers and timetables and can buy tickets for trams or buses. The large open station hall is flooded with daylight, and has space for shops, catering establishments and other facilities. From the hall, all passengers, with or without limited mobility, will find easy access to the new platforms.



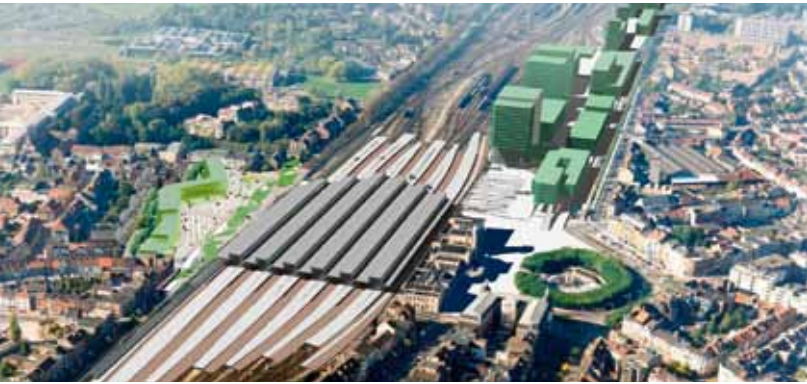
## On the **slope**

The underground taxi zone and one of the 'kiss and ride' drop off zones can be reached via an entrance ramp on the side of the K. Maria-Hendrikaplein. A second entrance slope on this square leads down to the bicycle sheds, and a third incline features a garden. These **slopes allow daylight to enter** the underground level.



## Also space for the **car**

The station site will also be easily accessible by car. Via a new link road between the R4 and the Sint-Denijslaan, cars can **directly enter the underground car park**. The number of places will be limited to 2,800. These spaces are meant for train passengers, people who live or work in the new buildings, and visitors. Dropping off a passenger by car can be done in a dry and safe fashion at either of the two 'kiss and ride' zones.



## A lively and pleasant area

The new area provides a transport solution for the ever increasing demand of those who wish to work, **live or spend leisure time in Ghent**. The project area along the Fabiolalaan has a surface of 75,000 m<sup>2</sup>. There will be offices as well as houses, together with shops and other facilities. This mix will create a lively area, where there will always be something going on. At the other side of the station, the accent will be on offices and commercial functions. In this location, a few slim high-rise blocks are also planned. These buildings have been designed to minimise the shading of sunlight on existing houses and, along with some sound barriers, will help to diminish the background noise of the trains. Closer to the Leie the emphasis switches to residential dwelling, where buildings will be spaced further apart. A new bridge will bring pedestrians and cyclists quickly to the Blaarmeersen.

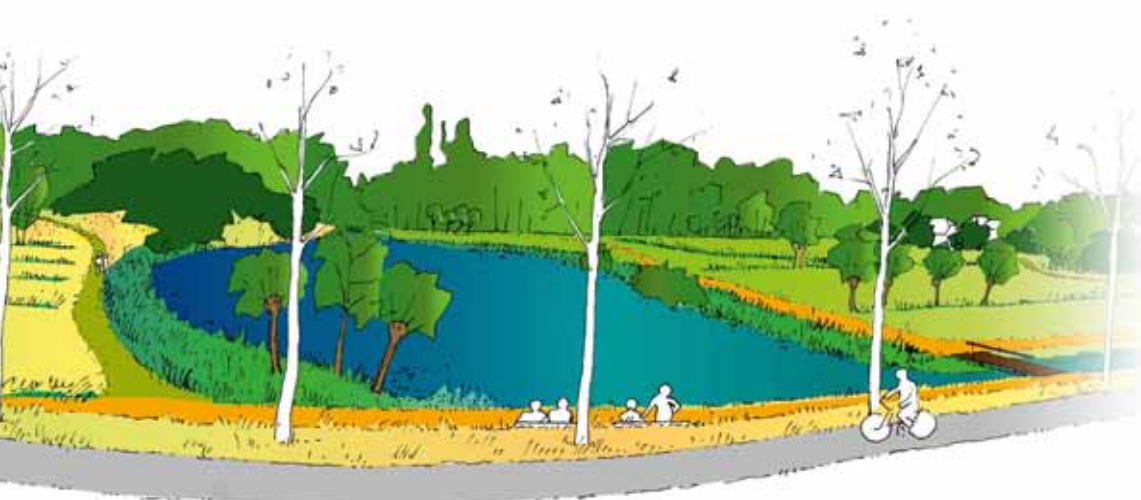
## Green for old and new

The local inhabitants can use the Timichegtunnel, which passes under the railway lines and provides access to the car park, as a local link road. Fast and through-traffic to and from the centre will be discouraged by a planned system of one-way roads and traffic lights. The neighbourhood will remain pleasant and livable. Extra parks, trees and green accents bring atmosphere in the old and into the new neighbourhood. Via the re-organised P. Clementinalaan, K. Maria-Hendrikaplein and the K. Fabiolalaan, an uninterrupted **green corridor** will be created between the Citadelpark and the Blaarmeersen.



## Nature park with cycle route

The Valentin Vaerwijckweg, the new link for cars and bicycles between the station and the ring road R4, passes along the edge of an existing small area of natural beauty, until now barely accessible and rather unknown. As a bonus to all in the neighbourhood, this area will be set up as the **nature park Overmeersen**, accessible from the Sint-Denijslaan. The high points of the new park are the ponds, which attract amphibians and rare birds. For schools, an educational zone will be created. Via a bicycle tunnel near the interchange of the R4, the two-way cycle path along the new link road connects to the existing bicycle network, along the inside and outside ring road, and to Flanders Expo.











## Project-management by **NV Eurostation**

As the study- and real estate branch of the NMBS-Holding, NV Eurostation controls the project management of the Project Gent Sint-Pieters. Herwig Persoons, managing director, says: "Our experts in urban development put the final urban plan on the table. Our experts supervise all technical, financial and judicial studies. Jacques Voncke, who also designed the new 'Antwerpen Centraal', leads the designers' team. At this moment, our project-engineers guide the entire construction activities, from the permit to the hand-over of the construction project."

The project Gent Sint-Pieters will be a prestigious example of what Eurostation NV wants to excel in daily; that is, to combine impressive station buildings with pleasant public spaces and efficient hubs of public transport.

### **Low impact** by design

The entire project Gent Sint-Pieters requires major, ongoing works, which will take at least **ten to fifteen years**. The various partners are doing their best to keep the inconvenience for travelers, local inhabitants and visitors to a minimum.

For this reason, among others, a '**nuisance reduction**' bureau has been created. This bureau distributes info about traffic and other problems, tries to manage them as well as possible and ensures that traffic is well organised during every phase of the works.

### Clear and uninterrupted lines of **communication**

An ongoing and extensive project of this type requires open lines of communication. Local inhabitants have the right to know what is happening in their neighbourhood, outside their very doors.

Notice of planned diversions will be communicated widely. Commuters and users of bus or tram services require frequent updates in order to follow and adapt to changes afoot. Schools want to inform their students and parents in advance, traders, their customers and suppliers.

**A communication team** keeps all interested parties informed by means of newsletters, a website, local community meetings, exhibitions, and more, however, communication does not flow in only one direction.

**A feedback group**, with the project partners and the interest groups from the neighbourhood, meets on a regular basis to exchange experiences and proposals.

### Critical eye of the **quality team**

The historical station neighbourhood is a classic example of strong urban development and architecture. It is the ambition of the project partners to develop the new area to the same high standard. A **quality-assurance team of urban development experts** ensures that the quality elements and overall vision of the original plans are maintained. The quality team is lead by the Flemish Master Builder and is advised by Alain Marguerit, the landscape architect who drew up the plans for the public space at Gent Sint-Pieters.

## Infopunt **project** Gent Sint-Pieters

Prinses Clementinalaan 215, 9000 Gent

- Tuesday from 14 pm to 17 pm
- Every first Tuesday of the month from 18 pm to 20 pm as well
- Wednesday from 9 am to 17 pm • Thursday from 9 am to 12 pm

☎ 09 241 24 11 📠 09 241 28 07

✉ [info@projectgentsintpieters.be](mailto:info@projectgentsintpieters.be)

🌐 [www.projectgentsintpieters.be](http://www.projectgentsintpieters.be)

