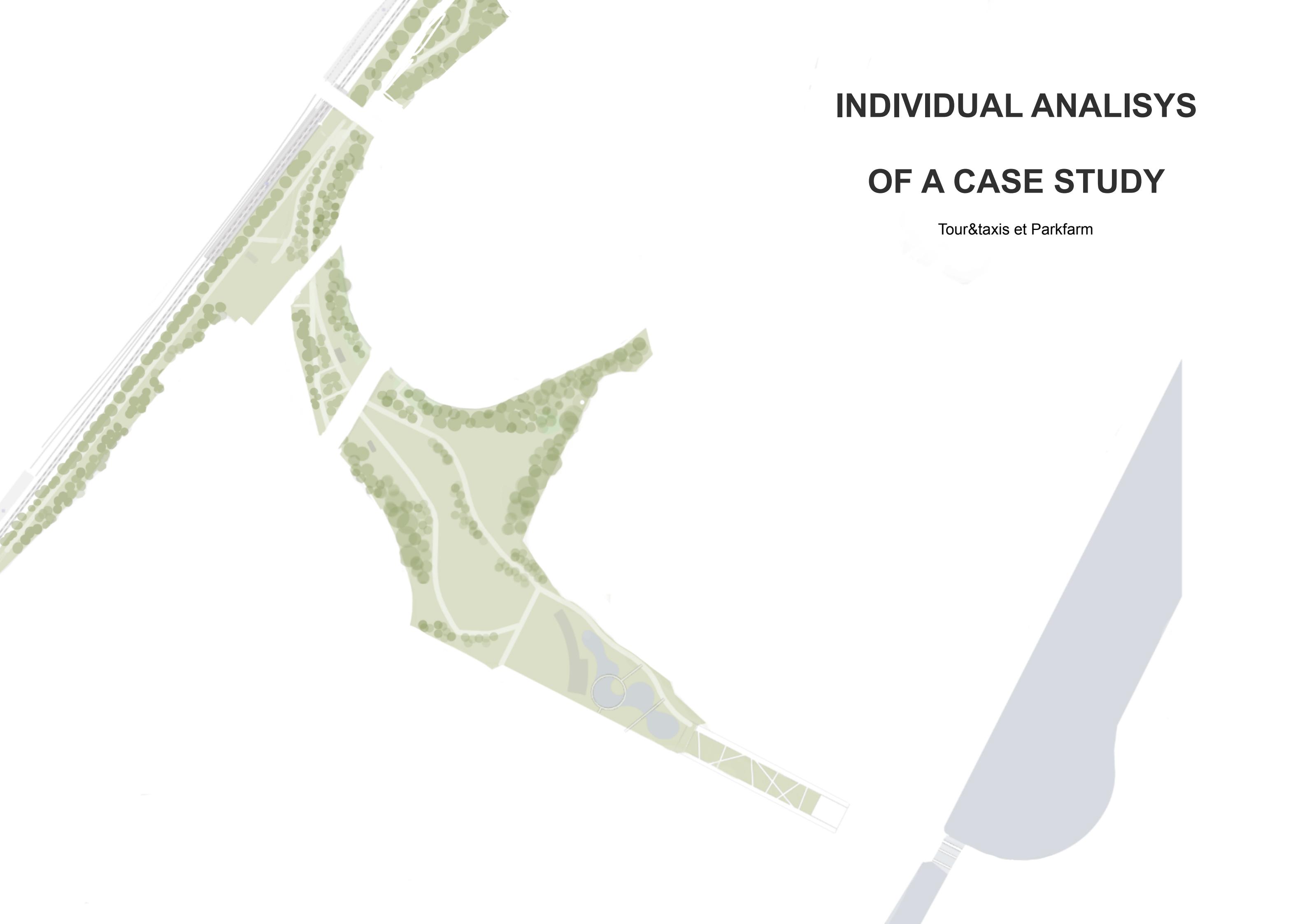




HERITAGE RENOVATION AND ENHANCEMENT PROJECT

Elena Vigliocco - Luca Staricco - Alice Barreca



INDIVIDUAL ANALYSIS OF A CASE STUDY

Tour&taxis et Parkfarm

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identity card

Location

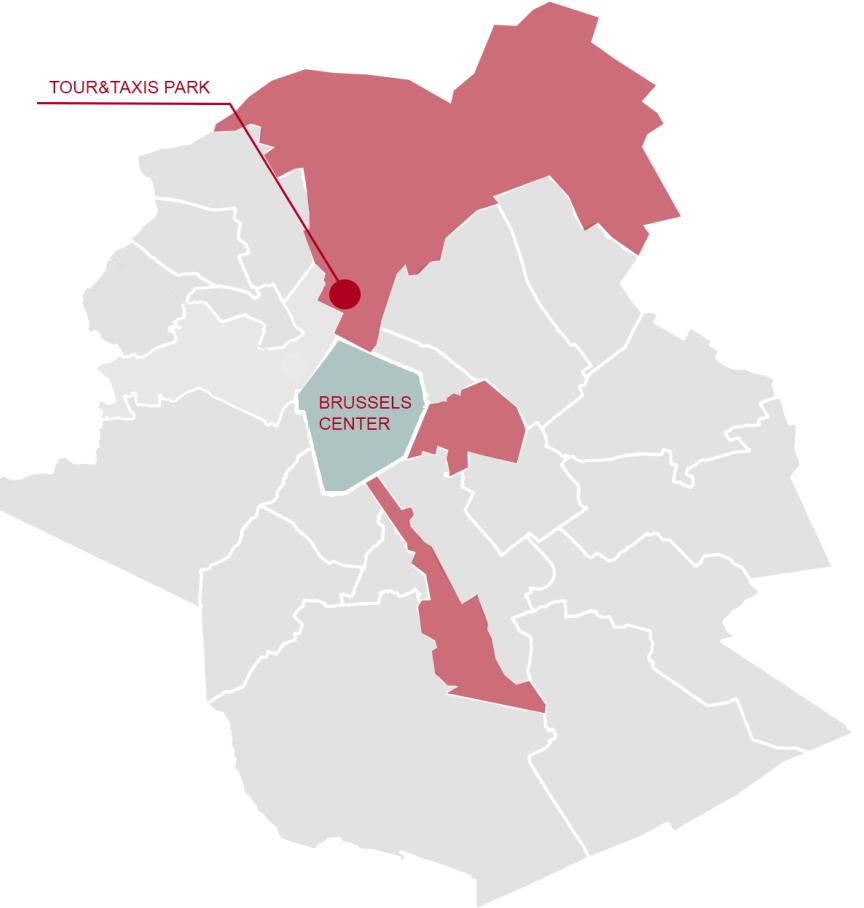
City: Brussels, Belgium

Districts: Molenbeek-Saint-Jean, Laeken, and Brussels-City

Surface area: approximately 12 hectares

Setting: Located on the former industrial and railway site of Tour & Taxis, between the Brussels Canal and the L28 railway line

Accessibility: Connected to Belgica and Pannenhuis metro stations, and soon to Bockstael Square, through the new L28 linear park



Development history

Created in 2014 as part of Parckdesign 2014, a project by the Bas Smets landscape office and the Alive Architecture collective, supported by Bruxelles Environnement and CityDev.

Born from the reconversion of former railway wastelands into a public ecological park.

Managed by the Parckfarm non-profit organisation (asbl), in partnership with Brussels Environment and the City of Brussels.



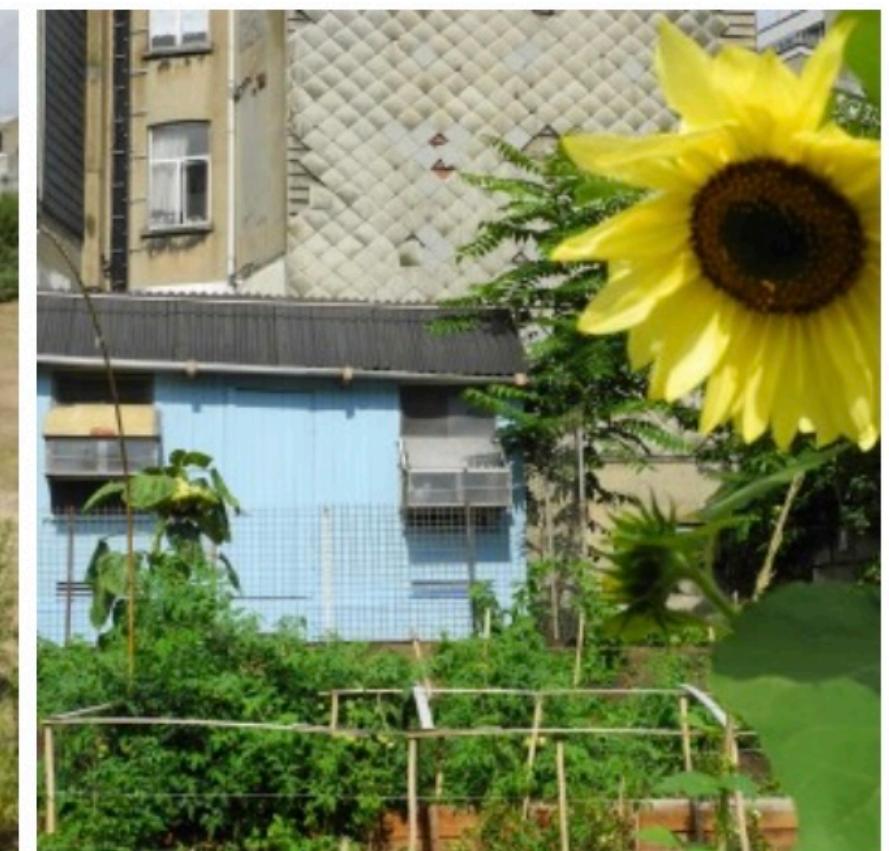
Site evolution



BEFORE



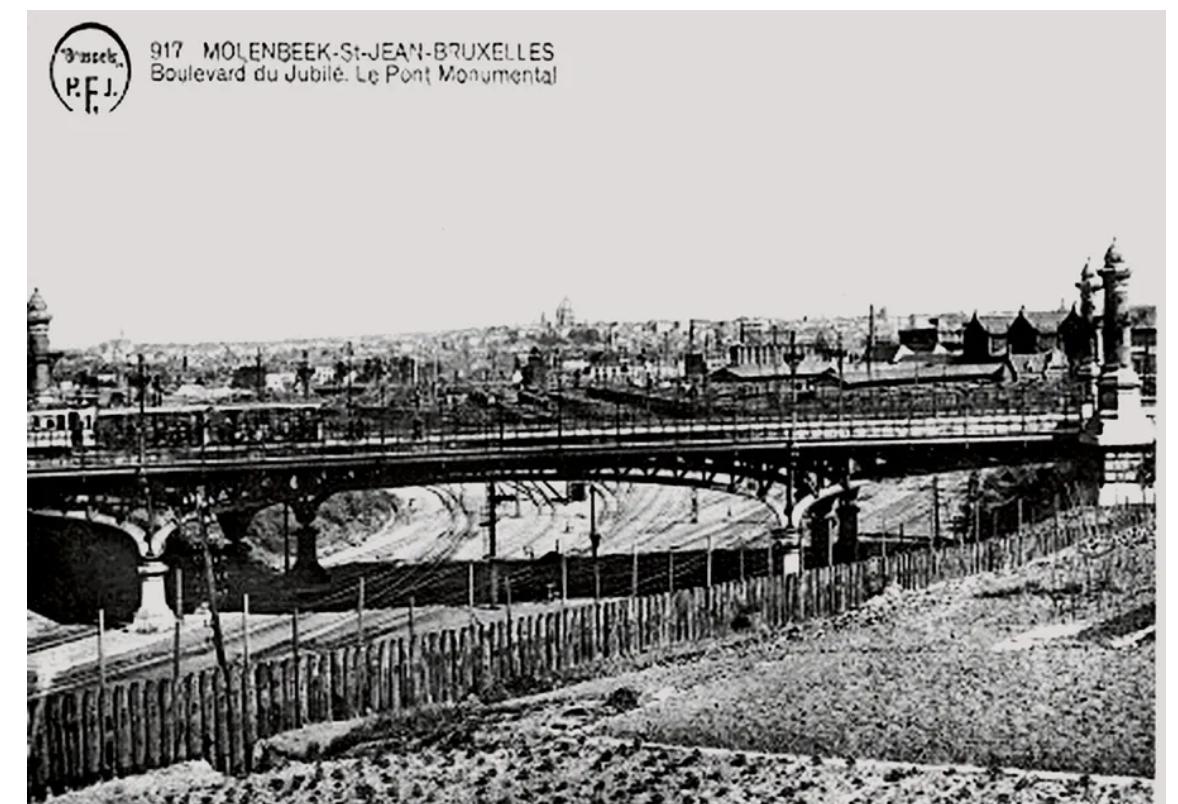
BEFORE



BEFORE



204. - BRUXELLES-MOLENBEEK. - Boulevard du Jubilé - Le Pont Monumental



917 MOLENBEEK-Saint-JEAN-BRUXELLES
Boulevard du Jubilé. Le Pont Monumental

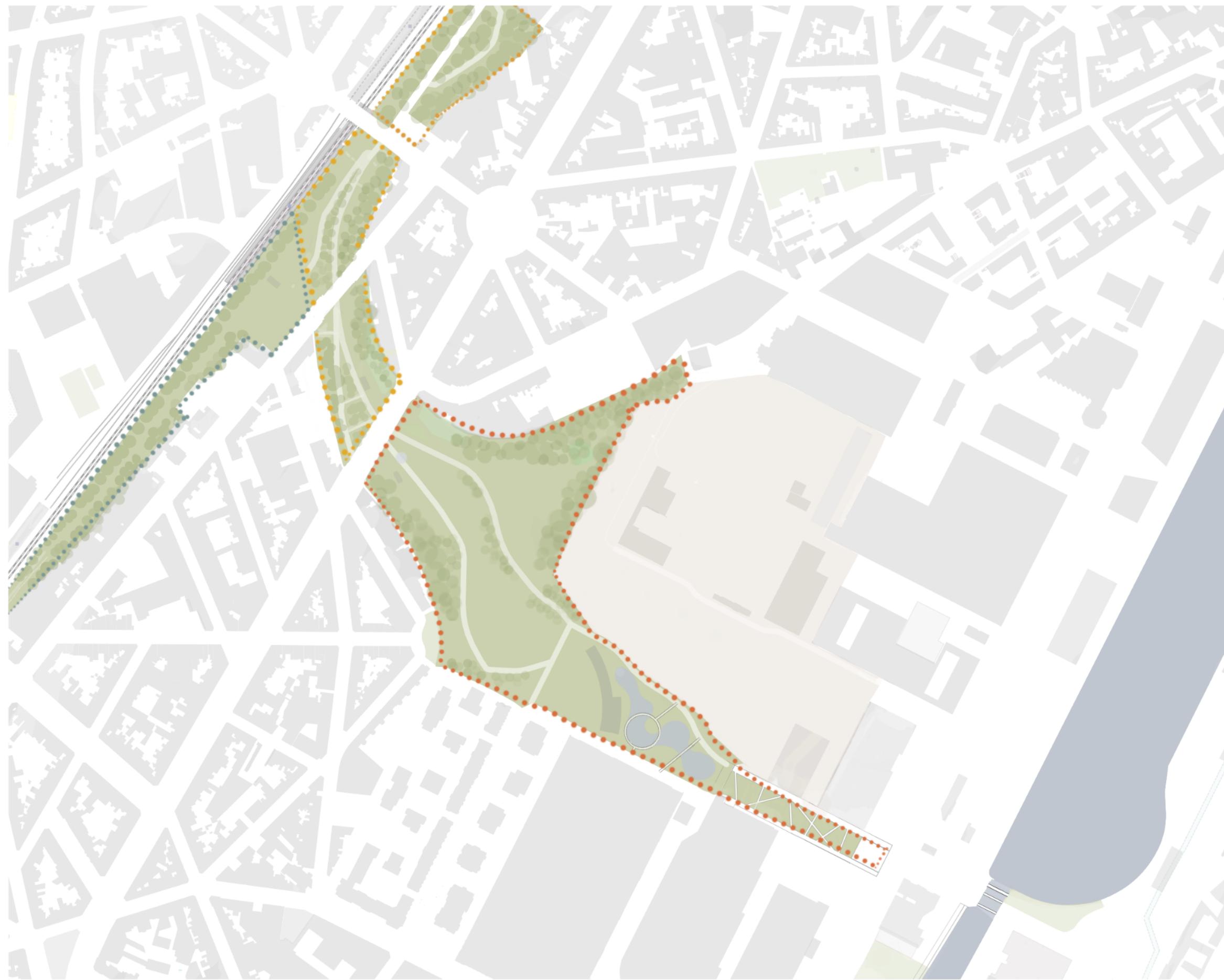
Site evolution



Before



After



The park is divided into four parts.

 L28 Park

 Tour&Taxis park

 Parkfarm/« la coulée verte »



The park connects the canal, the Belgica metro station to the west via the new L28 park, the Pannenhuis station to the north, and soon, Bockstaal Square. These highly urbanized sites are connected by ecological corridors.



connected neighborhoods



accessibility to these areas



The park is characterized by the three bridges that cross it.



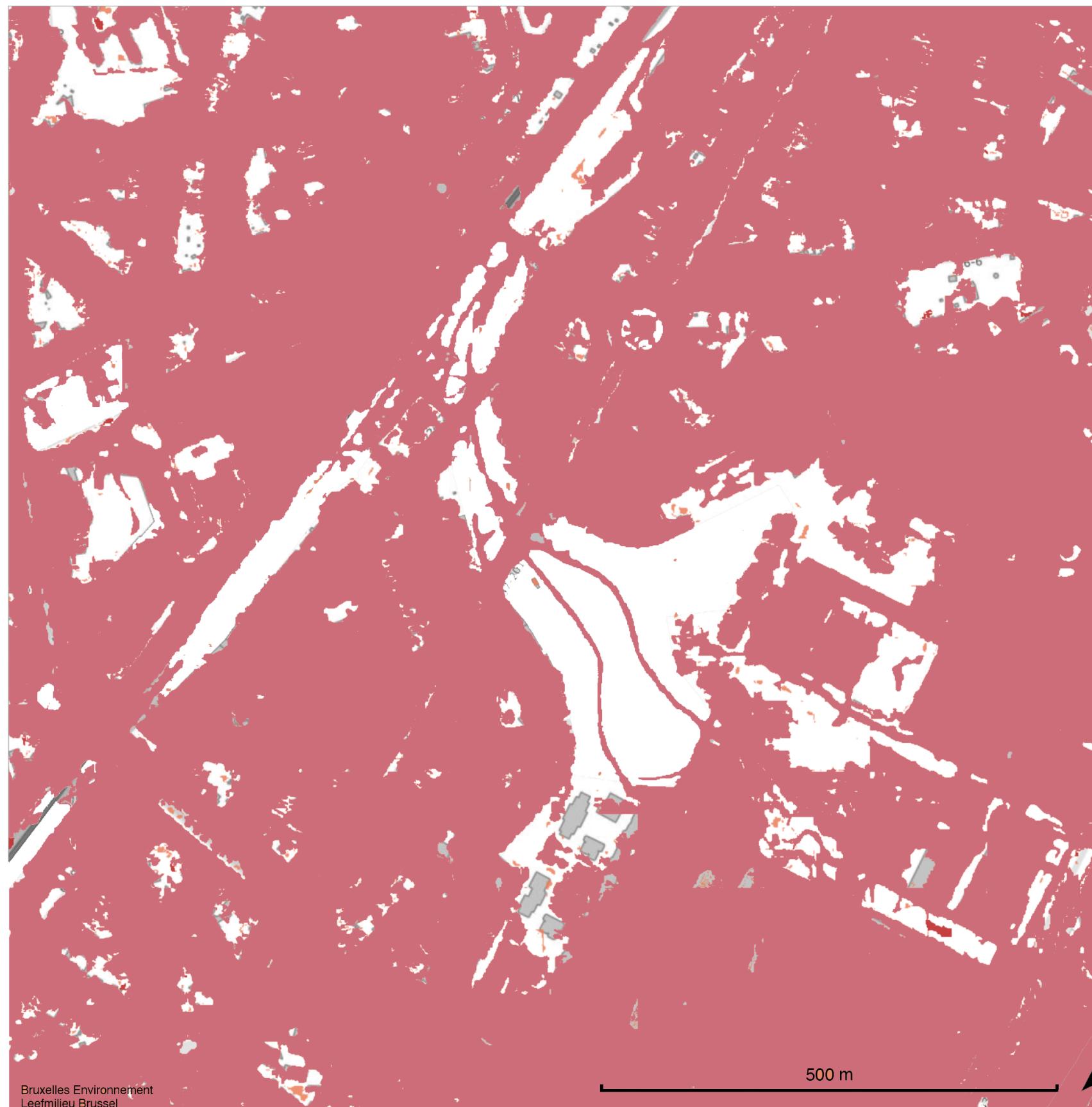
Entry

Main lines



proportion of the park in relation to the buildings.

WATERPROOF AREAS



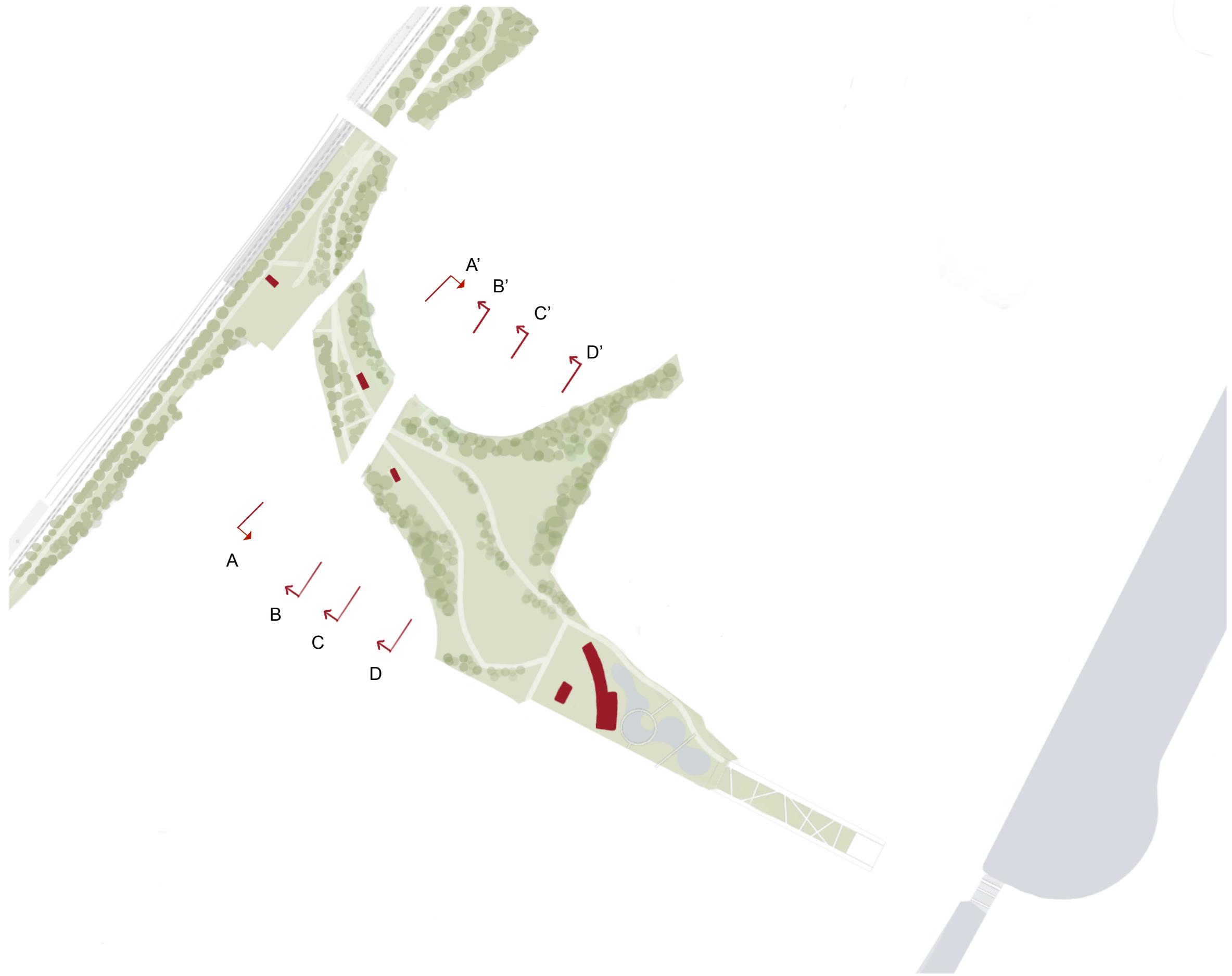
waterproof areas



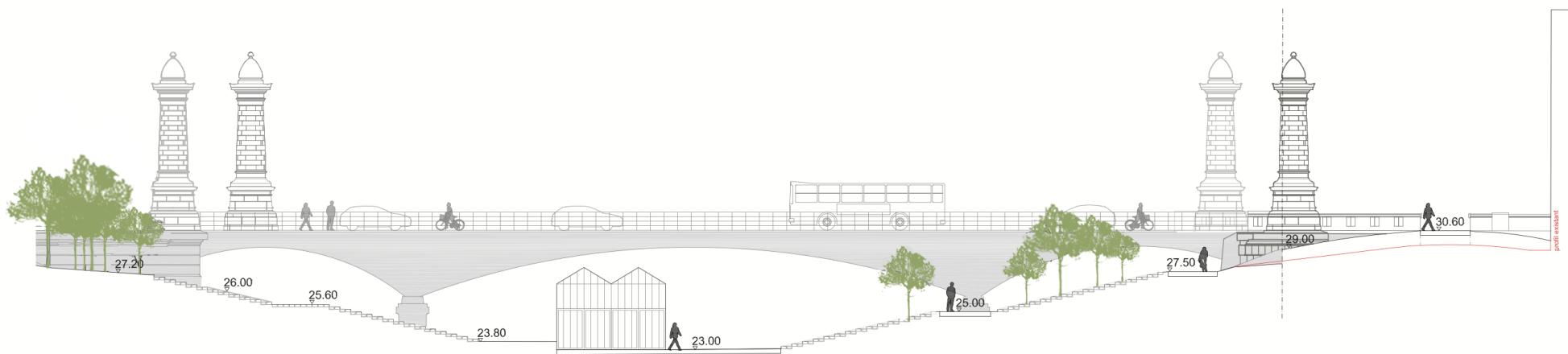
permeable areas

Fond de plan:
Brussels UrbIS ®©
Paradigm
SPF Finances



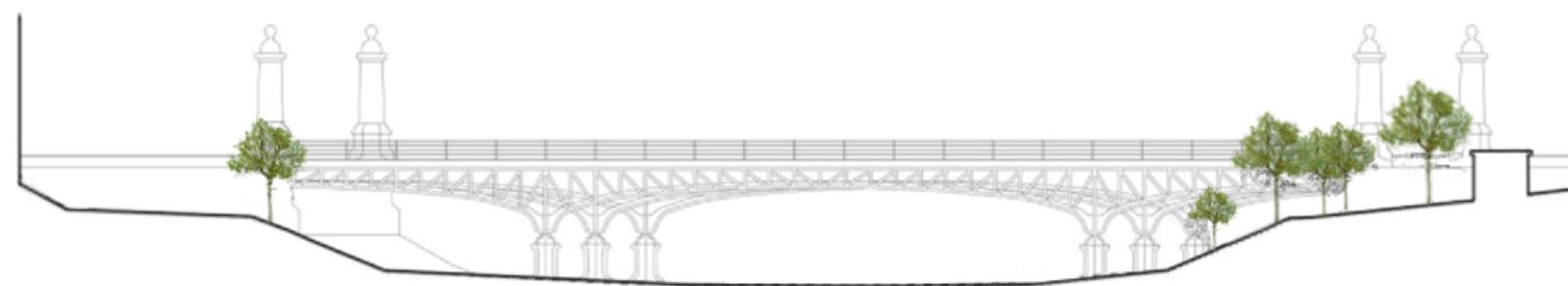


Section AA'

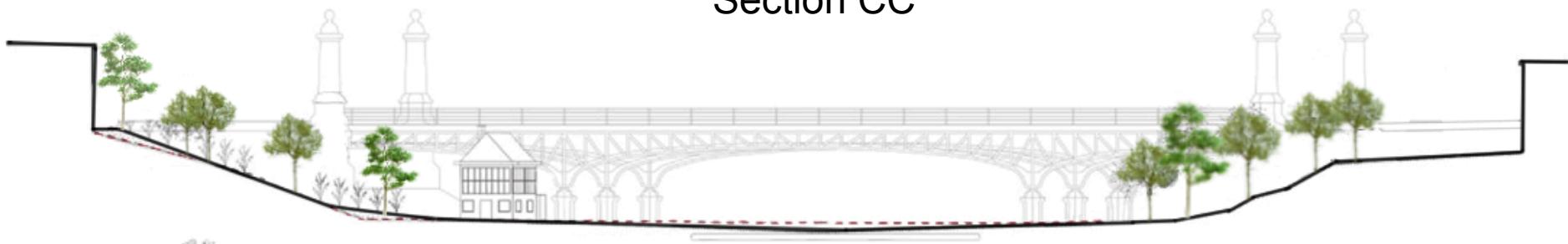


During the park's construction, about 4,000 m³ of soil and gravel were screened and reused on site. The coarser material was placed at the bottom of a basin, while the rest was used to recreate gentle variations in topography after the ground had been levelled for the former railway platforms.

Section BB'



Section CC'



Section DD'



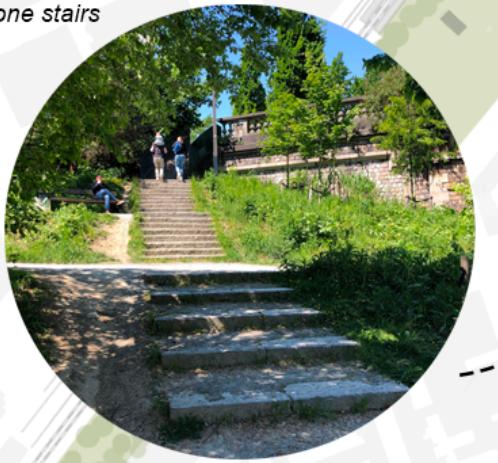
access via metal stairs



access via a concrete walkway



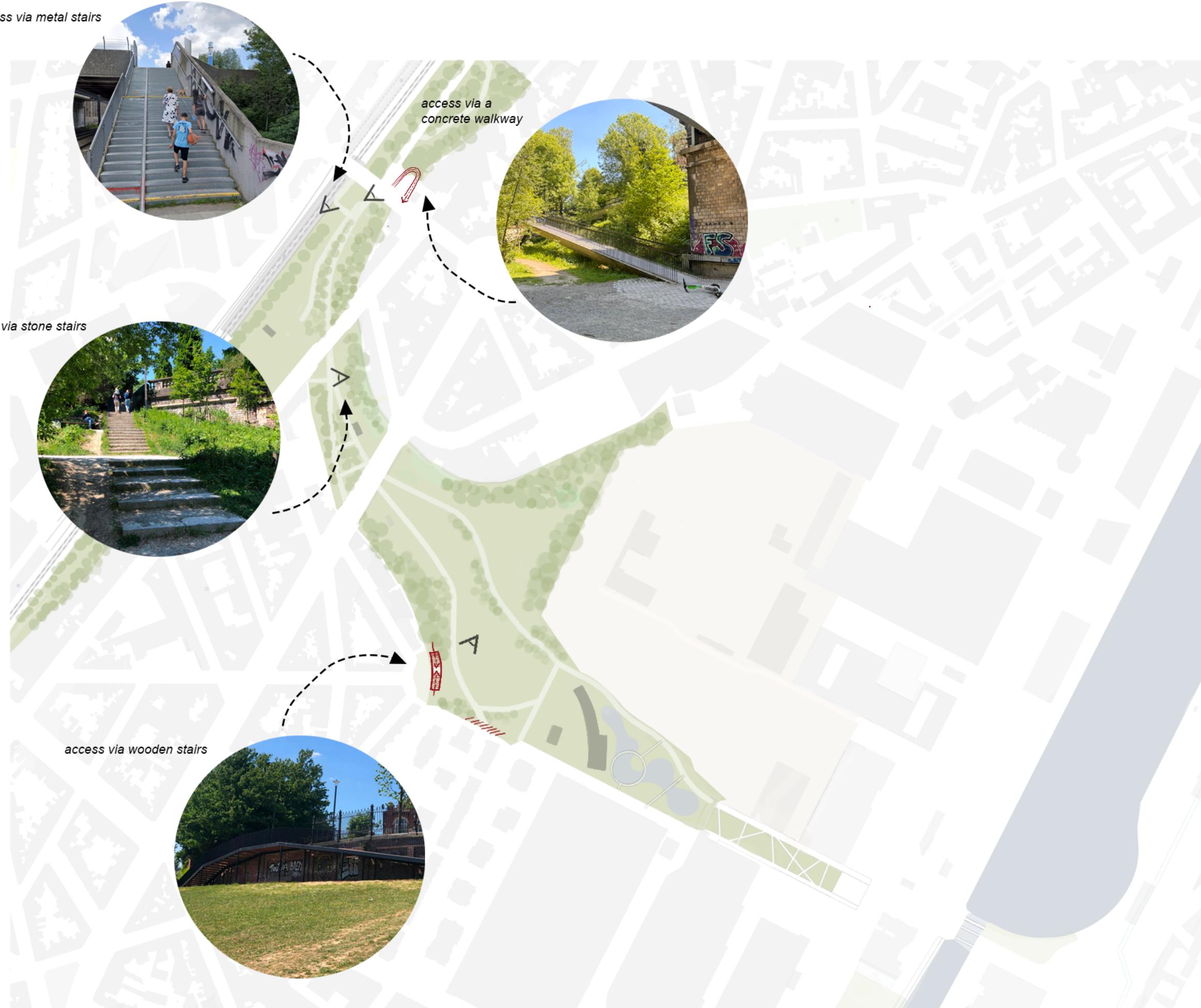
access via stone stairs

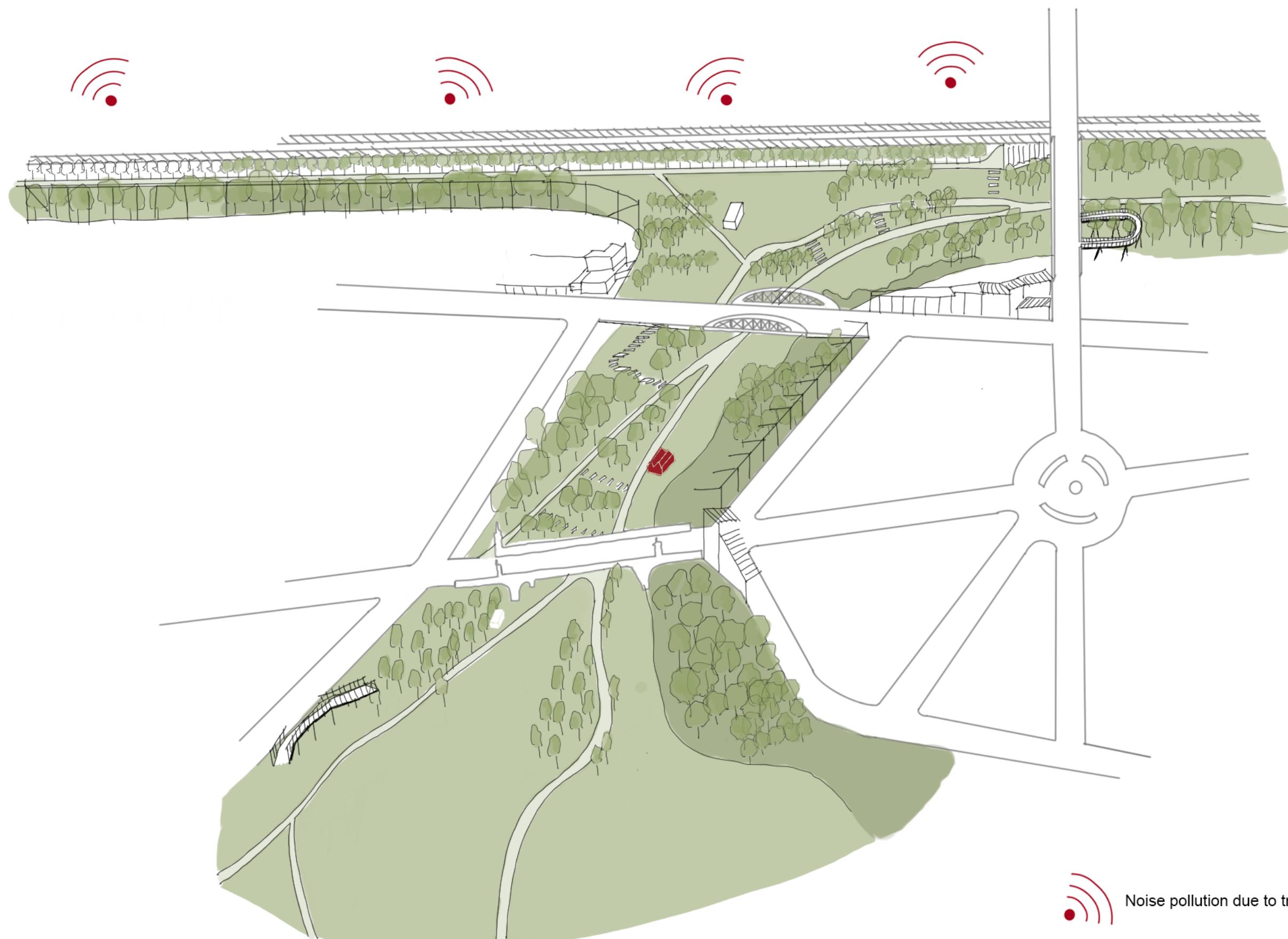


access via wooden stairs



The relation between the park and the city



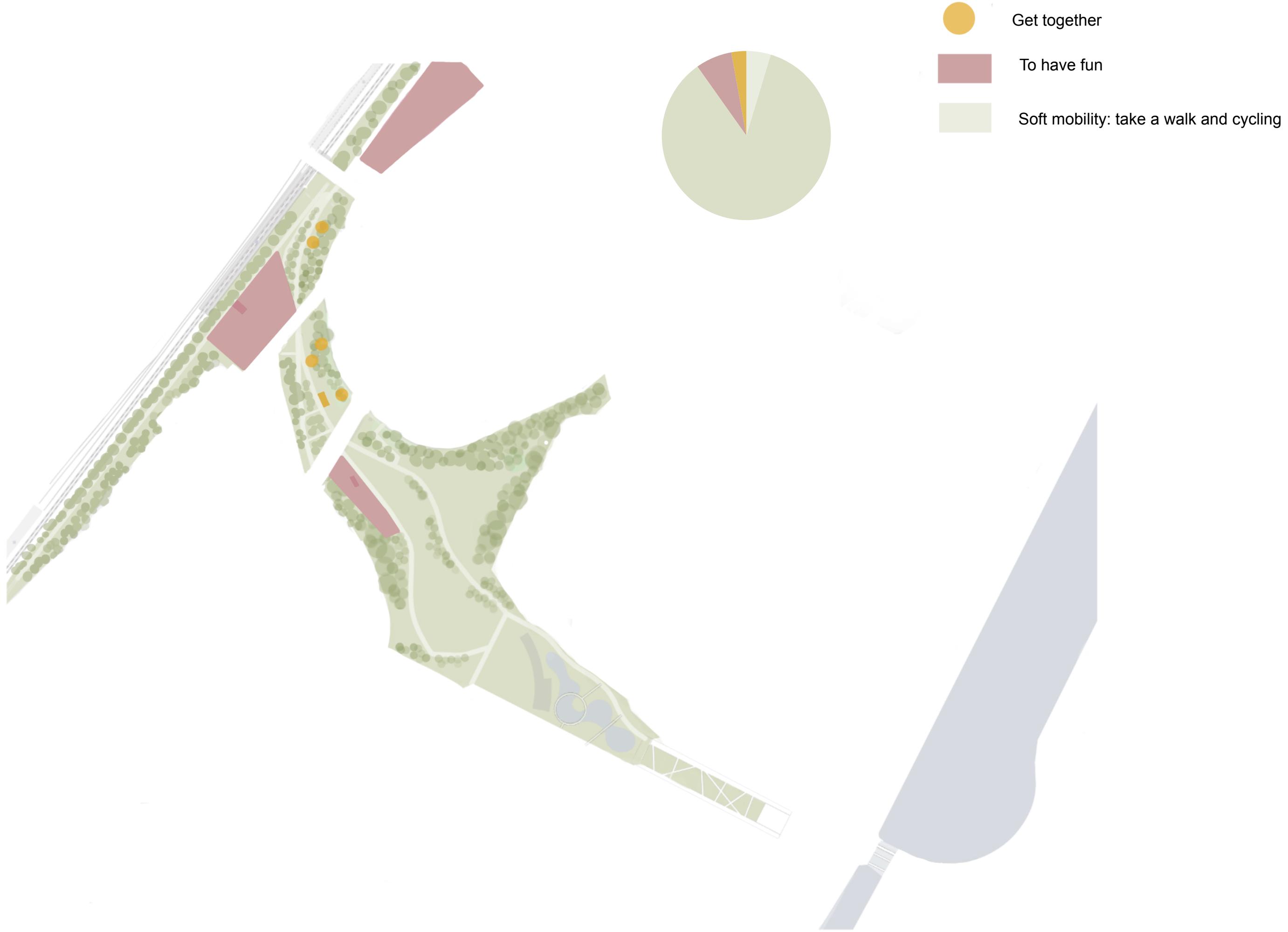


 Noise pollution due to trains

 Low grass/plants

 Dense wooded area

Dense vegetation at the edges: landscape and sound buffer.
Open central area: free space and public use.





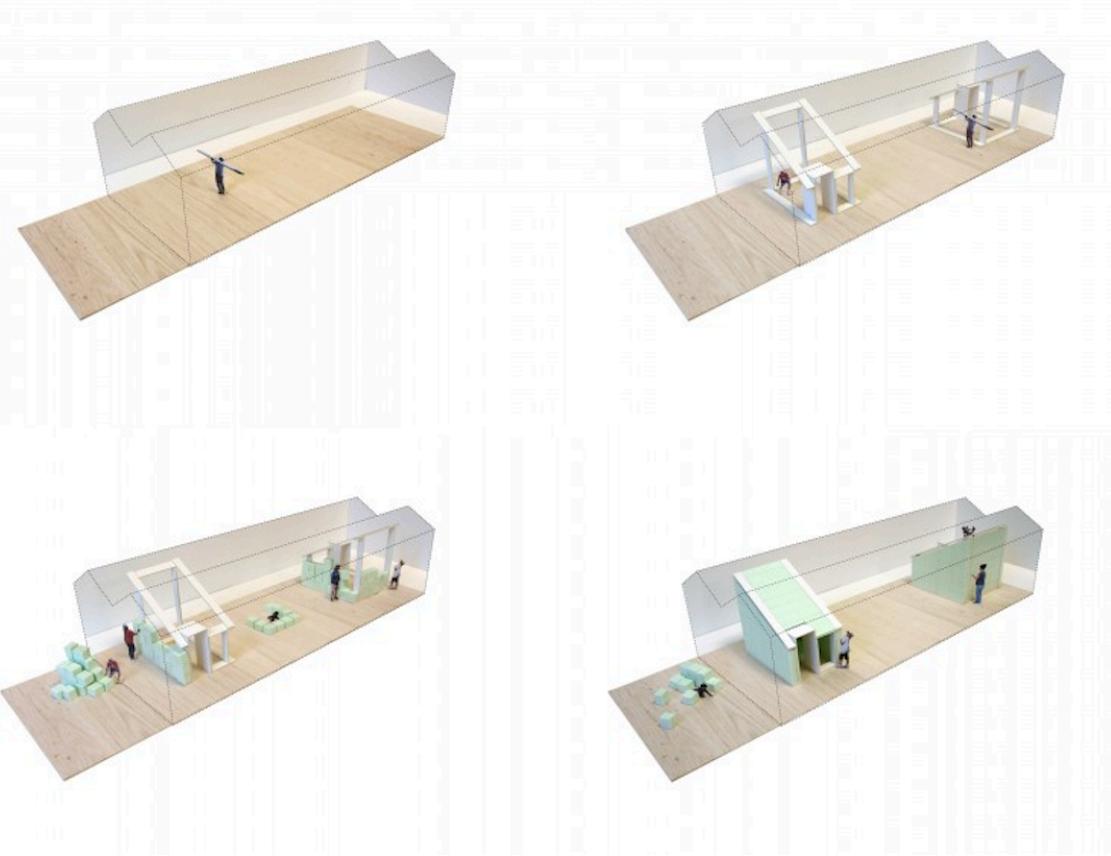
Urban farm and ecological installations

-  Farmhouse
-  Neighborhood compost
-  the bread oven
-  chicken coop
-  Bee
-  Vegetable garden

Active recreation area

-  Open-air sports and circus training area
-  playground





The Farmhouse at Parckfarm was built as a light, reversible structure using reused materials. Simple, movable and community-built, it shows how temporary architecture can create a social and ecological hub — a concept that could easily fit into Meisino Park, whose highly vegetated landscape shares many similarities with Parckfarm.





SWOT

- Well-connected park with multiple public transport options.
- Highly vegetated park :98.4% green coverage
- The Tour & Taxis park serves as an ecological and urban connector between highly built-up districts, linking key transport nodes and promoting soft mobility across Brussels.
- This park incorporates small-scale eco-friendly practices that promote biodiversity. An urban farm provides a habitat for various species, while beehives strengthen pollination networks on the site and in neighboring gardens. Compost helps preserve the park's soil and vegetation, creating a self-sustaining ecological cycle.

- Certain zones less maintained, with visible litter.
- difference between ecological ambitions and everyday reality for residents.

- Extension of the metropolitan green network: connection between Parckfarm, L28, and the future Parc de la Sennette.
- An active linear park linking neighbourhoods and creating a new socio-economic hub at local and metropolitan levels.

- Noisy railway nearby.
- Land pressure: growing number of real estate projects (offices and high-end housing) around the site could reduce public spaces or alter the area's identity.
- Risk of gentrification: rising rents and gradual displacement of lower-income residents.
- More than half of the Brussels-Capital Region (53.2%) is covered by impermeable surfaces, limiting water infiltration and increasing flood and heat risks across the urban landscape.

The Parckfarm project is a citizen initiative for co-management/animation of the park, in collaboration with the IBGE (Brussels Institute for Environmental Management).

Project stakeholders participate through open processes (call for projects for Parckfarm, involvement of local residents).

Real estate development (T&T, Lake Side) is led by private developers (notably Extensa/Nextensa) in partnership with local authorities.

The site is subject to urban and heritage regulations, as it contains elements of industrial heritage that must be preserved.

The economic model is hybrid: public use, private spaces, events (room rentals) to generate revenue, but also a large proportion of “community” use.

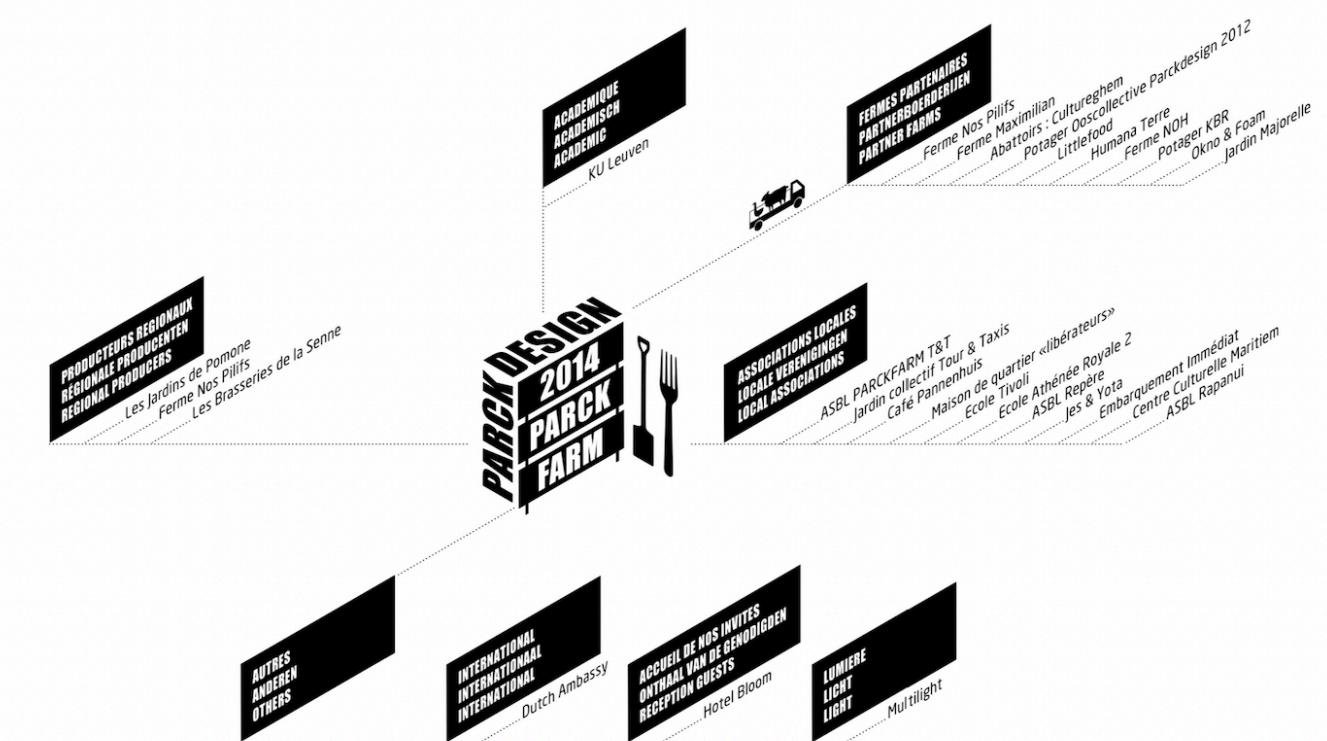
Some temporary installations have become permanent. Stakeholders collaborate in both the creation and daily care of the park, shaping its built and lived spaces together.

Conclusion

Tour & Taxis Park and Parckfarm show how a new public landscape can emerge within a dense, formerly industrial area. The design intentionally connects existing buildings, such as the farm, to green spaces, creating hybrid places where nature and everyday life coexist. However, this relationship between architecture and open space sometimes seems fragmented: some built elements are dynamic and well used, while others remain underutilized or poorly integrated into the overall spatial continuity.

The park was not designed as a simple green corridor, but as a productive and social landscape. Some areas risk losing their ecological depth as urban development around Tour & Taxis intensifies.

For Meisino, the key takeaway is that reuse, flexibility, and participation can breathe new life into a site, but they must be supported by a coherent long-term vision for maintenance and integration. Temporary or reused structures must connect spaces, ensuring that each built and planted element continues to serve both people and ecology over time.



Sources

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