

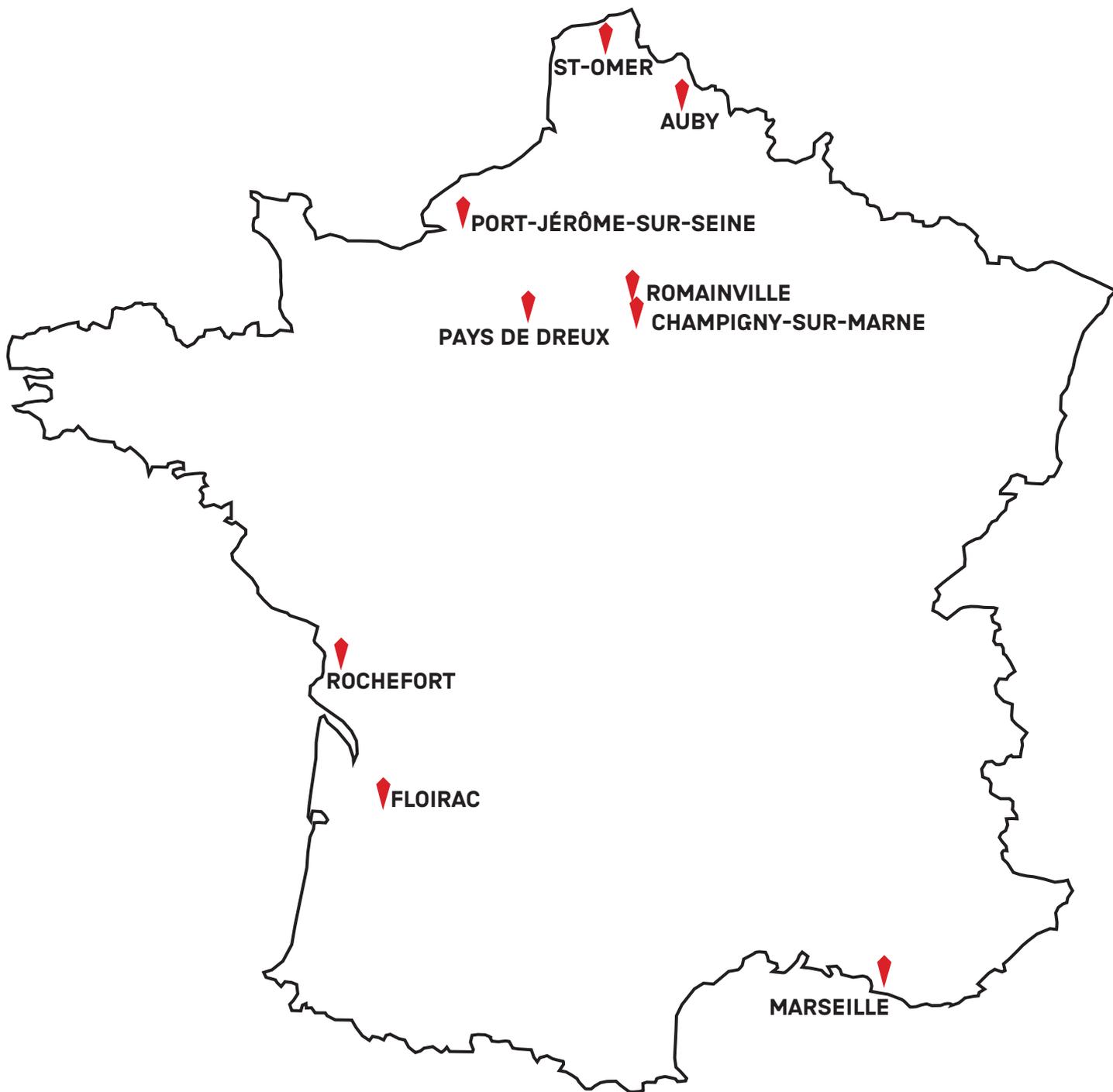


Productive  
cities 2

# AUBY

## THE CANAL IN THE HEART OF THE CITY

Site brief



# FOREWORD

## EUROPAN\_30 YEARS AND EVEN + CREATIVITY

The European competition's 30th birthday was celebrated at the Cité de l'Architecture & du Patrimoine in December 2018<sup>1</sup>. The 15th session of the biennial competition is outstanding for both the significance of the birthday and for its youthful visionary sharpness. Productive Cities in a second consecutive session is one of the timeliest themes for the evolution and transformation of our society

## VILLES ET ARCHITECTURES EN DÉBAT (CHANGE AND CONTINUITY)

In a book to be published in March 2019<sup>2</sup>, Chris Younes, Alain Maugard and Céline Bodart underline the importance of competition stratification, one theme leading to another in a chain reaction at the rhythm of the resulting projects; starting with the theme «Changing Lifestyles and Housing Architecture», which takes up where the last PAN<sup>3</sup> left off, and then the resulting projects; in the first session, sites were chosen with a certain degree of contextual abstraction and distance by the candidates.

Ideas from the first batch of winning projects, once selected and analysed, outlined a path for the themes that were to follow. These in turn developed further under the influence of subsequent projects. This dance has now been joined by the cities, the sites and local partners, all vital actors in the process. Undoubtedly, this productive cycle feeds the ecosystem Chris Younes mentions. «To participate in European is to become part of a «creative transcultural ecosystem».

## PRODUCTIVE CITIES 2 : THE PRESENCE OF LIFE

The 15th session, productive cities 2, is no exception and if diversity and spatial sharing of urban activities remains an issue, three other topics emerge now as pertinent: resources, mobility and social and spatial equity.

Like a virtuous trio in the «decontextualization of a set of relationships that permits their realization in other contexts»<sup>4</sup>.

Where the sites in the 14th session dealt with the legacy of 20th century urban planning / industrial zones, infrastructure, city entrances, urban divides / residential resilience / parking lots, «zones» in search of urban meaning, those in the 15th session confront the borders and edges, the in-between, areas often neglected where human and cultural resources merge with the landscape and environment. Merging to such an extent that they are sometimes invisible.

We could almost be discussing the landscape's «informal heritage», a portrait of cities and peripheries, countryside and changing nature for the better, unchartered, an extremely contemporary subject, a foundation for «tomorrow».

Participants in the 15th session are going to be nomads, explorers, internal migrants, self-imposed wanderers, hikers and perhaps makers! :

«The carefully studied edges form a new typography defined by their common border between earth and sky; as if all sensitivity can appear only in this single layer in a world where the environment and objects come into contact in an impressive tumult.»<sup>5</sup>

This comment by Michel Corajoud is not insignificant: questions of scale in the most recent sessions, issues of territory, landscape and nature, resilience of life brought to the European competition<sup>6</sup> particularly by landscape architects contain an environmental dimension echoing many of today's expectations.

Very large sites have found their place in the competitions, and yet, sometimes, the smaller the scale the more the development is precise and leads to future accomplishments, as with E13 Saint-Brieuc / De la Terre à la Mer. Work carried out after the competition developed a sense of landscape as seen from the city and public space. Two downtown squares will soon be transformed along lines that are anything but functionalist.

European 15 is moving away from the concept of «production in the city close to home», re-situating the issue to better question urban ecosystems, whether metropolitan or territorial, dense or sparse.

The site visits are going to bathe us in Charente estuary's unique light, take us into Saint-Omer marshlands and upstream of Le Havre near the oil industry fumaroles. We'll be walking along the Haute Deûle canal, seeing the Garonne from Parc des Coteaux and walking down the narrow streets of the vernacular French Riviera. We'll be following the line of a motorway that has disappeared as well as another one not yet built and we'll be going under a soon-to-disappear motorway interchange where the tram stop «Free Thinking» is to be built.

In other words, the three topics, resources, mobility and equity, in relation with place and site, give rise to rich, varied and multifaceted developments. And since it's also the subject, there is a consideration of what already exists, the repairing or transforming to create a rich, productive city with prospects for a more sustainable social life, respectful of the environment, of diversity, its inhabitants and visitors, of universal as well as local resources is the opposite of the phenomenon of exclusion or separation between urban and periphery. «The city is eating itself, it's no good» as Mark Brearley said about London.<sup>7</sup>

## A EUROPEAN CLASSIFICATION OF 47 SITES

As with every session, the nine French sites are grouped with other sites in Europe, european's unique European system.

Of course, the European forum debates<sup>8</sup> makes it is easier to understand these groupings: site representatives discuss first the sites themselves during the workshops, then analyse the short-listed projects and then the selected projects. These exchanges are published in the European Results Catalogue.

Below, topics and classifying are proposed by the European Scientific Committee and follow each site's presentation.

## I- IMPLANTING - PRODUCTIVE MILIEUS AND USES

The challenge for cities to be both productive and sustainable is to interlink resources, mobilities and conditions of fairness. There are two aspects to implanting new dynamics or reactivating resources such as urban farming and educational, research or creative forces: productive milieus and productive uses.

**PRODUCTIVE MILIEUS** : This is the level where a natural, cultural, social or economic environment is implanted or revitalised symbiotically, by contrast with the architecture of objects or the urbanism of technocracy. So what is needed is to activate human and nonhuman resources and an ecosystem of partners, while at the same time paying attention to integrative values between nature and culture.

> **Saint-Omer** is in the dialogue with :

Barcelona (ES) - Helsingborg (SE) - Palma (ES) - Raufoss (NO) - Rotterdam Visserijplein (NL) - Tuusula (FI)

**PRODUCTIVE USES** : Uses can become productive if they go beyond their own functional limitations: productive uses work as a trigger that can initiate dynamics of change in a way that transforms the surrounding environment. They are a response to a situation in which an absence of dynamics has led to a powerful «use-ambition», the demand for a credible programme, a catalyst for change that fits smoothly into the existing context.

> **Pays de Dreux** is in the dialogue with :

Innsbruck (AT) - Oliva (ES) - Rotterdam Groot IJsselmonde (NL) - Uddevalla (SE) - Visby (SE) - Wien (AT)

## II- CREATING PROXIMITIES

This is about establishing proximities between living and working, stimulating productive relations both within residential areas and between residential areas and monofunctional production zones, introducing collective activities and work practices into residual spaces that add quality to housing conditions. Secondly, it is about rethinking the transition between high-speed metropolitan mobility and the low speed of neighbourhoods and urban centres. Proximities are made in the physical space of the city, but also at temporal and actors' scales, allowing new exchanges between urban actors and users.

**INTERFACES AND SHORT CYCLES** : The creation of interfaces contributes to the transformation of infrastructures of mobility, logistics, commerce or general services, by shortening production cycles. Such interfaces can also generate new kinds of relations between residential and farming activities, between housing and services, between spaces and communities. Interfaces generate a permanent dialogue between uses and users, between scales and functions, between identities and innovations. The interface is not a stable state, but a fluid space. It needs incremental and adaptive processes and open source projects, rejecting comprehensive and predefined master plans.

> **Auby**

> **Floirac\_Bordeaux Métropole**

> **Romainville** are in the dialogue with :

Casar de Cáceres (ES) - Halmstad (SE) - Rotterdam Brainpark I (NL)- Selb (DE)

### III- CHANGING METABOLISM

This is about working with the relations, processes, flows and multiple forces of the site in order to find a new balance between them. These sites are large in relation to their contexts, and contain a variety of agents (human and nonhuman) with long- and short-term cycles, and far-reaching ecological, economic and territorial implications.

FROM LINEAR TO CIRCULAR ECONOMY : Characterized by a “linear” economic approach, either monofunctional or with an obsolete economy, the site aspires to incorporate other resources and uses that create synergies and new potentials for interaction. These new elements will play an important role in the functioning of the whole as a circular economic system, because they will be able to catalyse flows and processes more integratively and efficiently.

> **Port-Jérôme-sur-Seine** and  
> **Rochefort Océan** are in the dialogue with :  
Charleroi (BE) - Enköping (SE) - Graz (AT) - Karlovac (HR) - Laterza (IT) - Warszawa (PL)

MULTIPLYING AND CONNECTING AGENCIES :  
The site must incorporate new agencies, new layers of functions that may lead to balanced growth. It is important to well define and connect the sites’ future agencies (about air, water, soil, flood, programmes, activities and users). The final design will be something more than the sum or multiplication of circular urban economies.

> **Champigny-sur-Marne**  
> **Marseille\_La Cabucelle** are in the dialogue with :

Borås (SE) - Guovdageaidnu (NO) - Nin (HR) - Rotterdam Vierhavensblok (NL) - Täby (SE) - Weiz (AT)

### A EUROPE OF PROJECTS, POOLED EXPECTATIONS, ISSUES AND ACTIONS

It’s important to recall the intuitive affinities put forward by Europan. By focusing on Europe, the cultural and sociological area with its similarities and differences, it’s possible to come up with projects that are inventive, creative and hopefully innovative and that go beyond site and context issues. Once the sites have been classified, the projects themselves present surprises and unanticipated connections. This is the richness of an evolutionary methodology. By looking a little bit closer, site expectations can increase the content of each file.

This is the principal of a collaborative method that has become more and more common and is at the heart of the competition procedure and the association of various actors (jury / site representatives) and once again after the competition when work begins with the winning teams.

The theme Productive Cities 2 is very ambitious: it requires finding positions and solutions that are not limited in scale but are nevertheless rooted in a spatial, architectural, designed reality. This can be theoretical and conceptual, while offering the possibility to act. Candidates have complete competition freedom and will find the space they need and expect.

*«If you throw a rock in one place, ripples spread out far and wide. They do not remain where the rock was thrown. The same goes for an architectural project. If the ripples reach distant shores, you have to go there to understand the results of my gesture. The idea of co-evolution assumes its full magnitude if one does not limit oneself to a small territory ... »*

This is the european distinctiveness, part of its «DNA». The manipulation of scale is essential to a working project.»  
(2\*)

### WELCOME TO THE 15TH SESSION OF EUROSPAN! TO WORK!

<sup>1</sup> 13.14.15 décembre 2018\_ [www.europan30ans.org](http://www.europan30ans.org)

<sup>2</sup> *Villes et architectures en débat, vision d’Europan*, sous la direction de Chris Younès et Alain Maugard, Ed.Parenthèses, to be published in March 2019

<sup>3</sup> Programme d’Architecture Nouvelle, PCA, 1972-1988

<sup>4</sup> Gilles Deleuze et Félix Guattari, *l’anti-Œdipe*, 1972

<sup>5</sup> Michel Corajoud, 1981, « *le paysage c’est l’endroit où le ciel et la terre se touchent* »

<sup>6</sup> *Cultivating the city/projet lauréat Amiens E14*

<sup>7</sup> Quoted by Djamel Klouche dans *Architecture d’Aujourd’hui* HS december 2018, « Concevoir des Villes Productives, les promesses d’Europan 14 ».

<sup>8</sup> Forum intersessions 14&15, Brussels, November 2018

# GENERAL INFORMATIONS

## **SITE REPRESENTATIVE :**

City of Aubry

## **ACTOR(S) INVOLVED :**

City of Aubry, Mission Bassin Minier, CAUE du Nord, Douaisis aggro, SCoT du Grand Douaisis

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## **TEAM REPRESENTATIVE :**

Architect, urbanist, landscape architect

## **EXPECTED SKILLS WITH REGARDS TO THE SITE'S ISSUES AND CHARACTERISTICS :**

Architecture, urban design, landscape, economics, sustainable development

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## **COMMUNICATION :**

Communication after the competition, December 2019

## **JURY – 1ST ÉVALUATION :**

With the participation of the site representatives.

## **JURY – PRIZE SELECTION :**

Ranked selection : with winner (12.000€) / Runner-up (6.000€) / Special mention (no reward)

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## **POST-COMPETITION INTERMEDIATE PROCEDURE :**

Meeting with sites representatives and 3 selected teams, organized by European France in Paris / On-site meeting with sites representatives and 3 selected teams organized by cities and partners / Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes by European France

## **MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION :**

Study mission and project for strategic issues proposal, construction of architectural and landscape projet

# AN ACTOR SPEAKS : MR. THE MAYOR



Engrais of Aubry water tower

FR-AUBY-SS-P29

To live.

For 3000 years a ferocious will has driven human beings to hold tight to our land. Now departed, the mine left us a legacy of names with consonances drawn from across Europe, even the far side of the Mediterranean, and a UNESCO label. To remake the city is to remake life for a new future. Rebuilding to reinvent and give new hope. This is the challenge we have set ourselves. To design a new neighbourhood is like kneading clay to give it shape, meaning, a style that will tell a new story. To imagine the future in a world that fragments day by day and leaves us bereft of all our certainties. The only path that remains is the gladness that only exists if it is shared. Here, the water flows, and while the industry of yesterday shut off the landscape, today the space is empty. It is waiting. It is a heavy responsibility. European will give us the chance for the dream of this shared gladness where everyone has a place. Freedom cannot bloom without the acceptance of common rules. Here, urbanism and architecture have an essential task to accomplish. To imagine the productive city in a territory marked by industry like ours is like the rising of sap in spring. In 2006, we wrote in the foreword to the town centre renovation document: “the wish to do things right is present here, it lends wings, like an intoxication, like a desire to start anew, to grow, or to put on Sunday best and go to church. A desire to share our love for and pride in our homeplace.” The page now is blank.

**Freddy Kaczmarek, Mayor of Aubry**



**Main urban centers localisation in the Nord-Pas-de-Calais mining basin**  
FR-AUBY-C-M2.jpg



**The city of Auby in the Douai urban conurbation**  
FR-AUBY-C-M6.jpg

# RELATION TO THE THEME OF "THE PRODUCTIVE CITY"

## AUBY, A SMALL PRODUCTIVE TOWN IN THE BASSIN MINIER (MINING BASIN) OF NORD-PAS DE CALAIS

Auby is a small industrial town with a population of 7382 (Insee, 2017), part of the Douaisis Communauté d'agglomération intermunicipal district, located south of Lille. Auby is also one of the 251 towns belonging to the Nord-Pas de Calais Mining Basin (Mining Basin). This is an area in northern France, extending across the two administrative departments of Nord and Pas de Calais, characterised by the presence of very large deposits of coal, which was mined very intensively from the late 17th century to the late 20th century. After the closing of the mines (between the 1960s and 1990s), this area experienced several decades of crisis. More recently, the inclusion of the Mining Basin on the UNESCO "cultural landscapes" list (2012) gave it new impetus to overcome its economic and social problems and fully enter the post-mining era. This label in fact celebrates the history of an area where "the impact and footprint of mining are still perfectly visible and readable" ([www.bassinminier-patrimoine-mondial.org](http://www.bassinminier-patrimoine-mondial.org)), but also seeks to encourage new modes of territorial development (see section on "Territorial Context").

Auby has been the location of several types of industrial production, whether in parallel or succession (coalmining, sugarbeet factory, fertiliser production, cokeworks). Today, the town is home to a zinc production site (Nyrstar), which has resulted in Auby acquiring the title of "capital of zinc".

These industries, along with mining itself, have not only marked the economic history of the town and region, but also the land and the landscape, as well as Auby society, since several generations of labourers worked in the factories or in the mines, and lived in houses built by mine owners, on timeframes dictated by production. Traces of the history of this productive land are still present in the place names (Carbonisation district, Casimir estate – named after the first director of the fertiliser plant, rue de la Cokerie, rue des Engrais [fertiliser], etc.). Auby also celebrates its history by placing old photographs on the gables of certain houses on the workers' estates.

The shutting down of the mine in 1968 and the departure of the industries also left their marks (particularly large industrial wastelands north of the canal). Since the 1990s, the Municipality and its inhabitants have made it their goal to turn the consequences of this past into an asset for the future.

They therefore began discussions on the future of the town (including the European process), accompanied by long-term urban strategies (including land acquisition policy, the gradual reclamation of brownfield sites, participatory processes, etc.) with the aim of preparing the ground for future developments.c.) visant à préparer les développements futurs.

## LOCAL FACTORS RELATING TO THE THEME OF THE PRODUCTIVE CITY

Despite its mining history and its current role in metal production, Auby was primarily a rural area. The Municipality is now looking for sustainable ways to reconstruct the interrupted synergies between the environment – urban and natural – and ways of living, producing, travelling, and obtaining energy and food. The current municipal team has a vision of Auby as a town that is productive, proud and community minded.

### TERRITORIAL RESOURCES

For a long time, human beings depended for production only on their own muscle power (or that of animals) and the forces of nature and, inevitably, they could only produce if the natural conditions allowed it, drawing on abundantly available natural resources. Geographers and economists working on development have also shown that natural materials only become resources when human beings attribute properties to them (Raffestin, 1980), when they are known, revealed, and exploitable. Moreover, according to Gumuchian and Pecqueur (2007), resources are localised and linked to the history of a place; they are "constructed" by the different actors concerned and used within a territorial plan.

Today, climate change, the increasing scarcity and unequal distribution of resources, but also the possibility of recognising other territorial components as new resources, require us to build the productive city of the 21st-century through new "synergies between nature and artifice". In Auby there are several types of resources that can be marshalled, natural, cultural and – more often – combinations of the two. In addition to "generic" natural resources (air, soil, water), the town has specific (cultural or "hybrid") resources that can be incorporated into the urban project, which include:

- its past links with mining and industry and the architectural and urban heritage that remains of them



**From the fosse n°8 terril**  
FR-AUBY-SS-P30.jpg



**Rural areas museum**  
FR-AUBY-SS-P31.jpg



**The Paradise mere**  
FR-AUBY-SS-P32.jpg



**The Péru Park (Asturies district)**  
FR-AUBY-SS-P33.jpg



**Territorial context of Auby**  
FR-AUBY-SS-AP4.jpg

(including two mineworkers' estates that are on the UNESCO world heritage list, the former château of the Baroness de Montigny, converted into the Town Hall in 2011, the kiosque on Place de la République, but also the most "ordinary" working class estates);

- remarkable landscapes (for example the Haute-Deûle canal, many wooded areas, the "artificial relief" of the slag heap, parc Péru, Paradis Lake, etc.) and exceptional natural environments (such as the "calamine" or "metallicultural" lawn that has grown in parc Péru, as a result of the heavy metal content of the soil);

- recent amenities (schools up to middle school, media library, municipal swimming pool, sports complex, etc.) and high-quality public spaces;

- local shops;

- dynamic business zones;

- the "Atelier du livre d'art de l'Imprimerie nationale", the world's oldest still operating print workshop, transferred to Auby from the Paris region in 2014 in order to train successors and pass on expertise;

- a developing housing stock (including 31.8% social housing).

Since the above list does not aim to be exhaustive, what other local resources could be identified and marshalled in the project? How could a single resource be invested with several uses to optimise its potential? How to create circular urban economies, in which different kinds of waste also become resources? How can the consumption and pollution of resources be limited, and how can they be shared better within the context of the productive city? How can the history, the heritage(s), the landscapes, etc., be used as resources for the future of Auby?

## ÉQUITÉ SOCIO-SPATIALE

According to the urbanist Bernardo Secchi (2014), any policy that seeks to combat inequalities must start with the municipal plan, so that the plan recovers its role as the space of social and cultural integration, as well as for the production of innovations of all kinds. However, it is not the task of architects and urbanists to formulate values, but rather to provide answers "in the technical domain", by "analytical and projectual devices".

Indeed, Auby municipality has initiated ambitious public policies in areas such as combating educational failure, improving diet, the dignity of housing, while drawing on the tradition of community embedded in the history of the mine and anchored in the territory of the Mining Basin. Initially imposed by the mine owners, but also perceived as a necessity because of the toughness of work

in the mine (a great leveller between workers, whether locals or incomers) and the harsh climate, community here became a particular way of being with others, a sort of characteristic cultural relationship, which now needs to be found again in new forms, to be imagined in parallel with the spatial project.

Formerly areas that had generated wealth for France, the towns of the Mining Basin experienced several decades of decline at the end of the 20th century (see section on "Territorial Context") and are now among the poorest in France. Overall, the population of Auby is not very well-off and the unemployment rate is fairly high. The inclusion of the Nord-Pas de Calais Mining Basin in the UNESCO Heritage list in 2012 was a first step in restoring a sense of pride to the people of the area. The aim of local public policies and Auby's urban plan is the same. The relations of solidarity that are apparent in Auby and, more broadly, in the towns of the Mining Basin, can therefore be mobilised as local resources in their own right.

The question, however, is how to translate these collective aspirations into spatial strategies? How, when designing the "physical town" associated with the "social town", to avoid accentuating, or even creating, (new) boundaries, distinctions, divisions, especially in a town that has two so-called "high priority" neighbourhoods? How to break down existing barriers and foster connections, accessibility, the "droit à la ville" [right to the city] (Lefebvre, 1968)? How to create a productive balance between areas, between the urban and the rural, between rich and poor? How, in developing the programme for the spatial project, to capitalise on the "good practices" present in the Mining Basin, such as practices relating to education on diet, local agricultural production, solidarity, waste recycling, etc.?

The question of socio-spatial fairness in the architectural and urban project prompts reflection on (at least) three main issues:

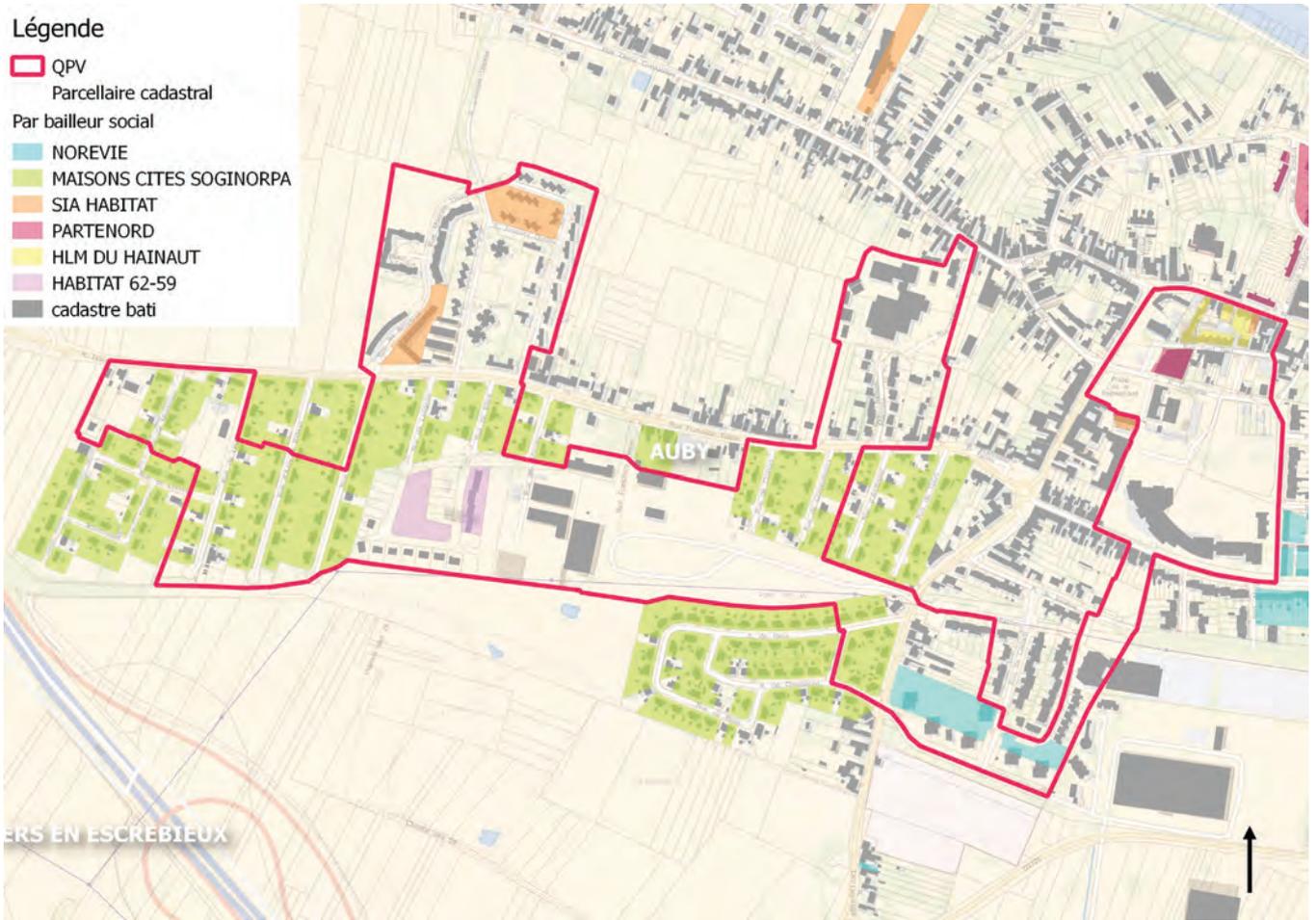
- what functional and social mix for tomorrow's productive city in Auby? What (new) kinds of production and what spaces to accommodate them?

- What (new) forms of public and collective space? How can spatial layout encourage sharing, community practices, social ties, as well as a sense of pride and territorial belonging?

- What (new) forms of housing? What can be done to give everyone a decent and affordable home?

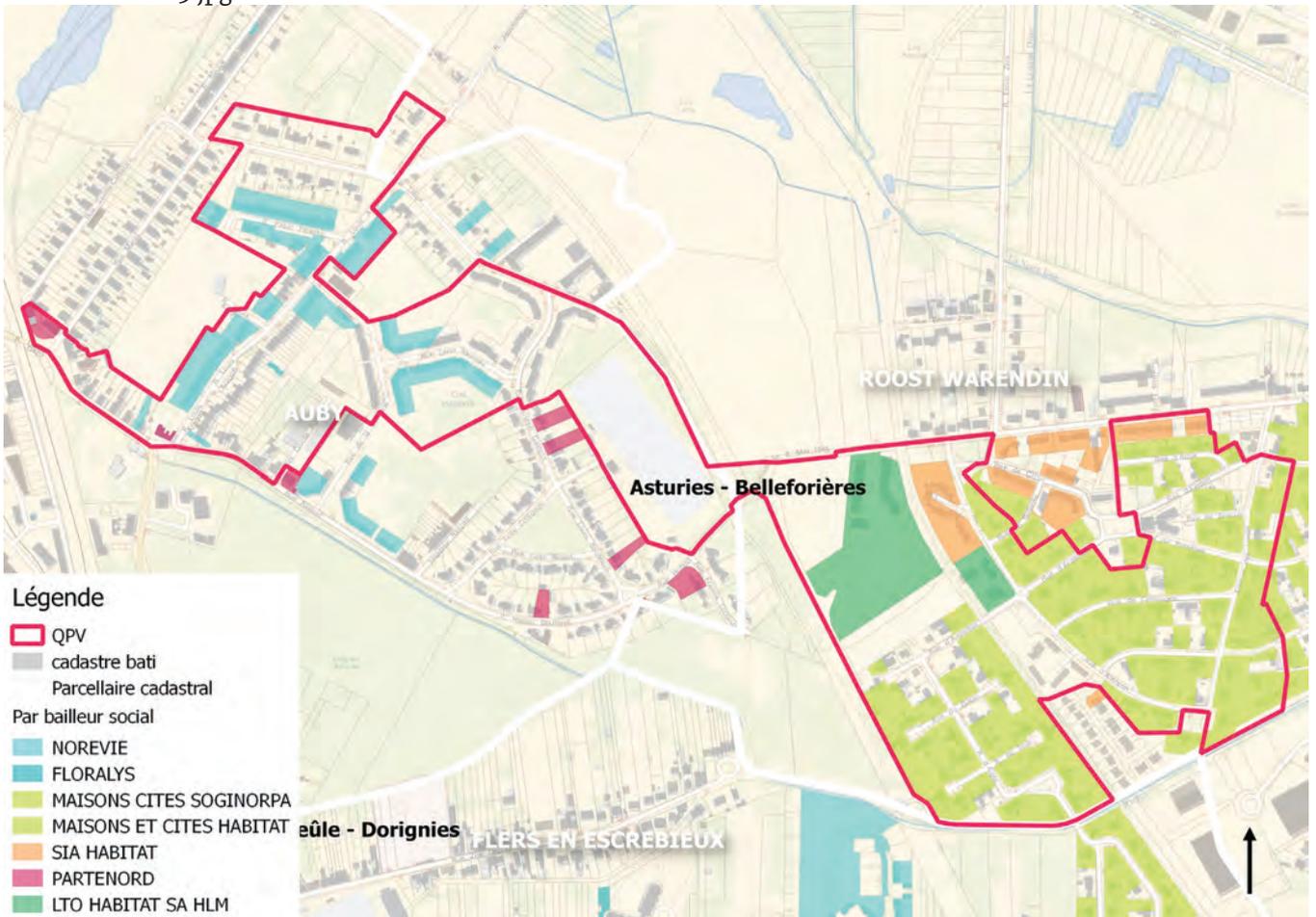
### Légende

- QPV
- Parcelle cadastrale
- Par bailleur social
- NOREVIE
- MAISONS CITES SOGINORPA
- SIA HABITAT
- PARTENORD
- HLM DU HAINAUT
- HABITAT 62-59
- cadastre bâti



FR-AUBY-SS-M2.jpg

FR-AUBY-SS-M3.jpg



Urban politic focuses on two districts (Auby-centre and Asturies-Belleforières)

## SYSTEM OF MOBILITIES

While industrial production required good transport links in the Mining Basin and prompted the development and intensive use of canals and railways, today's mobility in the area is largely dependent on the private car. This raises the question of the mobility needs of a relative large number of households that are without cars. The railway system primarily connects the most important nodes (Douai for the Communauté d'agglomération du Douaisis, to which Auby belongs) with Lille and Paris, but local public transport provision needs to be improved.

Auby municipality is sensitive to the question of sustainable mobility in its three senses (social, environmental and economic), and advocates the development of public transport and alternative forms of mobility. In particular, with regards to encouraging use of the train, there are plans to improve the feeder access to Leforest Station (Paris-Lille line), which stands at the northern edge of the town of Auby. For multimodal mobility, there is also the Haute-Deûle canal, which is navigable, and whose banks should be upgraded for walkers and cyclists.

The European study site stretches between Leforest Station (to the north) and the canal (to the south). It is located on two bus routes (with stops along rue Jean-Baptiste Lebas) connecting Auby with Leforest Station and Douai city centre. The transformation of the site will therefore need to include the question of what different types of sustainable mobilities should be implemented at local and regional scale.

## THE EUROPEAN APPROACH TO REFLECTION ON TOMORROW'S PRODUCTIVE CITY

### Partnership framework and municipal expectations

Auby Municipality, which controls the land for the competition site, is participating in the European process with the support of CAUE (Council for architecture, urbanism and environment) du Nord and the Mission Bassin Minier to help it frame its urban project and to test innovative ways of creating the productive city. This is a partnership between entities that are already used to cooperating in order to bring together the skills needed to implement high quality projects.

For its part, the Mission Bassin Minier has already helped the municipality within the framework of the ANRU [Urban Renewal programme], while CAUE du Nord is currently working with the Municipality to:

- support Auby's urban plan, in particular through urban design workshops (awareness raising for the town's elected officials and technical structures, mapping, preparation of participatory processes);
- formulate recommendations for the building of 130 homes on three sites (help with producing the specifications, launching the tender process and assessing bids);
- support the regeneration of the Cité Justice estate (through ERBM).

In this context, the European process will feed into the broader reflection on the issue of innovative, sustainable and economically affordable housing for the productive 21st-century city. More specifically, Auby's participation in European offers the candidates the opportunity to focus their creative talents on a large site that is strategically placed for the town, with strong development potential and a purpose that needs better definition. The aim will be to put to test spatially the convergence of local policies pursued in the last three decades with the components (resources, fairness, mobilities) that characterise the emerging productive city of the early 21st-century.

The changes that will be undertaken in Auby can also contribute to a renewal of spatial planning practices across the Mining Basin: on the one hand, structuring urban projects carried out in small towns contribute to polycentric territorial organisation, as well as helping to limit urban sprawl and its consequences; on the other hand, the exemplary nature of the European process, as well as the associated project ambitions and methodological innovations, will help to disseminate a new level of rigour with respect to the quality of urban, architectural and landscape projects.

### Competition follow-up

The development proposal for the study site is understood as an opportunity to connect together the two sides of the town for the users of its amenities and for inhabitants, as well as to create links with the railway station, whereas the project site requires an iconic project marking the entrance to the town. The European process will provide suggestions for programming and spatial organisation based on the opportunities identified.



**View on Cité de la Justice (UNESCO)**  
FR-AUBY-SS-P34.jpg



**View on Cité du Moulin (UNESCO) from the terril**  
FR-AUBY-SS-P35.jpg



**View on a Cité de la Justice house**  
FR-AUBY-SS-P36.jpg



**View on Place de la République shops**  
FR-AUBY-SS-P37.jpg



**View on Place de la République, the kiosk and the library**  
FR-AUBY-SS-P38.jpg

The partnership between the Municipality, The Mission Bassin Minier and CAUE du Nord will provide its expertise throughout the European process, together with assistance with communication around the measures initiated.

**Missions that may subsequently be assigned to the selected teams**

Further studies on the strategies arising out of the competition, a coordinating role in the client partnership, leadership of working groups (study site); feasibility studies and/or project management for urban/landscape and architectural implementations (project site).



La cité des Électriciens à Bruay-La-Buissière

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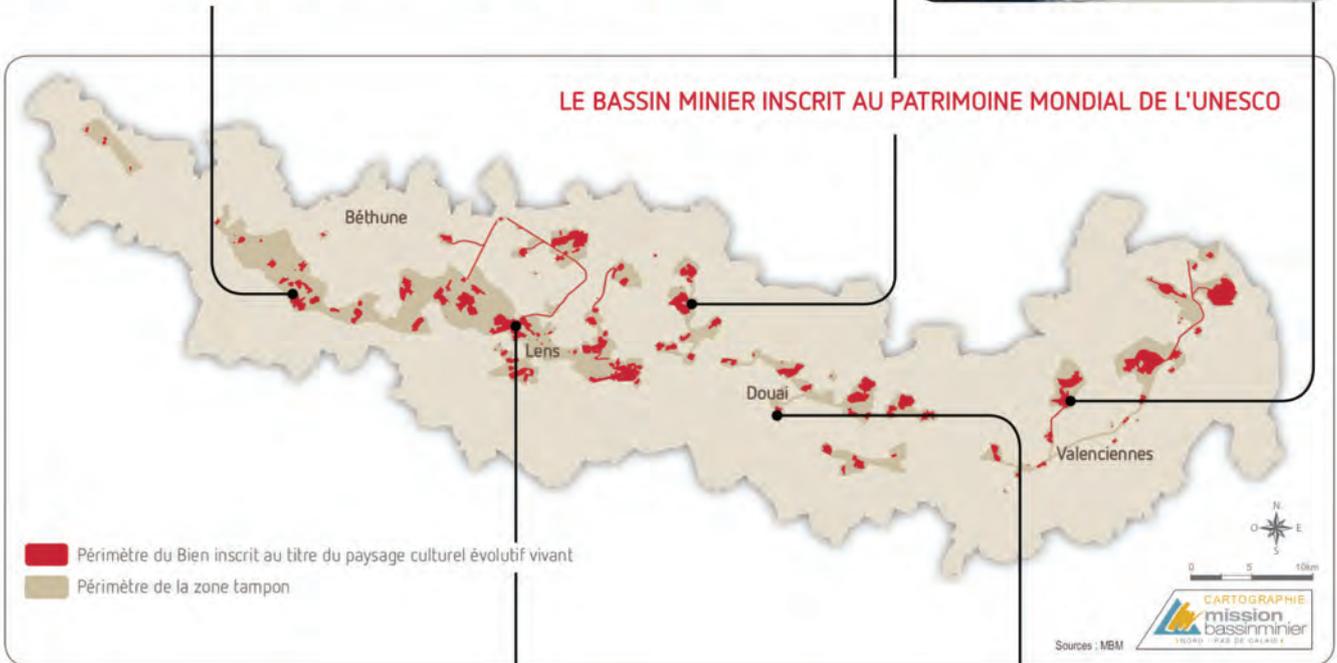
Site du 9-9bis à Oignies

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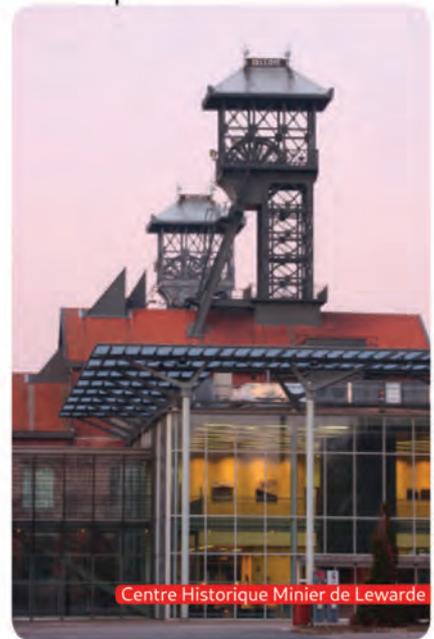
Site minier de Wallers-Arenberg, centre de formation et recherche

© Marine pour la Mission Bassin Minier



Fosse 11-19 à Loos-en-Gohelle

© J.M. André - Mission Bassin Minier



Centre Historique Minier de Lewarde

© Samuel Dhote - Mission Bassin Minier

**The study site part of UNESCO world heritage (source : Mission Bassin Minier)**

FR-AUBY-C-M4.jpg

# TERRITORIAL CONTEXT

## COMMON PROBLEMS AND ISSUES ACROSS THE MINING BASIN

The Nord-Pas de Calais Mining Basin is a territory in northern France, which stretches across the two administrative départements mentioned in its name (Hauts-de-France Region) and encompasses 251 communes forming seven intermunicipal districts. It is characterised by the presence of very large deposits of coal, which was mined very intensively from the late 17th century to the late 20th century. Mostly flat, the area is more than 100 km long and 12 km wide. The main geographical relief today is provided by the slag heaps, artificial hills produced by the accumulation of mining residues.

The population of the Mining Basin is currently around 1,200,000. A highly urbanised and densely populated area (650 people per square kilometre), it is characterised by an urban framework of historic towns surrounded by extensive rural areas, together with a high level of mining-related urbanisation. The main centres of population are (from west to east) Béthune, Lens, Douai and Valenciennes. There is a fairly close-knit rail network serving the area, although multimodality is not yet very well organised. The four main cities are also served by the TGV high-speed train. The main motorways of the Grand Nord (A1 and A2, from north to south; A25, A26 and A27 from the coast inland) connect the Mining Basin with the rest of France and with Europe (Brussels, Antwerp, Amsterdam).

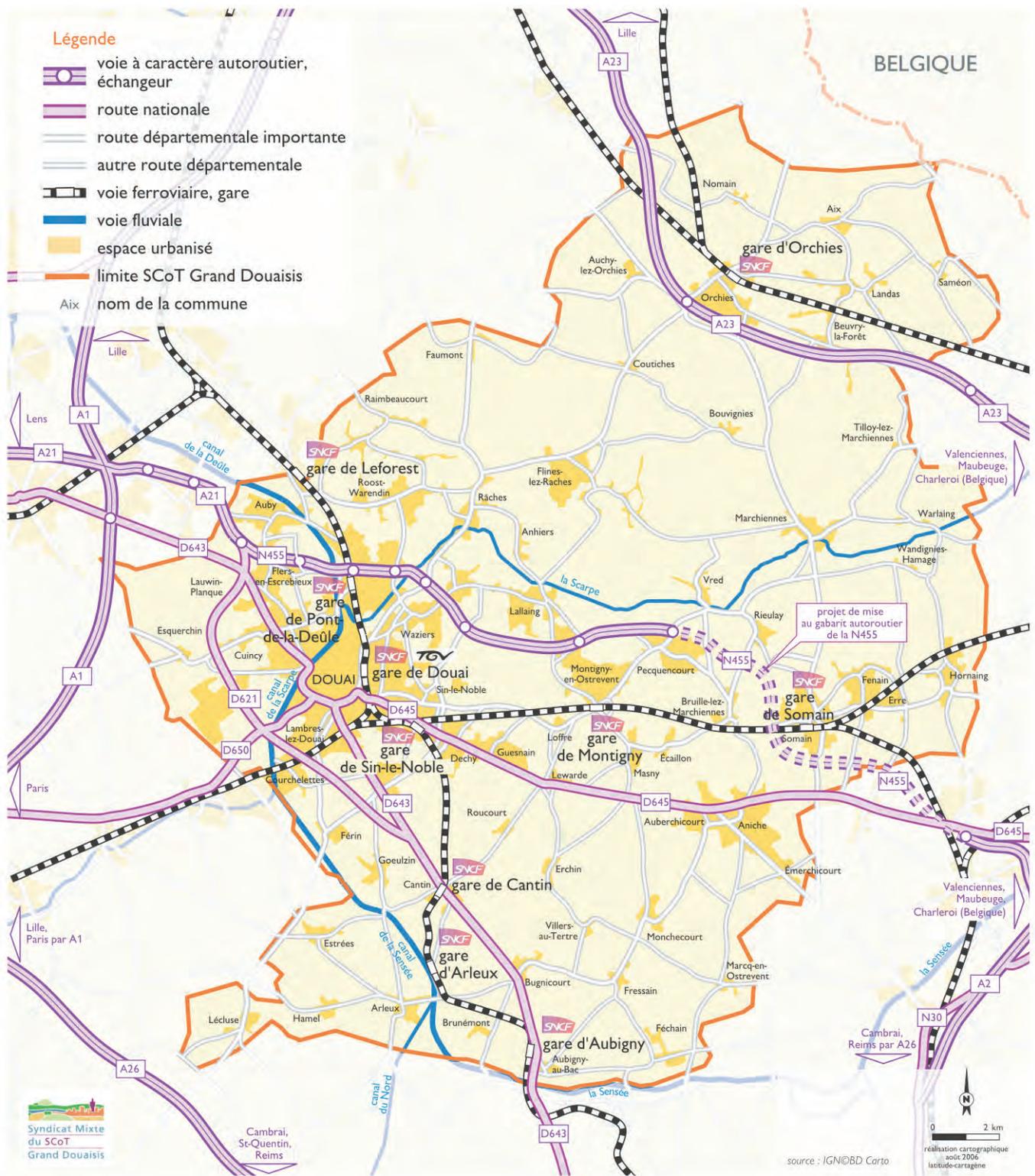
The economy of the Nord-Pas de Calais Mining Basin was based almost exclusively coal production. While the impact of mining activities is still very apparent and the resulting industrial landscape earned this territory its recent inclusion in UNESCO's "cultural landscape" list (2012), following the closing of the mines (1960s-1990s), the area underwent a structural crisis, which weakened its economic and social fabric. The Mining Basin has been defined as a "productive territory that is actively seeking change" (Navarre and Talandier, 2017, p.66).

One of the most remarkable legacies of the Mining Basin is the more than 550 workers' estates, which show a characteristic pattern of urban design along with very varied architectural styles. Initially built at the instigation of the private mining companies, and subsequently by the National Collieries, these clusters of detached houses

represent innovative models of 19th and 20th century urban design, especially in the light of the appalling living conditions of labourers at the time, which were condemned throughout Europe by health experts and socialists. Obtaining the UNESCO label has not altered the nature of housing in the Mining Basin, which still consist mainly of rented social housing. Becoming a World Heritage zone also prompted awareness of the need for improvements in the architectural and environmental quality of the legacy of the mining era, although difficulties still remain in obtaining the funding needed to refurbish the houses, with finance from the social landlords and local authorities.

Although much still needs to be done to showcase the heritage of the area, the UNESCO label is a lever for territorial development and a source of pride for the inhabitants of the Mining Basin, which suffered damage to its image following the crisis in mining. Several new uses of the mining heritage are currently emerging. The five big historical sites, flagships of mining heritage, are slated to become both economic and cultural hubs. The sites of Loos-en-Gohelle (eco-industry), Oignies (logistics) and Wallers-Arenberg (visual design) now accommodate centres for education, innovation and research that symbolise the transformation of the industry of the past into the knowledge economy of tomorrow. The Louvre-Lens Museum completes this assemblage of exceptional sites. Some of the structures of the man-made landscape, such as the slag heaps and railway lines, have now been converted to biological corridors or hiking tracks; others, on the other hand, have been redesigned as places for sport or leisure activities. Other sites that attract many visitors are the tributes to soldiers from the two world wars.

Since the 2000s, the Mission Bassin Minier (<http://www.missionbassinminier.org>) has been the forum for dialogue for local authorities in the Mining Basin, where they voluntarily work together on shared problems and objectives. Made up of architects, urbanists and historians, the Mission Bassin Minier manages the UNESCO label and supports the communes and intermunicipal structures in territorial engineering (sustainable urbanism, structural projects, transport, environment, communication, etc.). Some of the studies produced by the Mission Bassin Minier are recommended as an aid to understanding this area (cf. appendices):



**Mobility systems with regard to the Douais territory (source : SCoT du Grand Douais)**

FR-AUBY-C-M8.jpg

- UNESCO world heritage information kit;
- Technical Specifications of mine industry housing;
- summary of the study produced on the landscape of the Mining Basin.

## FARMING AND GOOD FOOD IN THE DOUAISIS COMMUNAUTÉ D'AGGLOMÉRATION, INSTRUMENTS FOR THE PRODUCTIVE CITY

Auby is one of the 35 communes (158,000 inhabitants) belonging to the Communauté d'agglomération du Douaisis (now call Douaisis Agglo). Auby is located around 9 km from the city of Douai (pop. 40,700) and is connected to the city by the road network, the Haute-Deûle Canal and, in terms of public transport, two bus lines.

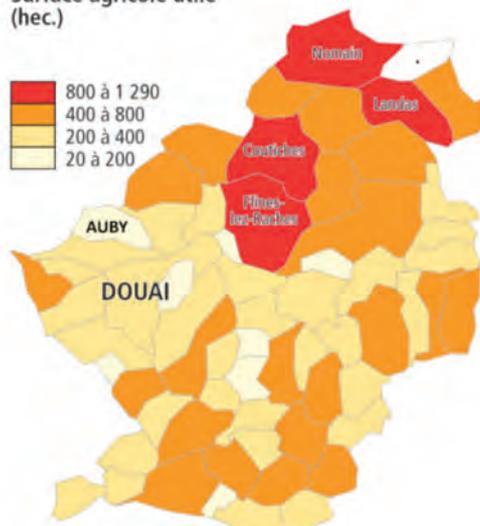
Douaisis is a densely populated territory (637 people per square kilometre). It contains urban and suburban areas, as well as rural and natural zones (wet zones).

The population is relatively young compared to national averages. However, indicators for the area show the significant socio-economic fragility of the population, with incomes generally below the regional and national average, together with high unemployment and poverty rates (around 20%). The data revealed by the Regional Health Survey is also worrying: within the territory, the death rate in the under 65s is 44% higher than the national average and 21% of women and 16% of men suffer from obesity (poor diet also linked with lack of household purchasing power). In terms of production, the use of available farmland in the Douaisis area is below the level in the rest of the Nord administrative department (54% of land compared with 70%) and continues to diminish gradually (-5% between 2000 and 2010). Home food production is still very widespread in the Mining Basin. Most processing is done by SMEs.

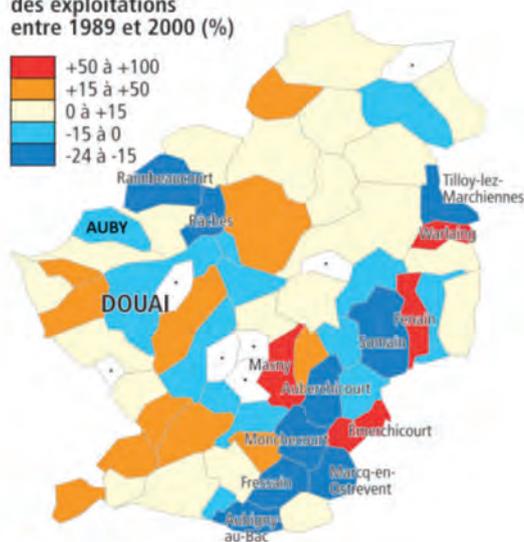
For these reasons, the Communauté d'agglomération backs measures relating to agriculture and food production, encouraging organic production, the development of short supply chains, sustainable food production (e.g. ALIMCAD programme).

The communauté d'agglomération du Douaisis is also part of the territory of SCoT du Grand Douaisis (<http://www.scot-douaisis.org/index.php>), which is responsible for developing the town and regional planning guidelines for the next 20 years from a sustainable development perspective. sociaux.

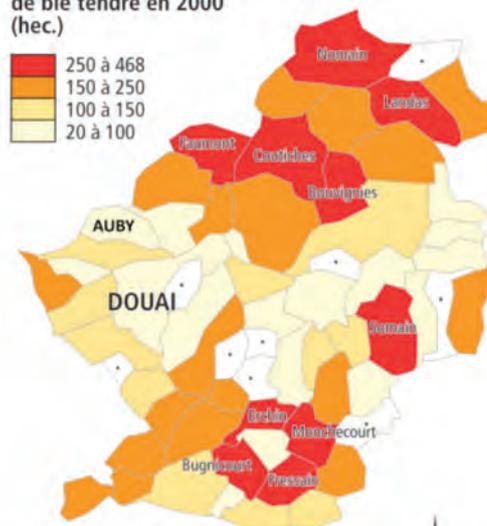
Surface agricole utile (hec.)



Evolution de la SAU des exploitations entre 1989 et 2000 (%)



Surface de production de blé tendre en 2000 (hec.)



Agriculture diagnostic in the Douaisis territory  
(source : SCoT du Grand Douaisis)

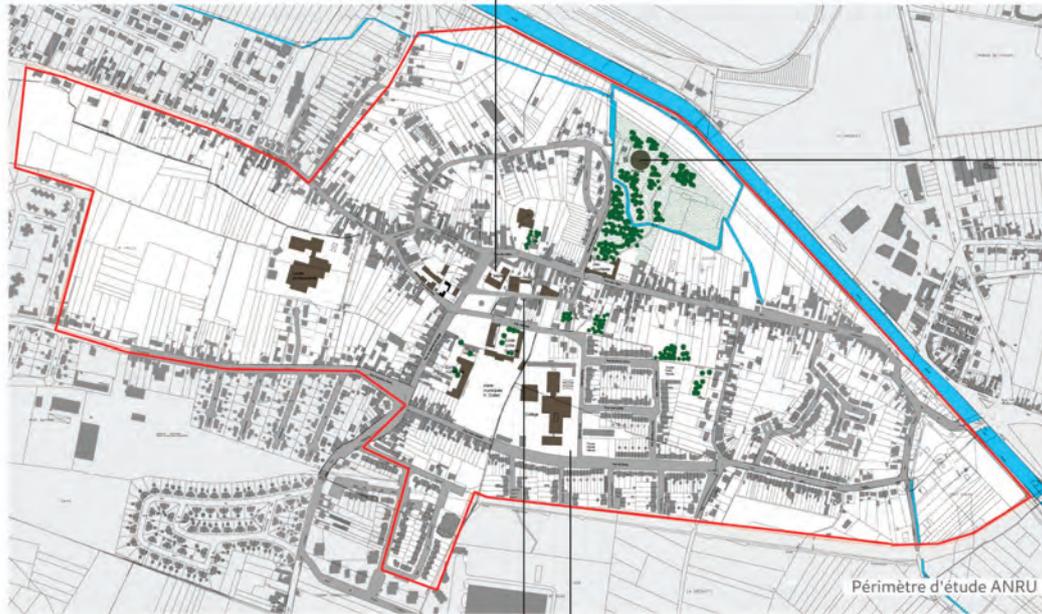
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source : IGN-BD Cartho8, AGRESTE recensement 2000

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source : IGN-BD Cartho8, AGRESTE recensement 2000  
Niveau : EXPLOITATIONS\_AGRICULT  
Mars 2007  
Intervalle : non réglé

absence de données



**Main architectural project realized by the National Agency for Urban Renovation**  
FR-AUBY-SS-M4.jpg

# LOCAL CONTEXT : TERRITORY OF THE TOWN OF AUBY

## DIFFERING URBAN AMBIENCES ON THE TWO SIDES OF THE CANAL

Located on a low plain, at the foot of the Pévèle slopes, the town of Aubry is marked in particular by the presence of the Haute-Deûle canal, which connects the cities Lille and Paris, but divides the town into two parts with different ambiances.

To the south-west is the more “urban” side, which includes:

- the historic town centre, densely urbanised and characterised by a plot layout in the form of strips and by the alignment of the buildings on the street; most of the public amenities and shops are concentrated here, and the ambience is primarily urban;

- the mineworkers’ estates, which dominate the open landscape, which vary in their geometries from one estate to the next, characterised by houses laid out along secondary streets, perpendicular to the main street.

To the north-east, on the other hand, lies the more “natural” side, a sort of “park-territory” at the bottom of a valley, which consists of:

- farmland, meadows, woodlands and overgrown brownfield sites, as well as leisure areas like Paradis Lake and the network of hiking tracks;

- pockets of urbanisation and isolated workers’ estates, with an abundance of both private gardens and public spaces (squares and public parks);

- working industrial areas, well interconnected with the transport infrastructures (canal, railway, motorway), but also somewhat impermeable to ordinary mobilities.

The two parts of the town are currently linked by just one road bridge and a pedestrian walkway that will soon be replaced by a new, better designed footbridge.

## URBAN PLANNING IN AUBY

Aware of the importance of urban planning as one of the instruments for tackling the challenges of tomorrow’s productive city, the current municipal team is keen to develop an urban vision stretching over different timeframes. Since the 1980s, the Municipality has pursued a long-term strategy of urban transformation, starting with the reclamation of industrial wastelands, followed by the renewal of the town centre and the construction or renovation of public amenities, as well as social housing.

Also since the 1980s, the Municipality has conducted an ambitious policy of land acquisition, with the aim of establishing land reserves located in strategic parts of the town’s territory, with the aim of preparing the ground for the gradual implementation of an urban plan developed in concert with the inhabitants. The site proposed for Europan is one example of this.

Since the 2000s, there have also been continuing discussions about the quality of the public spaces, which led to the production of a charter of guidelines for future developments. In addition, in 2007 and 2012, key structuring operations were undertaken in the town centre within the framework of the Urban Renewal programme: several apartment buildings and amenities were built or refurbished (swimming pool, media library, town hall, secondary school, roads, play areas and parks) and a network of walking and cycling links was created to provide easy access to the different facilities.

Several development projects are currently being studied or implemented. The Europan process may also contribute to ideas for making connections between these projects, as well as to the overall organisation of the future productive town of Aubry.

**Reflection on sustainable mobilities at municipal and supra-municipal scales.** With respect to policies designed to encourage public transport and alternative mobilities, examples include:

- the construction of a bridge over the Haute-Deûle for walkers and cyclists, which will be completed at the end of 2019 and will connect the existing and future networks of pathways and cycle tracks on both sides of the canal;

- proposed improvements in transport, currently dependent on ordinary buses, which may be converted to a BRT system.

**A participatory approach to urban planning.** Within the framework of action-research on the notion of dignity as a possible foundation for local public policies, conducted in collaboration with the FACE Foundation (Action against Exclusion) and the voluntary sector organisation La ville en commun (The City in Common), an experimental process has been initiated in Aubry. At the root of this process is the view of urbanism as a tool for revitalising citizen pride (by involving them in spatial planning for their town) and the capacity of citizens to communicate and coexist (without reference to a social mix). The experiment in question is called “îlot Collège” (College Block), and is being applied to the block situated between the middle school and the town hall. This is an old brownfield site for which a mixed development programme (housing and amenities) had been planned,

- ① Îlot du Collège
- ② Nouveau tracé de la rue du Général De Gaulle
- ③ Réaménagement des abords de l'Église et de la Mairie
- ④ Aménagement du site de la Fosse n°8
- ⑤ Aménagement de l'îlot Mirabeau
- ⑥ Hameau rue Étienne Dolet
- ⑦ Requalification de l'entrée des Asturies
- ⑧ Mise en valeur et création de parcours pour les modes actifs (dont passerelle)



Future passerelle



Îlot du Collège

**Main study projects realized or projects in progress**  
FR-AUBY-SS-M5.jpg

but which has recently been “entrusted” to the inhabitants so that they can decide on how it should develop, in the context of work done by students at the school, as well as participatory workshops held with voluntary sector organisations, researchers and the Municipality.

**Highlighting the mine legacy and local history.** The Municipality wants to begin the rehabilitation of the Justice and Moulin estates (already UNESCO heritage sites), where– as with most of the estates in the Mining Basin – little renovation work has been done on the houses. The challenge is twofold: to protect the heritage of the estates and to adapt the dwellings to the needs of their inhabitants. Another possibility envisaged is that of listing the Hauzeur estate as an Aire de mise en Valeur de l’Architecture et du Patrimoine (AVAP – Architecture and Heritage Enhancement Area), while obtaining public funding to help the owners to protect the distinctive characteristics of this area (by means of best practice specifications).

In addition, there are plans for the extension of the Écomusée de la Ruralité (Eco-Museum of Rural Life) located over the former pit. The museum is a reminder that the Nord-Pas de Calais Mining Basin was and is still a rural area. Moreover, the miners were originally smallholder farmers and were encouraged by the mine owners to maintain family allotments (a sort of housing bonus in kind provided for workers). As of today, the Eco-Museum has a demonstration garden, farm animals, a collection of chickens from different countries around the world, a conservatory orchard (old apple varieties), a hop field (for making beer), and pastures for the animals. Multiple initiatives for young people, schoolchildren and groups are run here, such as the rural life weekend (exhibitions of old agricultural machines, local produce, workshops, meals...).



**Photography of the canal and industries in the past**

FR-AUBY-SS-P44.jpg



**Photography of the canal nowadays with green waterfronts**

FR-AUBY-SS-P39.jpg



**View on study site (from the North) before the industries stop working**  
FR-AUBY-SS-P45.jpg



**Vue de l'état actuel du site depuis le château d'eau des Engrais**  
FR-AUBY-SS-AP2.jpg

At present, after a slight fall in population, the town of Auby is enjoying a new dynamic to which it wants to respond by increasing the availability of housing on its territory in order to attract new inhabitants, mainly from the Lille Metropolitan Region, which is 30 kilometres away (20 minutes by train). The closeness of Auby to Lille (where property prices have increased significantly in recent years) should make it possible to attract a number of types of household thanks to the natural and peaceful environment of the town, and the quality of its amenities. The Municipality has the land it needs to extend the town beyond the canal on to former brownfield sites which have now been cleared and are ready to accommodate new uses. The projects for the study site, which spans the Haute-Deûle canal, will need to focus on spatialised strategies to improve connections between the two parts of the town, to position the canal at the heart of the town, and to exploit its landscape potential, as well as reinforcing the existing recreational activities (running, cycling, fishing, boating, etc.).

## THE GRADUAL TRANSFORMATION OF A PRODUCTIVE LANDSCAPE

In the early 1980s, the areas of the town to the north of the canal contained tens of hectares of industrial wastelands. In 1983, the municipality bought the land belonging to the former Auby fertiliser plant (12 ha), demolished some of the buildings and, with financial aid from the Region and central government, began to think about the site's next incarnation. Some of the buildings in the water tower industrial zone have been recycled to accommodate municipal services, voluntary sector premises and a music school. At the end of the 1980s, work began on a road intended to serve a new industrial estate (never completed) and new buildings were erected: a standby workshop for new businesses, the central kitchen for the preparation of meals for school canteens, workshops for the technical services. Other amenities followed, such as the Jules Ladoumègue sports complex, Paradis Lake (intended both to maintain the biodiversity that now characterised the wasteland zone and as a place for recreational activities), and the shooting range.

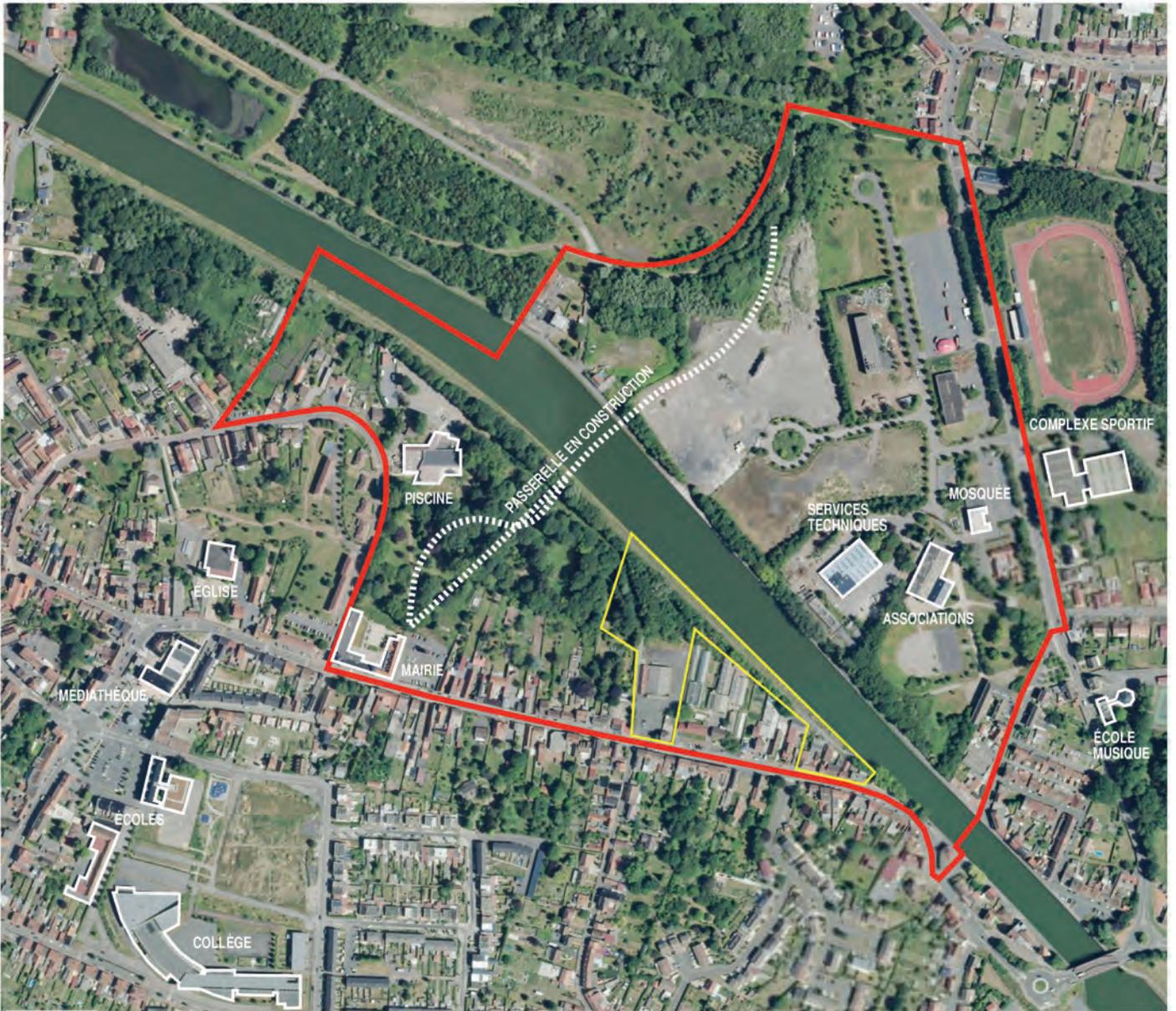
In the 2000s, the 10 ha site of the former cokeworks was cleared of contamination. The operation was carried out (2002-2004), for the first time in France, using an innovative technique in which the decontaminated earth was put back and covered with a 30 cm layer of new earth, making the site once again accessible to the public.

Over time, a process began to replant these old industrial sites. The Aldebert Valette Stadium (with stands for 300 spectators, an athletics track, and a football ground) was inaugurated in 2003, confirming the site's role as a new and pleasant activity space for local people, as well as the green lungs of the town of Auby.

Following this "preparatory groundwork" (lasting some 30 years), a feasibility study was commissioned by the Municipality (JNC International Agency, 2018, see appendix) to look into the potential of this part of the town's land. The purpose of the European process is to re-examine and further pursue the results of that feasibility study.

## QUESTIONS AND PRIORITIES OF THE STUDY SITE

Given that production has always formed part of the town's economy, European raises the question of its reintroduction into urban space. These issues arise as a result of the new conditions that contemporary cities face in their development, in a context of ecological transition, climate change, scarcity of natural resources, low capacity for economic investment by local authorities, etc. While European's main objective is to conceive new development models for the 21st-century productive city, in Auby in particular the approach needs to take into account the local history of production, while also drawing on the history of urban design and housing in mining communities (see section on Territorial Context). Having done much to remove the traces of the industrial wastelands north of the canal and having decontaminated the land, participation in the European process is an opportunity for the town of Auby to think again about the question of how to integrate productive activities into the city: what type(s) of production could be relevant today? How to assess and prevent possible negative impacts? How to provide energy for these activities? How to establish new relations between living and producing? Is it possible to produce/work in one's home neighbourhood? How to meet the mobility needs of people and goods? What about the habitability of production spaces in the city, especially when production stops (i.e. at night)? How can economic actors and investors be involved in the urban project process? What is the place of culture in production and what is the contribution of the project to the production of local culture, in harmony with the activities of the Atelier du Livre d'art, the Media Library, the Museum of Rural Life?



**Main public constructions of the study site**

FR-AUBY-SS-AP3.jpg



**Vue du site de projet depuis le château d'eau des Engrais**

FR-AUBY-PS-AP1.jpg

The starting point for imagining the productive city of the future in Auby is to reconfigure the structure of the town by changing the role of the canal: by placing the canal at the centre of the town's territory, it will be possible to stitch the two currently separate parts of the town back together – with the help of the forthcoming new footbridge – and to rethink the system of mobilities.

In addition to the obvious difference in ambiances on the two sides of the canal, in fact, this separation is particularly marked within the study site itself, partly because of the lack of connections and partly because of the characteristics of the urban morphology. By the town centre, the urban frontage defines a relationship with the town's main east-west axis, but turns its back on the canal, which becomes a sort of “urban backend”; the strip layout of the plot divisions and the largely unfinished plot ends accentuate the distance between the town centre and the canal, which moreover is hidden from view by the often very dense vegetation. By the former production zones, however, the industrial wastelands have left a big empty space with little structure, ready to accommodate new urban development, supported by the main assets of the area (sports and recreational facilities, vegetation,...).

Developing the northern part of the town will firstly bring Auby closer to Leforest railway station (Paris-Lille line) and, secondly, improve its connections with Douai via the walking and cycling tracks planned for the canal banks (the distance along the canal is around 6 km). The connections crossing the Haute-Deûle canal within and near the perimeter of the study site (footbridge and bus lines or, in future, the BRT) should encourage sustainable mobilities; the urban plan could also further encourage these practices by adopting a principle of urbanisation based on the availability of multimodal mobility.

## OVERALL EXPECTATIONS AND GUIDELINES

The candidates are expected to develop a master scheme for the whole sector or else spatialised ideas for (networks of) places that define possible changes for the productive city in Auby. In particular, they are expected to put forward methodological proposals and content for consultation in the next stages of the urban design process, providing creative ideas for new forms of cooperation between urban actors (institutions, companies, inhabitants) capable of enhancing the “conventional” processes for making the contemporary city.

## CROSSCUTTING OBJECTIVES

The main objectives identified are:

- the recomposition of the two parts of the town and the definition of a spatial structure that facilitates integration of future inhabitants in existing population;
- the exploitation of Haute-Deûle canal as a structuring landscape component, an urban interface that constitute foundation for alternative mobilities and a variety of uses (some to be reinforced, some to be imagined);
- proposals for the existing hint of a street network, either by exploiting it as a potential resource and reinterpreting it in the light of the new urban development programme, or by a complete reworking;
- programming suggestions that will make the new urban extension dynamic and lively, while drawing on the existing facilities and/or by proposing possible additional services;
- proposals for phased developments, consonant with the history of changes in this urban sector, combined with the identification of priority elements (landscape and/or functional enhancement of the canal, encouragement for sustainable mobility, creation of interfaces, new production spaces, innovative forms of housing,...). Candidates are advised to be cautious in formulating project strategies that entail the use of the land and water of the canal, since these are former industrial sites (where there is no precise knowledge of the pollution risks).

## THEMATIC ORIENTATIONS

### Landscape and Environment

- Structure the canal as a multifunctional urban interface: enhance its visibility (currently limited to the tow path), reinforce the existing recreational/sports uses (running, cycling, fishing,...) and imagine additional uses (relaxation, food, events,...) to highlight its role as a connective public space;
- take advantage of the rich vegetation on the site to reinforce the role of this area, considered to be the lungs of the town, for example through a network of cool islands that helps to mitigate the local impacts of climate change (heat peaks, pollution, increased use of energy and drinking water, etc.).

### Mobilities

- Consider the relationship between urbanism and mobility in its different senses (public transport, green modes, role of the canal, role of the car and new sharing practices – carpooling, car sharing – etc.);
- exploit the canal as an infrastructure for sustainable mobility (navigation, water, walking and cycling on the banks, with car traffic excluded);
- establish links with the rest of the town and think about the small-scale network of neighbourhood connections (in particular for active modes).



**Two parts in the city divided by the canal (view from South East side)**  
FR-AUBY-SS-AP6.jpg



**The canal uses and atmosphere (yaghting, active modes, hiking, fishing, etc.)**

FR-AUBY-SS-P40.jpg  
FR-AUBY-SS-P42.jpg

FR-AUBY-SS-P41.jpg  
FR-AUBY-SS-P43.jpg

### **Urban morphology**

- Think about the boundaries, edges and interfaces of the site (weaving connections with existing public amenities, with the old workers' estates located in the east and north of the site, with the big wooded areas in the north-west);
- design the meshwork of public spaces on either side of the canal;
- reinterpret the forms of the traditional urbanism of mining communities.

### **Housing and typological mix**

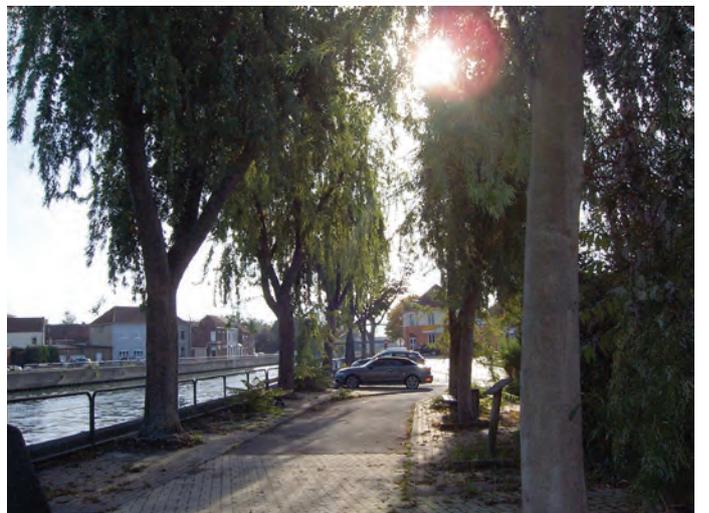
- Propose a mix of housing types in order to encourage a concomitant social and generational mix;
- think about forms of housing that encourage the collective dimension and community links, while guaranteeing the qualities typical of the detached housing on mineworker estates;
- design typologies of housing that are innovative, yet embedded in the territory.

### **Functional mix**

- Promote a mix of incoming and native populations through the pooling of amenities, services and shops located on either side of the canal;
- design local spaces of work/production, which will also help to differentiate the ways of life and users of the neighbourhood;
- perhaps devise temporary uses that can provide a foretaste or test of possible future uses.



FR-AUBY-PS-AP2.jpg



FR-AUBY-PS-Po8.jpg

FR-AUBY-PS-Po4.jpg

FR-AUBY-PS-Po5.jpg

FR-AUBY-PS-P16.jpg

The advantage of the site chosen for architectural experiment is that it belongs to the Municipality, so changes can be undertaken immediately. It consists (to the west) of a former retail area, currently occupied only by a car park and, more to the east, strips of abandoned houses.

## FROM MINING URBANISM TO THE PRODUCTIVE CITY: INNOVATING THROUGH HOUSING?

The site is well-suited to the creation of an innovative housing project, a “demonstrator”, a prototype for the productive city and above all an inspiration for the Mining Basin area. It is an opportunity to reintroduce in Auby the experimental and innovative spirit that formerly characterised the urbanism of housing in mining areas, and to build links between past and future. For this purpose, candidates will need to:

- think about housing from the scale of the single dwelling to territorial scale, and vice versa;
- design a kind of housing that is anchored in the place and capable of connecting local and territorial resources.
- devise housing that is more sustainable and responsible: affordable for everyone, energy-efficient (even autonomous), capable of recycling its waste, of promoting community links, of fostering local production and short supply chains, etc.

In the analysis of the projects submitted for European 14 (also dedicated to the productive city), in fact, it was observed that there was a tendency to propose “innovative workspaces and standardised apartments”; the question we need to ask ourselves, therefore, is “what are the prerequisites for apartments to have interesting qualities, despite being located near commercial outlets and small-scale production units?” (Geipel, 2018). And then, can residential space itself be “productive”? What might it produce? And also, what about the housing production process itself? Is there necessarily a conflict between, on one hand, rationalising housing production, and on the other hand, designing housing that offers diversity, customisation, character?

In the Mining Basin, the urbanism practised by the mine owners developed a wide variety of types of dense individual housing with attached gardens; nonetheless, the estates are characterised by a sense of division, a lack of communal space between dwellings and of transitions between public and private space, as well as a certain dilapidation (uncomfortable temperatures, low energy efficiency, need for adaptation to contemporary uses). Despite the quality of these houses, and their innovative character at the time of their construction (and still today, since this is social housing), they raise the question of the kind of typological mix needed for the 21st-century productive city.

Should the priority be individual dwellings, or apartments? What space should be shared in either of these cases, and how should it be used? What additional qualities can be brought to collective housing to make it as desirable as the individual house?

In order to achieve a typological mix that is appropriate to Auby and provide a choice between different types of housing, though all high quality, it will be important to think both about current needs and about the possible preferences of the new populations that the town wants to attract. With regard to the first point, Auby has been observed to have a shortage of dwellings suitable for small households. On the second point, as well as a certain variety in the proposals for ordinary housing, it would also be helpful to think about temporary housing types, for example accommodation for the lawyers who come to work on cases at the Court of Appeal in Douai. In any case, candidates will need to ensure that they provide a mix of housing types at the scale of the study site and the town as a whole, and in particular on both sides of the canal.

Finally, in seeking to design (an) innovative prototype(s), which will be easy to build because of the contained nature and immediate availability of the project site, candidates should also be experimental in their ideas for the implementation process itself (multiscale design, partnership between public and private actors, construction materials and short supply chains...).

## EXPECTATIONS FOR THE PROJECT SITE

- Define the urban morphology of the entrance to rue Léon Blum, the main east-west axis leading to the town centre;
- highlight the “tip” between the street and the canal; work on the main frontages (on the street and on the water); highlight the views over the canal and the distant landscape;
- think about connections, with multimodal mobility and particularly with active modes along the canal;
- think about the multiple relations (morphological, typological, functional, etc.) with the urban extension envisaged beyond the canal;
- design an appropriate programme for the ground level, in relation both with rue Léon Blum, and also with the uses of the canal and its banks;
- incorporate collective uses into the housing programme.

# GLOSSARY

<b>SNCF</b>	Société Nationale de Chemins de Fer
<b>PGCU</b>	Plan Guide de Composition Urbaine
<b>ERBM</b>	Engagement pour le renouveau du Bassin Minier (plan d'aide national en faveur du Bassin Minier)
<b>ANRU</b>	Agence Nationale pour la Rénovation Urbaine
<b>PRU</b>	Programme de Rénovation Urbaine
<b>ZAC</b>	Zone d'Aménagement Concerté
<b>ZAE</b>	Zone d'Activité Économique
<b>ZFU</b>	Zone Franche Urbaine
<b>MOA</b>	Maîtrise d'Ouvrage
<b>MOE</b>	Maîtrise d'Oeuvre
<b>ZNIEFF</b>	Zone Naturelle d'Intérêt Écologique, Faunistique et Floristique

# LIST OF DOCUMENTS

Downloadable graphic documents are available to candidates once they have been registered on the European Europe website.

These are semi-aerial, aerial and ground photos as well as plans and maps at different scales:

Territorial scale : conurbation

Urban scale : strategic site

Architectural scale : project site

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