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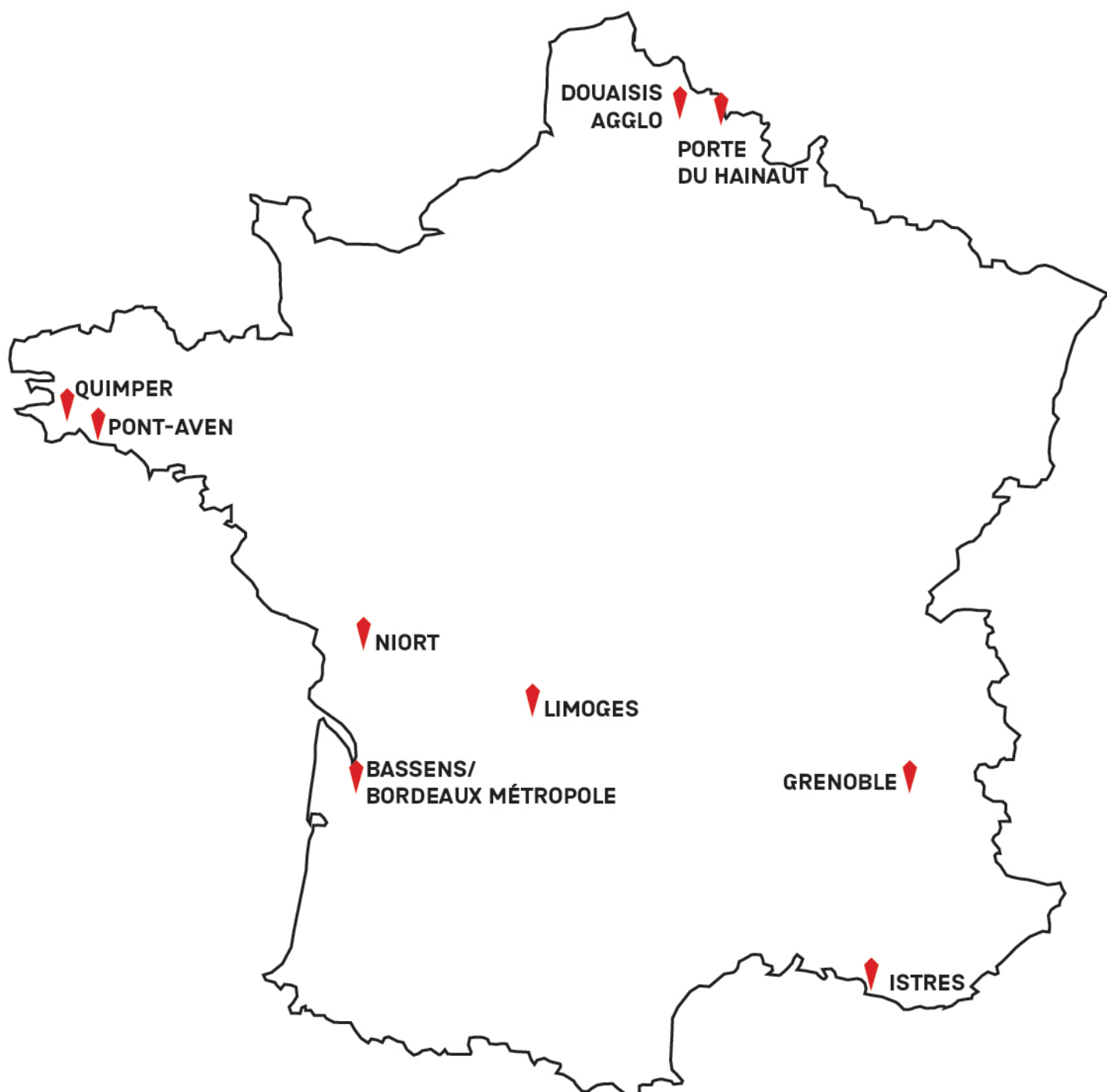
E16 - Living cities

# AULNAT

## CONCILIATIONS LIMAGNE - CITY - AIRPORT - METROPOLIS

Site brief





# SITES, IDEAS, AND MORE!

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Europan is once again presenting 11 sites in France for the 16th session, based on the theme Living Cities, Metabolic and Inclusive Vitalities.

For more than 30 years, European has provided an opportunity to experiment with new ways of thinking and creating cities, and the themes regularly address major issues at the heart of their relevance.

It left nobody in any doubt that the word LIVING is at the center of debates, works, research, and that considering the progressive extinction of this world, little by little reached by a dominant human civilization of exhaustion of the resources and the otherness. And as soon as we position ourselves in this thematic, the horizon of the revitalization is huge, and the work to be carried out on the scale of these perspectives.

We often use the term European « competition » when we should be mentioning the overall original process which continues to demonstrate its capacity to adapt. First of all, the sites are identified and then analyzed in collaboration with the various players, starting with the theme and exploring these themes in situ. The meetings, visits and films, and the proposition of articulation between site and theme allow the candidates to reexamine and question them.

The proposals submitted by the teams are once again part of a long and very rich process that will lead in one way or another to a recognized experimentation, that of ideas, encounters, expressed possibilities, and re-expressed questions. The follow-ups will continue the elaboration of a living urban and architectural thought, in evolution and in active transformation.

The theme Living Cities reflects the urgency of thinking differently about human lifestyles, with a heritage that is sometimes fraught with consequences but also very rich: the prospects for renewing, recycling and transforming modes of production associated with a thought of the living are immense.

The European process makes it a unique ongoing event because, like a philharmonic narrative, it allows young generations of architectural and urban designers to speak out and then to be commissioned. European allows them to tell us that we are sometimes wrong, that there are other ways of thinking, of doing things, and of projecting themselves into the future.

This theme Living Cities, after such a particular year of pandemic, is dedicated to them.



# EUROPAN 16 THEME : LIVING CITIES

## CREATIVE PROCESS-PROJECTS TO REGENERATE INHABITED MILIEUS

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In the conditions of the Anthropocene –a new bio-geological period where human activities on the global scale have a destructive impact on life on earth– how to face climate change and inequalities? How to imagine other possibilities to inhabit the planet Earth?

The European 16 topic focuses on living cities as a new paradigm, in which new kinds of synergies can be considered between the environmental, biological, social, economic, cultural and political dimensions. This paradigm leads us to think the space in terms of co-evolution and interactions, and to work with regenerative project dynamics, combining metabolic and inclusive vitalities.

### METABOLIC VITALITIES

Metabolic vitalities go beyond the nature-culture combination, allowing the European projects –mixing architecture, urban design and landscape architecture– to identify and to negotiate with an ensemble of transformations taking natural elements into account –like water, material flows, energy...– which are all part of the life cycles. These new relations generate inhabited milieus. These milieus are considered as complex ecosystems generating flows (with entries and exits) and in constant evolution. Developing such cyclic processes leads the design process to minimize the environmental footprint and the consumption of non-renewable energy, and to promote new forms of dwelling.

Metabolic vitalities encourage design processes on different scales. The recycling competence, the enhancement of organic or energy material, the adaptation to climate change, the integration of nature and biodiversity are as many metabolic vitalities that European 16 sites should trigger to allow their own transformation into ecosystems between nature and culture. To be rewarded, the projects should translate this metabolic dynamic in their proposals.

### INCLUSIVE VITALITIES

Urban environments are facing increasing inequalities and conflicts produced by invisibility, exclusion, marginalization, and inaccessibility to housing, to work, to education and to public services. To fight against these social fractures, inhabited milieus should become places where new inclusive policies and practices are supported.

Inclusive vitalities put on the foreground modes of doing that can support territorial justice articulating social and ecological concerns. Issues of accessibility to public infrastructures and to housing should get a predominant role, promoting conviviality. Taking care of living environments could promote inclusion by transforming marginalised spaces into places of exchange, co-learning and biodiversity. This could allow new inclusive narratives of inhabited environments across scales and generations, promoting new forms participatory democracy.

When choosing the sites, when defining the programmatic frames that come with their evolution, and when judging the participants' proposals, European 16 will emphasise on the consideration of the inclusive dimension of the inhabited milieus.

## CONCLUSION

If we want to face these social and environmental emergencies, we have to address new creative and responsible project dynamics, which should be able to reconnect with the cycles and rhythms of the living nature, associating metabolic and inclusive vitalities.

The European 16 sites should therefore consider these two dimensions in their transformation goals. How can the project spatialize and, at the same time, spare resources, common goods, recycling processes, hybridisations, sharing and the different temporalities ?

This is the question raised for European 16.

EUROPAN EUROPE

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\*See also : Contributions to the theme Living Cities :  
<http://www.euopanfrance.org/publications/single/38>

# GENERAL INFORMATION

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## **SITE REPRESENTATIVE:**

Direction de l'urbanisme Clermont-Auvergne-Metropole

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

Ville d'Aulnat, Clermont-Auvergne-Métropole, Agence d'urbanisme et de développement Clermont-Métropole.

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## **TEAM REPRESENTATIVE:**

Architect, Urbanist, Landscape architect

## **EXPECTED SKILLS REGARDING THE SITE'S ISSUES AND CHARACTERISTICS:**

Urbanism, architecture, landscape, urban strategy.

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**COMMUNICATION:** Promotion of the projects after the competition: publication of a catalogue of the results and national exhibition

**JURY – 1<sup>ST</sup> EVALUATION :** With the participation of the site representatives

## **JURY – PRIZE SELECTION:**

Selection of three projects per site. With the participation of the site representatives

Reward: the rewards are granted by the jury independently of the sites:

Winner (12.000€), Runner-up (6.000€) and Special Mention (no reward)

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

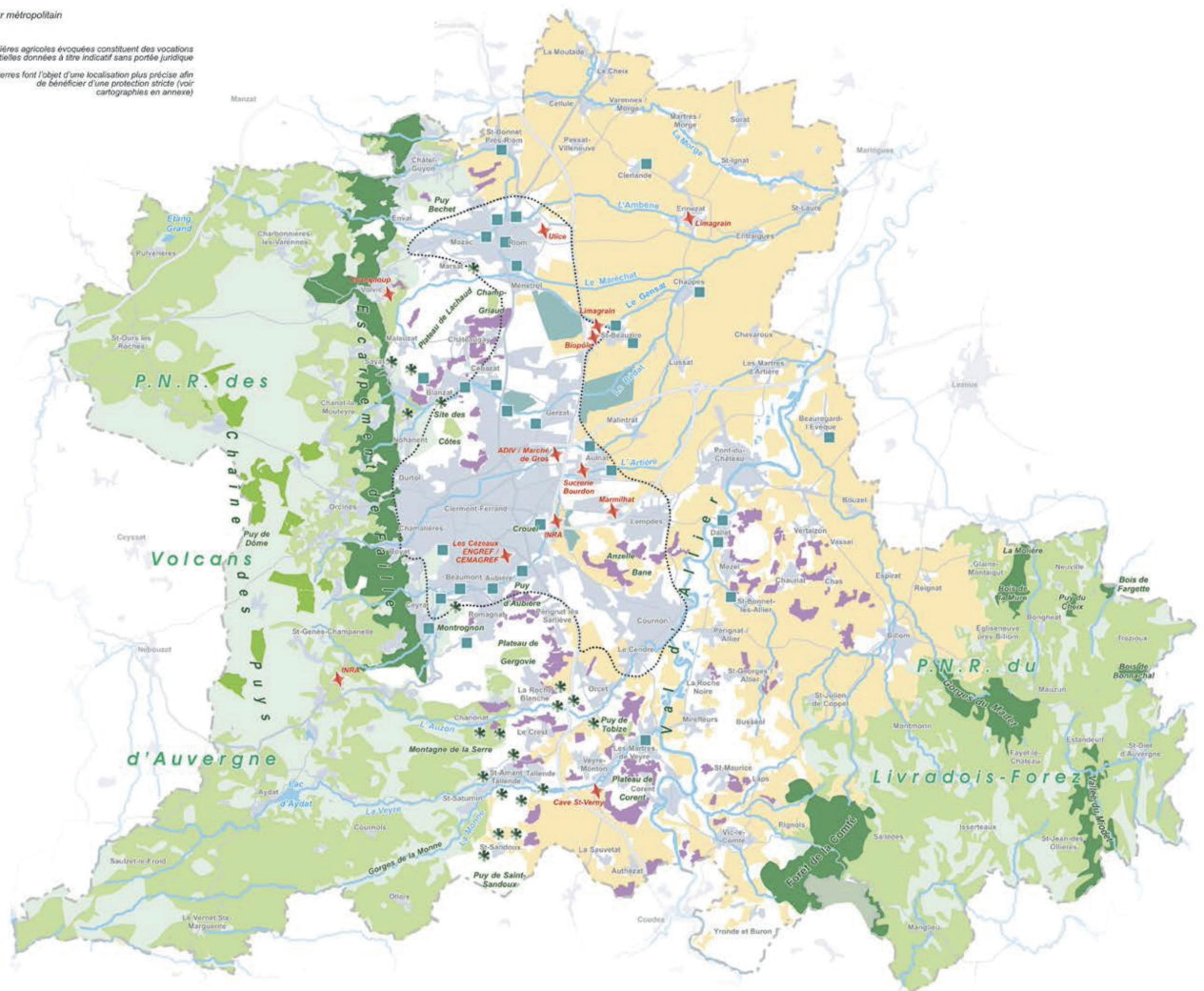
- Meeting with sites representatives and 3 selected teams, organized by European France in Paris at the beginning of 2022
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from January 2022
- Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes, by European France.

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

Study and project missions for the further development of the strategic proposals resulting from the competition.

- Terre de grande culture à maintenir (1)
- Zone de prairie à maintenir (1)
- Zone d'estive ou de pâture à protéger et à développer (1) (2)
- Zone viticole à protéger (1) (2)
- Zone agricole maraîchère à créer ou à développer (1) (2)
- Zone de jardins familiaux ou de maraîchage à maintenir ou à reconstituer en cas de suppression
- Surface de vergers et d'horticulture à protéger
- Pôle de recherche et de développement agricole ou de transformation des productions agricoles à conforter
- Boisement remarquable à préserver
- Qualité des cours d'eau à préserver
- Parc naturel régional au sein duquel une agriculture de terroir est à développer
- Coeur métropolitain

(1) : les filières agricoles évoquées constituent des vocations préférentielles données à titre indicatif sans portée juridique  
 (2) : ces terres font l'objet d'une localisation plus précise afin de bénéficier d'une protection stricte (voir cartographies en annexe)



**LANDSCAPE MAP OF THE METROPOLITAN AREA**  
 Between the Parc des Volcans and the Livradois-Forêt  
 (credits: CAM-Scot)

# RELATION TO THE THEME

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The site proposed by the town of Aulnat occupies a special position in the Clermont Auvergne Métropole. On the eastern edge of the greater metropolitan area, Aulnat is the threshold to the Limagne Plain, which extends 25 kilometres further east to the foothills of the Forez Mountains.

The geological and volcanic past has strongly marked the landscape and has contributed to the establishment of economic activities. The Puys Mountain Range symbolically marks the entrance to the area. The airport is located where the hilly landscape transitions to the plain, flat ground for the runway being very close to Clermont-Ferrand (the end of the runway is just five kilometres from the spires of the cathedral). Agricultural land of this fertile sedimentary plain surrounds the town and airport, as does a constellation of scattered towns dotting the Limagne Plain (250 km<sup>2</sup>) through which the Allier flows.

## **Aulnat, threshold to a large eastern area and gateway to the heart of the city**

The geology and soil of the Clermont-Ferrand metropolitan area have created contrasts and a variety of urban contexts and different living environments close to one another between plain and mountain. Ground resources (volcanic rock, granit, sandstone, metamorphic rock, but also adobe earth) have resulted in a variety of ways of building. The eastern area, where Aulnat is located, is a major metropolitan border with a thriving economy that nevertheless needs to be transformed in order to find alternatives to the limits imposed by the very elements that make up the territory. The transportation infrastructures, housing estates and business parks that have led to a great deal of suburbanisation of towns where there was once countryside and where village centres were still lively and in direct contact with the environment need to be reconsidered.

## **New ways for living in Aulnat**

The structure of Aulnat is both simple and distinctive. A village core that has over a long period of time seen its edges pushed out by suburban housing development, a business zone to the north (la Ronzière) and a large sugar refinery to the west (De Bourdon), it is similar to many other towns on the edge of large metropolitan areas. However, the location of a large social housing estate, the Breuil neighbourhood, is unusual. Built on farmland just to the east of the village centre at the end of the 1960s, this large complex now finds itself at the heart of Aulnat surrounded by suburban development. The Breuil-Les Chapelles neighbourhood has one third of the town's housing. Les Chapelles site first proposed by the town of Aulnat for



#### **AERIAL VIEW OF AULNAT**

The entrance to the Clermont-Ferrand metropolis  
(credits: CAM)

Europarc 16 (old school since demolished) is at the interface between the village centre and the suburban housing area, along a north-south axis that leads to the railway station in the south. The income level of the inhabitants is among the lowest in the metropolitan area. A lack of available land makes it difficult to diversify the population, which raises issues of possible alternative ways for living. The situation requires any approach to new housing to take into consideration interfaces that might be generated outside the existing ones and be capable of responding simultaneously to multiple issues on different scales

### **An interface to conciliate Aulnat and the airport**

What immediately defines the Aulnat site is of course the direct confrontation between a old village urbanised and the airport. It's obvious these two entities do not benefit from one another. At the interface, the train station splits the flow of passengers between the inhabitants heading north to Aulnat and airline passengers south to the airport. By planning a new relationship at the interface of Aulnat station and along the departmental road that serves the airport, new synergies can emerge. Especially since the BHNS rapid transit bus will soon offer a better connection from this eastern end of the metropolitan area to city centre, all partners concerned (City of Aulnat, CAM, Urban Planning Agency) are calling for a area of reconciliation or even conciliation. A new interface on a variety of scales, a new reception area for inhabitants and airport users, a new façade (for the city and the airport), a new identity for the site and a new entrance to the heart of the city. This new area could at different times lead to transformations as well as a new inclusive dialogue between the inhabited, human and non-human environments.

### **A neighbour too big**

Aulnat has had various phases of urban planning that contributed to its growth. Although each of these phases presented an opportunity for development (local economic activities, new inhabitants over the last 40 years, population growth, airport development), Aulnat needs now regeneration.

Aulnat must find the means in its limited fabric bring back the qualities that exist, its proximity to city centre and its interface with the surrounding countryside. By creating the links with its larger neighbours, i.e. the countryside, agriculture and the irrigation system, the airport and the city centre, this Europarc 16 session can produce the beginnings of a sustainable transformation.

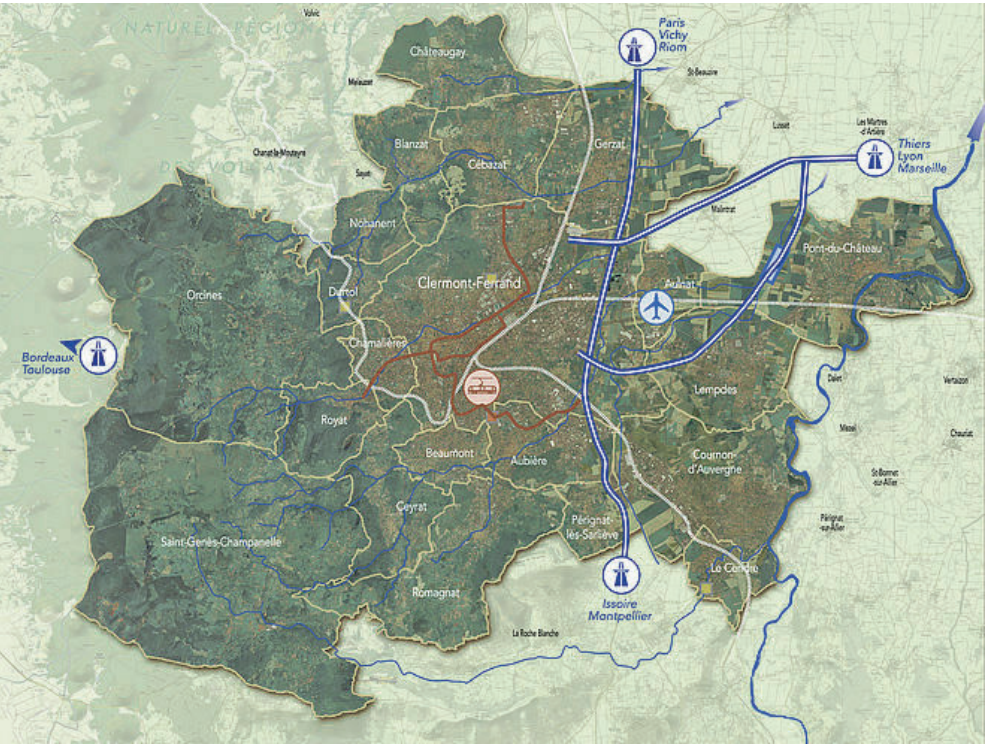
## **SPECIFIC EXPECTATIONS OF THE TOWN OF AULNAT, CLERMONT-AUVERGNE-MÉTROPOLE AND THE URBAN PLANNING AGENCY**

La Chapelle site offers a chance to consider the residential issue on the smaller scale of the city centre by completing the north-south pedestrian way. At the heart of a mainly suburban residential area, it can serve as a transitional space to the surrounding sectors. The type of housing proposed must meet innovation expectations from the metropolitan area and Aulnat.

- **Railway Stop site:** on the larger metropolitan scale, the strategy is to use of the area next to the railway station for the arrival of the rapid transit BHSN and create a multi-purpose infrastructure at the entrance to the city, redefining the image of the airport and of Aulnat. The reconfiguration of the railway stop is one in a series of 9 metropolitan bus stop projects.
  - **Bourdon site (and wastewater ponds):** the site of the Bourdon sugar refinery is of a much larger scale both in terms of landscape and territory not only due to the size of the old factory area but also because of the large wastewater ponds bordering the motorway, a real landscape infrastructure linked to the management of water and the irrigation of crops on the plain. Proposals for the future use and possible development of this area are being sought.
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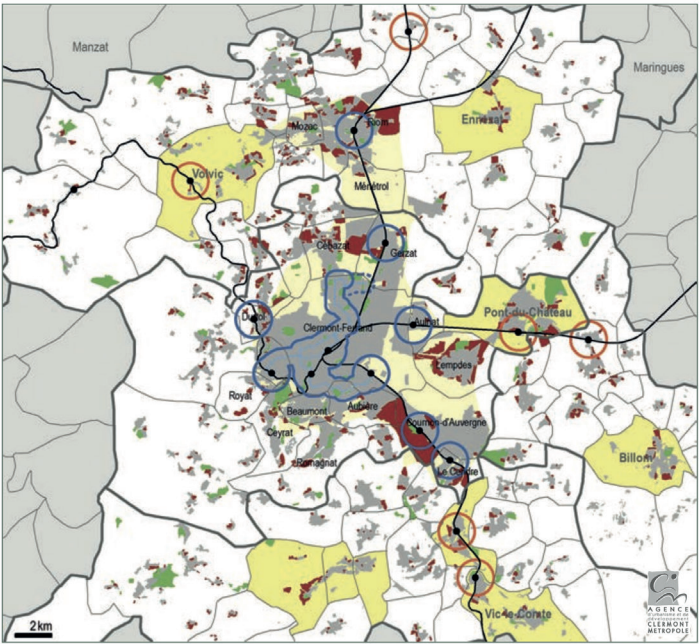
## PROGRAMMATIC GUIDELINES

Without wanting to create zones, a distinction can nevertheless be made among the sites: innovative housing on La Chapelle site, a multi-service space on the Railway Stop site and the development of economic activities on the old Bourdon refinery site. This programme should result in proposals that open up avenues of mutualisation, mixed use and co-generation.



**CLERMONT-AUVERGNE-METROPOLE**

The map and the territory, the 21 communes of the metropolis (credits: CAM)



- Vocation des zones en 2017 (d'après les POS/PLU)**
- Zones "Urbanisées"
  - Zones "A urbaniser"
  - Zones "Loisirs / Tourisme"
- Organisation en archipel**
- Coeur métropolitain
  - Pôle de vie
- Transports collectifs structurants**
- Dans le coeur métropolitain
- Espace proche d'un TC structurant
  - Extension 2012-2017
  - Ligne de TC structurant
- Hors du coeur métropolitain
- 1000 m autour d'une gare
  - Ligne ferroviaire
  - Gare SNCF

**VOCATION OF THE SECTORS IN THE TERRITORY**

The metropolitan pole and the centres of life (credits: PLU 2017-CAM)

# BACKGROUND

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## TERRITORY, GEOGRAPHY AND LANDSCAPE

### **Intensive agriculture as an immediate landscape.**

The Clermont-Ferrand metropolitan area in which Aulnat is located extends from the foot of the Puy de Sancy Mountain Range in the west to the large fertile sedimentary Limagne Plain dominated by agriculture and remarkable for its black soil in the east.

The Limagne soil is reputed to be one of the «best agricultural soils in Europe». The land was once old marshland enriched from volcanic ash (etymologically, the term «Limagne» seems to define a marsh, a wetland, a large lake). In these wetlands, sediment and complex layers of soil accumulated creating the famous «black earth» of Limagne with its outstanding agronomic qualities. Once drained, notably following the 1968 Limagne Plan, this soil is responsible for the bountifulness of these lands. Agriculture that was formerly largely small-scale farming and livestock breeding has now specialised in intensive grain cultivation, which is largely irrigated. The plots of land changed over time to accommodate new farming methods, which can be seen in the geometric pattern of the plots, the digging and adjustment of the rases (name given to the drainage ditches), the enlargement of plots and the disappearance of small woodlands that once dotted the landscape.

Today, Limagne is an agricultural area with state-of-the-art crops where the natural landscape has been gradually lost to intensive farming practices. The town of Aulnat is trying to redefine its relationship to the countryside, in particular by recovering the Artière River or connecting with the hiking areas in La Ronzière to the west.

### **Metropolitan context, impossible not to mention Clermont-Ferrand.**

#### **A town amidst the ambitions of a metropolis.**

Aulnat is one of 21 communities that make up the Clermont-Auvergne-Métropole. Clermont-Ferrand, historically part of a group of communes forming Greater Clermont, lost its status as regional capital of Auvergne when, under the NOTRe law, the region merged with the region Rhone-Alpes creating Auvergne Rhône-Alpes (AURA) with Lyon as capital in 2015. Clermont-Auvergne-Métropole effectively became a metropolis under the MAPTAM law in 2018.

Aulnat with 4112 inhabitants is part of this metropolitan area, which today has 290,000 inhabitants. This metropolitan area is strongly influenced by its industrial past. Once Michelin's headquarters, the local workforce has shifted from blue-

**THE RESIDENTIAL FABRIC**  
(credits: Europan)



**HOUSING FOR EMPLOYEES OF  
THE BOURDON FACTORY**  
(credits: Europan)



**CITY CENTRE HOUSES**  
(credit: Europan)



collar to white-collar research and development. This shift corresponds to an increase in the number of middle and upper classes in the local population. The CAM (Clermont-Auvergne-Métropole) is seeking to improve its national and regional attractiveness and has committed itself to a policy of development around the themes of nature city, city for all and creative city in its new PLU. A variety of special designations are part of the territory's development policy.

In recent years, Clermont Auvergne Métropole, designated Territoire à Energie Positive et à Croissance Verte, has strengthened its commitment to energy and environmental issues. The objectives set by Territory of Positive Energy and Green Growth are to reduce energy consumption by 50% and to cover the remaining needs with 100% renewable energy by 2050.

The primary consideration remains economic restructuring and development of the region to attract companies and develop industry with innovation being driven by large local companies' ecosystems (primarily Michelin but also the international seed company Limagrain and the pharmaceutical industry).

Finally, Clermont-Auvergne-Métropole is a candidate for European Cultural Capital 2028. Their application is founded on the rich cultural base of the metropolitan area including the International Short Film Festival, Clermont-Ferrand Opera, La Comédie de Clermont-Ferrand scène Nationale (Edouardo Souto De Moura architect), La Coopérative de Mai (concert and performance hall designated Scène de Musiques Actuelles SMCA) and the development of new projects (Etats Généraux de la Culture led to the Effervescence Festival in 2015, which attracted 50,000 visitors to the city in 2017; a new 10,000 m<sup>2</sup> multimedia library in the centre of Clermont-Ferrand currently in the works).

## ARCHITECTURAL AND URBAN HERITAGE

The urban fabric of Aulnat is structured out from the historic town centre around the church square. The Artière River runs underground through the town and emerges into the open air on the eastern edge. Near the town hall in the centre of Aulnat, the public pedestrian area of Place Gabriel Fournier stretches along the underground course of the Artière. The town has spread considerably to the north and east with large housing estates built in the late 1960s and suburban housing. The suburban architecture is representative of various periods from the historical village house with its vegetable garden through suburban houses of the 60s and 70s to the more recent generic forms that exist in all French towns. A group of row houses intended for employees of the Bourdon refinery is found to the west of town centre near the old factories. The Bourdon sugar factory, which only recently ceased operating, is an historic building still partially visible constructed in 1835. The cultivation of sugar beet was started in 1811 by Napoleon who had four factories built in the Limagne area.

**LE BREUIL-LES CHAPELLES**  
Social housing  
(credit: Europan)



**AULNAT AIRPORT**  
(credit: Europan)



The Limagne is rich in history and recent archaeological excavations have revealed burial sites, Iron Age villages and Medieval cemeteries, all of which bear witness to early settlement of the area.

The Breuil - les Chapelles is a large social housing estate dating from the 1960s, with 640 housing units. It plays an important role in the municipality, representing one third of the total housing stock (2000 dwellings). This neighbourhood is almost exclusively social housing and has the particularity of having rather large units (77% are T3 or T4). It accounts for almost all the social housing in the municipality (96%). Aulnat is the municipality in the metropolitan area with the highest rate of social housing (35%) and is well above the Loi sur la Solidarité et le Renouvellement Urbains SRU objectives. Vacancy is non-existent and the turnover rate is low, similar to that of the Quartiers de la Politique de la Ville QPV (9%) and lower than that of the metropolitan area (12%). The last construction, about forty individual dwellings, was in 1984. In 2012, a public assisted living EPHAD opened in the northern area (77 residents). A recent housing project was built within the project perimeter to the north of Les Chapelles.

Aulnat airport dominates and yet turns its back on the southern part of the town. The departmental road and railway line run parallel to each other alongside the airport establishing a strong barrier between airport and town that is reinforced by the fact that the only two access roads are level crossings. The urban environment of the airport frontage is not particularly attractive. The car parks that border it are very mineral. It is entirely road oriented taking little or no advantage of the greater landscape. For a pedestrian, the environment is predominately mineral, there is almost no shade nor infrastructure and the departmental road crossings are unsafe. Although a pedestrian link at the town entrance has been built, traffic still poses a major problem.

## SOCIAL, CULTURAL AND ECONOMIC DATA

### **Decline in population and income among the lowest in the metropolitan area**

Between 2009 and 2014, the population of the metropolitan area grew by almost 5,300 inhabitants (an average of 1,060 inhabitants a year). This is more than double the period 1999-2009 (450 inhabitants a year). However growth differs enormously from one municipality or neighbourhood to another and is characteristic of western municipalities and the south of greater Clermont-Ferrand. By contrast, the once dynamic eastern municipalities (1999-2009) have since experienced stagnation or even population decline. This decline is significant in Aulnat. The municipalities with the lowest incomes are Clermont-Ferrand (in the most socially deprived areas and some central areas) and Aulnat. In Aulnat, average income (based on disposable income) is €18,725 and €11,616 for the first decile.

Aulnat is one of the areas with the highest concentration of workers and employees. In these areas, 7 out of 10 workers belong to this category, compared to an average of one in two in the metropolis and even one in three in the southwestern municipalities (Chamalières, Royat, Romagnat, Ceyrat, Saint Genès-Champagnelle, etc.).

**THE CITY AND THE AIRPORT**  
(credits: European)



Between 30% and 40% of workers in Aulnat are undereducated, having only the General Certificate of Secondary Education (diplôme national du brevet) or no diploma whatsoever.

### **Many sports, social and associative public facilities**

The municipality has a lot of public facilities, most notably for sports (an outdoor/indoor multisport complex, open-air and covered tennis courts, a multi-purpose hall, petanque courts, bicycling and hiking routes). These facilities have contributed to the vitality of sports associations and several have placed in national and international competitions.

The cultural and social facilities in the area (Culturel Center Espace d'Ornano) are used by more than thirty associations as well as music school students, theatre workshops, amateur video workshops, etc.

The current city government has a policy of strengthening the cultural situation and wishes to emphasize public spaces and natural heritage.

The schools (including «Formes et Couleurs» kindergarten to be inaugurated in March 2020) around Hessel Square and the Aulnat Social Center are a real generators of social cohesion and community life for the people of Aulnat.

The transport network is a strategic asset for the town: airport, rail network, proximity to freeways, bus lines and the BHNS rapid transit bus which will soon benefit particularly the neighbourhood of Les Chapelles.

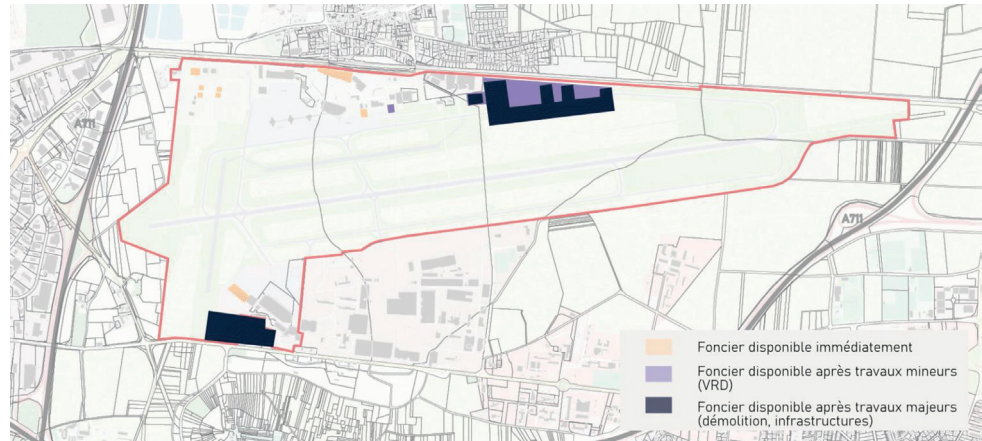
### **Economic data**

Although the nearby Bourdon factories have closed, Aulnat is still home to jobs in the North Ronzière business park and airport. To the north of the runways, the sector includes light aviation (Aeroclub ACL/ACA hangar and Aerovergne), the airport terminal (business terminal, SNA and control tower), associated services and businesses (SIXT, AVIS, Rent-a-car, Europcar, Hertz and Thirtfty, Lagardere RELAY, Holding France, Coeur de volcan) and a diverse group (freight, services, construction, Figeac Aero, météo France, SSLIA, Lycée Roger claustrer, transport Petit, Heppner transport technology, hangar hN4, HN3, Freight, Humanis).

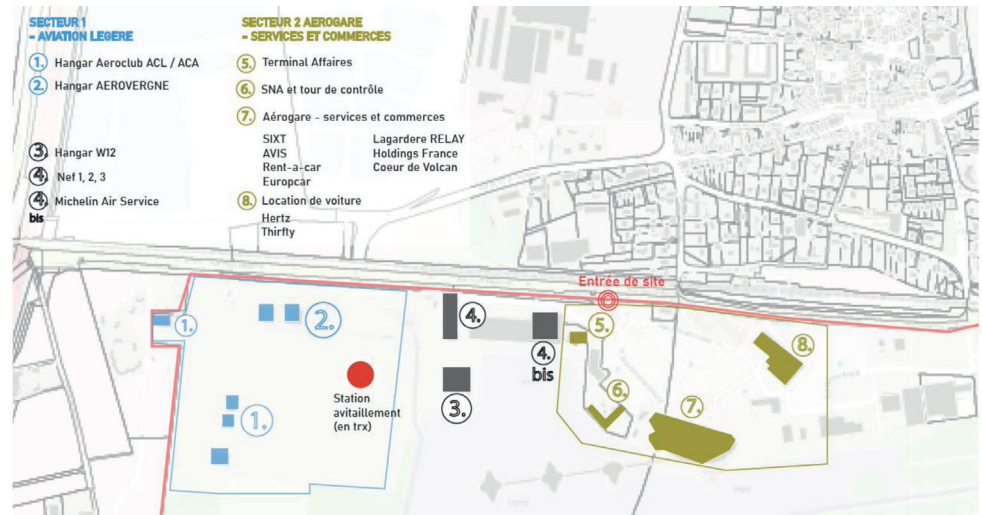
To the south of the runways are the maintenance and repair sector and the industrial workshops. Twenty-six companies operate on the airport site, with a relatively small number of employees per company representing a total of 440 on-site jobs (40% of companies employ between 1 and 5 employees and 27% between 10 and 20 employees. HOP! employs 300 t (he highest number of employees) followed by ICTS with 40 employees and Michelin and Air Services 20 employees each. In terms of real estate, two companies on site have development projects for the medium term (2021-2025) and one (offices and storage) for the short term (2020-2021).

With the current health crisis, there is uncertainty as to the overall future of the airline industry. If the aeronautic site is an asset for Aulnat, the recent situation has had a serious and lasting impact on the sector, with a return to normalcy only

**LAND AVAILABILITY MAP**  
(credits: Egis-Stratégie 2030  
aéroport de Clermont-Ferrand-  
CAM)



**LOCATION MAP OF THE NORTH  
OF THE AIRPORT**  
(credits: Egis-Stratégie 2030  
aéroport de Clermont-Ferrand-  
CAM)



**AULNAT AIRPORT**  
The departmental road and the  
railway as a cut-off point on the  
southern side of the town of  
Aulnat  
(credits: European)



being possible in 2 to 3 years. Of the 350,000 direct and indirect jobs in the French aeronautics industry, 100,000 are likely to be under threat in the coming six months. Although air transport is historically resilient, this unprecedented crisis implies either a return to the normal without calling into question the fundamental issues or that there will be a profound and disruptive change in the airline field in the future.

### **The airport real estate: a strategic site in the economic development of the metropolis**

Analysis of supply:

- An estimated 8.5 hectares of land are available at the airport, an attractive site in the metropolitan area for companies related to aeronautics or the airport with a strong added-value factor.
- An area SCOT classified as Strategic Development Park intended for industrial or logistics activities, technological activities, equipment and services on a metropolitan scale.
- The constant decline in available land has increased pressure on real estate in the metropolitan area. The loss from 2015 to 2019 is estimated at 20 hectares (4 hectares a year).

Analyse of demand:

- The increased demand for real estate in 2019 (39 demands compared to 28 in 2018) contrasted with a shortage of available industrial real estate
- In 2019, demand for commercial property centred on premises of 250 m<sup>2</sup> with little change and a stable average surface area.
- A considerable increase in requests for industrial premises of 1000 to 5000 m<sup>2</sup>, accounting for 1/3 of all requests in 2019.
- A demand that could be satisfied at the airport site considering land available over the medium term.

Real estate development possibilities on site:

- small properties available immediately
- real estate on the edge of the departmental road north of the airport available after minor road and network improvement.
- two plots of land, one to the north and one to the south, available after major demolition and infrastructure work.

On site services:

The range of services for businesses is rather limited; the commercial and dining sector is considered adequate but could improve. An absence of retail shops on the site is compensated for by the proximity of the Brezet shopping area and the downtowns of Aulnat and Clermont-Ferrand (5 to 10 minutes by car). Hotels in the area (Ibis, Mercury, etc.) do not benefit those who use the site. The range of services available to businesses on site is limited and needs to be improved (absence of crèche, relaxation areas, sports facilities and more generally any type of facility that would improve conditions for people on the site).

By 2026, the rapid transit BHSN line will extend from city centre to Aulnat airport



**CHAINE DES PUY / LIMAGNE**

At the interface of human and  
non-human environments  
(credits: Europan)

and provide a much better connection. At the moment, 80% of those working on site use their cars to get to the airport, which has two car parks of 550 and 590. For the area and on a regional scale, the airport is a tool that is considered to be structuring and whose future is strongly defended by the business community as well. The companies on site are important for the sector and are satisfied with their location, but the ecosystem still need to be strengthened.

## ENVIRONMENTS: HUMAN AND NON-HUMAN

After a careful study of the general context of this European 16 site in Aulnat focusing on the individual areas concerned, it's becomes clear that both human and non-human environments have to be taken into consideration. Although the spaces are clearly inhabited (high bedroom community aspects), worked or cultivated, certain entities go beyond the status of simple non-human areas and produce specific relationships. the farmlands of the Limagne plain, the airport and the Puys mountain chain illustrate non-human environments that affect territorial uses everywhere in the metropolitan area.

The **airport** seems to be something that makes the metropolitan area more attractive yet remains little known to the inhabitants of the city, just as of the town of Aulnat. Yet both are systematically linked in their mutual representations. The airport is a living ecosystem that affects the metropolitan area, but paradoxically has little connection with the town that surrounds it. However, both could benefit from new collaborations done intelligently.

Like the airport, the **Limagne Plain** is another of the area's features. From its threshold and leaving the dense city centre behind, you enter a territory defined by commuting and the spacing out of towns like an archipelago on the Limagne plain, towns that are largely residential and only 20 minutes from the centre of Clermont-Ferrand. These towns lying east of the city have over the past 40 years developed suburban areas, environments that run at a different pace from the heart of the city. At the same time, the Limagne Plain is a area of intensive farming with considerable agronomic potential thanks to its soil and microclimate. It is surrounded by a wealth of natural heritage sites (Volcans d'Auvergne regional nature park, Livradois Forez regional nature park, Val d'Allier nature reserve, several Natura 2000 sites and a Unesco World Heritage Site). In addition to these geographical qualities, Limagne is home to a rich advanced agricultural sector, largely attributed to Limagrain, a local farmers' cooperative and international seed company. Since its foundation in 1965, research has played an important role in the cooperative's business (14.3% in 2017-2018), focusing on innovations in agriculture and plant variety (reinforced by the Institut nationale de l'institut national de recherche pour l'agriculture, l'alimentation et l'environnement INRAE in Clermont-Ferrand).

### The Puys Mountain Range

The Puys mountain range and its chain of 80 volcanoes stretching over 45 kilometres form the emblematic skyline framing the city. The Puys mountain range is a major tourist and recreational resource that the city promotes. The town of Aulnat is 30 minutes by car from the foot of the Puy-de-Dôme, which is visible from the railway station (the Puy-de-Dôme is 15 minutes from the western end of Clermont-Ferrand). The nearness of Des Volcans Nature Park makes it possible for metropolitan area inhabitants to easily go on weekends (even during the week for the unemployed) for hiking and fresh air.

**AULNAT'S CITY CENTER**  
(credits: Europan)



**THE ARTIERE BEFORE IT WAS  
CHANNELLED**  
(credits: Europan)

**RUE DE L'ARTIERE**

The Artiere is channelled under  
the public space  
(credits: Ville d'Aulnat)



**L'ARTIÈRE ON THE EASTERN  
EDGE OF AULNAT**

On the site of the future terminus  
of the BHNS  
(credits: Europan)



For a young metropolis such as Clermont-Auvergne, the theme «living cities» emphasising both metabolic and inclusive vitality is a very appropriate subject that reinforces our own thoughts and efforts at building the resilient, coherent and cohesive territory we want to have.

Because of its geography and role within the metropolitan area, Aulnat is, in my opinion, a particularly appropriate site to study for this 16th edition of European. Aulnat is a focal point at the heart of the metropolitan area for developing and experimenting with new urban forms that bring housing, industry, mobility and nature together while also being the airport gateway to the metropolitan area and boasting spectacular views of the countryside.

We are very happy; at a time when we are also applying for European Cultural Capital 2028, to be able to invite young European architects and urban planners to contribute in defining a well-balanced metropolitan area where it is good to live in the 21st century.

**Chrisitine Mandon,**

Vice-President of Clermont-Auvergne Métropole and Mayor of Aulnat

**Olivier Bianchi,**

President of the Agence d'Urbanisme de Clermont-Auvergne Métropole

**STUDY PERIMETER (RED) AND  
PROJECT PERIMETER (YELLOW)**  
(credits: Europan)



**SITE OF THE RAILWAY HALT**  
(credits: Europan)



**THE RAILWAY STOP IN THE  
DIRECTION OF CLERMONT-  
FERRAND**  
(credits: Europan)



# STUDY SITE

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## DESCRIPTION OF THE SITE

### **The municipality as study site for rethinking territorial relationships.**

The study site covers most of the municipality, the interface with the airport and the Bourdon factories and wastewater treatment ponds along the A71. The municipality owns Les Chapelles area, the Claude Félix School, the Cotte parcel and the land north of the railway station. However, it does not have control over the Bourdon sector (Clermont-Ferrand property and private property). This vast study area allows for new relationships that each of the project areas generates to be considered at the scale of the municipality but also to redefine Aulnat and the airport on a metropolitan scale as gateway to the metropolis to the west and as new threshold to the Limagne Plain to the east. Aulnat is the interface of these two large entities, urban and agricultural ecosystems whose interdependence must be reconsidered. Including the municipality and the northern fringe of the airport in the study site should make it easier to reconsider synergies and complementary elements that these two entities can implement with a richer functional coherence and by re-establishing physical continuities.

### **Railway Stop:**

The railway station is on the line running from Clermont-Ferrand to Thiers. Apart from the regional train TER, the airport is only indirectly connected to the centre of Clermont-Ferrand using the inconvenient local transport system SMTc. It requires taking bus 20 with a frequency that varies from four buses per hour at peak times to just one or two buses per hour at other times and then switching to tram A to reach the railway station. Train access is more convenient. In short term (2026), the B line of the rapid transit bus BHNS will run to the airport providing better public transit accessibility along side the rail service which currently is unable to serve every flight.

This BHNS line stop and the train station could become an «East» transport hub and an important asset in the long term. The project is part of InspirRe and would undeniably improve accessibility to the airport and Aulnat via public transport.

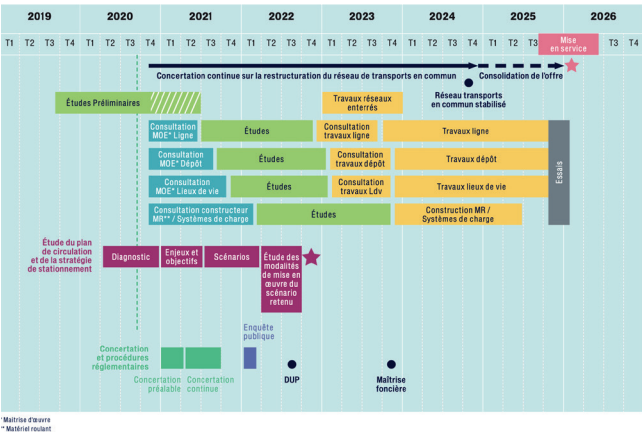
CONCERTATION UNDERWAY ON THE BHNS

(credits: Ville d'Aulnat)



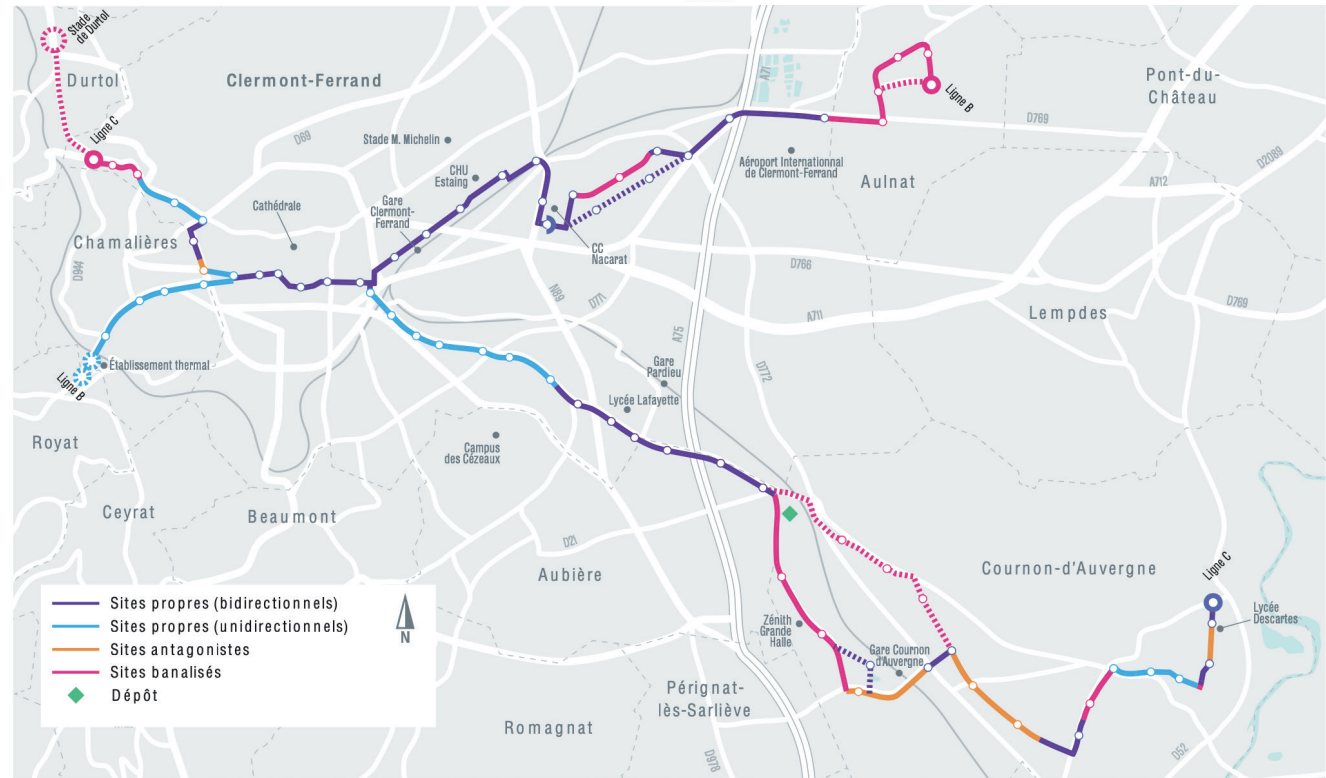
TIMETABLE FOR IMPLEMENTATION OF THE BHNS

(credits: CAM-SMTC-INSPIRE)



BHNS : LIGNES B & C

(credits: CAM-SMTC-INSPIRE)

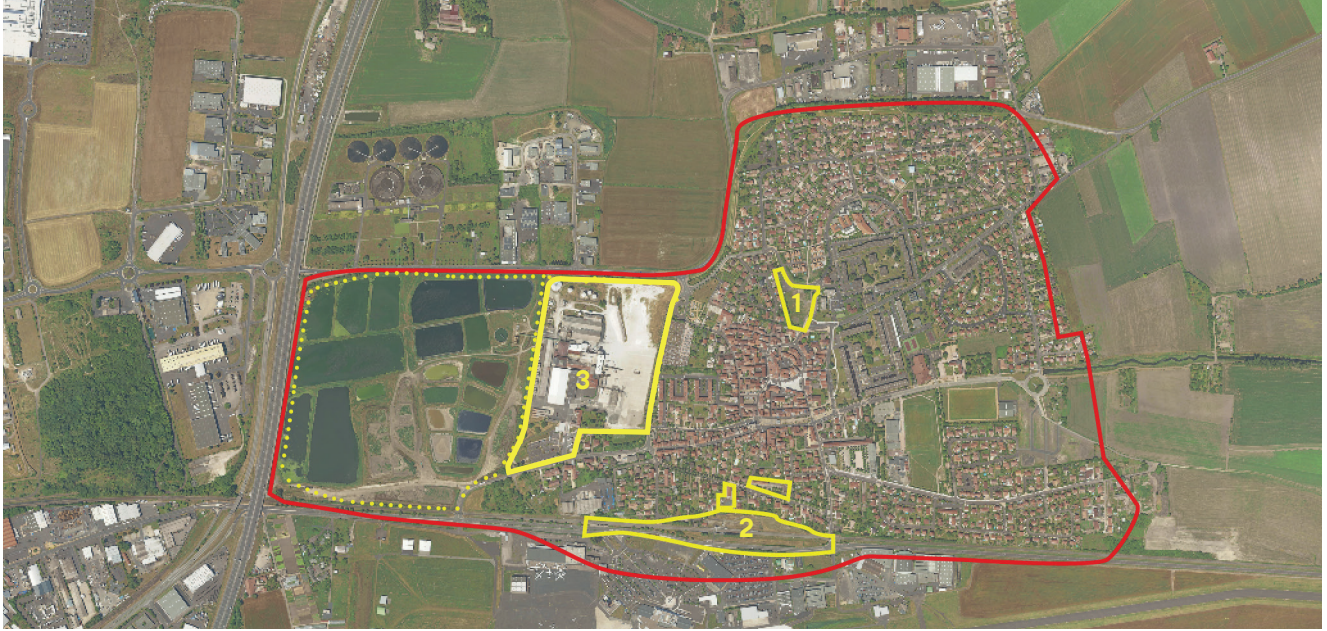


## ONGOING RELATED PROJECTS

### **InspiRe project: Rapid Transit Bus**

InspiRe working to respond to the city's wish to strengthen equity through increased mobility across the metropolitan area. It is hoped that every inhabitant will then be 30 minutes away from essential services and every commune 30 minutes away from the urban centre. InspiRe aims to extend and balance out the new lines B and C and the other bus lines. Of particular importance is the network around line B (terminus Aulnat) reinforcing service to the eastern part of the metropolitan area, towards Lempdes and Pont-du-Château. Line B, 12 km long with up to 24 stations, will serve Aulnat, Clermont-Ferrand, Chamalières and Royat (Thermes, Royatonic) via the Aulnat railway station and Clermont-Ferrand international airport, Le Brézet, the centre of Clermont-Ferrand and the SNCF station. In Aulnat, it will serve the Chapelles, Breuil and Grenouillet neighbourhoods.

Along the route of lines B and C, InspiRe hopes to facilitate the redevelopment of numerous places, squares and living areas while also taking advantage of developments already planned. In Aulnat, one of 9 projects planned in the InspiRe project, the airport's urban façade is to be redeveloped. The railway stop plays an important role in the rapid transit BHNS. The service is scheduled to begin in January 2026. The preliminary studies have been completed. Preliminary consultation on lines B and C was held from January to March 2021 and is now continuing for the restructuring of the rest of bus network. The Declaration of Public Utility (Déclaration d'Utilité publique DUP) is expected at the end of 2022. Work is due to start in 2023 to allow for the testing and trial operation of the two rapid transit lines by the end of 2025.



**PROJECTS AREAS**  
(credits: European)



**PROJECT AREAS IN AULNAT**  
La Chapelle site, Claude Félix  
school site, Cotte plot and railway  
station  
(credits: European)

# PROJECT SITE(S)

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## DESCRIPTION OF THE SITES

### **Les Chapelles (1)**

This area directly to the north of city centre is the meeting point between the large social housing estates and suburban dwellings, new housing operations, row houses and condominiums. Although a small area, it is a significant structural link that needs to be developed outside typical zoning logic in order to restructure the entire neighbourhood. The future rapid transit bus (BHNS) will stop here, creating a new link to the centre of the metropolis.

### **Railway Stop (2)**

The Railway Stop area (2 hectares) is currently a very isolated, poorly developed dead end, but it is also an almost 400-metre long stretch of land that can become the new façade of the town. The railway station and footbridge are a vantage point from which the town, the airport and the surrounding countryside can be seen. The railway tracks are subject to an easement requiring construction to maintain a certain distance. The «Cotte» parcel north of the railway stop area has been acquired by the municipality and can be accessed from the railway stop through to the old Claude Félix school. Now abandoned, this former school can also be included in the studies and be part of the overall project.

### **The Bourdon factory area and the waste water treatment ponds (3)**

This closed large industrial site has a remarkable architectural heritage. The area is a real estate asset for future business, but its large size (16 hectares) also calls for more links with the city, a more mixed environment that would escape the simple logic of mono-functional zoning. This is one of the ambitions of the new PLU. To the west of the industrial estate, the factory's large ponds were once filled each autumn with wastewater from beet washing or extracted from beets and then emptied in spring. The ponds are now filled with wastewater from the nearby treatment plant. Of the 60,000 cubic metres of water that leave the plant each day, 20 to 25,000 are pumped into the 12-hectare ponds and the rest is discharged into the Artière, a tributary of the Allier. These water reservoirs, following major investments by the Limagne Noire ASA, now serve to irrigate crops too far from river pumping sites or without available groundwater.

**THE CHAPELLES SITE (1)**

At the municipal level, develop innovative housing  
(credits: Europan)



**SITE OF THE RAILWAY HALT (2)**

At the scale of the metropolis new city/airport interface  
(credits: Europan)



**BOURDON FACTORIES(3)**

Former sugar refinery on the territory of Clermont-Ferrand, prospective reflection on its future  
(credits: Europan)



# EXPECTATIONS, PROGRAMME ORIENTATIONS OR EXPECTATIONS OF PROPOSED USES

## On scale with Aulnat

The three areas of the project have now been clearly identified. A hierarchy of the project area where three projects at three different scales meet on three different timeframes is as follows

### 1-Les Chapelles area (short term)

The town hopes to make Les Chapelles area a model site. It is also views the area as a future space of soft mobility paths connected to cool oasis running from the Pachetroux neighbourhood to the heart of the city and continuing out to the Ronzières hiking area (development under consideration of walking, leisure activities, games, fitness, etc. for all ages of people from Aulnat.)

- new housing types adapted to present and coming changes in climat and society. Offer the people of Aulnat a real pathway to housing that takes into account current realities (reworking of existing housing, de-cohabitation, etc.) and anticipates future needs (students, young couples with children, seniors). The municipality is open to innovative projects (inclusive housing, landscape and environmental concerns).
- public spaces with strong environmental objectives that help form new connections among inhabitants.
- an operation stimulating new dynamics and new links to neighbouring entities (city centre, large housing estates, suburban areas, nature areas to the west, business areas to the north)
- develop the town's north-south axis: from Les Chapelles to the Railway Stop, present thinking on the need for continuity and transition from the urban sector to the airport. The main idea is to do away with a perceived separation between the city and the airport, to rethink the transition between these two elements in Aulnat.

### 2-Railway Stop area (medium term)

- businesses complementary with the city centre: encourage the strengthening of traditional shops and services
- possible third places that meet the needs and expectations of the people of Aulnat, airport and railway stop users, airport zone employees and Roger Claudrestes High School students
- possible co-working space
- possible offer of a brasserie-type restaurant
- consider the future of the old Claude Félix school.



### 3-Bourdon site (long term)

- develop economic activities and ensure a diversity of uses
- strengthen links and exchanges with the city centre.
- consider how the waste-water ponds might evolve, be landscaped with the water resources managed.

## **On scale with the greater metropolitan area**

### 1-Les Chapelles area (short term)

- consider housing in the metropolitan area managed by ASSEMBLIA.

### 2- Railway Stop area (medium term)

- consider the relation of the railway stop to all nine InspiRe project sites
- consider the urban-airport interface along the departmental road.
- improve the pedestrian link with the airport.
- restructure the city entrance: consider the urban façade of the airport and the entrance to the city
- treat the Artière, the edges of the airport and agriculture land (preservation of land, maintenance, management) as landscapes.

### 3- Bourdon area (long term)

- consider transforming the site to accommodate new business activities
- consider enhancing the entrance to the city
- treat the A71 and D769 motorways as landscapes

## DOCUMENTS FOR DOWNLOAD

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### CONURBATION - TERRITORIALE SCALE

FR-AULNAT-C-API	jpg	General orthophoto
FR-AULNAT-C-M1	dxf	Conurbation map
FR-AULNAT-C-M1	pdf	Conurbation map
FR-AULNAT-C-M2	jpeg	Maps of the conurbation's territories
FR-AULNAT-C-M3	pdf	The map and the territory
FR-AULNAT-SS-M4	pdf	SCOT time 0
FR-AULNAT-SS-M5	pdf	Evaluation of the SCOT Aulnat

### STRATEGIC SITE - URBAN SCALE

FR-AULNAT-SS-API	jpg	The study perimeter, the project and the contexte
FR-AULNAT-SS-AP2	jpg	Aerial picture of the study site
FR-AULNAT-SS-P	jpg	Ground pictures
FR-AULNAT-SS-PO	jpg	Map of the location of the pictures
FR-AULNAT-SS-M1	dxf	Map of the study site
FR-AULNAT-SS-M1	pdf	Map of the study site
FR-AULNAT-SS-M2	pdf	Flood risk exposure map
FR-AULNAT-SS-M2	pdf	Noise exposure map
FR-AULNAT-SS-M2	pdf	Atlas Plan Local Habitat Aulnat

### PROJECT SITE - URBAN-ARCHITECTURAL SCALE

FR-AULNAT-PS-API	jpg	Aerial picture of the study site
FR-AULNAT-PS-P1	jpg	Ground pictures
FR-AULNAT-PS-PO	jpg	Map of the location of the pictures
FR-AULNAT-PS-M1, 2 et 3	dxf	Perimeter of the project sites
FR-AULNAT-PS-M1, 2 et 3	pdf	Perimeter of the project sites
FR-AULNAT-T1	pdf	Urban and Social Observatory
FR-AULNAT-T2	pdf	INSEE data
FR-AULNAT-T3	pdf	BHNS Consultation file

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