

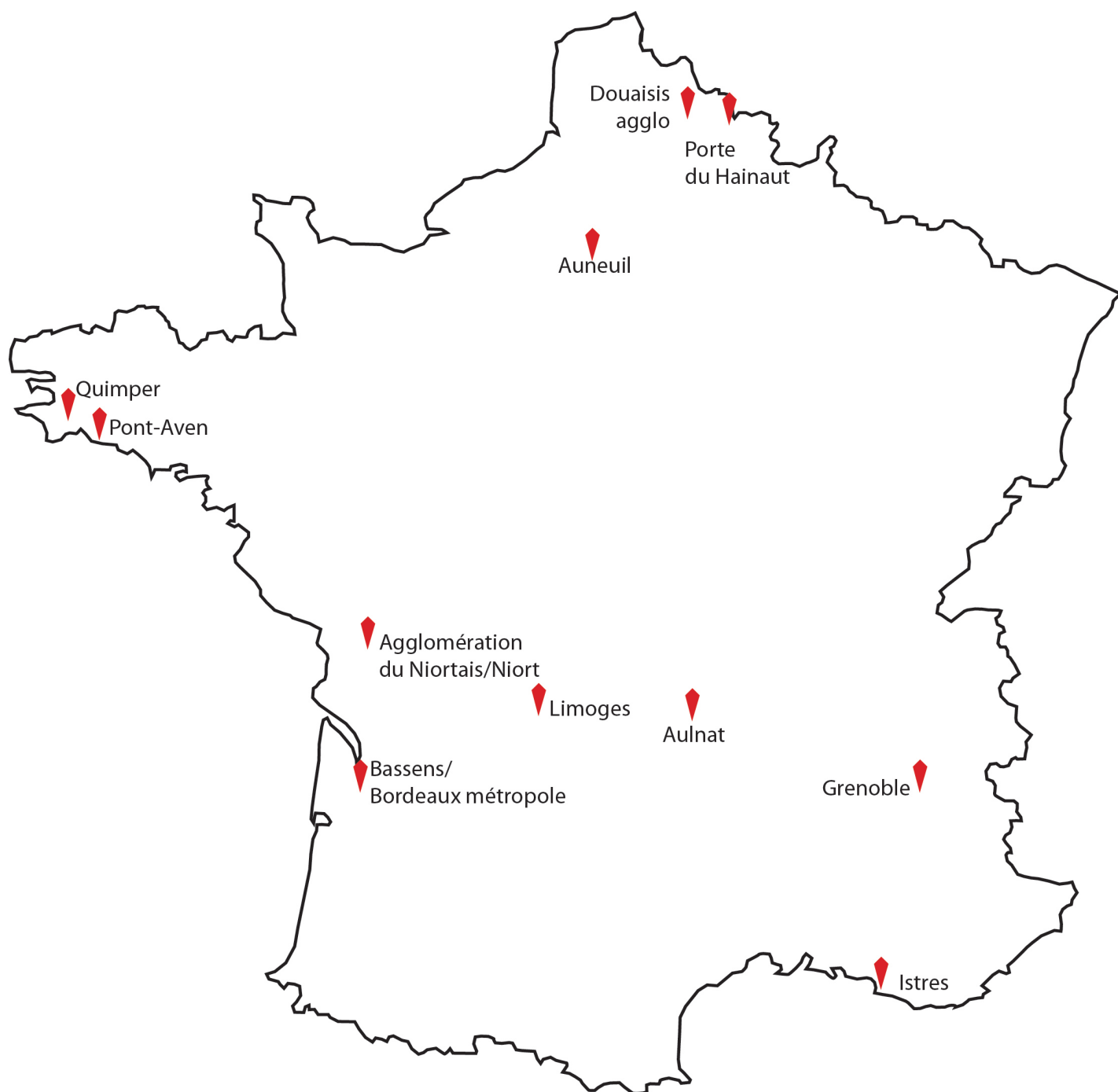


BASSENS BORDEAUX METROPOLE

THE RIVER, CONNECTOR AND ENHANCER OF ECOSYSTEMS

Site brief





SITES, IDEAS, AND MORE!

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 FRANCE



EUROPAN 16 THEME: LIVING CITIES

CREATIVE PROCESS-PROJECTS TO REGENERATE INHABITED MILIEUS

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

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

*Voir aussi : les contributions au thème Villes Vivantes :
<http://www.euopanfrance.org/publications/single/38>

GENERAL INFORMATION

TEAM REPRESENTATIVE: Bordeaux Métropole, GPV Rive Droite

ACTOR(S) INVOLVED: City of Bassens, Grand Port Maritime of Bordeaux, Bordeaux Métropole, GPV Rive Droite

TEAM REPRESENTATIVE: Architecte/ Urbanist / Landscape architect

EXPECTED SKILLS REGARDING THE SITE'S ISSUES AND CHARACTERISTICS: Architecture, urban planning, landscape, urban strategy, ecology and any other skill of the candidates' choice

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

JURY – 1ST 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)

POST-COMPETITION INTERMEDIATE PROCEDURE:

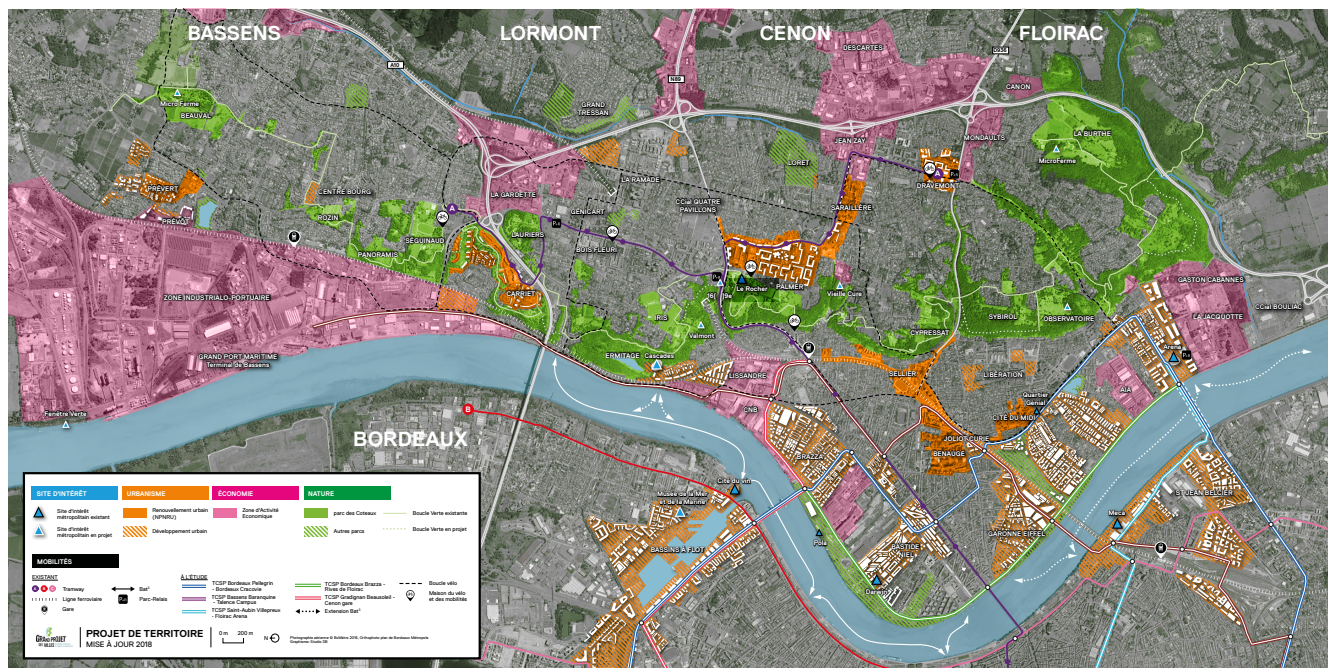
- Meeting with sites representatives and 3 selected teams, organized by European France in Paris at the beginning of 2022
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from January 2022
- Assistance and consultancy to the cities and partners, also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

MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE

IMPLEMENTATION: Urban planning and landscape studies + architectural contract.

Encouraging an operational and/or architectural contract with associated clients.

GUIDE MAP GPV RIVE DROITE
FR-BASSENS-C-M1
Grand Projet des Villes Rive Droite



CONNECTION WITH THE THEME

CITIES THAT ARE PRODUCTIVE ... AND ALIVE!

Following the towns of **Bègles (E14)** and **Floirac (E15)**, both of which proposed sites to be studied in previous editions of Europan (Productive Cities), it is now the **town of Bassens** that finds itself the focus of consideration, in partnership with the **Grand Port Maritime de Bordeaux** and with **Bordeaux Métropole**. Bassens is the last densely populated town on the right bank (as one goes towards the sea) of the Garonne, in the north of the Bordeaux metropolitan area.

Work on the theme of the **living city**, which is a composite city, should enable candidates to initiate a **localisation in both space and time** of economic, ecological and energy issues, with the aim of creating a **new regional intelligence**.

Between the limestone plateau and the alluvial plain, **with the presence of the river as a given**, the requirement is to overcome the separation between the currently segregated residential and work environments: which is so characteristic of the area.

- How can the hybridisation of certain existing properties and constructions make it possible to create new uses and to promote the idea of coexistence?
- How can an overall reflection about urban transport and logistics give rise to new strategies that benefit people?
- How can a metabolically, inclusively lively city be redefined in an approach that is sensitive, human and caring?

More generally, how can a synergy be developed between ecosystems that function in parallel, **by means of consideration of ideas of redynamising and interacting?**

EMPHASISING AND RECONNECTING ECOSYSTEMS

- How can the city be made more accessible?
- How can it be made more animated?
- How can it be shared?

In a world debilitated by the pandemic and in which economic questions and interactions seem more important than ever, **how can people again play a real role in the city?**

The challenges of programming of use, with regards new ways of understanding, linking and adding to existing urban logistics structures must be considered, in terms of **facilities, gathering together and exchange**.

The industrial-dockland ecosystem contrasts with adjacent ecosystems, such as that of the residential town, and must be rethought in terms of interaction and amenity.

Spatial multifunctionality must redress years of urban zoning that neglected social, geographic and landscaping contexts, and more generally the possible connections between different environments.

**VIEW OF THE INDUSTRIAL-
DOCKLAND AREA FROM THE
PARC DES COTEAUX**
FR-BASSENS-PS-P78



**VIEW OF THE STUDY SITE
TOWARDS THE ESTUARY**
FR-BASSENS-SS-AP2b
PAT GPMB

Consideration of **daily transport, both for individuals and for business**, must also be put at the centre of the reflection.

A multimodal transport approach must be envisaged – water, rail and road – without forgetting active travel (bicycle, pedestrian, etc.)

Relevant solutions regarding the performance of the region and the involvement of **new users** are requested, taking into consideration any possible consequences on the human and the natural environments impacted which are already present on the site.

In an **evolving economic ecosystem**, looking for new connections, how can a new diversity also be created, bringing together existing conditions and increasing the capacity of existing urban infrastructures?

How can the area juggle economic and urban development, climatic risks and challenges, transform itself, renew itself and reply to the various issues of biodiversity, resilience and adaptation?

As biodiversity can also be economic, how can new realities be created in this instance, and how can activities and employment be reinvented by transforming long-established and unconnected systems?

To summarise, what might be the **motors for a participative diversity and decisive redynamisation for our study site**, and how can they be made to work together, taking into account the logistic and economic constraints of the industrial-dockland zone?

FROM THE SOIL TO THE RIVER

The ground should also be a player in the project.

Firstly, at the level of the roadways, which must not simply be considered as circulation space, but as a possibility for **convivial public space**.

The boundaries created by the road and rail networks should be rethought.

The pavements, the edges, the leftover or abandoned spaces should allow for the installation of **new kinds of transport**, at the same time as the possibility of **creative expression and of increasing biodiversity**.

How can the ground, productive and/or protective, generate new ecological connections and enable dynamism and encounters?

What links can be established between infrastructures and green spaces?

More generally, how can the ground, right up to the riverbanks and then to the river, find an **active and unifying role** and enable the expansion and reconnection of the ecosystems that it has enabled to develop in the area.

**COMMUNAL ACCESS ROAD
TO THE PARC DES COTEAUX
FROM A RESIDENTIAL AREA OF
BASSENS**

FR-BASSENS-SS-Po12



**ILLEGAL PARKING OF TRUCKS
IN THE INDUSTRIAL-DOCKLAND
AREA**

FR-BASSENS-PS-P94



**RAIL NETWORK OF THE
INDUSTRIAL-DOCKLAND AREA
/ ROAD NETWORK / LGV TRAIN
LINE**

FR-BASSENS-PS-P91



THE CHALLENGES AND CONSTRAINTS OF THE PROGRAMME

In the spirit of European, the uses that are to be defined by the candidates should participate and constitute one of the keys to the urban and landscaping processes to be developed.

The successful connectivity of the industrial-dockland zone with all the transport networks (road, rail, river and sea), and so with the rest of France, remains a major factor.

Equally, the reconnection of the residential plateau with the river, via the industrial lower town around the port, must be placed at the centre of consideration.

Regarding the river, candidates are requested **not to see it as a boundary to cross, but rather as an articulation, a link, a generator of action:** no kind of bridge nor cable car is requested.

Furthermore, given the hazardous nature of the study site (technological hazards: installations of potential environmental risk/ natural hazards: flood zone), the question of residential housing should not be considered for **short- to medium-term interventions.**

Proposed projects can also be the basis for a more general reflection, taking into consideration the full perimeter for reflection over a long-term timescale.

Finally, we call the teams' attention to the fact that the Town, the Port and the Metropolitan Area are looking for **projects that can be initiated in the short term.**

The desire to start these projects rapidly, and to a certain extent finance them, is one of the main wishes of the different actors responsible for the site.

The question of how readily existing buildings might be converted, as well as the hybridisation of spaces, is therefore an issue to be developed in an overall strategy of revitalising urban transition.

**BASSENS TERMINAL / VIEW OF
THE RIVERSIDE WHARF FROM
TRANSPORT WHARF**
FR-BASSENS-PS-P3



**CONVEYOR BELTS IN THE
INDUSTRIAL-DOCKLAND AREA**
FR-BASSENS-SS-P019
FR-BASSENS-SS-P020



BACKGROUND

BASSENS: LOWER TOWN/ UPPER TOWN

Bassens is a municipality of around 7,500 inhabitants over more than 1,000 hectares, marking the end of the slope of the right bank of the Garonne as it flows out towards the estuary.

The topography of the area, as well as the presence of the Bordeaux–Paris high-speed trainline (LGV: ligne grande vitesse), constitute physical boundaries that separate the town into two parts:

- **A lower part, the industrial-dockland area**, which stretches along the river for more than 4km between the riverbank and the trainline;
- **An upper part, a populated plateau**, with to the north, vineyards and a natural area considered to be environmentally vulnerable and to the south largely wooded leisure areas that form part of the Parc des Coteaux

The industrial-dockland area, accounting for 60% of the surface area of Bassens and some 4,500 jobs, is known as one of the main areas of economic activity in the Bordeaux metropolitan area.

Several economic leaders on an international level are located in Bassens, such as the Michelin tyre factory, a technology leader with one of its three world-class factories for the production of innovative elastomers.

This area is structured by a network of industry, warehouses and complex transport systems, creating the particular and remarkable character of the **dockland landscape**.

The rail network, given over to the transport of goods, is intertwined with the network of roads that is used by more than 3,000 heavy goods vehicles every day: **ensuring their fluidity is a vital objective**.

The particular architecture generated on the ground confronts the suspended architecture of the transporting structures. This weave, associated with the image conveyed by the numerous lifting cranes along the **river wharf** and the reservoirs along **the road**, create a feeling of confusion because of **the lack of human scale**.

The almost autonomous functioning of this area of dockland and industrial activity, as well as its scale unconnected with life, are the characteristics that candidates should question at the start of their study.

The economic ecosystem of the lower town should therefore be linked into its surrounding area in order to bring about new ways of interacting with the other ecosystems around it, some of which it uses and some it keeps alive.

Recent thinking on urban logistics or last mile logistics, offering prospects for more open relations between the dock area and citizens, will be taken into account.

**CHURCH OF BASSENS / VIEW
FROM THE TOWN HALL**
FR-BASSENS-SS-P006



**BORDEAUX AND THE MATMUT-
ATLANTIQUE STADIUM /
VIEW FROM THE TOWN HALL
BELVEDERE**
FR-BASSENS-SS-P007



BASSENS SUNDAY MARKET
FR-BASSENS-SS-P015



Above the LGV trainline, **the populated town** should be seen as a typical village, with local shops, a Sunday market, traditions, local identity and heritage.

This residential town sits at an average altitude of 50m above sea level, and the residents of Bassens, of whom only 15% work in the lower town, **can glimpse the river** from the belvedere of the Town Hall or the Parc des Coteaux, without being able to access it.

The industrial and dockland landscape, which appears from the plateau to be drowning in vegetation, is accepted by the inhabitants of Bassens.

However, the town's policy is to preserve a **human scale**, for the area and for its inhabitants, thus preserving the quality of the living environment on the edge of the dense metropolitan area.

In fact, even if the residential town counts some inevitable large developments for retail or business, **most of the buildings are at the scale of private housing**, in both the interesting historic centre as well as in the more recently developed areas.

As well as the private gardens that enliven the housing, the town of Bassens boasts over 37 hectares of vines and around 70 hectares of green spaces, including many public parks and constituting part of **a loop** of over 140km that links the main green spaces around Bordeaux.

The removal of an obvious physical border between the populated plateau and the industrial-dockland plain, in order to be able to access the banks of the Garonne, is therefore one of the major challenges of this 16th edition of European for the town of Bassens.

The potential of the river and its banks should be revealed and allowed to be reappropriated by the population, and subsequently by visitors, while respecting and encouraging biodiversity, all the time ensuring compatibility with the workings of the port.

Being able to escape the city in a variety of ways without having to leave it should be a possibility.

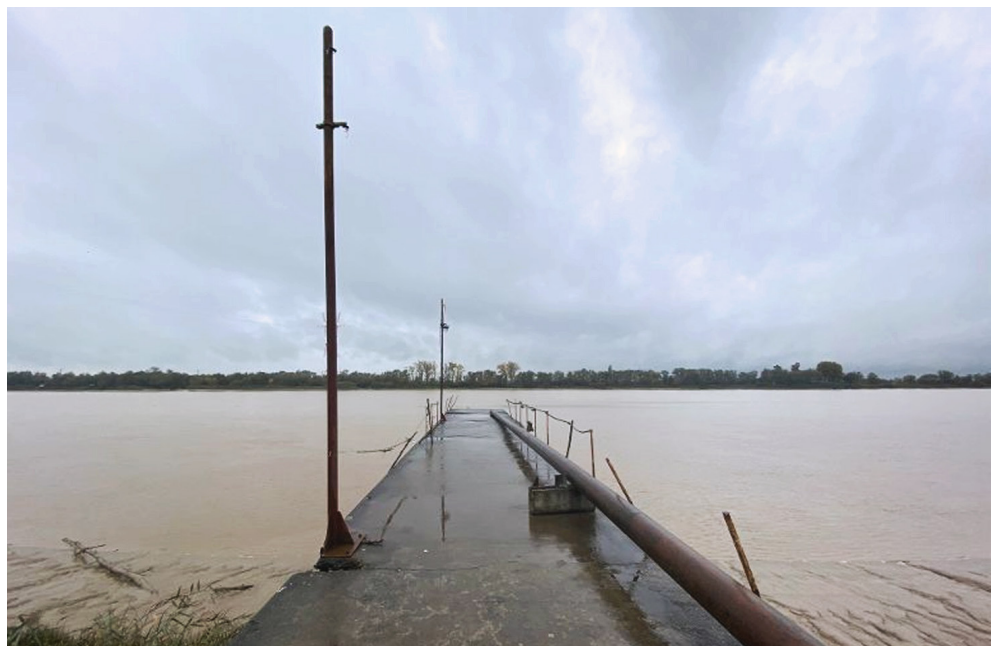
BASSENS CITY HALL
FR-BASSENS-SS-P004



THE INDUSTRIAL-DOCKLAND AREA / VIEW FROM THE BELVEDERE OF THE TOWN HALL
FR-BASSENS-SS-P005



PONTOON OF THE GREEN WINDOW
FR-BASSENS-PS-P148



A word from the Mayor of Bassens

“Of Bassens’ overall surface area of 1000 hectares, 600 hectares are taken up by industrial-dockland activity. Bassens is one of the economic lungs of the Bordeaux metropolis.

So 60% of our territory is given over to economic activity that, because of its strategic position along the Garonne, and being part of the intermodality with the presence of the railway and its interconnections with the road infrastructures.

This pole, a true economic ecosystem, takes advantage of an asserted natural setting, representing a real asset with development potential.

The economic sites and in particular the installations in the port also limit access to the Garonne for the inhabitants.

One of the major axes of our mandate is to open a window onto the Garonne for the population.

It is a question of rediscovering this strong element of our communal identity, developing its uses and preserving its natural setting so that it is henceforth experienced as a link, a major articulation, and not as an element of fracture between the two banks of the river.

This project of a green window would give an opportunity for the economic players, the people of Bassens, as well as the inhabitants of adjacent areas and visitors, to demonstrate that industrial development, nature areas, protection of biodiversity, control of natural risks, new uses and environmental innovations can be compatible: Bassens, a territory of innovation, can and must be this formidable point of balance.

Thus, the creation of designed cycle lanes that will link the centre of Bordeaux and the Ambès peninsula, the development of sports, leisure and cultural activities and much more will reinforce the attractiveness of our living area.

Bassens constitutes a fabulous site of experimentation to together imagine tomorrow’s city, sketching out a shared future: a future for the town, the port, the metropolitan area and well beyond.

Giving meaning is the ambition that I have for this 16th edition of European: finding a way of benefitting from the visions that come from all over Europe to help us to define a shared path to give the inhabitants a project for the future.”

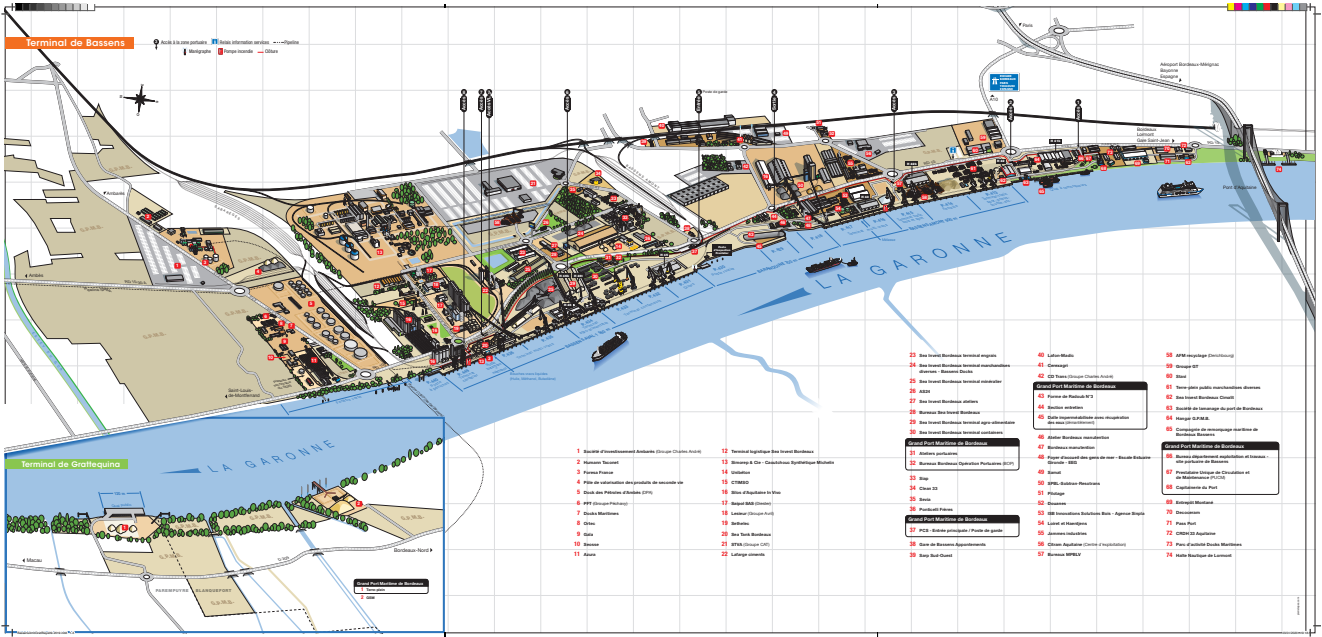
**RIVERSIDE WHARF /BASSENS
TERMINAL / SCRAP METAL**
FR-BASSENS-PS-P109
GPMB



**THE PORT VIEWED FROM THE
AQUITAINE BRIDGE**
FR-BASSENS-SS-P001
Guillaume Bonnaud MAXPPP



**MAP OF THE TERMINALS OF
BASSENS AND GRATTEQUINA**
FR-BASSENS-PS-M4
GPMB



THE PORT: A RANGE OF FACILITIES AND A SPECIFIC WAY OF WORKING

The Grand Port Maritime de Bordeaux (GPMB) became a **public, state-run entity** with the legal reforms of 4 July 2008. Within the limits of its sector, which includes 7 port terminals (including those of Bassens and Grattequina), it is responsible for the application of public policies regarding development and sustainability.

Ideally located on the Atlantic coast, the port handles a wide variety of merchandise: heavy-lift cargo, via containers and bulk fuel, but also passengers.

Its primary missions are the following:

- The creation, management and maintenance of maritime accesses
- Police, safety, security and overall operation of the port
- The management and preservation of natural spaces, including those open to the public
- The construction and maintenance of port infrastructure, notably docks and riverside terracing
- The construction and maintenance of land-based access routes and terminals, notably rail and fluvial
- The development and management of the industrial or logistics zones linked to port activity

Disposés le long du fleuve, depuis son point d'embouchure dans l'Océan Atlantique Positioned along the river, from its mouth into the Atlantic Ocean right into the centre of Bordeaux, **seven port terminals enable the handling of all kinds of merchandise:**

- Le Verdon (mouth of the estuary): mixed-use terminal
- Pauillac: fuel storage + potential for cruise development
- Blaye: cereals + heavy-lift + chemicals
- Ambès: chemicals and fuel
- **Grattequina (perimeter E16, red): under-used mixed-use terminal**
- **Bassens (perimeter E16, red + yellow): forestry, food industry, bulk liquids, bulk heavy-lift, cereals, building materials + containers + shipping maintenance and repairs**
- Bordeaux: shipping repairs + cruise ships and marina

Overall, **the GPMB thereby offers a complete range of services**, from the reception, docking and reparation of ships, to handling, logistics and industrial maintenance, as well as **the management of the green spaces in the area** it occupies, including dragging the river, which accounts for a large percentage of the Port's running costs. The port also manages **the rail infrastructures on its site**.

With regards safety and security, the GPMB functions much like an airport. **There is no public access to the riverside wharf.**

All the businesses located within the docklands (riverside wharf) are involved in **port logistics**. The harbour master's office represents police authority, and security personnel watch the port installations 24/7.

**RIVERSIDE WHARF / BASSENS
TERMINAL / VRAC QUARTZ**
FR-BASSENS-PS-P110
S. Husté / GPMB

**VIEW OF THE STUDY SITE
TOWARDS BORDEAUX**
FR-BASSENS-SS-AP3
PAT GPMB



THE PORT: ENVIRONMENTAL AND SOCIAL ISSUES

The Grand Port Maritime de Bordeaux has long subscribed to a sustainable and social approach to its activities.

Revindicating a strong commitment to circular economy and innovation, its strategy fully integrates issues of biodiversity and energy transition.

The principal subjects of its Strategy for Sustainable Development (SSD) are the following:

Energy and Climate:

- Adapt to climate change;
- Progress towards being a Low-Carbon Port;
- Produce green energies;
- Develop hydrogen-based industries;
- Promote a sustainable and innovative economy;
- Organise work during periods of heatwave.

Sustainable development:

- Integrate environmental issues up front for all development projects;
- Promote restrained, balanced and shared development;
- Reduce the urban spread by using wasteland as an opportunity for urbanisation;
- Favour innovative tools for sustainable development;
- Favour the use of bio-sourced materials.

Water, biodiversity and landscapes:

- Understand and preserve natural resources;
- Manage and mobilise the docklands' natural areas;
- Promote agroecology;
- Protect the wetlands;
- Offer areas for eco-pasture.

Prevention of pollutants and risks:

- Anticipate pollution;
- Exemplary management of industrial hazards;
- Sustainable management of waste;
- Put in place a system of environmental management;
- Anticipate noise linked to Port activities.

Responsible business:

- Promote everyday sustainable development;
- Hold a policy of eco-responsible purchasing;
- Encourage team spirit;
- Work on pay differences between the sexes;
- Enable inclusion and wellbeing at work.



**VIEW OF THE STUDY SITE AND
THE GRATTEQUINA TERMINAL
TOWARDS BORDEAUX**

FR-BASSENS-SS-AP4
PAT GPMB

**GRATTEQUINA TERMINAL
WHARF**

FR-BASSENS-SS-Poo2
PAT GPMB



The voluntarist policy of innovation and research and development conducted by the Port completes this Sustainable Development Strategy.

It takes the form of numerous international projects financed by prestigious programmes (Horizon 2020 for example) on various themes such as:

- The impact of global warming on port activities and port infrastructures;
- Environmental and energy issues through IoT;
- Digital modelling of the Gironde and Garonne estuaries;
- Cyber security;
- Hydrogen.

These issues should be taken into account by candidates in their proposals.

A word from the Director General of the Grand Port Maritime de Bordeaux

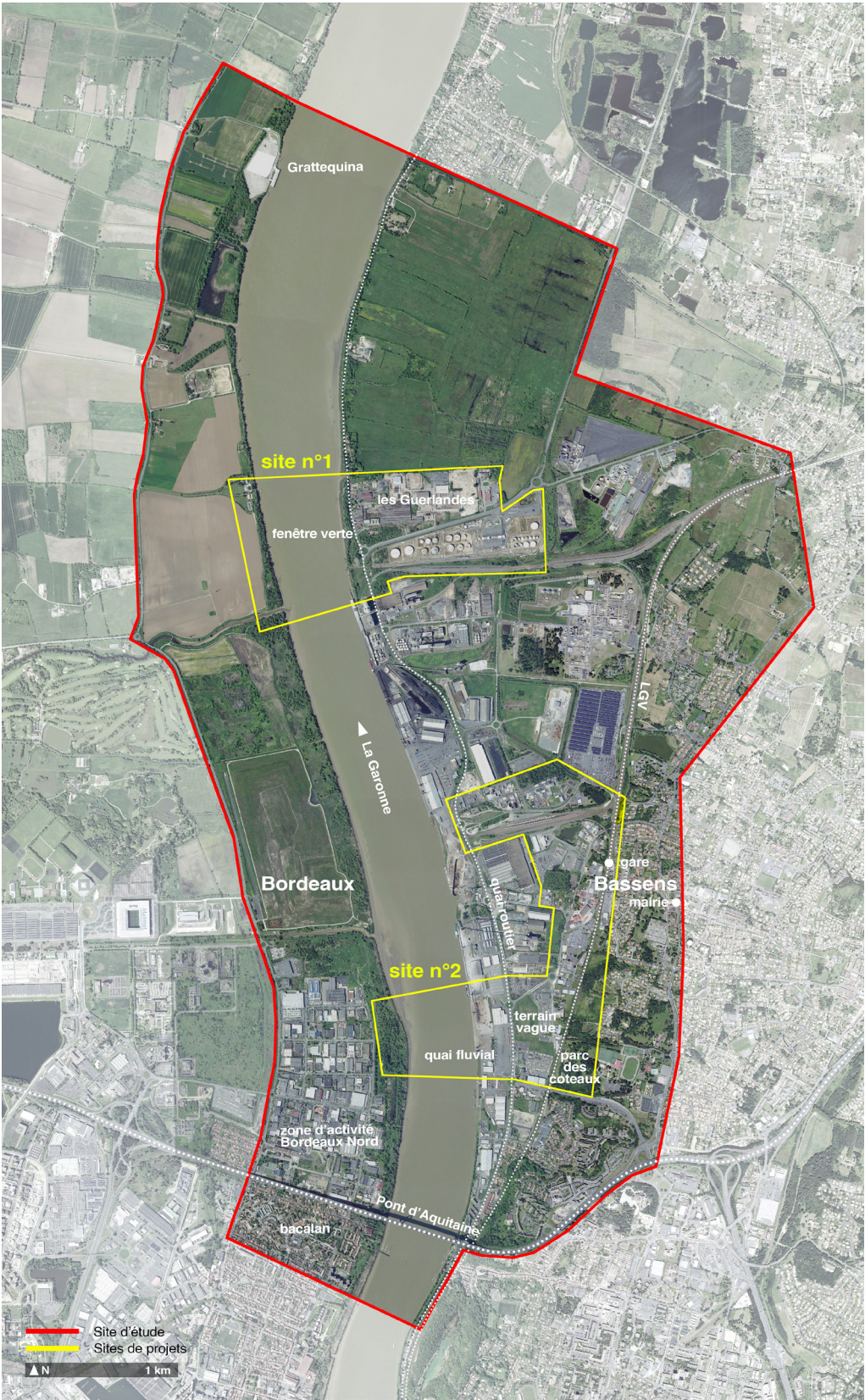
“Historically, the port and the city of Bassens have always formed a complementary system, cohabiting easily on the same territory. We have been able to develop together a link between the land and the river.

Our common objective for tomorrow will be to understand and adapt to future changes in order to respond in the best possible way to new areas of development and innovation.

It is within this dynamic that the Grand Port Maritime de Bordeaux’s land use plan fits in, which is under development. The main guidelines that result from it are increasingly precise and all lead to this common goal: a more sustainable, more responsible and more innovative urban, port and economic development.

It is obvious that a long-term vision is required in the continuation of the history that we want to write with the city of Bassens. This new dynamic will allow us to imagine and apprehend the future of our activities, the transformations and recompositions, but also the link to develop between the city and its citizens.

We expect this 16th European competition to produce innovative and operational ideas in the medium and long term. We hope that this competition will enrich the thinking that has already begun and will open up new possibilities. «



STUDY SITE

SITE DEFINITION

Built up on both sides of the Garonne, the Bordeaux metropolitan area is France's fifth urban area.

Opening into Europe's largest estuary, it is also historically a popular destination for both tourism and commerce, engaged in a dynamic of a growing population and ecological adaptation.

The proposal of a **large study site** corresponds to a desire to enable European teams to formulate **ambitious and varied solutions**, from the scale of the whole metropolitan area to that of the town, the neighbourhood, or the plot, and to have a vision as exhaustive as possible with regards the challenges of a Living City.

The river, at the heart of the perimeter for reflection, should make it possible to rethink links between different zones, and should act as a catalyst for the development of new functions.

Beyond the consideration of risks and means of preservation, it is a question of enhancing this public amenity by favouring a metabolic approach to the benefit of both people and nature.

The study site encompasses:

- **The Grattequina terminal**, which constitutes a gateway towards the Bassens terminal, but also towards the business parks on the left bank, which should be taken into consideration in terms of port transport;
- The **Bordeaux Nord** business park, which can be part of an overall reflection on urban logistics, in relation to its potential change of use;
- The first single-storey workers' houses – the 'échoppes bordelaises' – of the **Bacalan** neighbourhood, which define the urban landscape of the 'city of stone';
- A dense and remarkable road and rail network defined by the city ring road, the **Pont d'Aquitaine**, and the **high-speed Bordeaux-Paris trainline** going through Bassens station;
- The ensemble of the **Terminal and town centre of Bassens** (study site), which form the subject of this study;
- **The riverbanks**, both left bank and right bank of the Garonne, which should be seen as a multitude of possible points of access to the river, and regional connections;
- **Green spaces** such as the Séguinaud-Panoramis park, as well as **the agricultural land downstream**, which is part of the river's very particular landscape;
- Finally, as regards production and logistics, **the Garonne** should play a role and enable the creation of new connections on the scale of the riverbanks and the metropolitan area; it should constitute **real potential for life**.



**VIEW OF BASSENS FROM
THE OPPOSITE BANK OF THE
GARONNE**

FR-BASSENS-PS-P108

FR-BASSENS-PS-P106



Although the Bordeaux metropolitan area is developed around water, residents are not necessarily induced, nor enabled, to access it.

The dialogue with the river is a subject that the town of Bassens and the Grand Port Maritime de Bordeaux wish to address: to propose new destinations for leisure or activities, as well as new logistics and regional connections, while respecting the landscape and the biodiversity.

How can the Port, which has begun its energy and economic transition, develop new interactions in terms of use and of transport with the metropolitan area?

How can the town of Bassens, which wants greater access to the river, benefit from these synergies without disrupting the Port's logistics?

How can currently unrelated residential and economic ecosystems be brought together through reflection about transport and the hybridisation of the area?

A word from the Vice-President of Bordeaux Métropole in charge of enhancing the river, river crossings, and re-thinking the right bank

"The European 16 competition is an important stage for Bordeaux Métropole in reuniting residents with the Garonne.

This process has been ongoing for several years, with the development of the riverbanks in Bordeaux, rebalancing the left and right banks with the development of mixed neighbourhoods on industrial and dockland wasteland, the development of connections between the two riverbanks by means of new bridges.

This time the subject for consideration is not only the functions and landscapes along the banks of the Garonne, but also the river itself, its value and its place within the metropolitan ecosystem.

I hope that this competition will be the occasion to freely explore the role of the Garonne in light of climate change and the urban dynamic underway throughout the metropolitan area.

The interventions proposed should be operational and should reply as much to human needs as to the preservation and enhancement of the public amenity that the river constitutes."

**CARRELET ON THE RIGHT BANK
OF THE GARONNE**
FR-BASSENS-PS-P141



**TRAMWAY AND PONT
D'AQUITAINE / BORDEAUX
NORTH BUSINESS PARK**
FR-BASSENS-SS-P017



**SHUTTLE BAT3 ON THE
GARONNE**
FR-BASSENS-SS-P003
Victor Gascouat



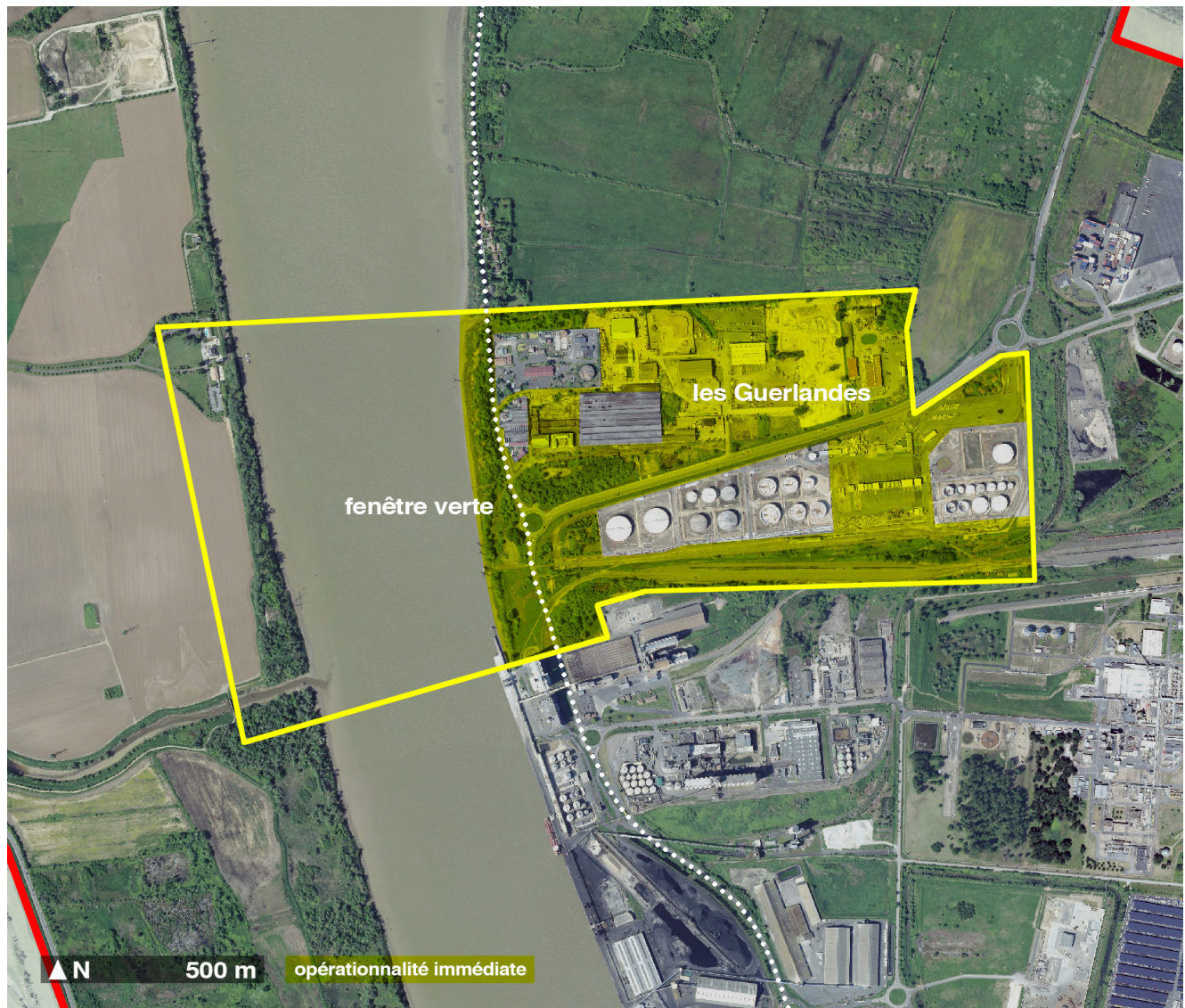
SPOTLIGHT ON BORDEAUX MÉTROPOLE'S PROJECTS AND THOUGHTS

Right bank: new urban transport systems are coming on line to link Bassens to Bordeaux:

- With regards the development of public transport systems, the recently opened bus line between Bassens and Bordeaux (Corol 31) should be improved for a faster service. Works are thereby planned on study site no. 2, which houses the line's terminus;
- Regarding the development of **bicycle highways**, a route should link Bassens to Bordeaux running along the Garonne;
- Reflection has also just begun on the development of **pontoons for river tourism**, which could thereby be used for transporting people (Bat3).

Left bank: several defining projects are underway or being considered:

- A former waste disposal site is being transformed into a 60-hectare **solar park**;
- **A polluted site** undergoing land restoration will be the subject of development, making it possible **to accommodate ecological functions** on 26 hectares;
- The Bordeaux Nord business park is also to be the subject of studies for change of use and densification;
- The beginning of a promenade, developed along the edge of the Garonne between Bacalan and the north of the business park, remains to be consolidated.



**PERIMETER OF THE PROJECT
SITE 1 / GUERLANDES / GREEN
WINDOW**

FR-BASSENS-PS1-M1

**VIEW FROM THE PONTOON
OF THE GREEN WINDOW IN
DIRECTION OF BORDEAUX**

FR-BASSENS-PS-P149



PROJECT SITES

GUERLANDES / GREEN WINDOW

An industrial and natural risk zone, as is the rest of the site, **this area that is both natural and industrial** is one of the keys to the future of the town of Bassens, indeed of the whole metropolitan area, in terms of its relationship with the port and the river.

This project site – which **can be regarded both as a gateway to the town**, because of its position on the Garonne and at the crossroads of the motorways that link the areas further to the north to the city, **but also as its limit**, because it marks a sudden end in the docklands' industry-related activities – presents all the characteristics to enable candidates to position themselves both in terms of strategy and use.

The 'green window' is this stretch of around 800 metres of riverbank to which the town of Bassens wants its residents to have access, so giving it meaning.

Possible departure (and therefore arrival) point for new transport systems, thanks particularly to the presence of pontoons on the river that can be modified, this natural space should be considered bearing in mind the pronounced tidal range of the river and therefore the instability of the banks, the specific flora and fauna present on the site, and the important amount of waste that is deposited here.

This possibility for a regional connection (and thereby for a connection with the left bank) must allow for the development of new activities with the potential for local tourism (leisure, sports, culture), with the utmost respect and inclusion for greater biodiversity.

The Guerlandes area, resembling industrial wasteland and whose soil is unusable because of asbestos landfill, has already been the subject of several studies for different programmes, and its conversion is underway.

This zone is among those for which the Port is conducting studies of re-enhancement as part of its General Strategy for Property Development.

There are many possibilities for enhancement, which in interaction with the existing economic environment already present nearby, could make it possible to generate a complete ecosystem.

Primarily given over to the installation of a variety of companies involved in recycling in several domains, this area of **over 30 hectares remains to be defined and revitalised.**

How can revival be initiated based on recycling property and installing new uses in resonance with the wider area?

SECTOR OF GUERLANDES

FR-BASSENS-PS-P143

FR-BASSENS-PS-P135

FR-BASSENS-PS-P139



GREEN WINDOW

FR-BASSENS-PS-P144

FR-BASSENS-PS-P147

FR-BASSENS-PS-P150



In direct relation to the green window and all that it offers in terms of use, links with **all the areas and related structures** are to be defined and organised so that this zone can be considered an active participant in the use and creation of tomorrow's city.

Strategic issues of multimodal transport systems need to be studied, with regard the regional connections and new models of transport, as defined by candidates, in a project of overall reconnection (red site).

Equally, the direct link with the agricultural area to the north of the site can be studied in considering affectation.

The creation of an area of urban agriculture is currently being studied. This regional project could figure as part of a reflection on the benefits, in a short supply chain, of agricultural and market garden production at the gates of the city.

Links with the related site of **oil storage** to the south could also feature in more long-term reflection.

This site, today indispensable for the supply of fuel to the whole of south-west France, cannot be integrated into short-term projects.

Nonetheless, it raises the question of the future use of fuel depots given the evolution of future energy sources (bio-fuels) and the **integration of the docklands landscape** into a city that must integrate scales and environments both human and natural.



**PERIMETER OF THE PROJECT
SITE 2 / RIVERSIDE WHARF
/ TRANSPORT WHARF /
BELVEDERE**

FR-BASSENS-PS2-M1

**WASTE GROUND AND WHARFS /
VIEW FROM THE PARC DES
COTEAUX**

FR-BASSENS-PS-P77



RIVERSIDE WHARF / TRANSPORT WHARF / BELVEDERE

The second site to be revitalised may be considered the identical twin of the Guerlandes area, **at the entrance to the industrial-docklands zone** to the south, with the major difference that the riverbanks are replaced with a wharf forming a logistics platform, with no public access. This site will constitute the key to **connection between the upper and lower town**.

The junction with green space is to be determined, this time in the direction of **the hillside and its park**, the Parc des Coteaux, from which the full extent and complexity of the area can be measured.

It is from this plateau and the belvedere that it provides, that the wider landscape opens out for the inhabitants.

- What are different ways of **crossing the LGV tracks** that physically separate the residential town centre of Bassens from the river plain?
- How can **services be reanimated, increased or created**, both in the town centre and in the industrial-docklands area?
- How can the town centre be incorporated into a new transport system, associated with updated urban infrastructures, enabling both residents and the people working in the port to benefit from a greater range of amenities in the area?

The Grand Port Maritime de Bordeaux proposes that candidates consider, in line with its issues of economic and sustainable development and its commitment to decarbonising in the short term, a new way of organising **urban logistics** along a stretch of **the riverside wharf** of around 800 metres.

Links, in terms of transport and uses, should be proposed at the scale of the study site.

The question of the last mile, regarding container handling, which is to be increased on this wharf, should also be studied in combination with possibilities offered by the Grattequina terminal.

The question of handling, of storage and of maintenance should be considered in line with **new services that could improve the port's existing logistics**.

It is a matter for the Port to identify new economic models with regards new energy, recycling, repairing and reuse, and more generally the economics of making a city.

The waste ground opposite the river wharf, around 8 hectares, is potentially earmarked for a large park-and-ride (P+R), associated with the extension of a designated bus route linking the lower town of Bassens to the centre of Bordeaux.

This raises the question of the location of this metropolitan facility, which would concentrate an important flow of lightweight vehicles, mixed with increasing quantities of heavy-goods traffic. Candidates are invited to think generally about transport networks and therefore to propose, if they so wish, new uses for this part of the site.

**WASTE GROUND /
VIEW FROM THE TRANSPORT
WHARF TOWARDS THE PARC
DES COTEAUX**

FR-BASSENS-PS-P5

**TRANSPORT WHARF /
RIVERSIDE WHARF /
VIEW FROM THE WASTE
GROUND**

FR-BASSENS-PS-P9

**TERRAIN VAGUE /
VIEW FROM THE LGV LINE**

FR-BASSENS-PS-P19



**SITE OF THE BASSENS TRAIN
STATION**

FR-BASSENS-PS-P49

**FRAMEWORK BRIDGE / ACCESS
TO THE RAILWAY STATION
AND TO THE CITY CENTER
OF BASSENS FROM THE
INDUSTRIAL-DOCKLAND AREA**

FR-BASSENS-PS-P35

**ESTABLISHMENT LAFON /
VIEW FROM THE COMMUNAL
ROAD IN LIMIT**

FR-BASSENS-PS-P60



As with the Guerlandes area, the question of redynamising existing urban spaces and structures should enable a reflection on the growth and interconnection of the ecosystems that make up the study site.

The question of **urban waste ground** is important in the northern sector of this site:

- **How can the natural dynamism that they offer be increased?**
- **In what way do they play a role in the multiplication of transport networks?**
- **How can they enable the creation of new uses and new connections?**

The boundaries that they bring about, at different scales, need to be rethought; one of the most clear-cut is that of the LGV trainline, which can only be crossed by means of four underpasses linking the lower town to the upper town.

In order to reply in full to this question of crossings, the European teams are requested to integrate their thoughts into the **redefinition of the Train Station site**, the point of intersection between Bassens town centre, the industrial-docklands zone and the rest of the metropolitan area.

Combined with the adjacent plot, which belongs to the Lafon Company (who plan to move their business to a neighbouring town), this enlarged **Train Station site, going towards the Parc des Coteaux, must meet the real challenges of constituting a gateway into the town.**

The programming of this part of the site must correspond to, complete and/**or be the start of all the desired connections** on all the sites, in terms of departure point for new forms of transport and the rejuvenation of existing building stock.

How can this site, the link with the residential plateau, enable residents, workers and visitors to the Town of Bassens, to take part in the redefinition and revitalisation of the area, enabling the port to grow and to reconnect the ecosystem that it has created but that today it is on the point of suffocating?

In other words, how can the economic development of the docklands industry include the inhabitants of Bassens?

Equally, in what way will workers related to the industrial-docklands area, including transitory workers, be able to benefit from new amenities in a more inclusive area?

More generally, how can the town of Bassens and the Grand Port Maritime de Bordeaux include and bring together both human and natural environments in their development, and in line with the development of the metropolitan area?

LISTES OF DOCUMENTS FOR DOWNLOAD

CONNURBATION - TERRITORIAL SCALE

FR-BASSENS-C-AP1 / Satellite view of the metropolitan territory - jpeg
FR-BASSENS-C-M1 / Guide map GPV Rive Droite - pdf
FR-BASSENS-C-M2 / Map of the Parc des Coteaux Right Bank - pdf
FR-BASSENS-C-M3 / Cadastre du territoire métropolitain - dxf
FR-BASSENS-C-M4 / Topography of the territory - dxf
FR-BASSENS-C-M5 / Grande Rive Droite landscape reference framework - pdf
FR-BASSENS-C-M6 / Archaeogeographical study of the Right Bank - pdf
FR-BASSENS-C-M7 / Natura 2000 “ La Garonne “ documents - pdf
FR-BASSENS-C-M8 / Master plan for river facilities - pdf

STRATEGIC SITE - URBAN SCALE

FR-BASSENS-SS-AP1 / Satellite view of the study site - jpeg
FR-BASSENS-SS-AP2 / View of the study site : Pont d'Aquitaine to the Estuary - jpeg
FR-BASSENS-SS-AP2b / View of the study site : Pont d'Aquitaine to the Estuary- jpeg
FR-BASSENS-SS-AP3 / View of the study site : Les Guerlandes to Bordeaux - jpeg
FR-BASSENS-SS-AP4 / Vue du site d'étude : Grattequina vers Bordeaux - jpeg
FR-BASSENS-SS-M1 / Map of the perimeters (study site and project site) - jpeg
FR-BASSENS-SS-M2 / Map of the municipal borders of Bassens - pdf
FR-BASSENS-SS-M4 / Mobility map of Bordeaux Métropole - pdf
FR-BASSENS-SS-M5 / Mobility map of Bassens - pdf
FR-BASSENS-SS-M6 / energetic issues of Bordeaux Métropole - pdf
FR-BASSENS-SS-P001_020 / Photos

PROJET SITE - ARCHITECTURALE SCALE

Site 1 : Guerlandes / Green Window
FR-BASSENS-PS1-AP1 / View with perimeter of site 1 - jpeg
FR-BASSENS-PS1-M1 / Perimeter of site 1 - jpeg
FR-BASSENS-PS1-M2 / Land register of site 1 - pdf
FR-BASSENS-PS1-M3 / Map of the Guerlandes sector - pdf
FR-BASSENS-PS1-M4 / Guide map of the Guerlandes sector- pdf
Site 2 : Riverside wharf / Transport wharf / Belvedere
FR-BASSENS-PS2-AP1 / View with perimeter of site 2 - jpeg
FR-BASSENS-PS2-M1 / Perimeter of site 2 - jpeg
FR-BASSENS-PS2-M2 / Land register of site 2 - pdf
Site 1&2
FR-BASSENS-PS-M3 / Land register of study site and project site- dwg
FR-BASSENS-PS-M4 / Map of the terminals of Bassens and Grattequina - pdf
FR-BASSENS-PS-M5 / Land use plan of the terminal of Bassens - pdf
FR-BASSENS-PS-P1_150 / Photos
+ Documentation on natural and technological risks available for download on the DREAL website (search “bassens”):
<http://www.nouvelle-aquitaine.developpement-durable.gouv.fr/>

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