



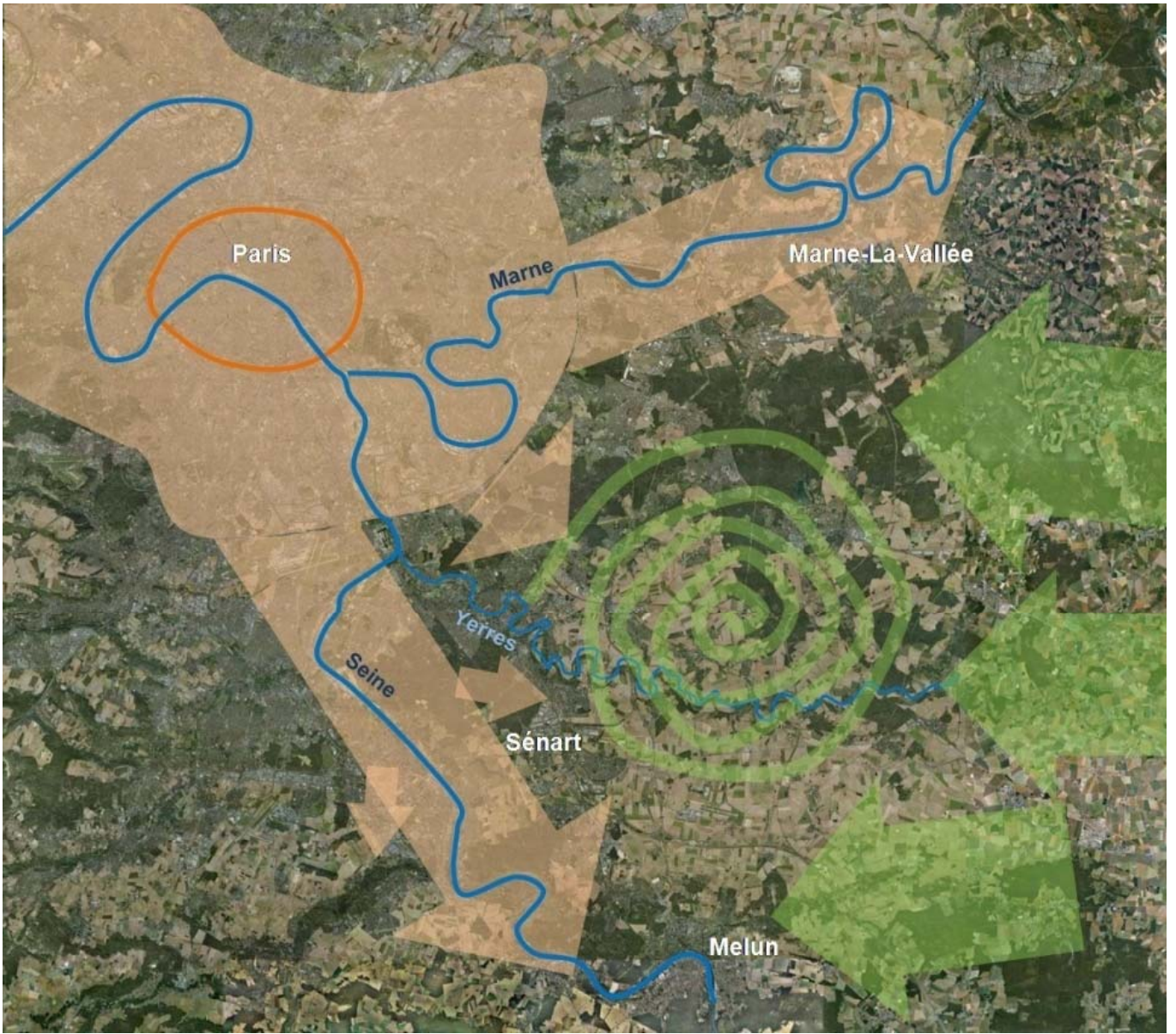
# The urban/rural interface of large metropolitan areas

Case study : the area of the East of the Great Paris



August 28<sup>th</sup> – September 24<sup>th</sup> of 2010

28<sup>th</sup> International summer workshop of planning and urban design



Source : Les Ateliers

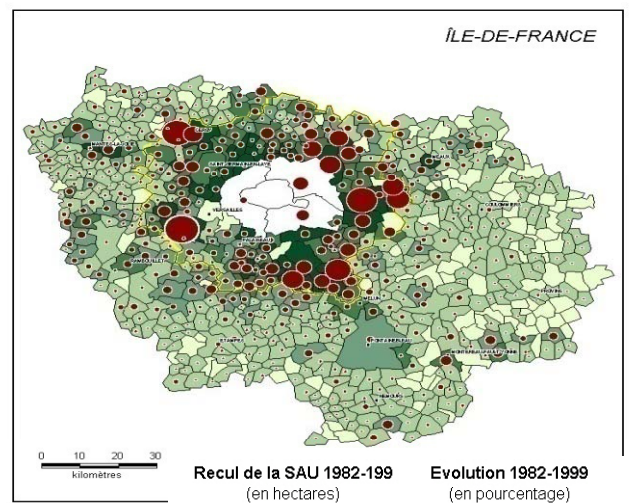
The Seine-et-Marne, historically rural, is subjected to a constant urban pressure.



Source : EPA Sénart

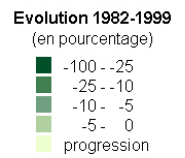
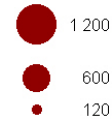
City of Melun - North

**RECU DES SURFACES AGRICOLES 1982-1999**



Source : DRIAF IdF, MOS de l'IAU-IdF

Loss of agricultural land 1982-99



# Introduction

## *Absorption areas or peri-urban spaces ?*

In recent years, there has been a particularly high level of demand for developable land on the fringes of metropolitan areas as a result of peri-urbanisation and investment in capital facilities, which has fragmented agricultural land and increased its fragility.

In reality, “the dominant model of the compact, dense, diversified city based on physical proximity and driven by sustainable development raises the issue of forms of urbanisation that are spatially peripheral to it, spread out, fragmented and diffuse. This model has produced a new peak in the almost continual battle between different models of urbanisation: cultural models and societal models,” explains Francis Beaucire.

In view of this, it seems just as important to shed new light on thinking about peri-urban areas, by challenging the model of the compact city, as it is important to facilitate agricultural activities and, within the suburban area, to enlarge the array of potential projects aimed at preserving the open spaces, often privately owned, that fulfil a public-interest role.

Urban planning documents encourage the preservation of agricultural land, but set out a disembodied vision of such areas (the green belt, the green grid, the biological corridor, and so on), concepts that are inadequate in themselves to ensure the long-term sustainability of existing farms.

**At a metropolitan level, rural areas in close contact with urbanisation areas do not form part of urban planners’ toolkit for defining the roles that structure the expansion of urban areas**

Such peri-urban rural areas have a role in primarily agricultural production and related economic activities, and may be used as sources of biofuels and biomass. They are also areas through which people and goods travel and where urbanisation can be kept under control, with centres of employment and logistics facilities better located.

Too often seen as being outside the city, these peri-urban rural areas aspire to having their function recognised and even to playing new roles. They are now, in the face of climate change, being asked to protect wetland areas and conserve surface water, stem the loss of biodiversity, link biodiversity reservoirs via corridors and tasked with balancing the carbon footprint of the area covered by the county (*département*). Finally, in urban planning terms, they have a service function of providing leisure amenities and guaranteeing the maintenance of the landscape and, more generally, of the identity of the metropolitan area.

**To achieve all this, we need to come up with new ideas from a range of different points of view and at several different levels in order to establish the basis for striking a balance between the city and the countryside in a 21st century context, featuring:** global warming, energy-related issues, new forms of governance and food shortages. We will achieve this by strengthening governance and partnerships, the outlines of which are already in place. Numerous examples in France and abroad testify to the increased role that peri-urban rural areas can play in economic, urban planning, ecological and landscape terms.

**The summer 2010 international urban planning and design workshop (Atelier) in Cergy-Pontoise, France, thus intends to shift the focus of urban planners by reconsidering the role and shape of peri-urban areas that absorb urban development and by including them fully into a vision of the sustainable metropolis of the future.**



The Carré Sénart, city of Melun



The SNECMA area, more than 4.500 jobs



One of the agricultural activities of the region: beet culture



North of Melun : dense city versus open fields



Moissy-Cramayel's entrance. A « rurbain » habitat and its attributes : limited car access to preserve the tranquillity of the inhabitants.



In the New Town of Sénart : big roads and low density.

# Summary

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The SNECMA, one of the biggest company in the area.

# 1. Study area: from Le Grand Sénart (Greater Sénart) to the gates of Brie

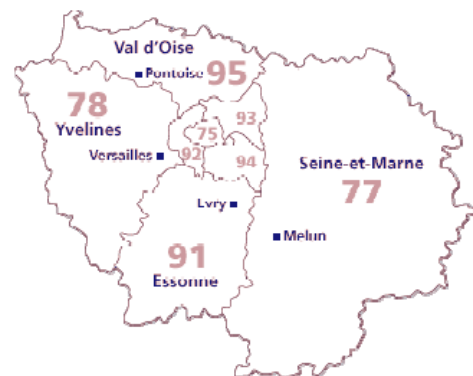
Although the Ile-de-France region is home to one of the largest conurbations in Europe, 80% of the area is still rural. As a result, there are stark contrasts within the landscape. The degree of urbanisation gradually decreases from the dense urban landscape of central Paris to the new town of Sénart, while peri-urbanisation extends into the rural parts of Seine-et-Marne county. The county (*département*) of Seine-et-Marne, located to the east of Paris and the region, accounts for 50% of the total land area of the Ile-de-France region, and around 58% of its agricultural land. Across the county as a whole, agricultural land represents 56%, urban areas 20% and wooded areas 24%.

Demographic growth is very high and the arrival of an urban population in search of a rural living environment has changed the sociological, cultural and economic make-up of the area. The population of the county has doubled over the last 30 years, bringing the total to 1.3 million inhabitants. It is a dynamic area with a young population (30% are under the age of 20) and a higher level of participation in the workforce than the national average. **Economic activity in the county is driven by three main centres: Roissy, Marne-la-Vallée and Sénart.**

This upsurge in urbanisation is recent, however, and the county is still deeply rooted in its rural tradition – it has long been known as "the breadbasket of the Paris region".



The Île-de-France region (Paris region)



The Departement of Seine-et-Marne (77) : 50% the total surface area.

## 1.1 Background: the impact of history

Seine-et-Marne county's historical role was as a buffer zone between two rival powers, the Counts of Champagne (who derived their strength from the commercial power of the fairs, which served as meeting points for merchants from Flanders and northern Italy, the wealthiest and most urbanised provinces in Europe) and the Capetian and Valois dynasty, who would succeed in gaining power over the Kingdom of France, establishing their seat in the port-city of Paris. This marked the start of the divide between Paris, which became increasingly urbanised, and towns such as Provins, which became increasingly rural. From this point of view, Seine-et-Marne inherited the land of the conquered. Although the conflict has now entirely disappeared, it has left visible traces that go beyond the existence of heritage monuments: today, the Brie plateau is still a deeply rural area. The structural organisation of agricultural land laid out in the 17th century can still be seen on the ground today, in spite of the consumption of space and a certain level of spatial disorganisation, the result of urban development, which now affects the whole of the county, in both towns and villages.

At a time when the metropolitan area of Greater Paris is developing on a different scale, this "otherness" of Seine-et-Marne, a symbol of the region's historic rural past, is enjoying a revival, even though it may not correspond to the idealised image that the city-dweller has of life in the country.

## 1.2 Seine-et-Marne: a major agricultural area.

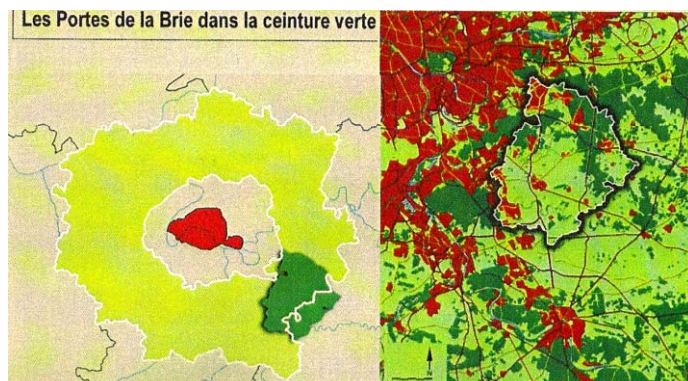
Seine-et-Marne has played an increasingly important role for a number of decades as a new housing area, a role that is set to grow still further. In urban planning documents, the area is seen as one that should play an increasingly important role both in the building of additional housing and in the development of business parks, service-sector jobs and logistics platforms. It is also an agricultural area with some of the most fertile land in Europe: highly efficient, large-scale farming occupies 78% of the agricultural land in use (61% for cereals and 14% for oil crops – which are partly used for biofuels – and 9% for industrial sugar beet).

The large-scale farming on the Brie plateau, with its endless fields stretching to the horizon, is an important image of the county and extends to the outskirts of its old towns – Meaux in the north and Melun in the south – and two new towns: Marne-la-Vallée in the north-west and Sénart in the south-west.

Shorter distribution circuits are developing, however: across the region as a whole, 21% of farms offer “pick-your-own” and direct sales, either from the farm gate or at the roadside; organic agriculture, however, represents less than 1% of agricultural land. The relevant bodies are taking steps to develop shorter distribution circuits through policies to support local agriculture such as “*périmètres régionaux d’intervention foncière*” [regional land intervention areas] and “agri-urban programmes”, aided by the fact that there is a high level of demand among citizens and consumers for local products and for natural, agricultural and forest areas in their living environment.

Île-de-France	Données de structure	Seine-et-Marne
576 300 ha	Superficie agricole utilisée	334 300
348 200 ha	Céréales	205 200
83 318 ha	Oléagineux	45 700
40 170 ha	Betteraves industrielles	29 100
4 550 ha	Maraîchage, horticulture, vergers	
32 500	Bovins	20 400
5 310	Exploitations	2 780
10 140	Actifs agricoles (UTA)	5 180
278 070	<b>Surface boisée</b>	137 070
23,1%	Taux de boisement	23,1%

Source : DRIAAF IdF, Agreste, 2007



Source : DRIAF - Agence des Espaces Verts de la Région Île-de-France

Agricultural land and forested areas

At the heart of the Green Belt: the gates of Brie

### The structure of agriculture over this vast area

This vast area can be defined on two levels: a local one, based on the spatial organisation of individual farming, and a broader one at the territorial level.

The first relates to the positioning, within an area of agricultural land, of farm buildings, housing, garaging for equipment, buffer storage for harvested cereal crops, the network of roads used by tractors, and certain other facilities (agricultural machinery workshops, grain silos, etc.).

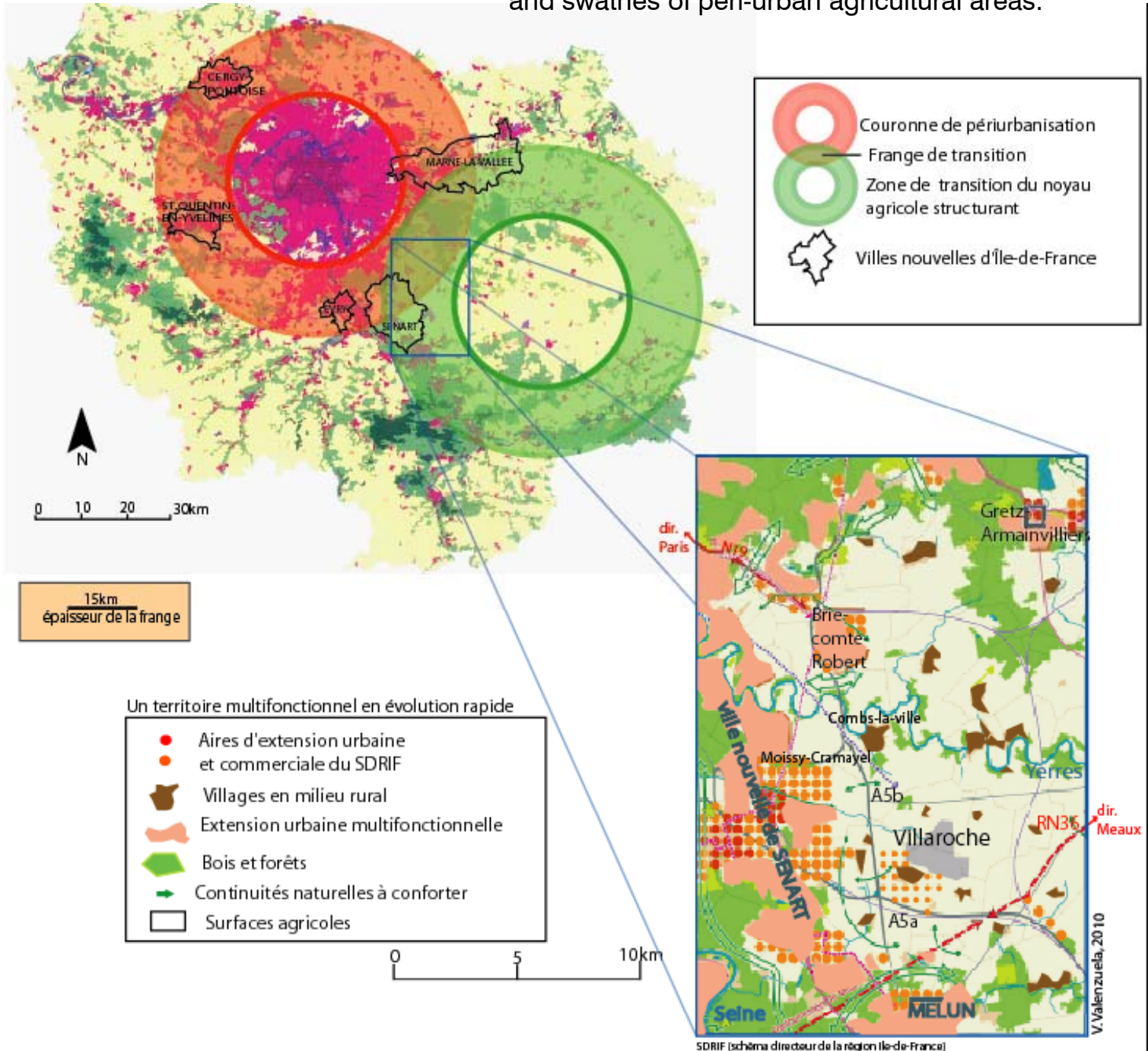
The second relates to the large-scale food-processing industry: this is production-focused and incorporates industrial and commercial processing centres for agricultural products (flour mills, sugar refineries, slaughterhouses, dairy food production plants, etc.); these centres are linked by logistics systems that bridge the gap between local storage and industrial or commercial processing. The area covered by the industry has grown continually and is now larger than the Ile-de-France region itself, incorporating the ports that link the region to European and world markets (e.g. Metz and Rouen) and the major food-processing centres in other regions.

### Monoculture and the concomitant problems of pollution and reduced biodiversity

Land that is farmed on the basis of a monoculture has suffered from a lack of diversity and the use of fertilisers and pesticides has had harmful consequences: soil degradation and a negative impact on water resources in both quantitative and qualitative terms. Efforts are being made, however, through integrated farming, to reduce the use of treatment products.

## 1.3 Study area

Seine-et-Marne county is at the interface between an urban front and swathes of peri-urban agricultural areas.



The study area stands at the crossroads between one of the urbanised “fingers” of the Paris metropolitan area, which extends along the river Seine to the town of Melun, and the green belt. This is a highly attractive, multifunctional area that encompasses a wide range of activities. The retail and logistics activities in the new town of Sénart or along the major roads benefit from an abundant supply of transport infrastructure (road and rail). Housing exists in many forms, with high-density housing areas in Melun, estates of single family housing units in the new town of Sénart and detached homes dotted around the country villages. Intensive agriculture continues to play a dominant role in the area, but appears to be under threat from the gradual break-up of farms into smaller farming units.



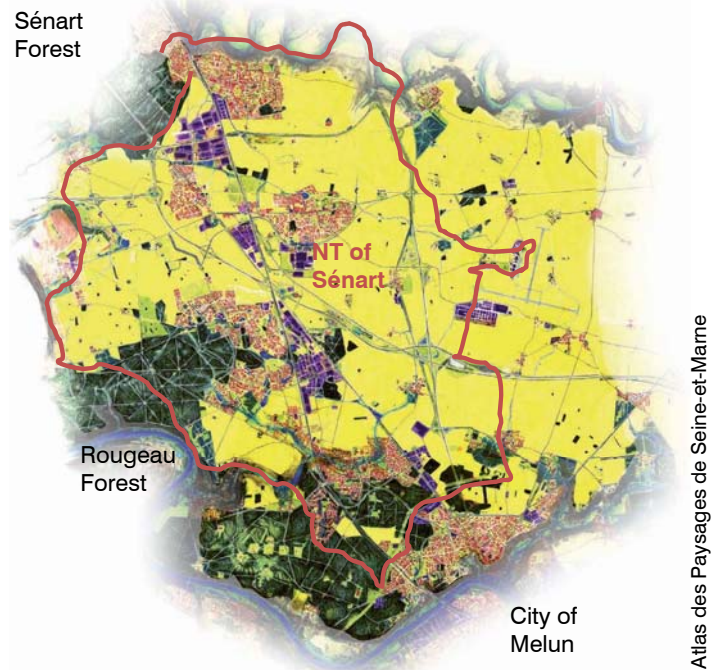
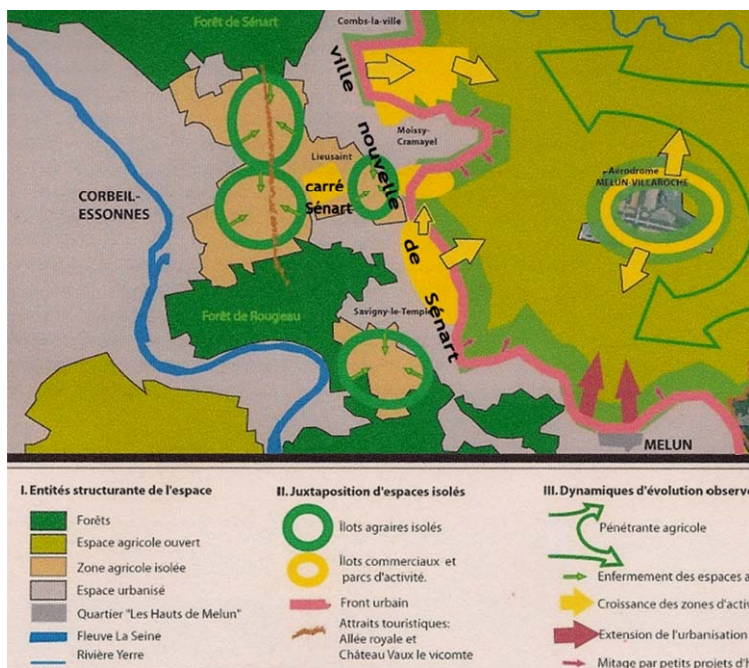
## 1.4 The urban context: a range of contrasting fronts

The rivers – the Seine in the south and the Marne in the north – (see the map on p.2) stimulate economic activity and employment. The towns of Melun and Sénart are both served by public transport and these links will be strengthened. The juxtaposition of urban elements, however, breaks up farms, creates 'holes' in the landscape and worsens the impoverishment of natural species. The problems are therefore manifold and the actions taken are often sporadic and uncoordinated, rather than based on a systemic or cross-cutting approach.

Demographic growth is high across the study area, reinforced by reasonable prices and a “natural” environment that appeals to families looking for a combination of urban and rural living. This area is at the interface between the urban and rural environments and retains many traces of the past, from ancient walled towns to avenues of trees, farms and stately homes, including the chateau of Vaux-le-Vicomte. It is bordered:

- to the south by the historic agglomeration of Melun, which has been recently urbanised to the north with blocks of flats (a social housing neighbourhood known as "Les Hauts de Melun"), in an area that is expected to encroach on agricultural land, and features an eco-neighbourhood project and a straight urban front;
- to the west by the new town of Sénart which, conversely, is primarily made up of estates with single-family houses: at this interface, diffuse urban fronts have multiplied.

The various towns and villages tend to expand through small property developments.



Urbanisation growth threatens agricultural activity in the West of the Seine-et-Marne department

### Wooded areas

These surround the study area and add to the quality of the landscape and to biodiversity. Among the many nearby natural areas (both public and private) are the two large forest areas to the south of Marne-la-Vallée adjacent to the new town (the state-owned forests of Armainvilliers and Coubert), while the River Yerres is easy to spot as it meanders through the surrounding greenery. Large wooded areas border the bottom edge of the encroaching agricultural land to the east of Melun. To the west of the new town of Sénart, there is the Sénart state-owned forest; and to the south there is Rougeau forest, which extends as far as the river Seine. A “royal avenue” (“Allée Royale”) has been drawn between the two forests to act as a biological corridor and trail for walkers, cyclists and horse riders

Cultivated open fields (yellow) are dominating a landscape surrounded by the forest (West). The urbanisation goes forward along an urban front that is either continuous and concentrated (Melun) or diffuse (New Town of Sénart)

## 1.5 A diverse area: land use conflicts due to mixed uses

### Overspill from the city

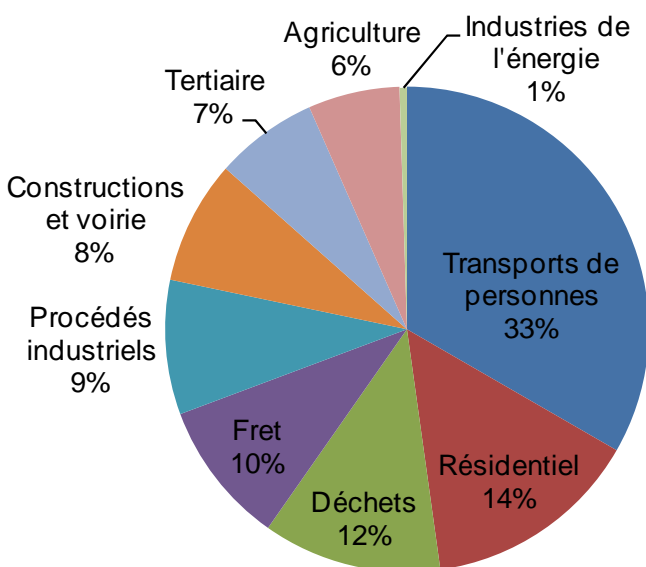
Cheap land, low levels of urban density and motorways are all elements that attract certain types of activity that are essential for the city to function properly, but which can quickly blot out the presence of urban areas and the unity of the landscape, fragment and devalue agricultural activity and, in the final analysis, damage the idea of both the city and the countryside because of logistics warehouses, embankments, waste processing centres, infrastructure and so on.

### Structure of agriculture poorly understood by contemporary city-dwellers

People living in towns such as Sénart or Melun and in peri-urban towns and villages do not necessarily understand how contemporary agriculture operates. Generally speaking, in a metropolis, production areas (agricultural land and productive forests) are privately owned and serve an economic purpose; but in urbanised rural areas they are increasingly seen as community property and there is a desire for them to fulfil a social purpose: to provide a “beautiful landscape” and somewhere to spend leisure time. Education is therefore needed so that town and country begin to constitute a combined system, so that fields and housing can share the same space and so that each appreciates the presence of the other.

### A region suffering from being represented as a void

Current maps and planning documents rarely take account of the differences between “open spaces”: large-scale farming, meadows and uncultivated land are generally all shown in white. This practice leads to relative indifference as to the fate of such areas, which are used for infrastructure projects and urbanisation that becomes difficult to contain.



CO<sub>2</sub> footprint in Seine-et-Marne  
The objectives are to reduce of 20% until 2020.



New Town of Sénart

### Joined-up infrastructure, but at a heavy price

There are plenty of examples of infrastructure designed for speed and safety: the trunk roads RN 105 and RN 36, and the A5 motorway, now split into two strands (A5a and A5b). These are accompanied by high-voltage power lines and logistics buildings, a huge shopping centre for furniture stores, warehouses and the Villaroche aerodrome (the research and development hub of the aeronautics group SNECMA/SAFRAN: 450 hectares + 77 hectares of office space). Railway lines are also in abundant supply, with the RER mass rapid transit line linking Paris to Melun, the south-east LGV (high-speed train line) and the section of high-speed train line between Chessy and Massy.

## 1.6 Projects

→ All urban units plan to extend the scale of their urban areas, mainly to accommodate retail activities and small property developments.

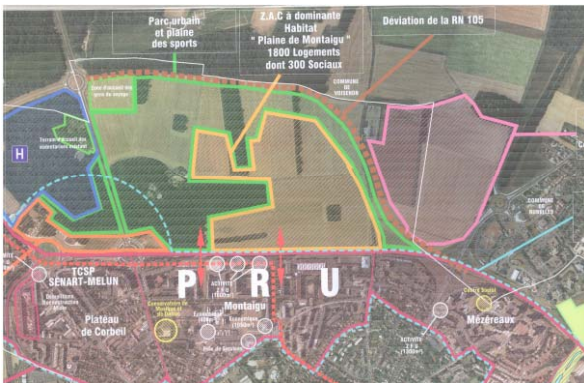
→ There are plans to improve public transport, which is currently seen as inadequate. In early 2011, the Sénart-Corbeil “Tzen” (a bus service operating in a dedicated lane) will link Lieusaint-Moissy station to Corbeil-Essonnes station, thus connecting the two branches of the RER suburban mass rapid transit network.

→ A northern road bypass needs to be built around Melun to reduce congestion in the city centre, but its route is still under discussion.

→ The Regional Development Master Plan provides for a high-speed train (TGV) station at Villaroche on the existing line (which runs alongside the A5 motorway). The station would lead to significant development in the area around it and would attract industrial and logistics firms. A total of around ten business parks including an eco-hub (in Combs-la-Ville) are planned.

→ Farmers in the area have no major plans other than to maintain their current position, which would require land consumption to slow down and improvements to traffic conditions on the roads and in villages.

**The Carré Sénart**, a development of 231 hectares → located in the centre of the new town, is a large shopping centre in a resolutely urban area which should, in the long term, be home to between 12,000 and 15,000 residents, with around 4,000 homes, businesses, services and amenities. The Carré Sénart is also due to be enlarged with restaurants and tertiary areas (in 2011) and later a theatre (in around 2013). There is a university institute of technology (IUT) close to Lieusaint station, along with service-sector businesses.



Source : EPA Sénart



← To the north of Melun, the northern bypass project for trunk road RN 105 will create an opportunity for a major urban development featuring a hospital (in blue), an urban and sports park (in green) and a residential area with 1,800 homes (in yellow).



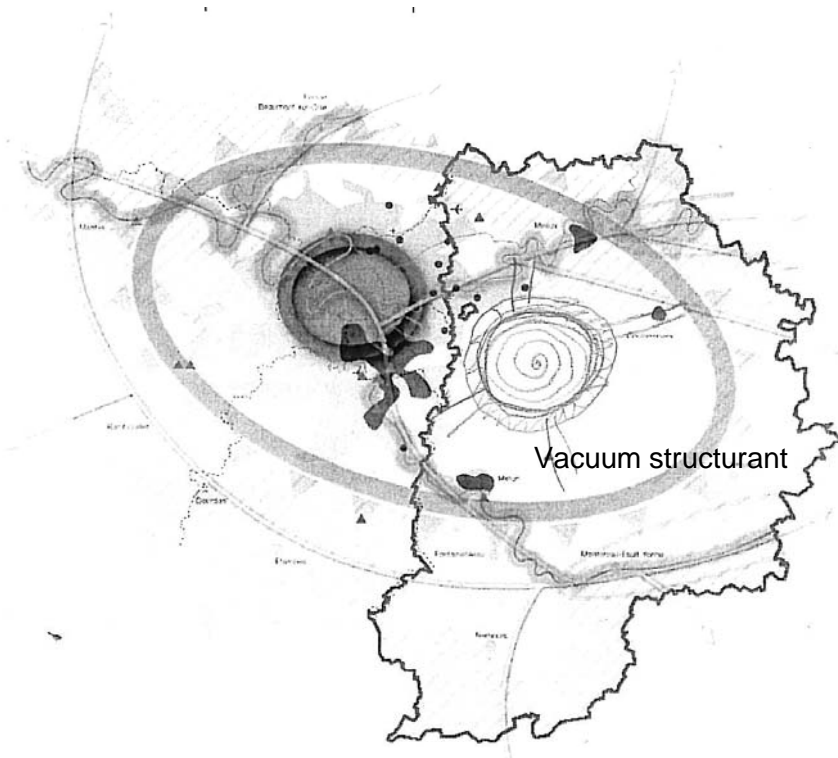
→ A large logistics hub is planned to the west of **Villaroche aerodrome**. (The site is already home to SNECMA, the aircraft engine manufacturer, and could be developed as an aeronautics industry cluster). The area in which the aerodrome stands covers some 829 hectares, of which 191 hectares could be developed without any need to change the current local urban development plan (PLU).

## 1.7

## The rural environment as a structural constituent

The workshop in the summer of 2010 will ask the teams of participants to shift their point of view: i.e. not to approach the area as a suburban ring subservient to the core city, but to invest the ring with strengths derived from its rural constituents, which could in future be just as influential in structural terms as those derived from the urban environment.

There is nothing new about the idea of using “voids” (as opposed to filled-in or built-up areas) in urban development plans. At the end of the First World War, urban planners such as Greber and Prost defended the idea in their improvement plans, although they did not always win their case with the local authorities. The prospect of working on an empty space seems worthwhile from two points of view. On the one hand, it is a way of trying to take advantage of the originality inherent in certain historical elements, and, on the other, it is a useful way of creating contrast within the region. **In light of the emerging climate changes and new trends in food production, and as a way of characterising this peri-urban rural ring, the teams will be asked to work on a novel scale, i.e. areas around ten kilometres wide or more. They will be invited to fill these areas with the structural constituents of a new urban fabric on a metropolitan scale, which already feature rural activity and are no longer urban areas in the traditional sense.**



The illustration opposite proposes, alongside the built-up urban centre, a symmetrical non-urban centre described as a **structural vacuum**, which derives its strength from its metropolitan functions as much as from its historical and landscape identity.

This is an area of high environmental quality and a source of value creation, which is thus capable of organising spatial development on its outermost bounds.

It is a conceptual tool that contributes to our way of thinking about the organisation of large areas.

**Sustaining agricultural production and rising to the challenges of the environment and biodiversity - Reconciling rural and urban lifestyles and (re)defining a peri-urban identity that respects the concept of sustainable development: these are the issues to be dealt with in the workshop, from the perspective of a novel approach to empty space, but using the tools of the urban planner.**

# 2. Study themes: towards innovative development of inter-urban space.

## 2.1 Can agricultural production be maintained near urbanised areas?

The world's population is increasing. More land and better yields from crops will be needed to avoid a food crisis, on top of which there is the new demand being made on agriculture, i.e. that it should be a source of oil substitutes. The demand is therefore twofold: for food and energy.

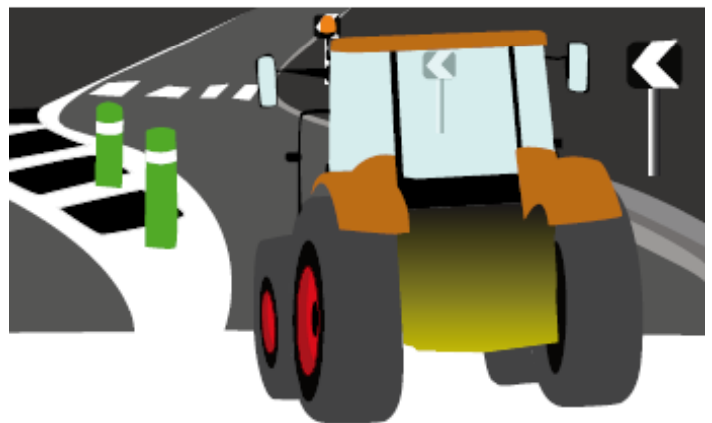
In developed countries, while farmers' incomes are generally falling and their dependence on European policies for supporting production is increasing, agriculture as an activity also needs to be promoted, stabilised or supported to ensure its long-term sustainability.

This raises questions about how large farms can adapt to future needs from a socio-economic and now environmental point of view, looking ahead to the impact of climate change.

The thinking on land used for peri-urban agriculture first needs to be related to questions about areas under large-scale cultivation. What resources need to be put in place to encourage the maintenance of existing large-scale farming? Is it possible to reconcile large-scale agriculture with a certain quality of urban development? Is there a need to produce in different ways or combine different cultivation methods? What importance should be given to local production of vegetables, fruit and plants? What is their future compared with other, high-performance crops?



Consum'actors buying directly from the producteur : towards a modification of the consuming habits ?



Urban comfort (humps, roundabouts, etc.) turning into a real challenge for agricultural vehicles.

Source : Aménagements urbains et circulations agricoles – Mame et Gondoire

**How can we monitor, observe and support the development of agricultural areas that are undergoing rapid change?** Are there ways of mapping the constraints on agriculture? Does drawing up maps of different sectors serve a useful purpose?

**What other tools** (methods of representation or indicators) could be used to grasp the issues more effectively?

## 2.2 Living together or a clash of lifestyles? Bringing out areas of complementarity.

Urban migrants who move to new housing in the rural outskirts of conurbations change the political and sociological make-up of municipalities undergoing this development. Their way of life requires urban-like amenities: neighbourhood shops and services, public transport and leisure facilities to take advantage of open spaces, including cycling paths and footpaths. In the same space, agriculture faces constraints (such as traffic problems), inevitably generates pollution (noise, emissions, odours) and suffers as a result (damage, pollution and fragmentation of land by roads), but it can adapt over time.

Can we make suggestions for spatial developments suited to the continued servicing of these rural lands in a peri-urban area?

What types of transitional spaces should be interwoven in order to provide the necessary functions by taking from one party while durably sustaining the current and future activity of the other party, i.e. agriculture?

**How can we develop spaces that act as buffer zones for exchanges between urban space and space for agricultural production?**

**With regard to this clash between lifestyles, what tools do urban planners, agronomists and landscape architects have at their disposal to support large-scale farming on the outskirts of cities?**

How can we return green and blue areas to their rightful place, collect and purify surface water and strengthen biodiversity in a setting that has been rendered highly artificial by large-scale farming and urbanised areas?

For the answer, we should also look to individual or shared gardens or kitchen gardens, which offer variety in relation to intensive large-scale farming and contribute to biodiversity as well.

**Can the complementary nature of these various spaces bring players in the territory together to share joint projects?**



ZAARTPARK,  
Green spaces created between a motorway and the edge of Breda (Holland), forming a green limit and, thanks to the water environment, stocking and filtering water.



Individuel garden  
Bearing a great biodiversity, individual gardens are natural green reservations.

## 2.3 Interface or edge ? Thickness of the urban/rural transition.

As areas of rapid, fragmented growth, peri-urban territories are places of tension and conflict, but these meetings and confrontations can drive innovation in projects, management and governance. Both urban and rural forms need to be examined in order to deal with this kind of space and initiate a dialogue between different areas.

The boundary between them crystallises differences in use. There is therefore an advantage to be gained from dealing with this space in order to foster inter-territorial dialogue.

How can we give expression to areas on the urban/rural fringe and along what lines should they be developed, given that in some cases they extend over several municipalities or even counties (départements)? What socio-economic, planning or governance solutions are required to instil better shared understanding and acceptance at a local level?

**Should the urban-rural interface be treated as a front that specifically determines an active agricultural area within the territory and gives it an identity - or should it be seen as permeable, in order to facilitate exchanges without adversely affecting its power of self-expression?**

Is it possible to treat the peri-urban boundaries of large towns such as Sénart or Melun in the same way as those of villages in a rural environment?

How can major transport infrastructure be incorporated into the functioning of a territory?

How can interventions at many different levels be integrated?

How can inter-municipal development and coordination strategies be bolstered?

What tools for encouraging dialogue are suitable for supportive spatial management?

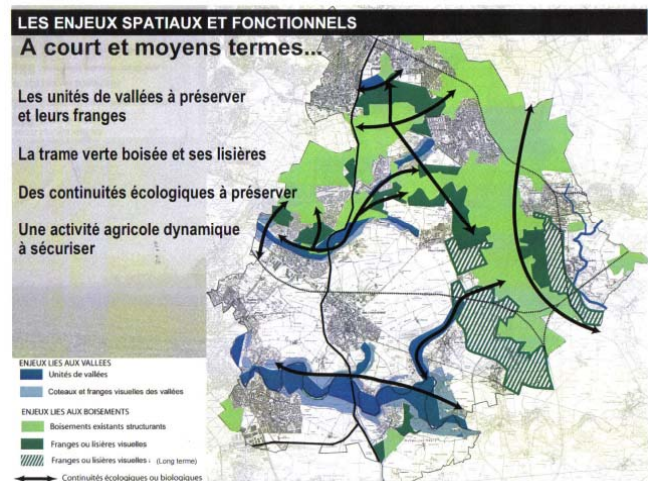
The studies will examine the different types of fringe areas on the outskirts of major metropolitan areas:

- on the outskirts of new towns
- on the outskirts of established medium-sized towns or cities
- on the outskirts of rural villages
- alongside infrastructures and business parks

Source : Grand Paris AUN-AREP-ACD



Un 'ourlet' vert séparant les tissus urbains des espaces non imperméabilisés peut conjuguer une valorisation paysagère du territoire agricole



Source : Agence des Espaces Verts de la Région Île-de-France

Une **bande plus épaisse**, formant transition entre les deux étendues, peut être répertoriée côté urbanisme comme un espace dans lequel des précautions sont prises pour garantir les fonctionnements agricoles.

→ Strips or lines can also be used in turn to better fit changing contexts in the field. How can the dynamic and structurally changing dimension of these fringe areas be taken into account?

**How can these two types of territory be brought together to produce a shared, long-term joint project? Should fringe areas be given a special status?**

## 2.4 What networks need to be built, incorporating urban continuity and green links in emerging urban development projects?

Going forward, existing planning documents will state what connections must be maintained and the **ecological continuities** necessary for plant and animal life (in order to combat the loss of biodiversity). For the sake of public health, tourism and leisure facilities for city-dwellers, there are plans for **environmentally friendly mobility** and cycle routes, meeting the high level of demand among people living in urban rural environments for mobility across a large area. Is there not a need for various proposals to be put forward to find where existing mobility networks could complement each other or provide them where they are lacking? Developing specific transport networks solely for farmers is unrealistic in itself, but could such a network perhaps be possible as part of a solution to other issues?

**Can ensuring the continuity of natural spaces perhaps provide a means of counterbalancing the loss of biodiversity due to large-scale farming?**

Creating **green corridors** in order to link urban green spaces, rivers, and natural spaces



Green corridor which should replace an urban motorway.



Blue (and green) corridor of the Akerselva, Oslo.



Circulations scheme in Aarhus

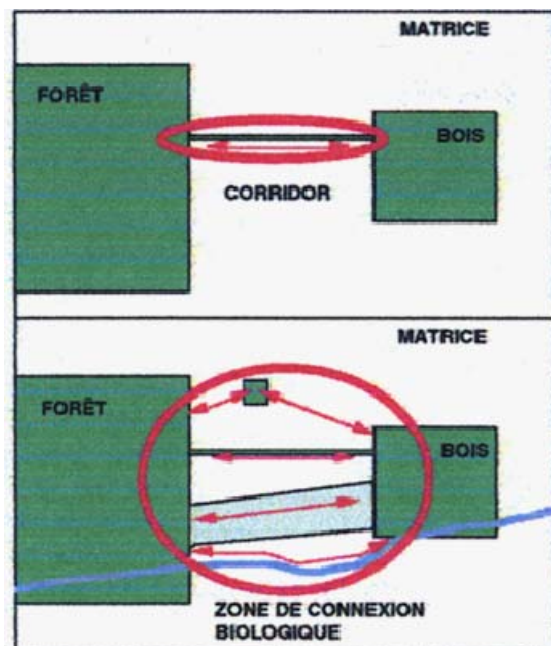


Schéma Ph Clergeau (Museum HN), corridor et zone de connexion

This refers to the notions of "corridor" and "biological connection area":

→ The notion of a corridor concerns a particular type of animal or vegetable species (for example, a tree-dwelling or forest species that uses hedges for protection).

→ The notion of a biological connection area concerns many species that may travel via a hedge, pasture, open ground, certain crops, single trees, a stream, etc.



## 2.5. How can large-scale farming adapt to contact with urbanisation?

Peri-urban areas, between town and countryside, see rural areas as places that have not yet been successfully urbanised. Indeed, to the detriment of their historic role as a metropolitan breadbasket, peri-urban rural areas currently act as a reserve stock of land or space. Where no solution has been found to the problems arising from the confrontation of urban and rural cultures, farmers effectively withdraw, as a result of having too many difficulties to continue farming: the land becomes wasteland, which is undesirable in everyone's eyes.

It is important to envisage, on the one hand, other uses of open space when there is no-one to take over the type of farming currently in place, or, on the other hand, if necessary, to accept other forms of agriculture or use of space in areas where the earth is permeable, such as “pick your own” fruit and vegetable farming, holiday cottages and educational activities.

It appears that there is currently a very high level of demand on the part of city-dwellers for **local produce** at competitive prices, but the supply available from farmers remains limited. How can we learn lessons from experience gained elsewhere and expand on them here?

How can a balance between supply and demand be achieved?

The right solution will restore pride and not simply economic value to agricultural production, but also cultural and existential values to a rational use of nature to which the whole world aspires, on a local basis.

**Can wasteland be turned into areas of urban/rural integration? Can new shared culture(s) be developed in these abandoned areas?**



Crédit : <http://www.cha-peaudepaille.fr>

Photo : le jardin nomade, Saint-Bernard, 48 rue Trousseau, Paris 11<sup>e</sup>



At 200 meters from the « Carré Sénart », the farm of Servigny offers local season products all year long to the inhabitants of the New Town.



Since 2003, the municipality of Paris has been creating “shared gardens”, which are handed over to specific non-profit organisations to manage.

Experimental garden  
Fruit and flowers for families and children in a garden created by the town of Malmö, in response to strong demand from community groups. The garden is located in a public park, where families can learn to garden for pleasure with advice from municipal gardeners.

## 2.6. What forms can support the dynamics of "in-between" areas? Towards enhancing the value of metropolitan functions?

What landscape projects could give production areas an image that would allow them to assert themselves more effectively? How can the value of agricultural landscapes on the fringes of conurbations be expressed? **In a sector where there are as many modern images as there are typical rural ones, and which is at a turning point in terms of status and has the potential to be transformed, is it possible to project an innovative image and convey the high quality of urban and rural life?**

**What projects are needed to become a creative area incorporating the various rural and urban stakeholders?**

**Is it possible to develop a project to enhance value through leisure in an area where this function of the landscape is still not fully exploited?**

Projects must answer, in particular, the specific question of combining large-scale farming with a new image and a new way for the regional landscapes to function.

**How can a new compromise between the rural and the urban be reached?**

- Homes and other developments that help create fringe areas.
- Agricultural land that supports surface water.
- Urbanisation that preserves land suitable for cultivation.
- Infrastructures (roads, railways and logistics areas) that act as biodiversity corridors.
- Agricultural access roads and networks of walking routes.

-- ...



Crédit : [www.trianglevert.org](http://www.trianglevert.org)

The "Green Triangle" non-profit association brings together four municipalities and their farmers in order to reconcile harmonious urban development and the maintenance of economically viable agriculture.



Crédit : [www.senart.com](http://www.senart.com)

The "Royal Avenue" ("Allée Royale") is both a biological connection area and a leisure amenity, which follows the trail of an ancient path.

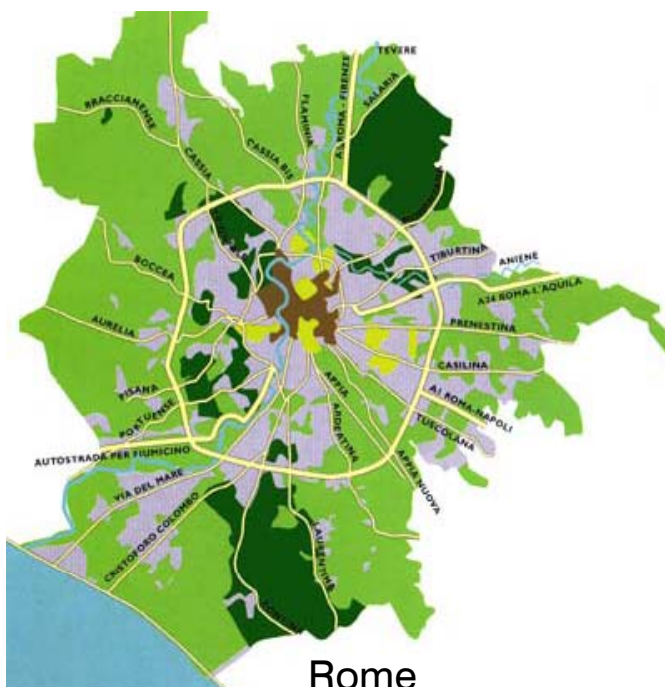
# 3. The urban/rural interface in other metropolitan areas



← London's green belt: created in 1947 (Abercrombie); its surface area has since doubled. Very few developments authorised in the green belt other than motorway bypasses and a few services. Its image with residents is very positive.

## Village of Perly in Geneva's green belt.

In order to allow villages to offer urban services, housing is concentrated in residential complexes, thus increasing density, but residents are given balconies, local green spaces and a view over protected agricultural land.



## Rome

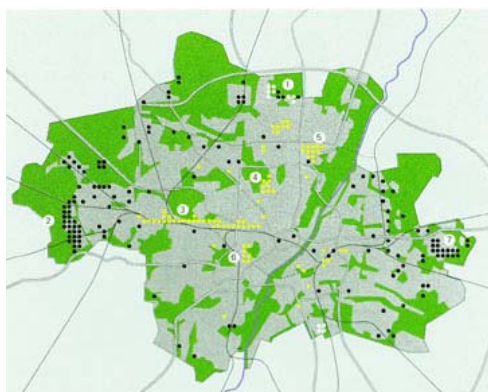
The development master plan puts a lot of emphasis on open green space (green belt and corridors). The Via Appia corridor acts as a green backdrop for historic heritage sights.



Urban development plan 2002: Green belt is hachured (protection of agriculture, conservation of natural sites, more leisure amenities and green corridors strategy).

## Munich

believes open green space is essential if the aim is to increase density



**Future settlement pattern in Munich**  
 Map 1: Settlement areas by planning categories

- New development
- Restructuring
- Densification

- 1 Panzerwiese/Hatenberg
- 2 Freiam
- 3 Central railway land Central Station/Laim/Pasing
- 4 Ackermannbogen
- 5 Barracks/Neuuser Strasse
- 6 Theresienhöhe
- 7 Horn trade fair town

Map of the poles of densification

# 4. To participate

## 5.1 Application conditions

- to be a student at **Master's level or a young recently graduated professional** (average age between 22 and 30)
- **Training related to Urban Design and Town Planning:** engineer, architect, artist, landscaper, urban planner, agronomist, economist, environmentalist, geographer.
- proficiency in the English language

## 5.2 Selection

The candidates are requested to prepare a **research work** – selection will take place on the basis of these reports. The research works can be done individually or in a team of two. Content: **a study of the Workshops' topic, applied to an area of your choice.**

4 to 8 pages of A3 paper size (297mmx420mm)

## 5.3 Application form

- Application form duly filled out, (NAME\_First name\_ID)
- Curriculum Vitae of the candidate (NAME\_First name\_CV)
- Research work (NAME\_First name\_RW)

## 5.4 Deadline for submitting the application form

Completed applications are to be sent to Antoine PLANE **before May 3d**, 2010 at the following mail :

[urbainrural@ateliers.org](mailto:urbainrural@ateliers.org)

The results of the selection will be given on **May 20th**.

## 5.5 Financial participation

Participants living abroad: **les ateliers** will reimburse 50% of the plane tickets (economic fare).

Participants living in France: travelling expenses must be borne by the participants.

The participants are also requested to take out personal insurance.

1st option - MEALS NOT INCLUDED 350€

This option comprises: accommodation in a hall of residence,

visits, conferences, pedagogical support, registration at the university of Cergy-Pontoise.

2d option - MEALS INCLUDED 700€

This option comprises : 1st option + meal vouchers.

## 5.6 AWARDS AND DEGREES

Each participant will obtain a **degree called "International Workshops of Cergy-Pontoise"** by the Department of Geography of the University of Cergy-Pontoise. It can validate 12 ECTS (European Credit Transfer System). An amount of 6,500€ will be divided among the participants after the deliberation of the jury.

SATURDAY 28/08	Arrival of participants <i>Welcome dinner</i>
SUNDAY 29/08	Day free– Visit of Paris

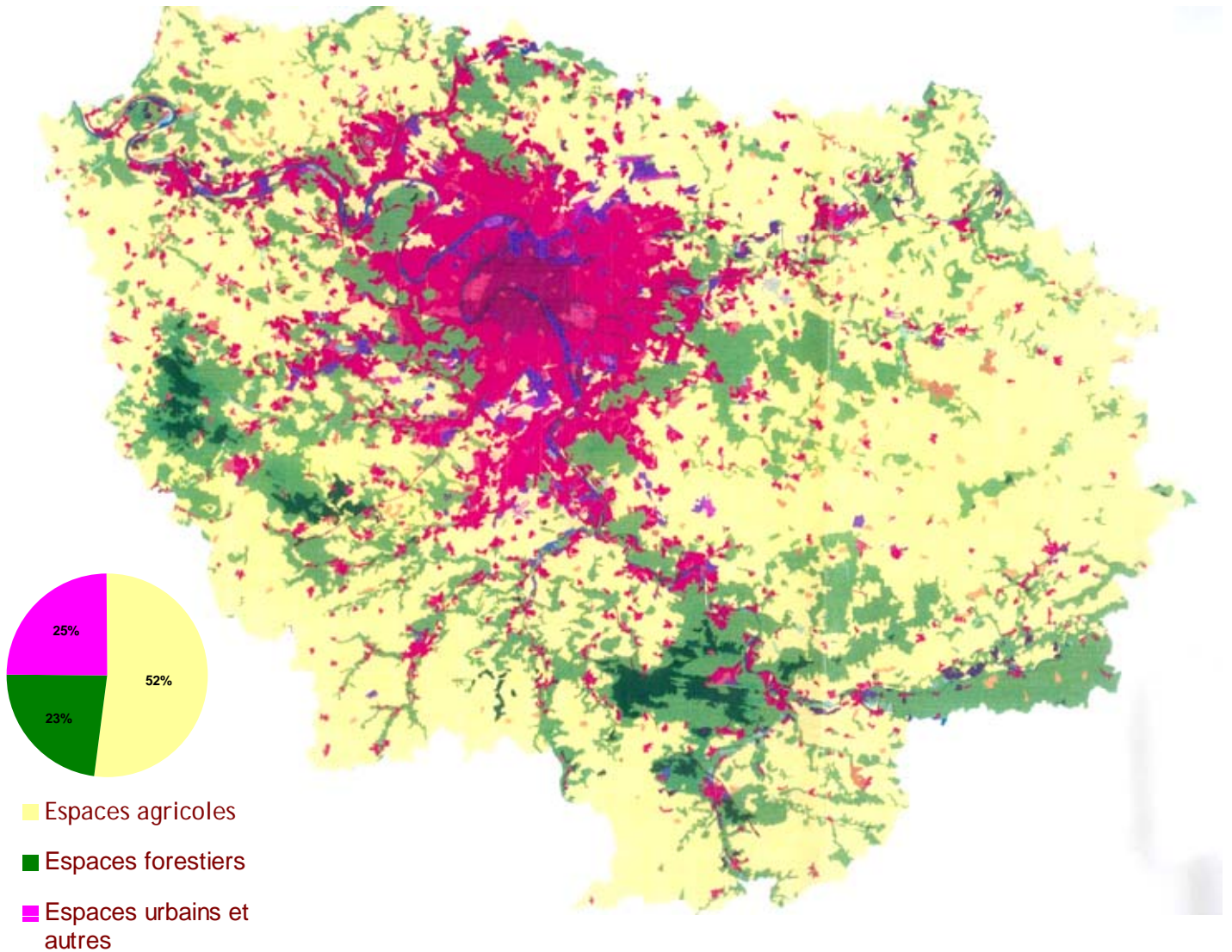
MONDAY 30/08	Présentation of the workshop Visit of the studied area.
TUESDAY 31/08	Presentations by participants 14h-18h at AFTRP : Opening Ceremony + Conferences
WEDNESDAY 1/09	Presentations by participants
THURSDAY 2/09	Presentations by participants
FRIDAY 3/09	Presentations by participants <i>Formation of the teams</i> <i>Speech</i>
SATURDAY 4/09	Work in teams
SUNDAY 5/09	Day free

MONDAY 6/09	Work in teams
TUESDAY 7/09	Work in teams
WEDNESDAY 8/09	Work in teams
THURSDAY 9/09	Work in teams
FRIDAY 10/09	<b>9h30 – 16h at the School of Arts : Exchange Forum n°1</b>
SATURDAY 11/09	Work in teams
SUNDAY 12/09	Day free

MONDAY 13/09	Work in teams
TUESDAY 14/09	Work in teams
WEDNESDAY 15/09	Work in teams <b>Pavillon de l'Arsenal : Presentation of the artists.</b>
THURSDAY 16/09	Work in teams
FRIDAY 17/09	<b>9h30 – 16h at the School of Arts : Exchange Forum n°2</b>
SATURDAY 18/09	Work in teams
SUNDAY 19/09	Day free

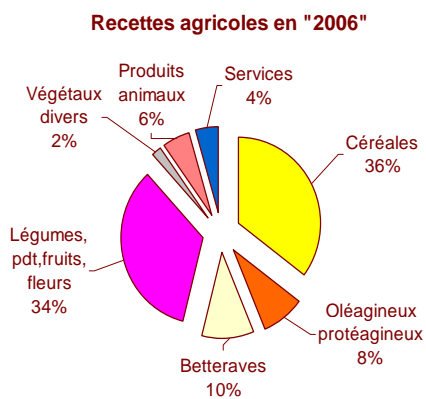
MONDAY 20/09	Work in teams <i>Arrival of the members of the jury</i>
TUESDAY 21/09	Work in teams <i>Delivery of all graphic works</i> <i>Visites et conférences pour le jury</i>
WEDNESDAY 22/09	Rehearsal of the des presentations <i>Reading of the projets by the jury</i>
THURSDAY 23/09	<b>9h : International Jury</b> <b>20h : Party</b>
FRIDAY 24/09	<b>11h-14h : Ending ceremony</b>
SATURDAY 25/09	Departure of the participants

# 5. Annexes

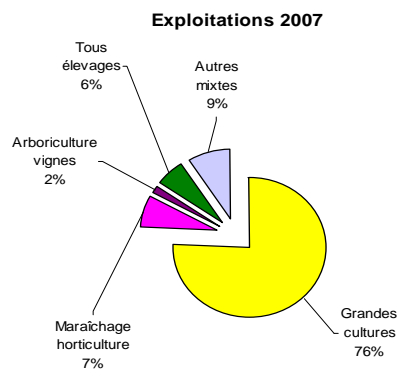


Source : DRIAAF IdF, Spot 1990

The Île-de-France region, (Parisian Region): a great agricultural producer



Source : DRIAAF IdF, Agreste



Source : DRIAAF IdF, Agreste

# 6. Les Ateliers (International workshops of urban design)

**les ateliers** is a non-governmental organization that gathers universities, decision makers and professionals dedicated to planning, development and urban design.

Since 1982, **les ateliers** has been organizing international workshops on topics defined together with local authorities for city or regional planning. The method consists in gathering students or professionals of different nationalities and different specializations (landscape designers, architects, engineers, economists...), and make them work in different teams that finally present their proposals to an international jury composed of local authorities and international experts.

Each workshop offers to local authorities new and innovative urban development proposals, assessed by the members of the jury and transcribed into a synthesis delivered 2 months after the workshop. These workshops are also a source of training for all the participants, whether they be local or international experts.

At the beginning, les ateliers focused on planning issues for the Paris Ile de France Region. Then, they developed a very high knowledge in Asia (we held 10 workshops there: Tokyo, Doi Tung, Canton, Shanghai, Ho Chi Minh, An Giang, Can Gio, Phnom Penh, Bangkok) and recently diversified their fruitful work combining workshops along the Mediterranean Sea (Casablanca, Marseille and Alexandria of Egypt) and in Africa and South America (Benin, Senegal and Brasil).

## PROJECTS FOR 2010

- 2010 Saint Louis, Senegal – Towards an equilibrate regional metropolis.
- 2010 Cao Lanh, Vietnam – Promoting a sustainable urban growth.
- 2010 Dunkerque, France – South Gate of the North Sea.
- 2010 Porto Novo, Bénin – Sustainable recovery of lagoon banks in urban environment

## RECENT EXPERIENCE

- 2009 Vitoria, Brazil – Metropolitan development and territorial solidarities
- 2009 Cergy-Pontoise, France – The River, Future of a territory
- 2009 Huludao, China – Designing an Eco-City.
- 2008 Bangkok - Thailand Bangkok River City
- 2008 Cergy-Pontoise- France Great infrastructures in an urban environment
- 2007 Paris Airports - France Towards an AEROPOLIS?
- 2007 An Giang - Vietnam Urban Development in the Mekong Delta
- 2007 Marseille - France Development of the Harbor Area (160 Ha)
- 2006 North Paris - France Urban Renewal, densification and metropolitan integration
- 2006 Casablanca - Morocco Urban Projects for the Innercity Former Airport (450 ha)

## How to contact les Ateliers

Immeuble le Verger – Rue de la Gare – 95020 Cergy-Pontoise Cedex – BP 90047

**E** [contact@ateliers.org](mailto:contact@ateliers.org)

**S** [www.ateliers.org](http://www.ateliers.org)

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