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INTERNATIONAL
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URBAN, ECONOMIC AND EMPLOYMENT DYNAMICS : WHAT FUTURE FOR INDUSTRIAL AND BUSINESS ACTIVITY AREAS ?

THE NORTHERN
PARIS-REGION QUADRANT

34TH CERGY-PONTOISE
INTERNATIONAL WORKSHOP
OF URBAN PLANNING AND DESIGN
September 5 to September 23, 2016

Les Ateliers internationaux de maîtrise d'oeuvre urbaine de Cergy-Pontoise

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In 2016, Les Ateliers Internationaux de Maîtrise d'œuvre Urbaine Internationale (Urban Planning and Design Workshops) looks at the experimental potential of Northern Paris-Region, a strategic territory of the Greater Paris Region.

The area is home to the air-industry corridor of Roissy/Le Bourget and the Space and Air Museum; it is affected by the new transit structure of Greater Paris Express; it hosted the COP 21 event and will host the Euro Football games in the Stade de France, this area is central for the Paris application for the 2024 Olympics; culture and creative activities such as the Cité du Cinéma abound and so do large solidarity projects meant for inhabitants, as well as the growing university campus of Condorcet Paris-Aubervilliers. These initiatives are the newest facets of an area with deep industrial heritage, which also holds the biggest river harbor in the region, the urban centrality of Cergy-Pontoise, and the sprawling agricultural plain of Pays de France at its core. All of the above give a picture of the major assets of this area.

Industrial and Business activity sites as they exist since the 1960s will have to “evolve” in the wake of significant contextual changes in the nature of economic exchanges, in the criteria for territorial attraction, and in the growth or evolution of urban amenities. Business activities migrate from one territory to the next, towards further or more dynamic areas. Conversely, territories seek to remain competitive via specialization and the increased performance of stakeholder concentration.

New forms of work organization and practices through telework, third spaces, fab-labs, nomadic offices... emerge, as immaterial exchanges multiply (via e-commerce, connected objects, massive digital diffusion...).

Sharing practices and quasi-immediate flows activate the living body of the metropolis. They are the very basis of the current greatest value-added activities such as finance, research and cultural creation. On the contrary, the historically ingrained industrial production activities of the Ile de France region are going through a tight phase. Work evolves, “disruption” looms, and the relationship between the city and its economy is changing.

Faced with the energy crisis and the pressure of rare, expensive real estate, the city and its economic activities should evolve from the inside out in the coming years.

Some Industrial and Business activity sites cover large watertight easements and raise issues of urban integration, accessibility, connection and security.

These Business and Industrial activity parks were born of the notion of “functional cities”. They may sometimes reflect economic vitality and growth, or sometime reflect the unraveling of an urban and economic weave.

The territorial dynamic at work these past decades in the Ile de France region is characterized by open competition between local authorities. This happens in spite of multiple reports arguing for the need to strengthen territorial solidarities beyond simple trade relations, and for the need to “get stakeholders working together.”

In this tense context, we consider the evolution of Business and Industrial activity sites in Paris-Region through the lens of economic, urban and employment dynamics, and therefore integrated in the territorial metabolism – understood as the sum of local production and consumption as well as the flows of people and goods transiting in and out of the territory.

The evolution of urban metabolism in the Paris-Region is constrained by the planned reduction of CO2 emissions, by the decarbonation of the economy, and by the general consideration of environmental footprints. The COP 21 climate protocols are expected to considerably impact the economic growth patterns that have held sway for 150 years.

This session of the 2016 Paris-Region Workshop, dedicated to «Urban, economic and employment dynamics : what future for industrial and Business activity areas ?», stands at the crossroads between territorial planning, economic development and urban revitalization.

It looks at the dynamics behind the mutation and transformation of industrial and business activity areas in the Northern Paris-Region. Faced with a context of energy crisis and rare, expensive real estate, the city and urban activities must be their own resource for regeneration.

> What economic development strategies for these territories will emerge and how will Business-Industrial Parks are going to evolve, with the ongoing renewal of the urban fabric and employment opportunities?

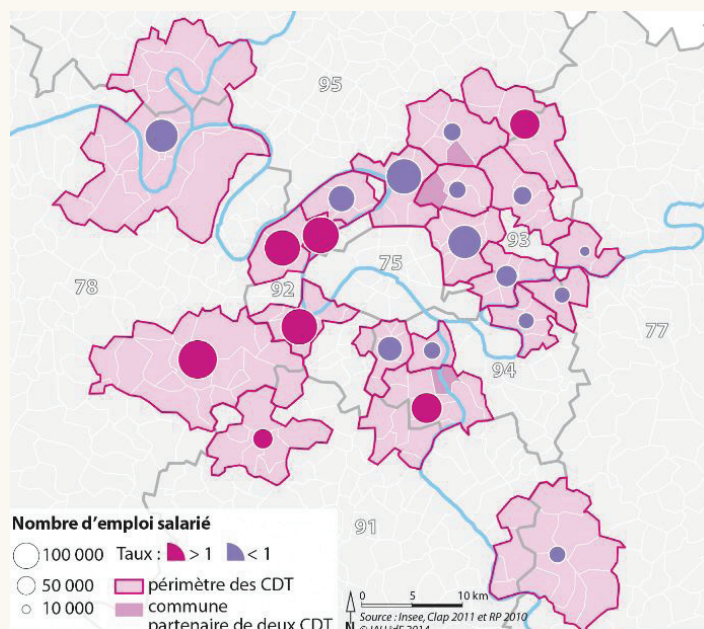
Workshop participants, whilst taking into account that the business word and practices are changing on the world stage with many consequences on employment and urban organisation, as well as the ongoing changes in the institutional environment, are asked to focus on the Northern quadrant of the Ile-de-France region, a model area with a full mosaic of spatial configurations and diverse activity sectors.

North of the Paris “Périphérique” Ring road, the study area encompasses the growing economic hub of Plaine Commune in the city of Saint-Denis. It is bound in the East by the banks of the A1 highway around the international air-industry hub of Roissy/Le Bourget, in the West by the banks of the A15 highway, the Seine valley and the urban centralities of Gennevilliers and Cergy-Pontoise, and bound in the North-West by the Oise river valley. The study area, in the shape of an inverted triangle, encompasses both the outskirts of Paris and the close and distant periphery – and beyond.

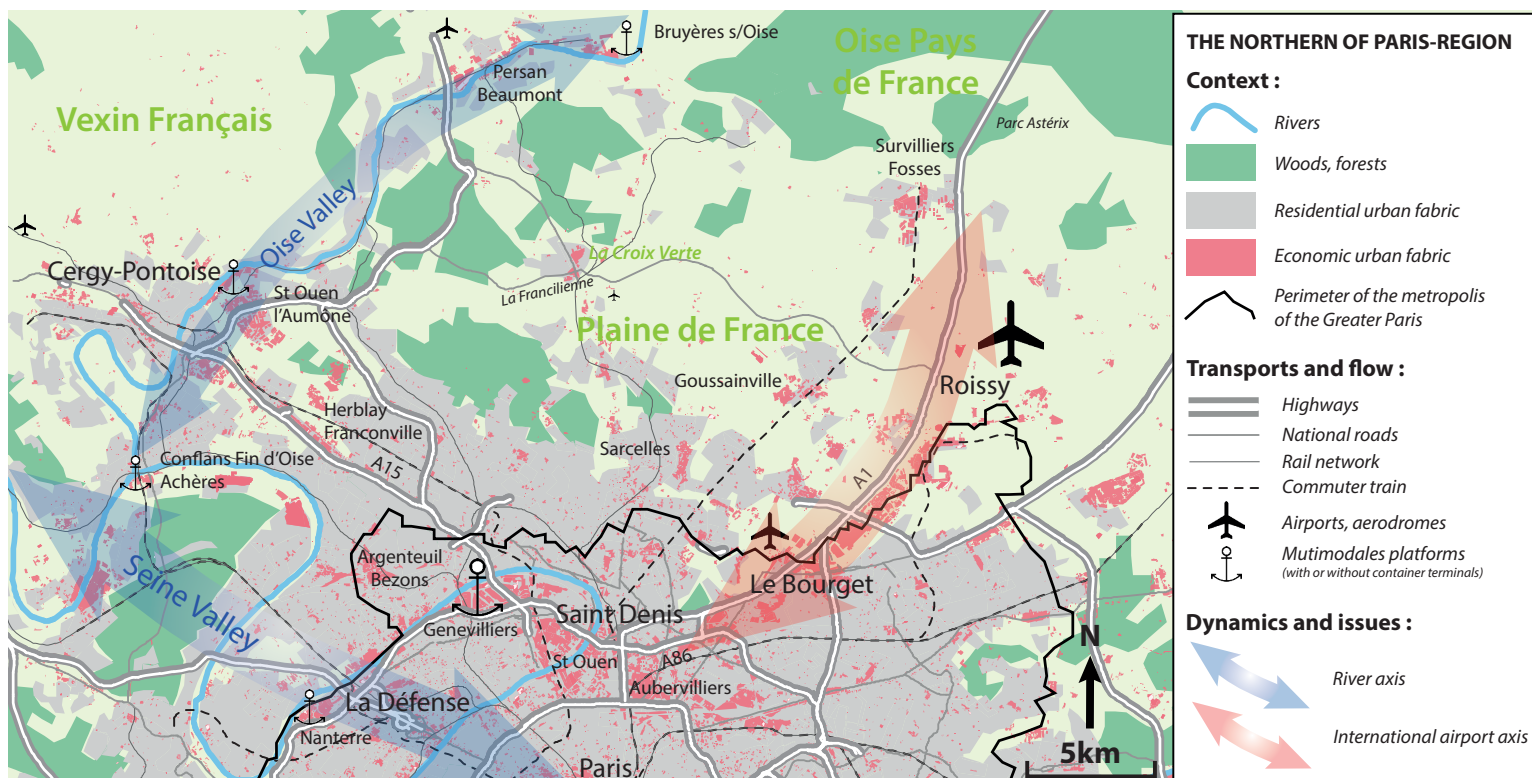
Greater Paris and the evolution of metropolitan governance: hindrance or opportunity ?

The territorial structure in Ile de France was effectively modified on January the 1st, 2016. Former municipal groupings (“communautés d’agglomération”) have been replaced by territorial institutions called EPTs. EPTs work with the new “Greater Paris Metropolis” (MGP) to define the metropolitan interests at stake in activity sites and for economic development initiatives.

The 2013 Regional Development Plan (“Schéma Directeur Régional”) underlines the necessity of a renewed effective industrial policy. It would go beyond long-term previsions and define practical settlement possibilities for production units, urban services, support functions and diverse activities, all of it synthesized in the 2016 “SDREII” Regional Plan for the Development of the Economy, Innovation and Internationalization.



THE NORTHERN PARIS REGION QUADRANT



Les Ateliers

An attractive and diversified area

The Paris-Region holds the highest concentration of jobs in Europe and represents 4% of the European gross transnational product, more than Greater London or Lombardy. Between 2006 and 2010, the region remained stable on the world podium for international investments, after Shanghai and London. The regional airport hub handled over 92 million passengers in 2014 and represents over 85.000 jobs – the biggest in Europe.

Furthermore, the region holds the second-biggest river harbor complex in the continent, with 70 different harbors and 50km of waterways.

In addition to which, Ile-de-France represents the first destination for tourism worldwide. Greater Paris is the European metropolis that attracts the greatest number of exhibitors via the organization of fairs and business forums: in 2013, around 1.000 congresses were held in the region, generating 1,2 billion euro of direct and indirect benefits.

The region, home to the French capital, boasts industrial power, a number of head offices and a tense weave of small and medium-sized companies.

It is organized around 7 major hubs of attraction that showcase a diverse array of resources and possibilities : the culture and multimedia industry, biotechnologies and health, software and complex system architecture, the car business and that of public transit, urban development, housing and personal mobility needs, aeronautics and space technology, and financial innovators.

Paris-Region draws part of its power from its history and cultural weight in representations. In the region, over 365.000 people work for the creative industry in sectors such as fashion, digital arts, architecture,

cinema, design, video games, craftsmanship and advertising. Just like London, New York, Tokyo, Los Angeles and other global metropolises, Paris is betting on these strategic knowledge and innovation sectors that draw in a highly qualified workforce.

The region is fifth worldwide in terms of spending on research and development with over 153.000 people employed in private and public sector research.

It has however been in crisis since the 2000s. Wage labor (or salary employment) in the industrial sector has dropped by half in twenty years. Textile industries have suffered the most from the job loss. Automobile manufacturers in the region had an output of 1 million cars in 2000, compared to 500.000 in 2008.

A diverse territory under strong land pressure

A number of entities stand out within the large 2016 Workshop study area of the Northern Paris Region :

- > The Plaine Saint-Denis area;
- > The air industry corridor of Roissy Le Bourget
- > Gennevilliers harbor and the Seine valley
- > The highway A15 axis, Cergy-Pontoise and the Oise valley
- > The central agricultural plain under strong land pressure from the growing metropolis.

The airport zones <

It is the biggest economic driver area of the Northern Paris-Region. This airport hub area runs from the northernmost Paris city gate to the heart of the Val d'Oise and Seine-et-Marne counties, encompassing the Bourget and Paris-Charles de Gaulle airports. This area has known a real job creation dynamic; the Greater Roissy area boasts a 24% increase in job numbers between 1999 and 2009, up to 225.000 in 2009 and a potential 130.000 additional direct jobs by 2030.

The area accounts for around 25 business zones of varying size. These are defined perimeters of pure economic activity ranging from a couple hectares to 372 ha at the utmost – the Paris Nord III ZAE (Industrial-business Park).

Large companies linked to the supply of airport services are located in Plaine de France, especially close to the major road axes.



> Plaine St-Denis

The Saint-Denis plain, formerly the biggest industrial area in Europe, went through a rapid de-industrialization process in the 1980s and now represents the third service industry hub in the region. The area managed to reinvent itself, at the price of evicting some type of activities in order to make space for office buildings and mixed housing.

Although the percentage of land use for industrial activity, equipment and logistical warehousing has been dropping steadily since 1990, it still represents 20% of the total area (compared to 10% in the close periphery and 2% region-wide).



Genevilliers harbor <

Genevilliers harbor is the biggest river harbor in France and handles 13% of all merchandise coming into the region. Its main activities are the storage and delivery of semi-finished items, heavy goods and recycling material.

This part of the North Bend area of the Hauts-de-Seine county is poised to become a hub for innovative companies, led by the creation of a sustainable urban logistics network.



> Cergy-Pontoise agglomeration

Cergy-Pontoise, curved around the Oise river, is a major development hub of North-Western Paris-Region. This young and dynamic city has over 200.000 inhabitants, 9.500 companies and 90.000 jobs, with a strong network of small and medium-sized companies. The agglomeration benefits from the resettlement of activities away from the heart of the metropolis and remains one of the most dynamic in terms of regional job creation, most notably in the industry sector (+9%, to a -15% regional average).



Plaine de France <

The Pays de France area is a large plain which was traditionally dedicated to cereal farming, in which it was one of the most productive worldwide. The formerly important fruit and vegetable cultures North of Paris were rolled back by the progressive spread of housing developments, industry areas and warehouses. Plaine de France is a rural suburban territory with a real potential for a properly managed circular economy for foodstuff and biomaterials, bioenergy...



ECONOMIC AND EMPLOYMENT DYNAMICS

The evolution of the Paris Region is shaped by the growth of high value-added activities (in the service sector, finance, consulting, software engineering...), executive positions and higher functions.

This growth, however, has come at the expense of less qualified positions and low value-added activities, the dynamism of which has been pushed to the periphery (and beyond regional limits).

Real estate pressure accentuates the specialization of territories, and further complicates the acquisition of adapted and affordable Industrial or business space in the urban center. In this context, companies are moving away, driving the infamous urban sprawl that all local stakeholders deplore.

And yet, a well-functioning territory depends on its own capacity to keep essential activity functions close to the needs of stakeholders on the long term. A well-functioning metropolis with real quality of life for its inhabitants needs to keep proximity services and urban activities alive, as well as their rural counterparts.

On a regional scale, the smooth run of the region depends on the optimal transit of materials and goods. At stake here are local economic growth, efficient goods transportation and good cohabitation with public transit.

Digitalization impacts behaviors, working practices and settlement strategies

The digital revolution brought new patterns of behavior. Furthermore, existing and future innovations (such as connection technology, NICT, e-commerce, delocalization, telework, third spaces, start-ups, the new needs of companies, workers and inhabitants) hasten the pace of mutation for whole sectors but also for individual jobs and working protocols.

Office space is shrinking, nomadic workers forgo the routine office commute and the traditional "CDI" (Contract of unspecified duration), a former staple of office work. Train stations, the new communication hubs in the very heart of cities, become attractive for the installation of service offices or third-space for shared use.

The dramatic rise of online trade in the past fifteen years has put extra stress on the local constraints of door-to-door logistics. That "last kilometer" represents serious costs and available locations are ever-rarer in the dense agglomeration.

Choosing the best location site : What attractiveness criteria?

Until the turn of the century, the location strategies of economic activities mostly hinged on land or financial opportunities as well as the quality of (road) infrastructures. Nowadays, new criteria are starting to impact location choices in a significant way.

Company's Managing director or Entrepreneur now give greater consideration to the issue of public transit links, services for their workers or the company as a whole, and quality in the work environment.

In order to tackle those issues, new structures through association or private emerge to manage industrial or business parks. Still, only 5% of business parks are currently managed and structured in this way (source ARENE). Better transportation of goods, people, workers and visitors is also a criteria for attraction.

The State and the cities have entered into "Territorial Development Contracts" (CDTs) that set out detailed planning programs for a geographical area including economic development goals, the improvement of transportation, the strengthening of training and campus structures, as well as health infrastructures – all of which contribute to the attraction power of a territory.

How does the coming economy look ?

- **The digital economy:** *Uberisation and other manifestations of the digital economy foster the multiplication of spaces dedicated to coworking, third spaces, telecenters, telework...*

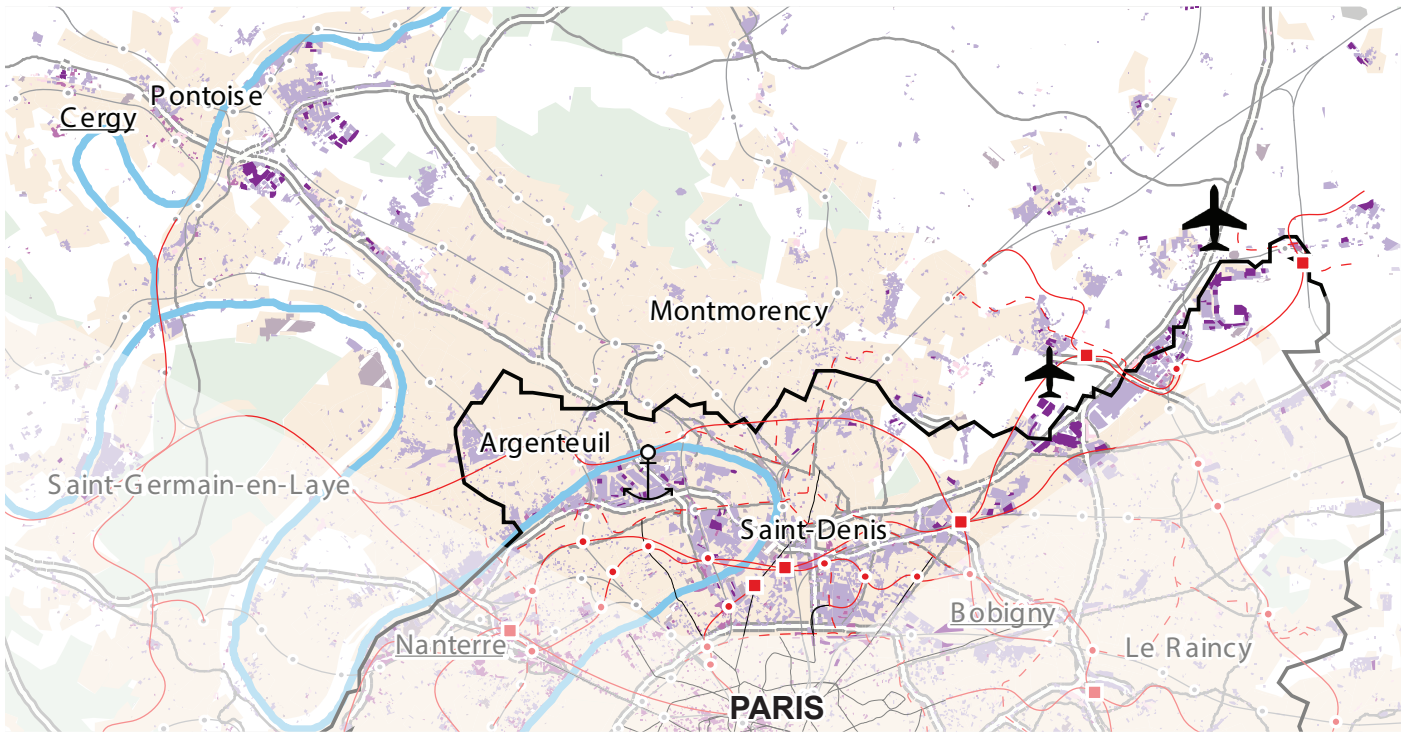
- **The regional residential economy at the level of the new regional metabolism:** *Stakes linked to the environmental and energetic transition drive the growth of new markets and the expected creation of multiple jobs.*

- **The circular economy:** *Recycling and local consumption spur discussions concerning the links and dynamics between different zones and activity sectors in their respective territories and according to their nature.*

- **The sharing, collaborative, usage economy:** *Integrated solutions regroup stakeholders from various fields and activity sectors and calls for new modes of exchange between said stakeholders (carshare, houseshare, community coinage, fablabs...). It represents new societal needs and the need to limit negative externalities, and thus stands in rupture with the traditional sale of goods, services and associated solutions.*

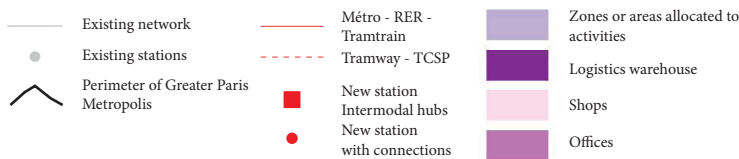
- **The production economy:** *Discussions around the ownership of economic and social choices mean that citizens and workers are no longer content to forget many stakeholders of the production economy : who decides what to produce, in which volume, and where?*

- **The energy transition economy:** *The energy transition could create between 22.000 and 164.000 direct jobs in the Paris Region by 2020, according to a 2010 study by CIRED, the International Research Center for Development and the Environment. Said study analyses the impact in job creation for transit, for the isolation renewal of public and private social housing, for solar and wind energy. It also looks into the workforce impact of the rise of biological farming in the Paris Region.*



MOS Activités, IAU

New Greater Paris network (2030) and surfaces allocated to activities (2008)



A final asset for companies looking to settle is the geographical concentration of resources and stakeholders. Density markers enable better exchanges, information flows, knowledge sharing, and therefore create extra benefits while reducing transaction costs. This is understood as "agglomeration effects."

The aforementioned trends and new settlement criteria affecting companies mean that territories and the metropolis itself need to reconsider their often outdated locations for economic implantation. At stake is not only the evolution of business parks and the evolution or renewal of obsolete warehouses, but also the future of commercial hubs (such as malls) and company-owned buildings.

Rethinking the attractiveness of locations for companies as the basis of a structured development plan

In settling their company location, Manager's company and entrepreneur usually follow their own logic, supported by that of their parent group and their market(s). However, have been set by local authorities, the basis for a global territorial strategy relative to the following functions: trade spaces, third spaces, industrial production structures, urban logistics structures, craftsmen's shops, data centers... The attraction power of a territory will also be influenced by the support it offers to companies' evolution and possible future mutations through its locations offering (incubators, start-up nurseries, company hotels, available office space...).

It is crucial to launch a defined territorial strategy for attracting companies. This will not only support the growth and solidity of sectorial activities, hubs or local production systems, but also give added value to small-scale relationships. Territorial strategies improve the readability of what collectivities have to offer and turn undervalued resources into factors for attraction. The "growth ecosystem" grows stronger with the densification of links between its various components : companies, training centers, research centers, clients, suppliers, investors, etc. (Denis Carré, Laboratoire Economix, Université Paris Ouest)

The gap between decision-makers, economic trends and local realities

Real estate promoters and local elected representatives have long expressed a taste for pure office space. We might still pursue an efficient, well-designed metropolitan strategy that would articulate the potential of various territories. Indeed, most representatives express the wish to see service functions settle in buildings by the station hubs of the future public transit networks (48% of economic projections in CDTs (Territorial Development Contrats) are service oriented spaces). Besides, industrial activities essential for the metropolis need to remain close to the heart of the urban system in order to guarantee a nearby source of work.

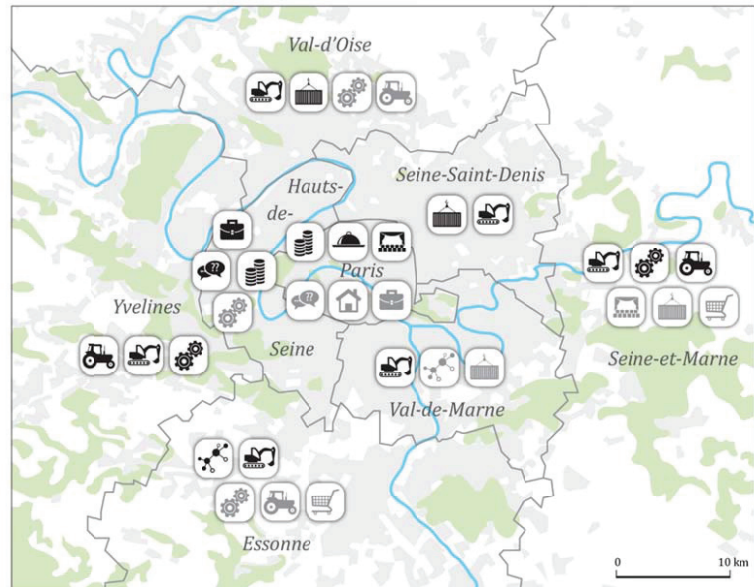
In Paris-Region nowadays, the largest amounts of vacant office space are found in the hubs of the North Bend in the Hauts-de-Seine county, near Roissy airport, at the Portes Nord de Paris (northern gates) – with about 50.000sq.m of vacant office space per hub, according to an ORIE study. Vacancies of over four years represent about half of all the vacant surfaces in those territories. A vacancy of four or more years is the main criteria to define “outdated” spaces no longer fit for market. In other words, those offices are probably destined to lose their initial function (and evolve as housing, hotels, mixed spaces, shops...)

A push towards the requalification of Industrial and Business activity sites or vacant office space could come from fiscal leverage – free trade zones (ZFU), lowered value-added tax... – as it could be used in priority areas targeted by the Urban Renewal Programme. Fiscal effects may have a significant impact but should be integrated based on a coherent development strategy at the scale of the whole territory.



FGP-TER, AIGP

Activités économiques spécifiques



Activités spécifiques

Agriculture	Information -Communication	Arts, spectacles, loisirs
Industrie	Finances et assurances	Hébergement et restauration
Construction	Activités immobilières	Recherche -Développement
Logistique	Conseil soutien technique	Commerce

Spécificité

élevée (1,5 et +)
moyenne (1,2 à 1,4)

Indice de spécificité : part de l'activité économique dans le département rapportée à la part de cette activité en Ile-de-France. Activités spécifiques : indice supérieur ou égal à 1,2.

Source : Insee, clap 2011, emplois salariés
© IAU idF

Suggested issues for the workshop :

> What do we perceive as new economic trends ?

How can we achieve the environmental and energetic urban (and rural) revolutions ahead in an acceptable manner, both economically and socially? How soon ?

> What for? Reduce CO2 emissions ? Limit the consumption of rural land that could produce sustainable agricultural resources ? Simplify the life of people in the region, especially when it comes to the crowded commute ? Limit the flows of goods and merchandises ? Create jobs ? How can we slow (or stop) the process of “rolling back” productive economic areas out of the cities, which weakens the center and happens at the expense of rural land ?

> Under what conditions can some types of activities (logistics, industrial, craftsmanship, waste handling...) remain in the heart of the metropolis, and to answer what needs ? For what market ? Under which conditions? How may we foster affordable reorganization of activity sites ?

> Daily movements between places for living, working, culture and leisure happen at the scale of living perimeters. What do living perimeters in the agglomerated parts of our study area mean in terms of social balance, movements of people and goods, and the efficiency of economic development ?

> In what ways can we act in favor of economic performance, job creation (or stability) and a better coordination of public and private sector stakeholders ? Clusters ? In what way can local public institutions encourage those initiatives ? At which scale? How can they meet companies' new needs ?

RESETTING ACTIVITY SITES IN A RECONFIGURED URBAN DYNAMIC

Single-function urbanism as practices in the 1960s and 1970s spurred the development of an ever-growing number of various Industrial and Business parks of often-problematic urban quality.

The Paris Region, especially in its densest core, is faced with the gradual ageing and inadaptation of what those areas should provide (accessibility, security, signage, environment, management and animation, service provision...).

The stagnating or disaffected industrial and business parks in the heart of Greater Paris are an important potential reserve of land, positioned as they are within the reach of the future express metro network. They could be redeveloped as job hubs, zones of renewed urban density, or recreated as the source of link between housing, neighborhood shops, public equipment and transportation.

For a long time, local authorities' desire to devote those areas to pure economic functions has taken precedence over anything else. Nowadays, a larger-scale global appraising is possible through reinforced intermunicipality, the equalization of financial assets and local tools for territorial planification.

In our context of unprecedented housing crisis, in the wake of the "Grenelle Environment Forum" national protocol and of the COP 21 international summit for the environment, it becomes politically acceptable to convert industrial and business activity sites in order to "rebuild the city from the city" - as long as said area is formally noted as suffering from stagnation, a poor location or an inadequate, outdated structure.

Renew the links between industrial and business parks and the city

It is a sustainable approach to recreate mixity in urban functions, vary the nature of flows (work flows, housing, shops, leisure, culture and goods), encourage movement and reinvest in the future of unkept areas.

Those areas are so much potential land that could be converted into the new face of the city.

Furthermore, social groups are prone to favor the reconversion of a local disaffected lot over the urban transformation of rural or natural areas.

A number of activities are especially buckling under pressure and rolling back to the close or far regional periphery : logistics, industrial activity, craftsmanship, waste management.

They struggle to remain within the urban weave, thus raising a double issue for land management:

- **the conditions under which said activities could maintain some of their economic activities in the urban core**
- **the recycling of newly vacant land.**

It is more expensive to transform an industrial or business Park replacing the existing activity by another type of activity, or rebuild a business park in the place of an existing one, than it is to simply build from the ground up. In order to allow for the three-step reconversion

of activity sites (buy the site, raze the site and build anew), a large enough value creation is necessary.

This added value can't be found in the simple transition from one activity to the next, especially in the absence of public financial help. It might be found in the transition from business to housing.

The very first levers of urban reconversion and renewal are the identification and valorization of local potential for greater density. This theoretical potential can however be hindered by the uphold of constraining development rules (for instance, concerning parking, plant allowance, building authorizations within a defined lot...).

Territories affected by the future expansion of the Greater Paris Express (GPE) metro network should experience a strong pressure to evolve. The network is expected to bring new opportunities for economic development and, possibly, foster greater social and territorial solidarity via the creation of links between neighborhoods and the valorization of different areas. Trans-suburban flows and the urban impact of the new station hubs should bring dynamism to the metropolis even as they embody a true revolution in a traditionally radial Parisian system.



Vert Galant Activity site today



Vert Galant Activity site tomorrow ? - Bertrand Warnier



Z.A. DU DÉSIR - Winning project of the workshop ENSAB/Université Rennes 2
Stevan Piraud , Timothée Chateau, Oriane Lovat, Fanny Salaun, Anne Trévin

Revitalize or renew ailing Business-Industrial Parks ?

The first disaffected industrial lots emerged in the 1980s/90s in the wake of large group restructuring, mergers and acquisitions, and bankruptcies.

These are often large plots of land left abandoned after economic activity stopped in the area. In the last two decades, has taken place a large reconquest of some of those abandoned areas, most notably changing the face of a few emblematic lots in the close Paris periphery – around the Stade de France stadium in the Plaine st Denis area, or in the former Renault car-manufacturing site in the city of Boulogne Billancourt.

The movement of reduction of wastelands has nowadays slowed down. New factors are contributing to prevent the reconquest movement to continue, such as, delocalization practices, the rapid ageing of certain buildings that cannot comply with the evolution of health, safety and energy performance regulations.

All of these aspects come together to create a negative outlook for Business and Industrial activity sites, with little job creation and uncertain fiscal resources. Collectivities do not feel encouraged to reinvest the activity site and manage it as public space. They may even drive the opening of new business parks that draw activity and value away from the existing ones, instead of reinvesting in the image of the stagnating estates.

Suggested issues for the workshop :

- > How can current and future areas of Business and Industrial activity be integrated to the city ? Which new shapes of urban living (quality, intensity...) and behaviors could emerge from the creation of new sites for production ? And what type of urban mixity ?
- > How can culture contribute to territorial attraction and urban amenities ?
- > How can we live in productive land and produce within living areas ?
- > How can those areas be integrated to the metropolitan landscape as a whole ? Could the environment and landscape angle heighten territorial attraction ?
- > How may private and public spatial development integrate a capacity for adaptation and reverse engineering, so that sites may evolve and mutate in time ? How to regenerate office space ? Can offices be converted as housing ? How will the disaffected or unadapted lots of activity sites recover dynamism, how will their potential for renewal evolve ?
- > How to safeguard and develop multimodality potential in the transit of goods, people and logistics ?

About Les Ateliers

Les Ateliers de Maîtrise d'œuvre urbaine de Cergy-Pontoise (or Ateliers de Cergy) is a non-profit organization. Since 1982, it has organized original workshops in France and elsewhere in the world on topics of urban and regional development, per request by local authorities. Les Ateliers de Cergy is a small structure but represents a vast network of professionals, students, researchers, universities, local decision-makers, and private stakeholders around the world.

Each September in Île-de-France, the association brings together fifteen students and young professionals from various nationalities and profiles to work onsite in interdisciplinary teams (architecture, urban planning, engineering, agronomy, landscaping, sociology, arts,...). At the end of the workshop, the teams present their proposals to an international jury presided over by local authorities.

Team projects combine long-term outlooks for the territory with illustrated action plans, making a range of projects available for local decision-makers.

Since its beginning up to its current state, with a network of over 2,500 former participants, Les Ateliers has taken the approach of open and multi-scaled investigations of complex subjects, which has allowed it to distinguish itself in regards to institutional settings. The young, international, and interdisciplinary character of the teams invites a fresh perspective and solicits new ways of representing a territory, its tensions and its opportunities.

Projected session calendar

Spring-Summer 2015 - Contact made with local actors in the territory of Cergy-Pontoise and discussion defining the workshop's subject and challenges. Creation of a pilot team composed of two scientific pilots, a representative from the permanent staff of Les Ateliers and an assistant pilot for setting-up the project and programming the workshop.

Autumn 2015 - Mobilization of key stakeholders/partners. Creation of a monitoring committee.

Winter 2016 - Interviews with territorial actors and resource sources on the issues at the heart of the workshop. Compilation of data and materials which will provide an introduction to the territory and the identified challenges.

Spring 2016 - Global diffusion of the call for candidates to recruit fifteen participants from a variety of disciplines/nationalities to participate in the workshop in Cergy-Pontoise in September 2015.

April 14, 2016 - Productive seminar to deepen and clarify expectations among future participants.

Summer 2016 - Publication of the Context Document (or "Keys to the Territory") to future participants and partners of the workshop and association, presenting in detail the territory and the workshop's target issues.

September 2016 - Cergy-Pontoise International Workshop of Urban planning and Design.

Structure of the 2016 workshop session

3 weeks, eighteen French and international participants chosen through a global call for candidates, and divided into 3 working groups.

1/ The workshop begins with several days of immersion and discovery of the territory and working topics, including: tours of the territory accompanied by its stakeholders, organized thematic conferences, meetings with professionals, experts in the topics being examined during the workshop, and representatives from the local population.

2/ The workshop then continues with 2 weeks of working in teams, punctuated by moments of exchange (the "exchange forums" are open and allow for the exchange between local actors and workshop partners on the progress of each team's proposal).

3/ The workshop concludes with the presentation of projects to a jury composed of representatives from the territory and French and international experts

How to apply ?

The workshop is open to all educational fields ! It is aimed at young professionals from all nationalities and disciplines and students who have achieved at least a Masters degree. Urban planners, designers, architects, geographers, engineers, photographers, landscape designers, artists, journalists,... the 2016 workshop session will be sensitive to applications specialized in economy, sociology and environment.

Time and Date

The workshop at Cergy-Pontoise will be held from September 5 to September 23, 2016.

Prerequisite

Proficiency in English (must be able to work within an international team), full availability for the workshop dates, and a maximum age of 30 years.

Requests for information and/or documentation zae@ateliers.org

How to Prepare your Application

Selection of the 18 international participants who will work in 3 team assisted by professionals, will be based on the candidate's application which must be submitted no later than June 5, 2016 in a single PDF document (titled: SURNAME_Name), compiled in the following order:

- › 1. Completed application form, available on the website www.ateliers.org
- › 2. A CV/Resume of one to two pages maximum
- › 3. A short personal essay on the workshop's subject: this document takes the workshop's subject and applies it to another site, preferably that of the candidate's country of origin. This document aims to accompany candidates in their personal reflection in preparation for the workshop on the themes being studied. This work is to be completed individually (3 to 4 pages in A4 format or 2 pages in A3 format). Group work will be accepted, only if the work of each individual is clearly identified.

Candidates will be judged on personal and individual capacity; in the case of group work, it is possible that only one of the members of the group will be accepted.

Candidate applications must be submitted to zae@ateliers.org

Selection results will be announced approximately one month after the close of the application period.

Registration conditions

The registration fee is 300 euros, which includes: lodging at the Cergy-Pontoise student residence, certain meals, tours, conferences, and design materials.