

RECYCLED TERRITORIES, LIVING TERRITORIES

INTERDEPENDENCE AND SUPPLY
ISSUES IN THE FACE OF THE
CLIMATE EMERGENCY: WHAT
CHOICES NEED TO BE MADE FOR
THE NORTHERN PARIS REGION?

40TH INTERNATIONAL
WORKSHOP OF URBAN DESIGN OF
CERGY-PONTOISE

FROM SEPTEMBER 5TH, TO THE 23RD, 2022

SESSION BOOK

les Ateliers
maîtrise d'œuvre urbaine



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“Rare in the world are these spaces of freedom of expression, mutual fertilization and sharing of ideas, crossroads of cultures and disciplines, combined with true professionalism, to think about this place where more and more inhabitants of our planet live: the City.»

Pierre-Andre Perissol
President of the Ateliers

Les Ateliers, a non-profit association created in 1982 by the urban planners of the New City of Cergy-Pontoise, organizes in France and abroad collective production workshops at the service of the territorial project, allowing to take a new look, to vary scales, beyond administrative borders, revisiting territories.

These workshops bring together students or professionals of all nationalities selected with great rigor, who take part for several weeks in a team reflection at the crossroads of planning and architecture, integrating other disciplines: geography, economy, landscape , sociology, art, engineering, environment...

Over the years, an international network has been formed around the two thousand people who have already participated in one of our workshops: professionals, academics and decision-makers in urban planning.

The added value of these workshops lies, in one hand, on the production of analyzes and original ideas, which the pressure of daily life and institutional roles do not always allow to emerge, and on the other hand, in the meetings and exchanges informal meetings of decision-makers, actors and urban professionals who punctuate the course of the workshops.

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40^E ATELIER INTERNATIONAL DE MAÎTRISE D'ŒUVRE URBAINE DE CERGY-PONTOISE

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For more informations: www.ateliers.org

Les Ateliers would like to thank all the partners who supported them in the realization of this session



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PREAMBLE

For the past 40 years, the association has been bringing together, every year in September in the Île-de-France region, some twenty students and young professionals of various nationalities and profiles, who work on-site in multidisciplinary teams and present their proposals and strategies at the end of the workshop to an international jury chaired by local authorities. The teams' proposals combine long-term visions for the territories with illustrated ideas for action, thus creating an array of potential projects for local decision-makers.

From its inception to its current success with a network of more than 3,000 former participants, Les Ateliers has taken the approach of addressing complex issues with an open mind and on several scales, allowing space for reflection outside of the traditional institutional context.

RETHINKING CITIES BECOMES A VITAL NECESSITY!

Successive crises (climate, health, geopolitics, etc.) are changing our world: natural global and local equilibriums are being disrupted, the vulnerabilities of the global economy are being exposed, and inequalities are being accentuated. These transformations call into question our habits, our relationships with others and our surroundings as well as our ways of living, working, consuming and flourishing.

The degrees of interdependence between distant territories makes the supplying of urban populations fragile. At the same time, they underline the value of proximity and local resources, which are more accessible and more resilient. They invite us to look at the territory of a city and its population as living entities with their own systems of balances, capable of producing what is necessary for life without harming future generations.

This means engaging in a paradigm shift that alters our perceptions of life and the earth, transforms waste into resources and requires us to reconsider the links between the city and its hinterland. What kind of city models for what kind of lifestyle do we want?

There is still time to face up to the responsibility of the impending climate emergency and to react.

For this 40th session of the Paris Region International Urban Planning Workshop, Les Ateliers proposes to use the exploration of a large-scale territory — the northern arc of the Île-de-France, the hinterland of the Parisian metropolis' beating heart — to illustrate the work and proposals of the participants.

The territory's role and its position, in direct contact with the metropolis, will be questioned and will have to be reexamined on several levels:

At the level of territorial metabolism: From the supply of products and services to the treatment of waste

According to Sabine Barles, territorial metabolism refers to "all the energy and material flows involved in the functioning of a given territory" (Barles 2017).

This notion of metabolism is borrowed from the field of medicine and describes the city (or metropolis) as a body which consumes, distributes and transforms resources before eliminating the resulting waste. The major difference is that the metabolism of the human body cannot be modified, unlike that of the city.

In order to live, the city must be supplied with products and services in different forms: water, electricity, food, objects, etc. Some of these products and services are partly or wholly derived from or produced locally, such as certain foodstuffs, while others are imported from other territories on a massive scale.

At the end of the day, waste is what is discarded by territories in the broadest sense. It can be visible or invisible (pollution) and is defined by its almost zero or even negative value. Primacy is given to energy recovery without addressing the issue of material recovery.

From the point of view of lifestyles and consumption

Supply is strongly linked to uses, lifestyles and consumption patterns. The rule of supply and demand influences markets and sectors. The growing awareness of consumers of the environmental and health impacts of their practices can lead to a systemic change in production and supply methods in territories. In a context of emerging uses driven by new technologies, these changes can be more or less rapid as well as more or less virtuous. Public policies and the actors who organize activities in territories interact with these practices and can accompany the movements underway.

How can we transform our cities and their territories to make them more modest, happier, more resilient and more alive?

What new decision-making tools should be used by local, political and civil actors to initiate the necessary changes in our societies?

How can the development of cities be designed to be more in line and coherent with their environments?

How can we simultaneously meet the energy needs of the metropolis more locally, anchor food supply, decarbonize the construction sector and envisage an urban development that does not come at the expense of nature?

RECHAUFFEMENT CLIMATIQUE ...
GLOBAL WARMING

CRISE SANITAIRE ...
HEALTH CRISIS

CONFLITS INTERNATIONAUX ...
INTERNATIONAL CONFLICTS ...

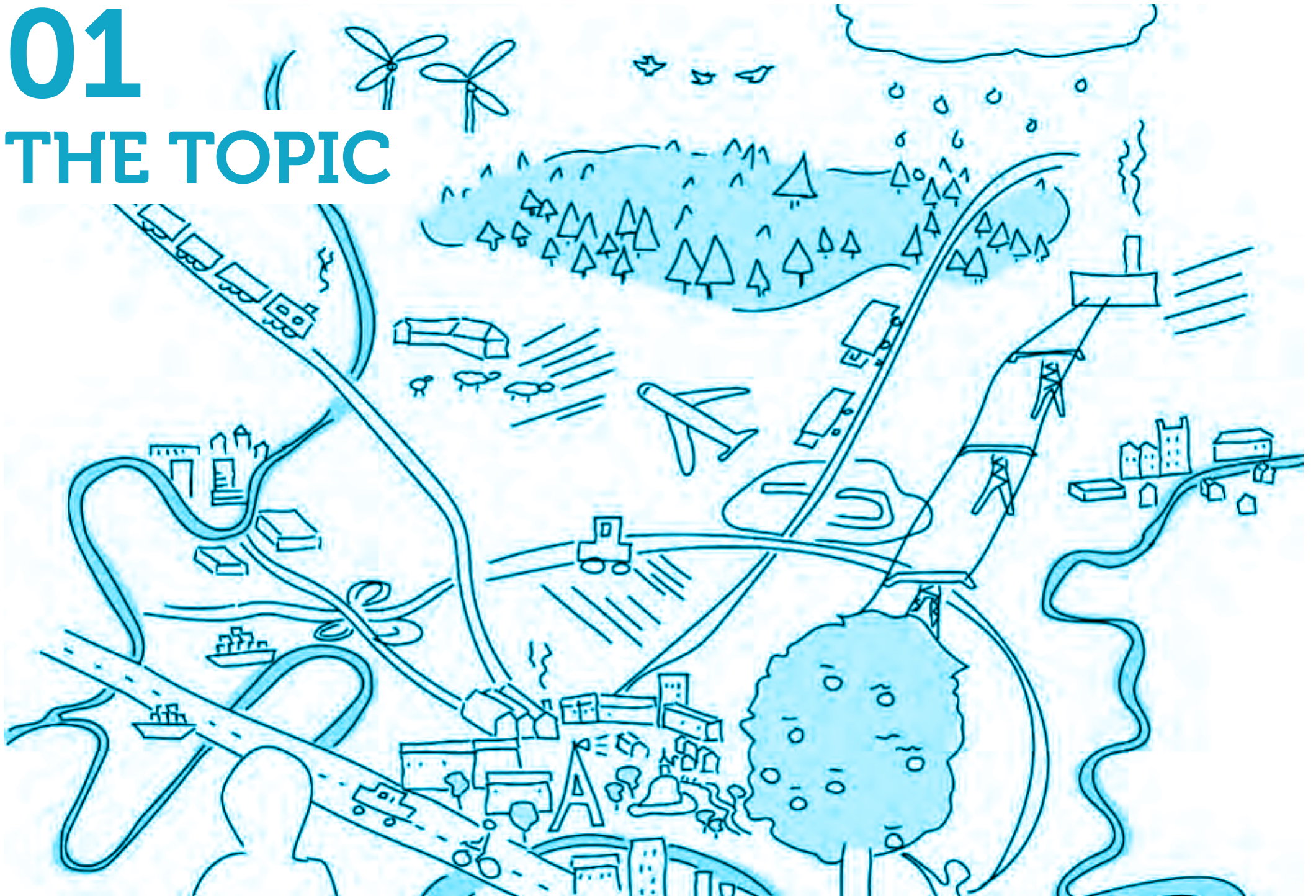
EQUILIBRES NATURELS ...
NATURAL BALANCES

VULNERABILITES ...
VULNERABILITIES ...

Repenser les villes devient une nécessité vitale !
Rethinking cities becomes a vital necessity!

01

THE TOPIC



RECYCLED TERRITORIES, LIVING TERRITORIES

Interdependence and supply issues in the face of the climate emergency: What choices need to be made for the northern Paris Region?

Faced with repeated crises, the degrees of interdependence between distant territories make the supplying of urban populations a fragile endeavour. At the same time, they underline the value of proximity and local resources, which are more accessible and more resilient. They invite us to look at the territory of a city and its population as living entities with their own systems of balances, capable of producing what is necessary for life without harming future generations.

HOW CAN OUR CITIES AND THEIR TERRITORIES EVOLVE TO MAKE THEM MORE SOBER, MORE RESILIENT AND ALIVE?

HOW TO RE-CYCLE TERRITORIES AND REINTEGRATE THEM INTO A MORE VIRTUOUS TRAJECTORY?

FINALLY, WHAT NEW DECISION-MAKING TOOLS FOR TERRITORIAL ACTORS TO INITIATE A NECESSARY CHANGE IN OUR SOCIETIES?

A SYSTEM THAT IS STILL STANDING, BUT A PLANET THAT IS ON ITS LAST LEGS

The efforts made to date by public authorities in the face of the climate change emergency are considerable, but they remain insufficient. Indeed, the latest IPCC report paints an alarming picture of the consequences of climate change. The need to adapt our current models and to anchor the principle of resilience in society, at all levels, is becoming an urgent, if not vital, necessity. This concerns not only the modes of use and consumption of goods and services within territories, but also the networks that affect them.

What ways can economic and urban development be reconciled with a more sensible approach in regards to resources, intelligence in the way things are done and a greater place given to people?

In short, how can we move from ideas to actions?

DEPENDENCE(S) AND GLOBALISATION

Cities are by definition dependent on other territories: territories from which water is drawn, agricultural territories which provide food, territories which produce energy or those from which materials are extracted, such as wood from forests and building materials; but also at the other end of the chain everything which is sent back in a processed version. Therefore, that which keeps the city alive comes mainly from elsewhere. Nowadays, globalisation seems complete: between 1950 and 2010, the volume of world exports increased 33-fold.

The momentum has slowed since 2008, but the total volume of international trade (exports and imports of goods and services) still accounts for more than 50% of global GDP.

The logic of globalized supply, uprooted from a territorial context, is now being challenged, particularly in regards to its environmental impact in terms of greenhouse gas emissions. In 2020, 57% of France's carbon footprint resulted from imported goods.

How can we simultaneously meet energy needs more locally, anchor the food supply, decarbonize the construction sector and envisage an urban development that does not come at the expense of nature?

How can the development of cities and living areas be designed to be more in harmony with their environment? What new decision-making tools should be used by local, political and civil actors to initiate the necessary changes in our societies?



Characteristics of the territory

SOCIETY AND SOCIETIES OF INSTANTANEITY

The current pandemic tells us once again that today's world is one of instantaneity, of immediate access to information, of remote working and rapid delivery from one end of the planet to the other. As a result, production and supply systems are both complex and fast-moving, constantly changing. New urban forms are accompanying the rise of hyper-connected uses. Quick delivery of a dish or groceries within 10 minutes is now a reality.

In city centres, these uses are reflected in the dark kitchens and dark stores that have been outpacing regulations, with public authorities finding themselves powerless to act. However, the Internet can also be seen as a platform for collective organization through non-institutional, free, participatory, efficient and instantaneous media for the development of direct links between producers and consumers.

How can the new uses generated by new technologies help to reshape the city and its environment?

What is the role of public actors in anticipating, framing and managing certain emerging models as well as their associated flows and effects?

How can we change consumption patterns and practices to make them more resilient?

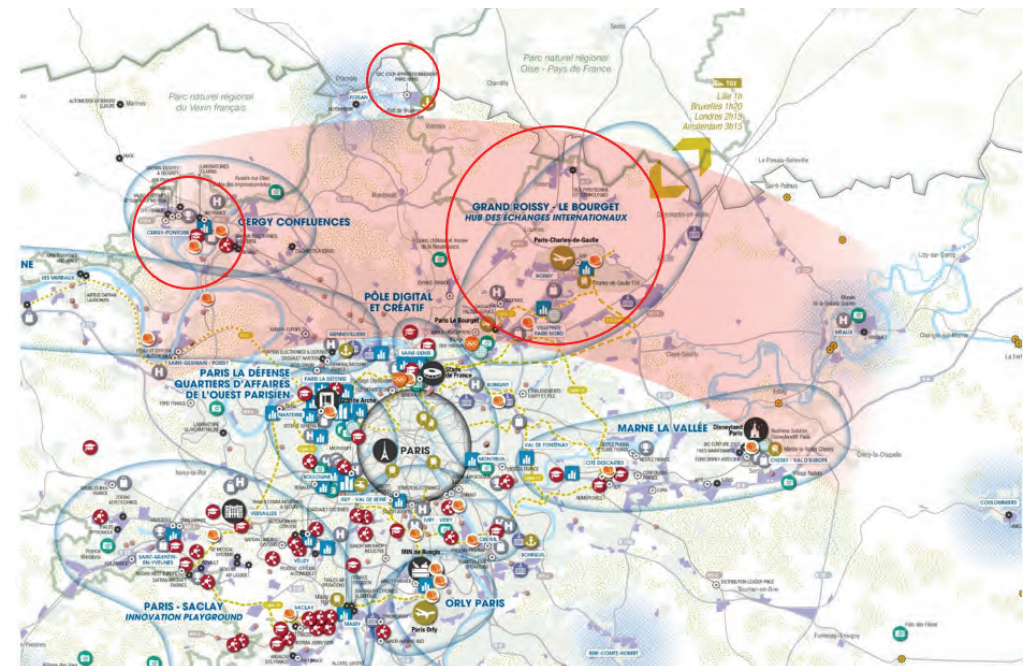
RECYCLED AND LIVING, THE TERRITORIES OF TOMORROW...

Recycling is commonly described as a set of techniques whose objective is to recover waste and reintroduce it into the production cycle from which it came. Introducing the notion of a cycle into all the processes of a given territory would mean rethinking the modes of supply, urban metabolism and waste management. It would also mean thinking of the territory as being in perpetual renewal (or recycling) where nothing is lost but everything is transformed.

How can we achieve a circular economy, which "aims to change the paradigm of the so-called lineareconomy, by limiting the wasting of resources and the impact on the environment, and by increasing efficiency at all stages of the product economy"?

The big issues

- The relocation of production functions according to the potential of the territory (proximity)
- The rebalancing of flows to better organize simultaneously the supply and the territorial metabolism in a search for sobriety
- Investment, innovation and the promotion of a real circular economy
- Changes in lifestyles and consumption
- The implementation of a land policy and planning to serve these ambitions

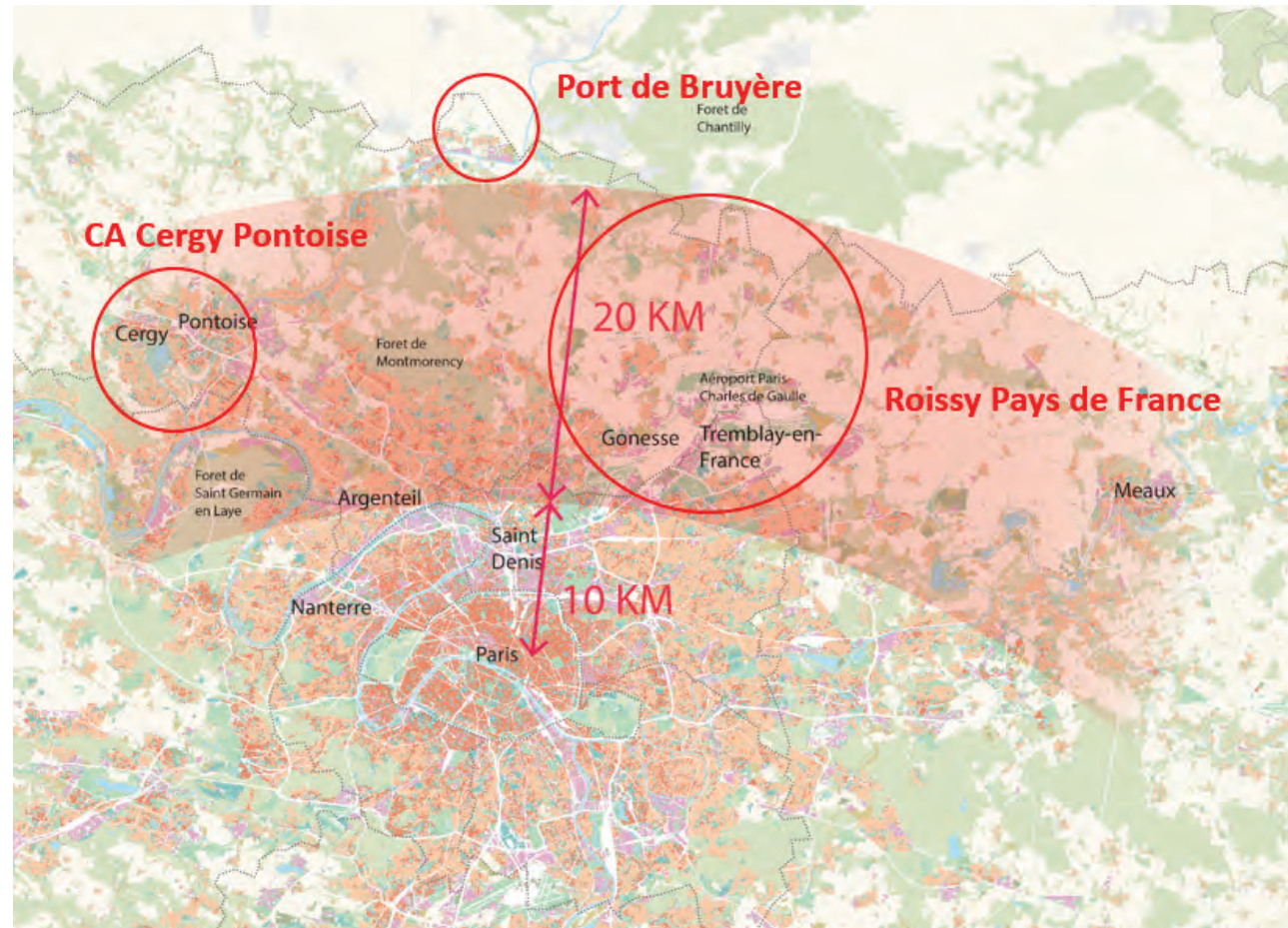


Economic polarities of the Northern parc of the Paris Region

FOCUS ON THE NORTHERN ARC OF THE PARIS REGION

From Cergy-Pontoise to Meaux, the agricultural, urban and economic territories of the Paris metropolis' hinterland seem to have maintained few links with their immediate environment and with the centre of the metropolis. Instead, they seem to be more outward-looking, more world-oriented. The infrastructures (airport, motorways and railways) allow rapid international exchanges, constituting means of support for a world of speed and the mobility of materials, products and energy.

How can the socio-ecological transition be based on exchanges and urban-rural relations as well as be embodied in the territory of the northern Paris Region?



Geographic situation of the Northern Arc in the Paris Region

02

THE PROCESS

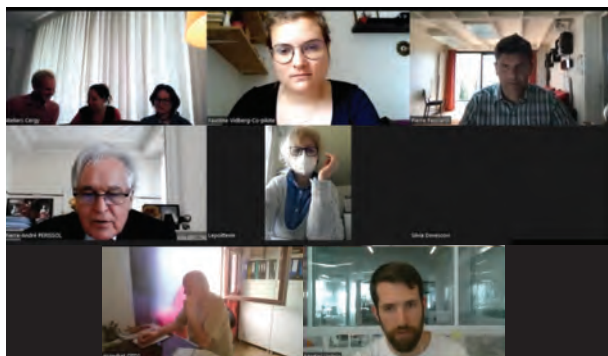


PRELIMINARY WORK

3 ROUNDTABLES

These round tables were intended to bring together different actors (local authorities, operators and urban planners, researchers) on aspects of the subject of the workshop in order to identify the main issues and questions, and thus enrich the reflections of the participants in the workshop. September workshop.

Each round table took place in two parts: first the presentations of the speakers, followed by a time of debate and exchanges between the speakers, the public and the podium.



Roundtable 1

1ST ROUNDTABLE | MAY 12TH, 2022

Speakers:

- Vialleix, Martial, Head of Urban Ecology Studies, Paris Region Institute
- Descovi, Silvia, Urban Innovation Project Manager for the City of Sevran and Head of the Cycle Terre project
- Sandret, Gérard, Association Quelle Terre Demain ? for the Territorial Food Project of Cergy-Pontoise, Vexin Français
- Pezziardi, Pierre, President of the cooperative group La Ceinture Verte
- Delinde, Jean-Michel, Founder of Court Circuit Paysan

THINGS TO REMEMBER

1. Firstly, the lack of a workforce that is trained in and familiar with these issues. Increasing skills is a major vector in the management of territorial metabolism. Broadening the range of training courses would make it possible to support the development of sectors such as earthen construction or reuse.
2. The second issue concerns the methods of intervention. How can territorial metabolism and governance be linked and how can local and regional authorities contribute to this process? Local authorities have less and less political capacity to act on metabolism. Territories are stuck in a geographical framework that does not coincide with supply cycles and flows. The idea would therefore be to prioritize the management of urban metabolism and to organize the modes of intervention accordingly.
3. In this respect, the question arises as to the potential of this workshop to reinforce this approach and to contribute to the management of the northern Paris Region's metabolism

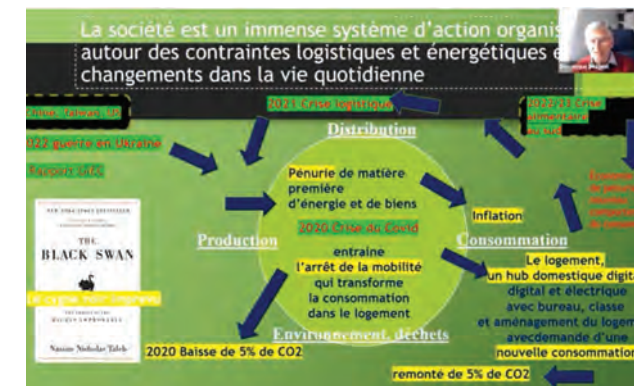
2ND ROUNDTABLE | JUNE 9TH, 2022

Speakers:

- Desjeux, Dominique, Professor of Social and Cultural Anthropology at the Sorbonne
- Lewis, Steve, Head of the Ecological Transition Unit of CRESS-Île-de-France
- Ecran, Catherine, Co-founder of the Bio Tout Court platform

THINGS TO REMEMBER

- In terms of the role of public actors in anticipating these emerging practices. Can the territories achieve a degree of balance with regard to land prices and the development of innovations? And secondly, how can the northern Paris region be an actor of change for a more sober society?



Roundtable 2

3RD ROUNDTABLE | SEPTEMBER 07TH

Speakers:

- Jakob Pushinger, engineer (Evolution of logistics and green mobilities),
- Actors from the agglomeration of Cergy and the city of Cergy, Sogaris and Réavie (are being confirmed). François le Gac, Director of the mission Fleuve à la Direction Territoire d'Avenir, Territoire de coopération, Métropole de Bordeaux

Debate podium:

- Romain Morin, Head of Town Planning Studies, Regional Planning and Housing Division, Val d'Oise Department
- Dan Ringelstein, City, Planning and Design Director – Arup Agency, United Kingdom

THINGS TO REMEMBER

Through the intervention of experts with different backgrounds, this round table made it possible to draw an overview of the dynamics at work between logistics, supply and storage, in particular from a logistics point of view of the last mile, in support autonomous vehicles.

It also made it possible to illustrate the dynamics at work of adaptation and transformation of supply methods in the context of the metropolis of Bordeaux which, thanks to ongoing experiments, is experimenting river supply methods combined with last mile logistics systems.

Therefore, the question that arises is: beyond the organization of the flow of goods and materials, do these interventions question societal modes of operation and thus the conditions of transformation necessary to respond to the climate emergency to influence the trajectory of logistics?



Roundtable 3



Visit of the Port of Bruyères

THE WORKSHOP

WEEK 1: SEPTEMBER 5TH TO 9TH

DISCOVERY OF THE SUBJECT AND THE TERRITORY - TEAMWORK

MONDAY 5TH SEPTEMBER: 1ST DAY OF VISITS

On this first day, the participants were welcomed at the Ateliers office to share a friendly moment of introduction of the participants, the workshop and the subject. The day of visits then began on the eastern side of the Ile-de-France arc, starting with the "Triangle de Gonesse" presented by Ms Ceccherini, from the Roissy Pays de France CA. She explained the challenges facing this part of the region, particularly from an economic and ecological point of view. This was followed by a stop at the headquarters of the CA for a speech by the director, Ms Valérie Fresneda, and discussions with the participants.

After lunch, the participants visited the ecological demonstrator "Cycle Terre" in Servan where the director, Mr. Teddy Dusausaye, presented the methods of recycling excavated soil into building materials. This was followed by a visit to another ecological initiative, the Cueillette de Compans, presented by farmer Hubert Riché, and finally a visit to the ZAE du pont de la Brèche.



Visit of the Triangle de Gonesse



Visit of Cycle terre

TUESDAY 6TH SEPTEMBER: 2ND DAY OF VISITS

The second day was more focused on the western side of the territory. The participants first visited the Axe Majeur of Cergy-Pontoise where Mr. Michel Jaouen gave a historical overview of the project. Mr. Gérard Sandret was also present to give a presentation on the issues of the Cergy PAT. After a bus tour of the city, then the Vexin plateau, we headed for the banks of the Oise for a lunch stop in Beaumont-sur-Oise.

The afternoon's visits focused on port platforms: first at the port of Bruyères, presented by Diane Roussignol from the Val d'Oise department, then at the Conflans de Sainte-Honorine, passing by the ZAE of Montsoul.



Visit of the Major axis of Cergy



Visit of Conflans St Honorine - Futur port Paris Seine Europe

WEDNESDAY, SEPTEMBER 7TH: GRAND OPENING

For this official opening morning, the participants went to the EPFIF (Établissement Public Foncier d'Île-de-France) headquarters for the official launch of this workshop. The presence of partners of the workshops and actors of the territory made it possible to express expectations and questions regarding this workshop and the participants who, in turn, were able to ask questions to the speakers. In the afternoon, the 3rd round table took place at the Hôtel d'agglomération de Cergy-Pontoise.



Grand opening at the EPFIF



THURSDAY, SEPTEMBER 8TH: INTERNATIONAL EXPERIENCES SEMINAR

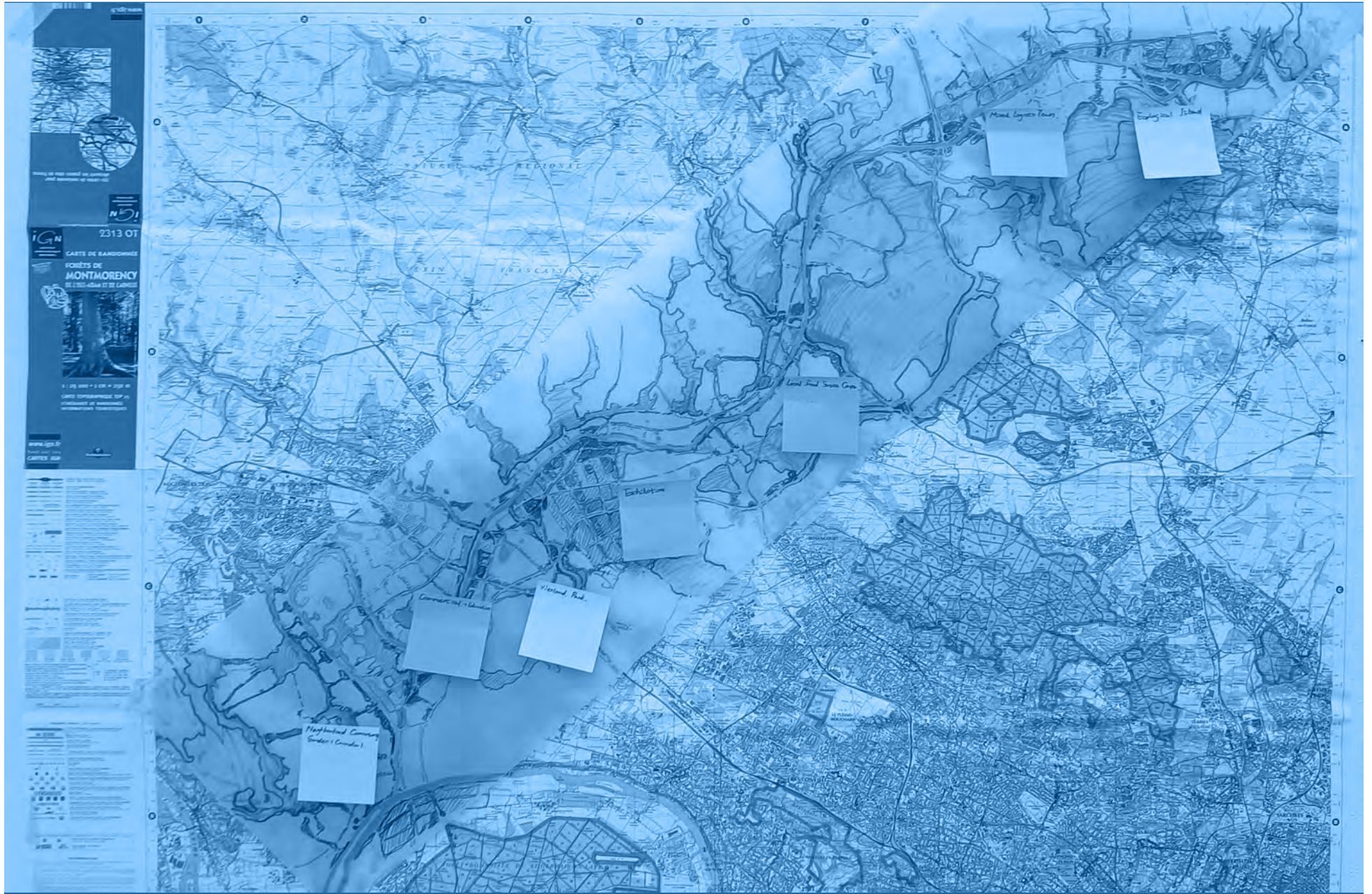
The morning was spent at the École Nationale Supérieure d'Art de Paris Cergy, where the teams began to debrief from the days of visits and round tables, and to outline their proposals.

In the afternoon, Phil Enquist and Dan Ringelstein presented projects from their careers at SOM (Skidmore, Owings & Merrill) and ARUP. This presentation opened the participants' perspectives on other experiences outside France, and a design approach to the questions posed for this workshop.



International experiences seminar - SOM and ARUP





2ND WEEK SEPTEMBER 12TH, 16TH

TEAM WORK AND EXCHANGE FORUMS

EXCHANGE FORUMS

The exchange forum is a privileged and important moment during which the 3 international and multidisciplinary teams of the workshop can present their ideas and projects and exchange directly with the actors of the territory, partners of the workshop and members.



Team B - The Beavers 5



Team A - Roar



Team C - Circe he

03

THE TEAMS' PROPOSALS



TEAM A - ROAR
Living soils



TEAM B - BEAVERS 5
Liquid territories



TEAM C - CIRCE 食
Territory metamorphosis
through the food system

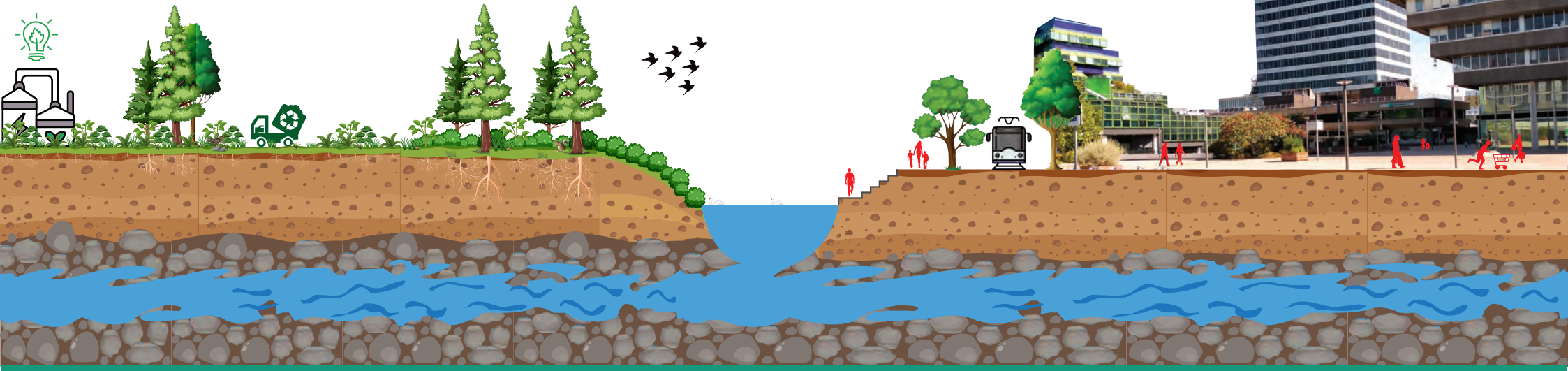


03

TEAM A
ROAR



Living soils



Like every other living being, the soil needs air, water, and nutrients to stay alive and productive. The soil is home to a significant part of earth's biodiversity, with the life of human beings, plants, animals, birds, micro-organisms, and aquatic creatures being greatly supported by soil. Consequently, all living beings' health and quality of life correspond to that of the soil which supports them. However, the health and quality of the soil can change based on how it is used and treated, hence the need to take care of it. The Northern Paris Region presents an opportunity to make the best of the richness of its soil.

PREAMBLE

Due to the current global situation, regarding international conflicts and France's dependency on foreign energy, materials, food, chemical fertilisers and other items, the country is now realising the fragility of the national system. The northern arc occupies a unique and strategic position which has allowed it to be used as a gateway and supplier for the city of Paris and Europe for centuries. The location and connectivity makes it an appealing area for the development of a variety of economic activities which are required to coexist and try to adapt to market requirements and global demands in an ever changing world. The two economic activities which we are focussing our proposals around are CDG airport and intensive agriculture. Our proposal seeks to design a system which allows us to confront the current production and consumption processes in order to create respectful and regenerative cycles of living. We wish to develop a system which allows us to close the consumption cycle and propose a new form of urbanisation which is more respectful towards all forms of life whilst gradually closing the metabolic fracture. It is important for us to understand the soil as a living system which we depend on to support our livelihoods. We must view soil as a finite, precious resource which is why our proposal seeks to :

DEVELOP AWARENESS OF THE PRODUCTION CYCLE, SYSTEMS AND PROCESSES

We want to reestablish the connection between citizens and the processes of production and

consumption. We want to make territories alive and reduce our impact on the environment whilst protecting it, especially preventing the hyper exploitation of soils. To do so, we must acknowledge that we all have to take responsibility for our actions and that our current economic and consumer activities impact other territories and the world, therefore we must close the loop.

RECONNECT PEOPLE TO THEIR LOCAL ENVIRONMENT

We don't ignore the reality of the territory, its connections and globalisation. It is necessary to recognise that the territory has been designed as a supply territory to serve cities, so it is vital that we rethink current structures to develop a territory which serves itself and its inhabitants. We have chosen the airport as the centre of our focus area as it has been identified as an important economic hub which also pollutes the territory. We want to use this area for a pilot study to reconnect people to their local environment and show how best practices can be implemented in an area which has many different sectors.

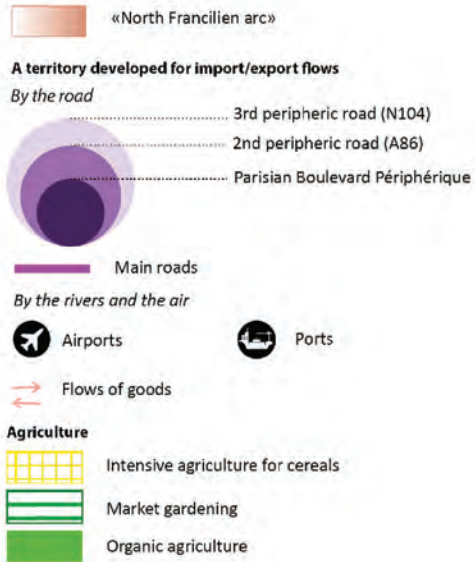
IMPROVE AGRICULTURAL PRACTICES TO BENEFIT THE SOILS, PEOPLE AND THE PLANET

We want to assess the current intensive agricultural practices within the territory because of the different impacts which it is having both locally and globally. By improving the agricultural practices we can

supply our local people with food, making them more independent, whilst nourishing the soil and consequently make the territory more resilient.

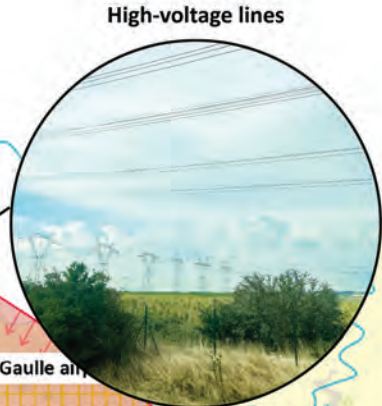
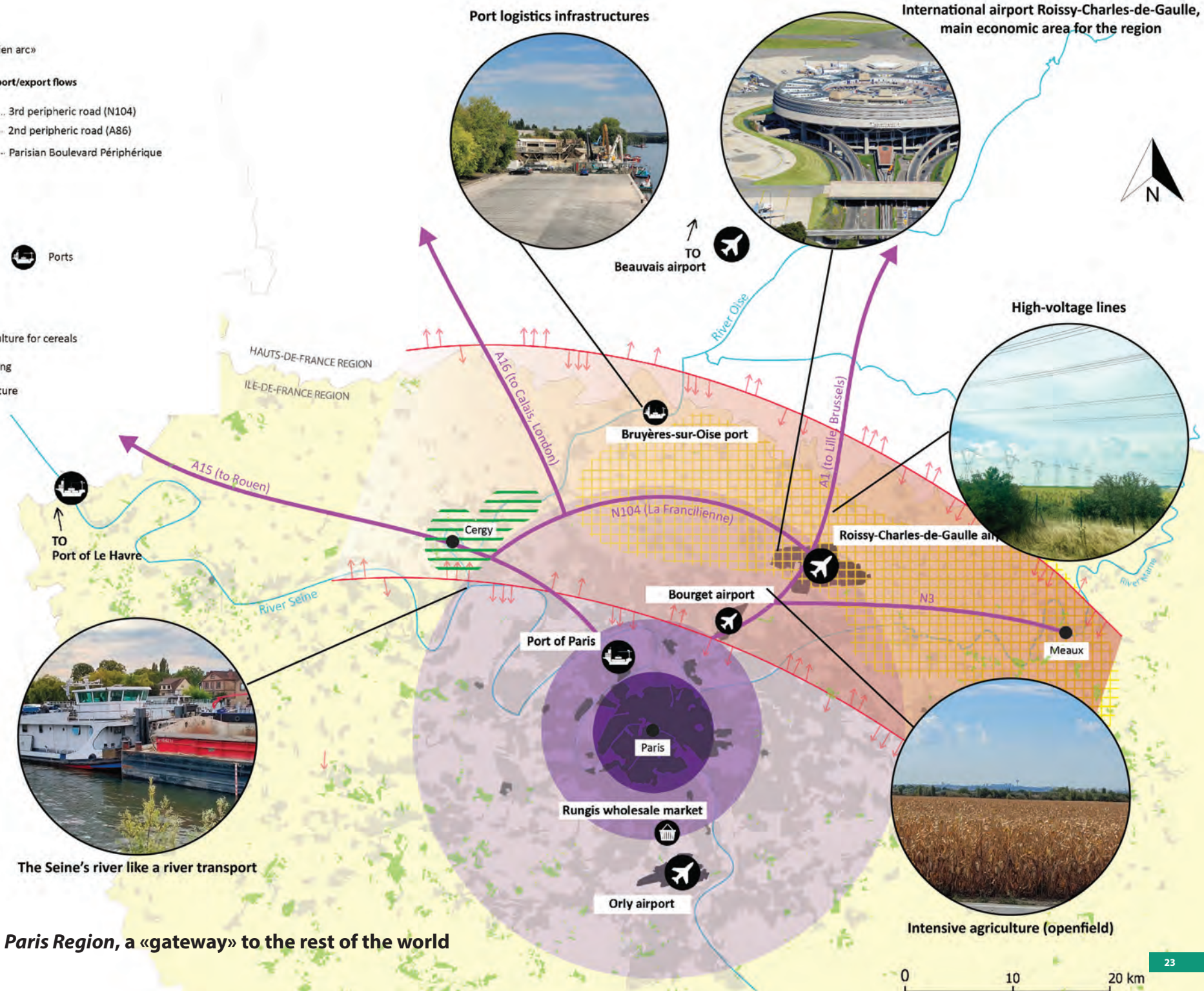
CLOSE THE CONSUMPTION CYCLE BY EFFICIENTLY MANAGING OUR WASTE

The linear model which social development is currently based on: extraction-production-distribution-consumption-waste, generates enormous quantities of materials which are either unused or difficult to treat. Waste is a reflection of society and it is vital that we urgently close the metabolic fracture between the countryside and city. Our proposal focuses on a rigorous collection of organic waste in both urban and industrial areas within the pilot area, including the airport. By focussing on organic waste, we will be able to better separate waste at the source, thus avoiding contamination of recyclable materials. After treating the organic waste, the substrate can be used as a fertiliser to improve the capability of soil. By returning nutrients to the soil which we have extracted during food production, we are attempting to close the cycle whilst taking care of the soil and extending its life. In order to achieve the 'Net Zero Artificialisation' of soils, it is important to nourish and keep the subsoil healthy to avoid the loss of fertility. By implementing good practices such as the application of soil enhancement substrates including compost, use of agroforestry techniques and the growing of cover crops that maximise living roots, we will be able to do carbon farming which will bring benefits to the environment.



Port logistics infrastructures

International airport Roissy-Charles-de-Gaulle, main economic area for the region



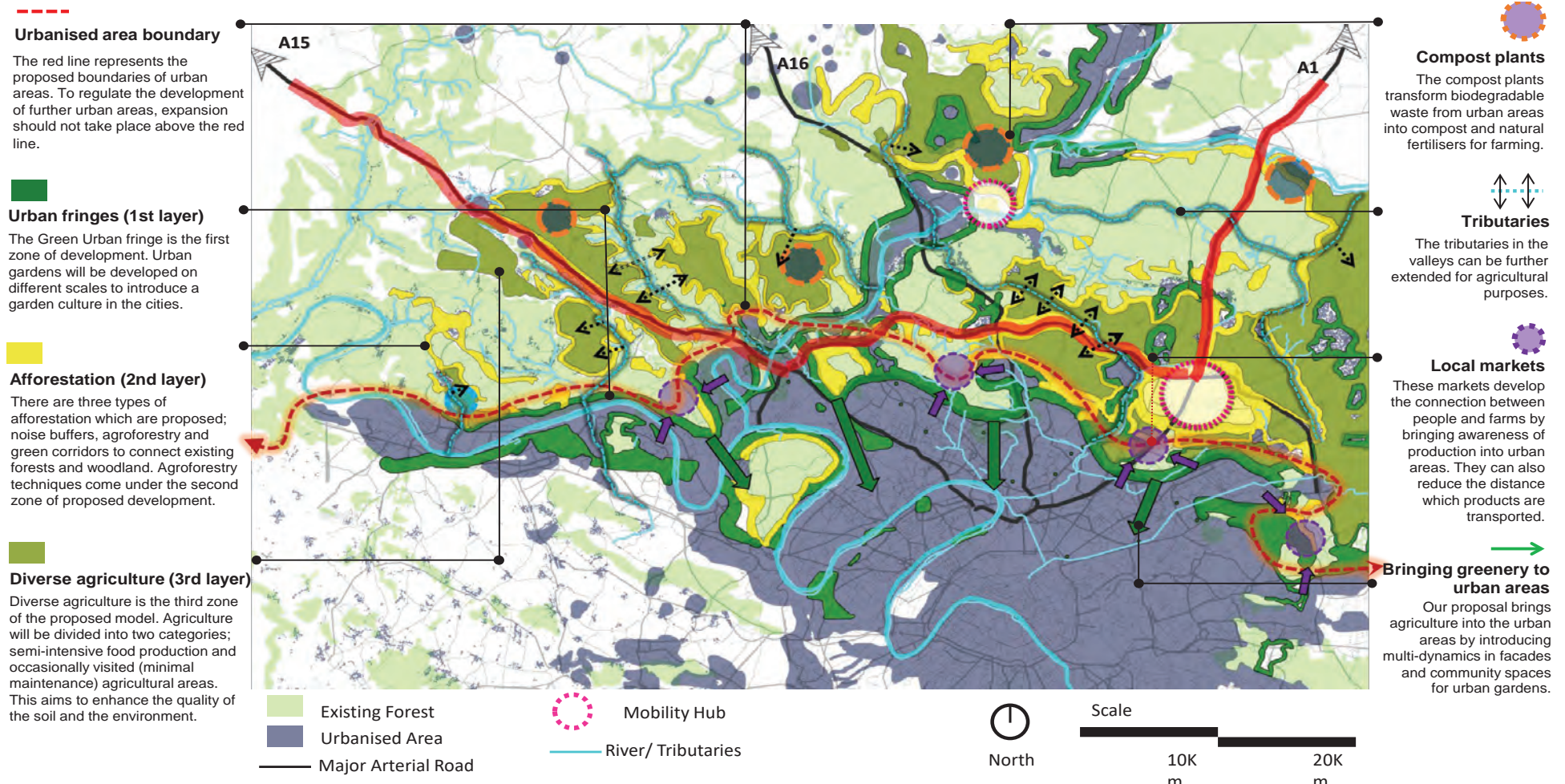
The Seine's river like a river transport

Intensive agriculture (openfield)

The Northern Paris Region, a «gateway» to the rest of the world

A LIVING TERRITORY FOR ALL

We propose a variety of solutions to develop a new form of urbanisation which is more respectful of life and nature compared to the current metabolism of the territory. The starting point of our reflection is the red line which represents our proposed limit of further urbanisation. Using the model of permaculture zones (cf. next page), we propose the diversification of crops. The location of these crops is based on the natural resources present on the site (such as topography, hydrography and quality of soil), their energy requirement and the level of management required. We propose the installation of 'compost plants' to combine permaculture with the circular metabolism of waste management. These plants will use organic waste from human activities from all over the territory to generate compost and other soil inputs. Finally, to reduce the geographical distance between production and consumption, we propose to build several local markets for the distribution and sale of local agricultural products.



NOISE POLLUTION AND WELL-BEING

TRANSPORT & NOISE POLLUTION IN THE NORTH FRANCILIEN ARC

AIR

Charles De Gaulle (CDG) - Cargo and passenger. Le Bourget - Private business.

CDG = Leading European airport for air freight and one of the top 10 worldwide for passenger transport.

Just over 15% of inhabitants are exposed to noise levels that exceed 45 dB. Roissy Pays de France reaches 75 dB.

RAIL

RER, TER, Grand Paris Express, TGV.

Connections to N.France and Paris and internal links within the territory.

16% of inhabitants are exposed to noise levels that exceed 54 dB(A).

ROAD

N184, A15, A1 motorways.

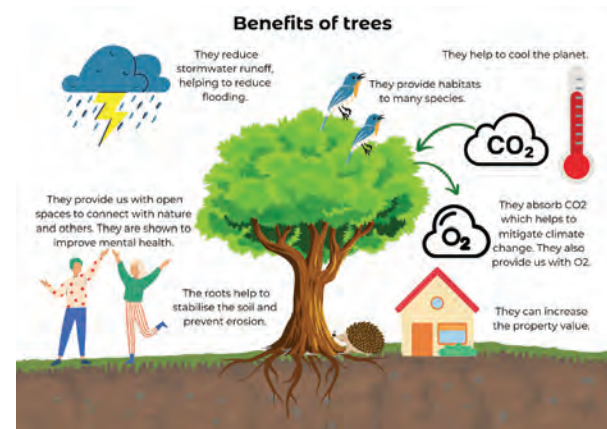
Connections towards N.France, London, Rotterdam, Paris.

Road noise pollution affects the western part of the arc more than the rest > Cergy, Val Parisis and Plaine Vallee.

To combat noise pollution within the area from all modes of transport we propose the development of tree buffers around the key sources of noise where possible, including main roads, railways and CDG airport. This is because for every 30m width of woodland, noise can be reduced by 5-10 decibels, which reduces noise to the human ear by approximately 50%. The best trees to use are Evergreen species which grow tall and have broad leaves to prevent the noise from travelling.

Whilst tree buffers may not prevent noise from overhead planes within the territory, it will help to reduce the noise from take off, landing and loading of the aeroplanes. In terms of the noise during flight, the aerospace industry is making changes to the structure of the planes to help combat this problem.

In addition to acting as buffers, trees provide additional benefits to society and the planet which will help to improve the livelihood of people within the territory.



When planning the installation of buffers, you must consider how the existing landscape of forests and agricultural land will interact with the new trees.

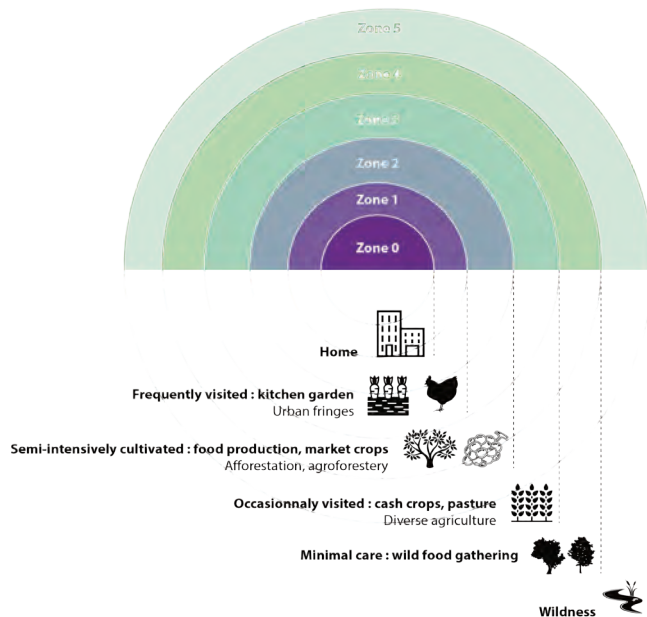
- In terms of forests, the new tree buffers can help to develop a more connected system of green corridors which is important because the North-West part of the arc has fewer forests than the North-East. Thus, increasing the accessibility of residents.
- Within agricultural areas, the trees can act as agroforestry practices which increase the life of the soil.
- One form of agroforestry it can contribute to is silvoarable if the trees or shrubs are intercropped with annual crops such as the maize and beet currently grown in the region. This benefits farmers as it can increase their crop yield and improve the recycling of soil nutrients.
- By developing buffers you can create hedgerows, windbreaks or riparian buffer strips which contribute to another form of agroforestry. This protects crops and improves the quality of soil whilst preventing erosion which is crucial for a territory whose soil is degrading.



PERMACULTURE, LET'S CHANGE

The word permaculture comes from the contraction of permanent agriculture and permanent culture because cultures rely on a sustainable agricultural base and land use ethic in order to survive. Permaculture is a design system used to develop sustainable human environments. Permaculture focuses on the relationships we create between elements (plants, animals, buildings, infrastructures, water, energy) depending on where we locate them within the landscape.

Zoning system in permaculture :



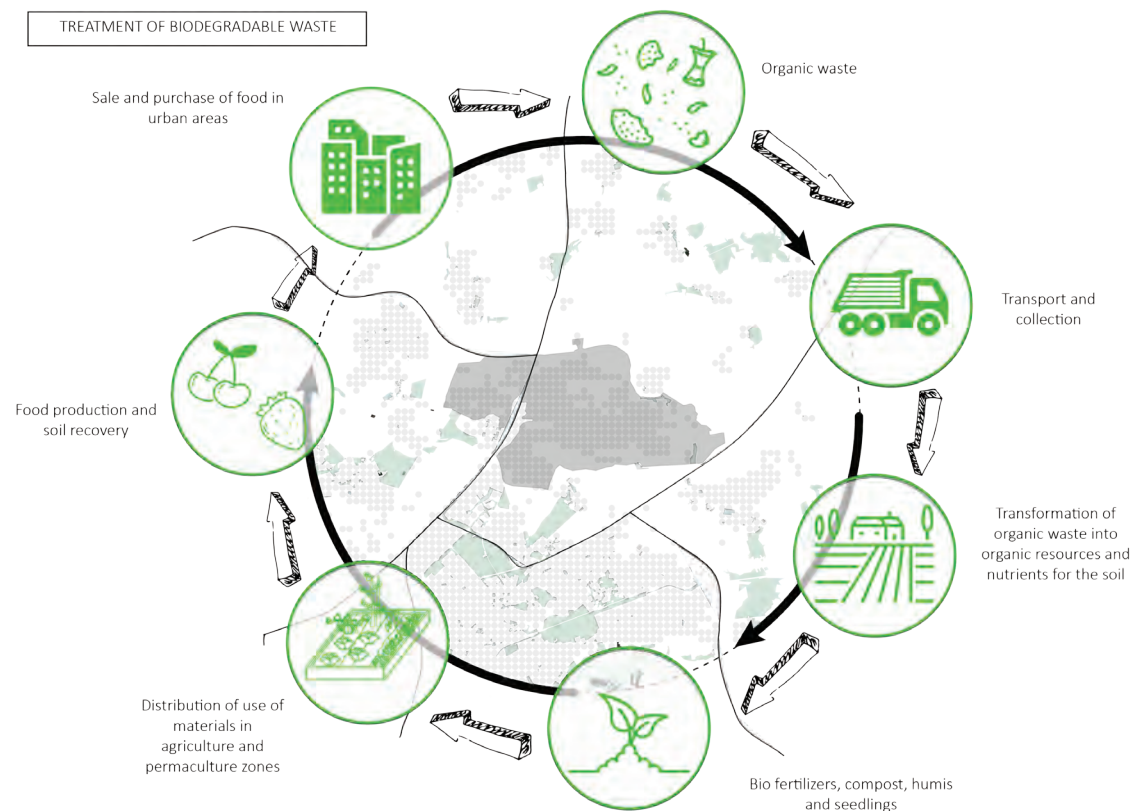
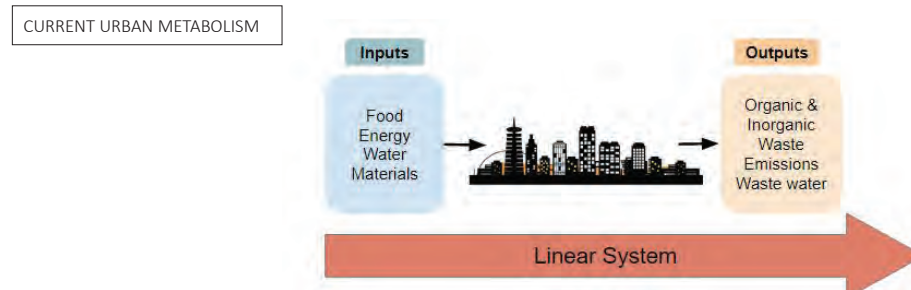
The Ethical Basis of Permaculture

- Care of the Earth: Provision for all life systems to continue and multiply
- Care of people: Provision for people to access the resources necessary to their existence
- Setting limits to consumption
- Produce no waste

FROM WASTE TO RESOURCES

**Aims of efficient organic waste management to assist in the goals of Net Zero
Artificialisation of soils**

- **Recover** territories that have been destined to supply distant places and convert them into diverse production spaces for local supply
- **Close** the metabolic fracture by using the resources generated in homes and consumption spaces as material to generate fertile soil
- **Reduce** the amount of organic material that ends up in landfills
- **Develop** a hub that provides education on sustainable agricultural practices, the production and marketing of biofertilisers, seedlings and monitoring soil health
- **Strengthen** access to biofertilisers and transparent information in agricultural areas for an adequate transition to a more sustainable and diverse agriculture system
- **Promote** the use of carbon farming to reduce emissions whilst nourishing the soil



EDIBLE LANDSCAPE, WHY NOT ?



Paradigm Shift

Current Development Trend: A sprawl to the Hinterland



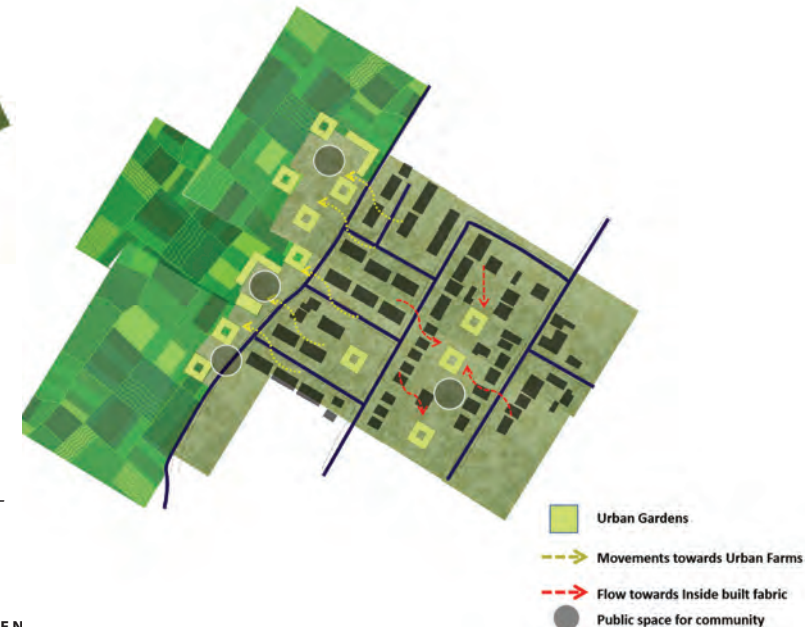
Proposed Development: Towards a healthy future for soil and the lives it supports



We are becoming more distanced from the producers of our food and the agricultural processes. The crops currently grown in the pilot area are not intended to nourish its inhabitants but are grown and exported for profit. Additionally, we currently depend on supplies that were manufactured thousands of kilometres away. This creates a certain level of dependence whilst generating emissions from the import and export of supplies.

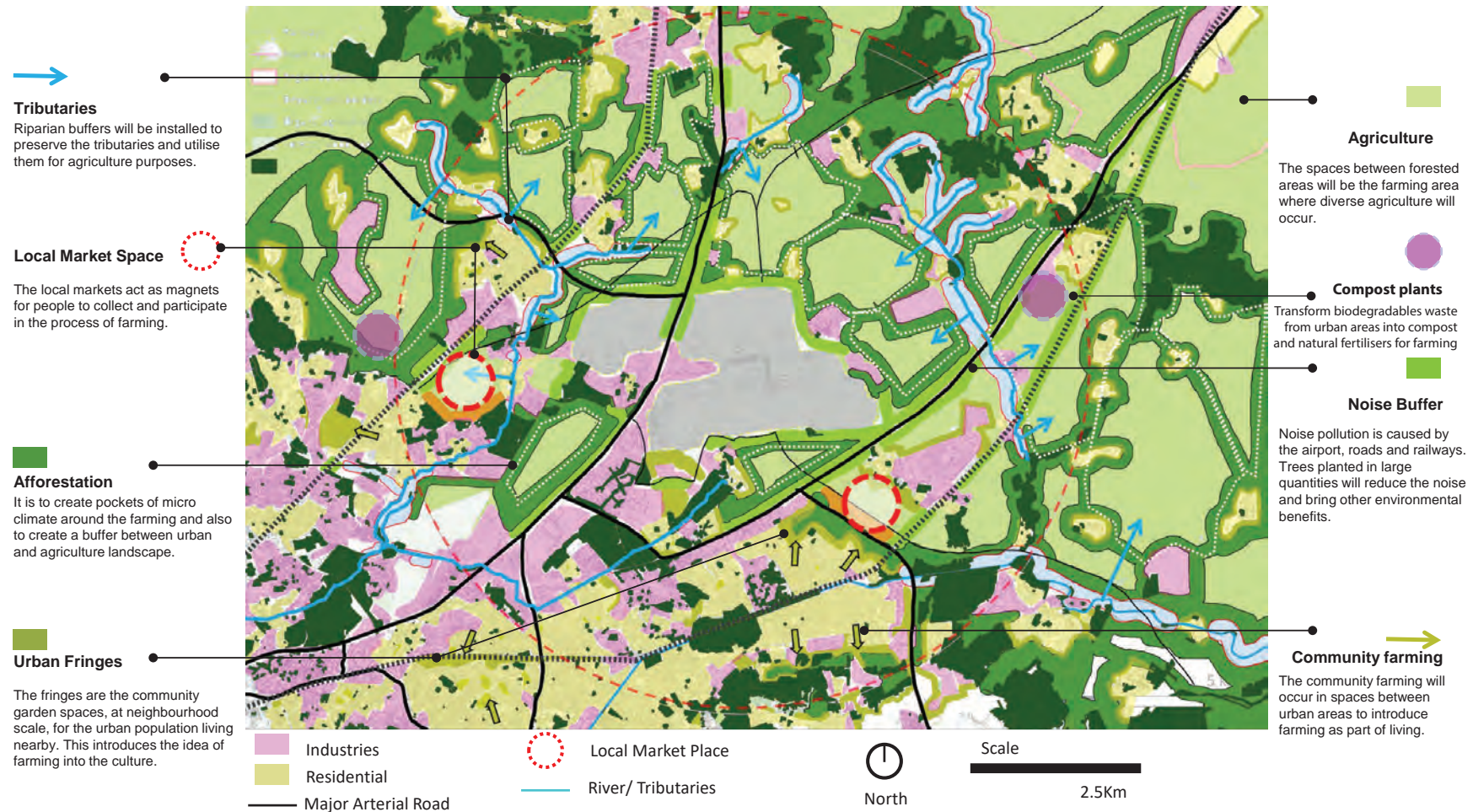
Because of this, it is important to re-establish the connection between the inhabitants and producers.

Creating edible landscapes, parks, gardens and rooftops can re-establish the connections and generate a sense of respect for nature and people. The gardens are multi-functional in space. They connect food production with nature, provide green spaces for the city, purify the air, store carbon, redirect water runoff to mitigate urban sewage, and promote urban life and biodiversity throughout Urban Areas. Creating a biodiversity stepping stone for Edible Garden connects green spaces in urban environments. This rich network provides a habitat for local biodiversity. It is a strategy for coherent integration into urban planning. It advocates us seeing urban agriculture as an integral part of sustainable infrastructure.



ROISSY, A RESILIENT TERRITORY

We have chosen an area with a diameter of 20km around CDG airport to be our pilot zone, due to its importance within the territory. Within this pilot zone, we have developed several solutions to form an edible landscape in order to bring food production areas closer to the inhabitants. Additionally, we have proposed solutions to solve the problems associated with the current territorial metabolism such as noise pollution and those which arise as a result of intensive agricultural practices to create an overall happier, more resilient territory.



03

TEAM B

BEAVERS 5





MANIFESTO

Reinventing the logistic functions of the northern Paris Region

Logistics, a support for territorial metabolism

The logistics of goods and resources have long been a blind spot in local public policies and regional planning. By definition, it is a moving object which escapes geographical delimitation and whose legal treatment is constantly challenged by the arrival of new uses. The progressive abolition of customs barriers has reinforced the internationalization of trade and related material flows.

All these flows require heavy material infrastructures (sorting centers, hubs, transport axes), which form the backbone of the territories and strongly influence their metabolism, that is, all the flows consumed, transformed, and rejected by the urban systems.

The movement of goods generates direct and indirect emissions and pollution with global and local consequences. Rethinking

The movement of goods generates direct and indirect emissions and pollution with global and local consequences. Rethinking logistics involves optimizing and decarbonizing travel on the one hand and finding a balance between dependence and autonomy for supply on the other.

The keys to understanding the northern Paris Region

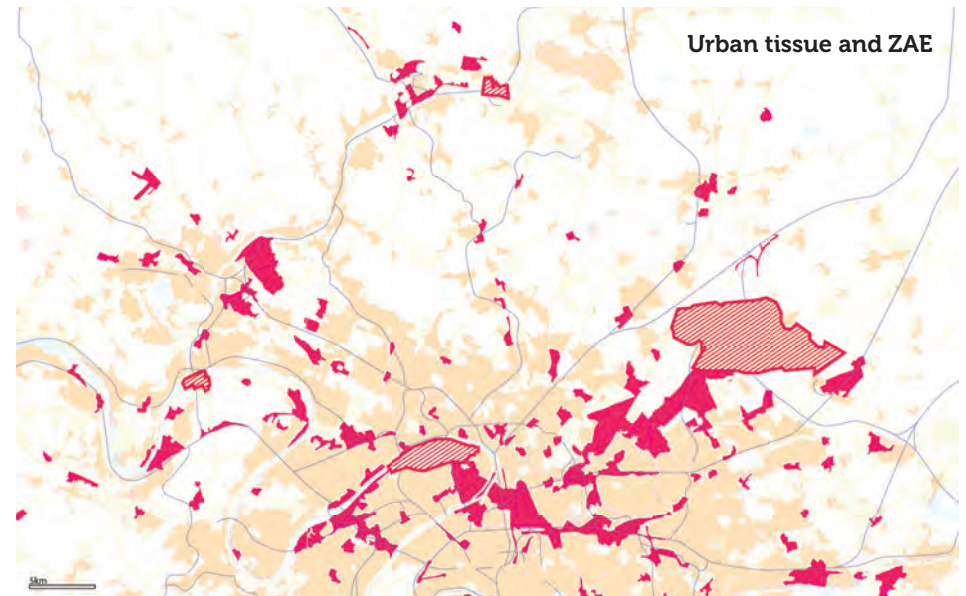
Because of its geography and history, the northern Paris Region supports a prevalent share of logistics flows, hosting many infrastructures essential to the supply of the metropolis and France as a whole. The airport, the freeway junction, and the warehouses that crisscross it make it a poorly identified space that mainly serves the metropolis.

However, it benefits from many resources that make it a vital territory. Formerly the breadbasket of Paris, its agriculture is now more focused on international agricultural sectors. The Vexin

and Oise nature parks, Cergy, and Greater Roissy catchment areas provide opportunities for territorial development.

Logistics is thus a crucial key to understanding the contemporary realities of this region and imagining the paths to a desirable future for its living and production areas. The analysis of logistics flows allows us to highlight the supply chains and, in comparison, the economic value chains and dependencies, which we must recompose due to the progressive scarcity of resources. This raises questions about planning: how can we imagine new relationships between urban, human, and natural systems?

In this context, we propose to strengthen the logistical functions of the northern Paris Region. They are necessary for material supply and economic activity. However, we must reinvent them to adapt the region to climate change and initiate its socio-ecological transition towards a circular and local metabolism.



VISION

Landscaped logistic urbanism

"Rethinking and implementing an efficient and sustainable logistics system based on landscape resources, for the benefit of the inhabitants of the northern Paris Region."

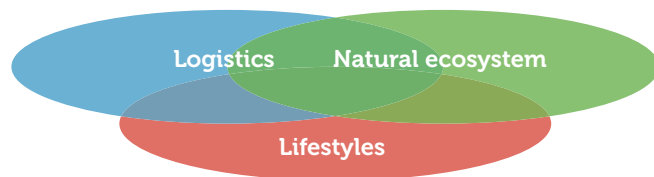
Logistic activities shape the landscapes of the northern Paris Region. Increasingly large warehouses, between 10,000 and 100,000 m², are being built there, contributing to the artificialisation of land, the homogenization of the landscape, and the increase in heavy goods traffic. The landscape-based logistics urbanism that we propose is based on the development of logistics activities with the existing landscape. It is a question of integrating and transforming their operations so that their carbon, spatial, and landscape footprints are zero or positive.

Our objectives for the northern Paris Region

- ● Building a logistics system focused on river transport by enhancing the Oise
- Strengthening rail logistics
- Developing consolidation centers for urban logistics at strategic points
- Reusing, rehabilitating, and recycling existing logistics zones.
- ● Intensifying the uses of logistics activity zones (energy production, verticalization, mixed-use, etc.)

- ● Rethinking the food circuits for improved proximity.
- ● Developing public transport on the Francilienne to connect Cergy and Roissy.
- ● Developing pedestrian networks along the green belt to encourage active modes.

- Reviving the natural system of the Oise by utilizing its tributaries and integrating them into a coherent green and blue network
- Preserving farmland and integrating it into the green network
- ● Reusing, repairing, and recycling all territorial resources: soil, air, water, mineral, and organic matter.

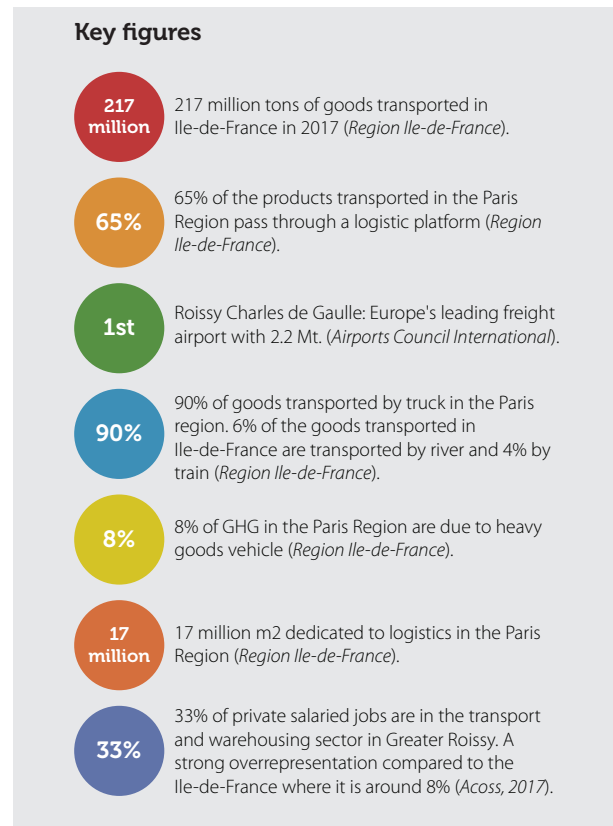


We approach the city as an ecosystem composed of soil, water, and air. A few primary objectives structure it: improving soil quality, guaranteeing land-saving occupancy, improving water quality for biodiversity, etc. These cross-cutting objectives are then broken down into sectoral objectives and linked to the specific characteristics of the territory: agriculture, logistics, housing, connection to the world, and relations with the metropolis.

LOGISTICS SYSTEM

Shifting transport from road to river and rail

The logistics system in the Paris region today relies mainly on road transport, even though the region has major river and rail networks. The northern Paris Region is a gateway to the other territories and plays a crucial logistical role as an inter-regional transit and supply area for the metropolis.



The foundation of our project is the development of the Oise River, a traffic area that is not saturated and whose logistical role will be strengthened with the construction of the Seine-Northern Europe high-gauge canal. This will link the Paris region

and the Seine basin to the ports of the Benelux countries, thus enabling the development of container transport from the Northern Range to the Paris region. It will also extend the catchment area of the port of Le Havre to the north and east of France. River container transport, which is still limited in the Île-de-France region (160,000 TEU in 2018), should increase with the Seine-Northern Europe Canal. Our proposed network of hierarchical and complementary ports along the Oise aims to generate a massive modal shift from the road to the river.

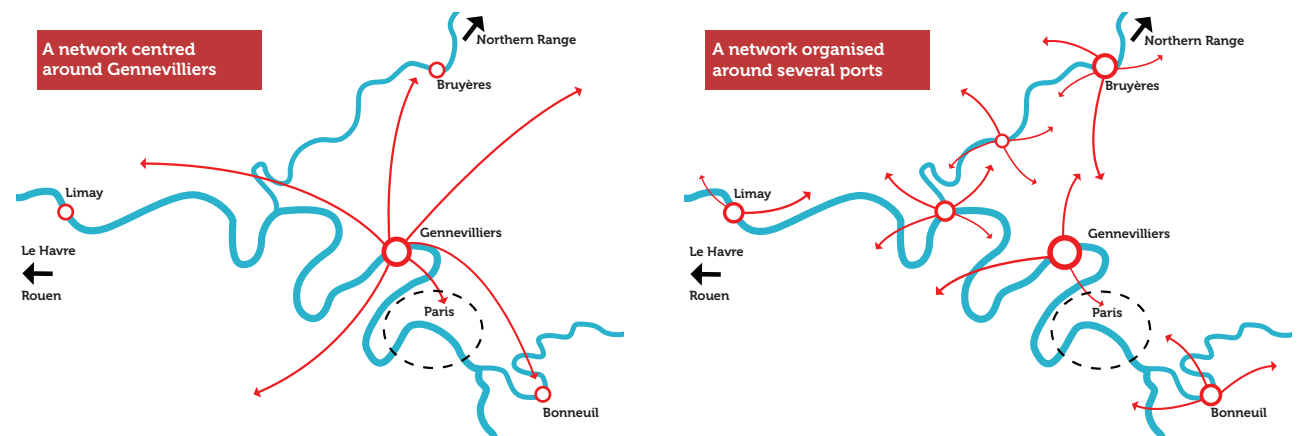
Complementary ports

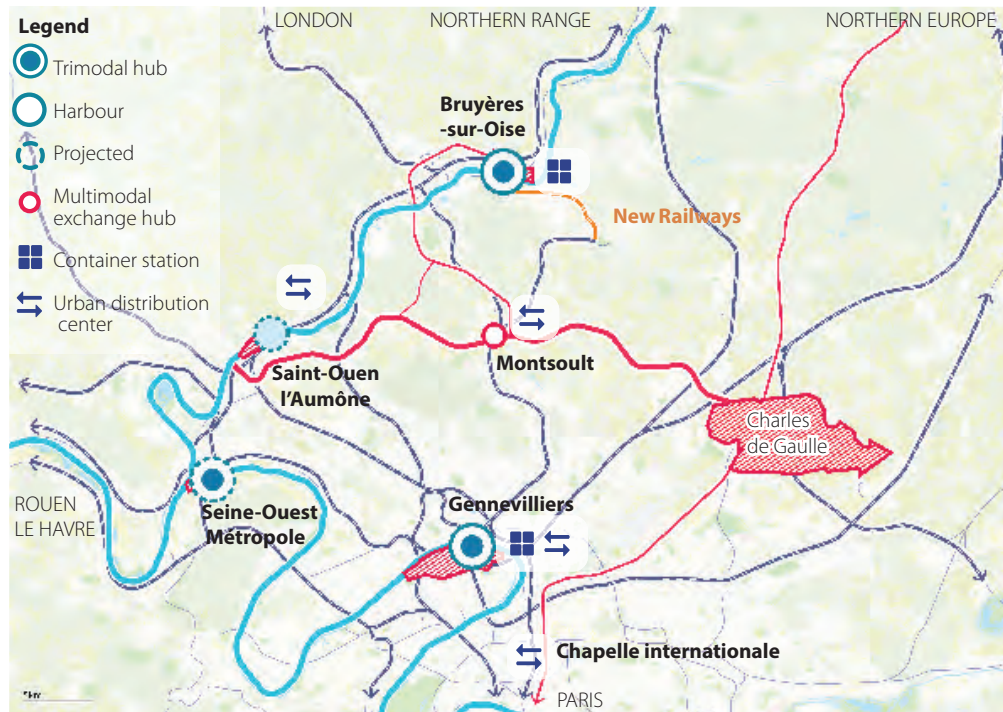
Today, most goods are transported by waterway transit through the port of Gennevilliers. This situation leads to longer transport distances and many unnecessary journeys: goods arrive in the west of the city but pass through the large warehouses in the east before returning to the west to supply the stores. The port of Bruyères, the quays of Saint-Ouen l'Aumône, and the future Port Seine-Ouest-Métropole are the future port platforms of the Oise, which will make it possible to support the reduction of the metropolitan area's logistic density while organizing it around the rivers. This logistics system breaks with the search for immediacy and the increasing speed of deliveries but guarantees good reliability of delivery times.

The ports are developing a complementary relationship. The Port of Bruyères, which already has a container terminal, is becoming a container gateway in the Île-de-France region, thereby limiting the transfer of containers by truck between the east and west areas of the metropolis. The Port Seine-Ouest-Métropole specializes in construction materials. This network would complement the Gennevilliers platform, which could thus develop urban river distribution activities.

To develop river transport on the Oise, we propose to create a series of consolidation centers, which allow companies to share space and group goods from different suppliers to massify flows. This massification is necessary for the economic profitability of river transport. The transport of large volumes over long distances makes it possible to offset the costs associated with load breaks. A semi-public operator, such as Haropa Ports de Paris or Sogaris, will manage these centers to ensure their complementarity and to direct the spaces towards activities considered beneficial for the metropolis (food, recycling, etc.).

A logistics governance body involving the authorities of the northern Paris Region, the Greater Paris Metropolis, and neighboring departments, such as Oise, is being set up to ensure a coherent logistics vision on the scale of the Seine-Oise basin.

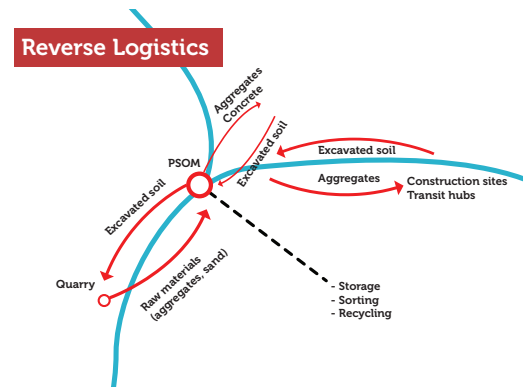




Port Seine-Ouest-Métropole: reverse logistics and circular economy of construction materials

This port, which is currently under construction, focuses on construction and public works activities.

- Inspired by the Brussels Construction Consolidation Center, a consolidation center for construction materials provides contractors with storage space away from construction sites, which are limited in the dense metropolis. It also helps mitigate delivery delays due to traffic jams, which are a major source of lost profits for contractors.
- Development of reverse logistics and structuring of recycling channels. An interesting duplication site for the Cycle Terre factory, which produces raw earth materials from excavated material.



Port of Bruyères: river/rail intermodality for containers

- Use of the existing container terminal by the existing logistics warehouses.
- Example of Scapnor: Leclerc's central purchasing office is supplied with dry goods and pallets by cargo ships. Barges then supply the stores in the new town of Cergy. The rail connection to the Chapelle Internationale provides service to the dense urban area.
- River/rail intermodality reinforced by new rail links to limit network saturation and competition between freight and passenger transport.

Port of Saint-Ouen l'Aumône: connecting and consolidating to foster river logistics

- A port connects the Epluches and Vert Galant business parks to the river.
- A consolidation for small and medium-sized businesses allows sharing of storage space. Managed by a business association or a semi-public operator, the consolidation center also offers catering services, space rental, and logistics optimization.
- River/rail intermodality is encouraged.

The Francilienne (N104): an infrastructure serving East-West mobility

It is the backbone of the northern Paris Region, linking the residential areas of the new town of Cergy and the Val d'Oise to the airport hub and the Roissy employment zone. The lack of public transport to the Roissy hub is one of the reasons for the difficulties in recruiting in the logistics sector at Roissy. The Ile-de-France corridor is a transport route for goods between the logistics zones of Roissy, Montsault, Saint-Ouen-l'Aumône, and Conflans. It is also a route for the transportation of construction materials between the Ile-de-France construction sites in the dense zone and the ports on the Seine and Oise rivers. It crosses the agricultural plain of France, creating a break in the landscape and views of the wider countryside.

We propose to anticipate the effects of the development of the business centers of the northern Paris Region on this infrastructure by developing public and shared transport and, in the more distant future, mass transportation of goods. This transformation would take place in several stages:

1. Experimentation with a reserved lane for buses and carpools and a multimodal exchange hub at Montsault (carpools, buses, trains, bicycles)
2. Continuation of the reserved lane and extension of the multimodal exchange network. Hubs that become multifunctional (transportation, shops, logistics hub, local food distribution).
3. Construction of tramway-type infrastructure on the reserved lane and addition of a carpooling lane. Experimentation of goods transported by tramway.



NATURAL ECOSYSTEM

Intertwining urban with landscape

1. Connecting the river and the landscape through green corridors for better continuity of the eco-system

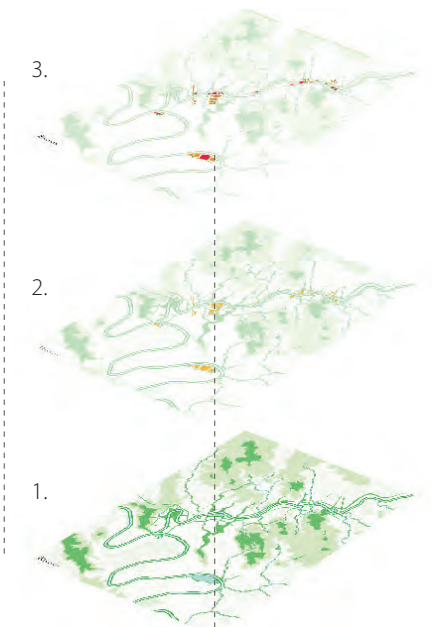
Following contour lines, tributaries, and infrastructures from the forest area on the plateau to the lowest region - the river, in which the harbour hubs create the territories as destinations for the linear corridors.

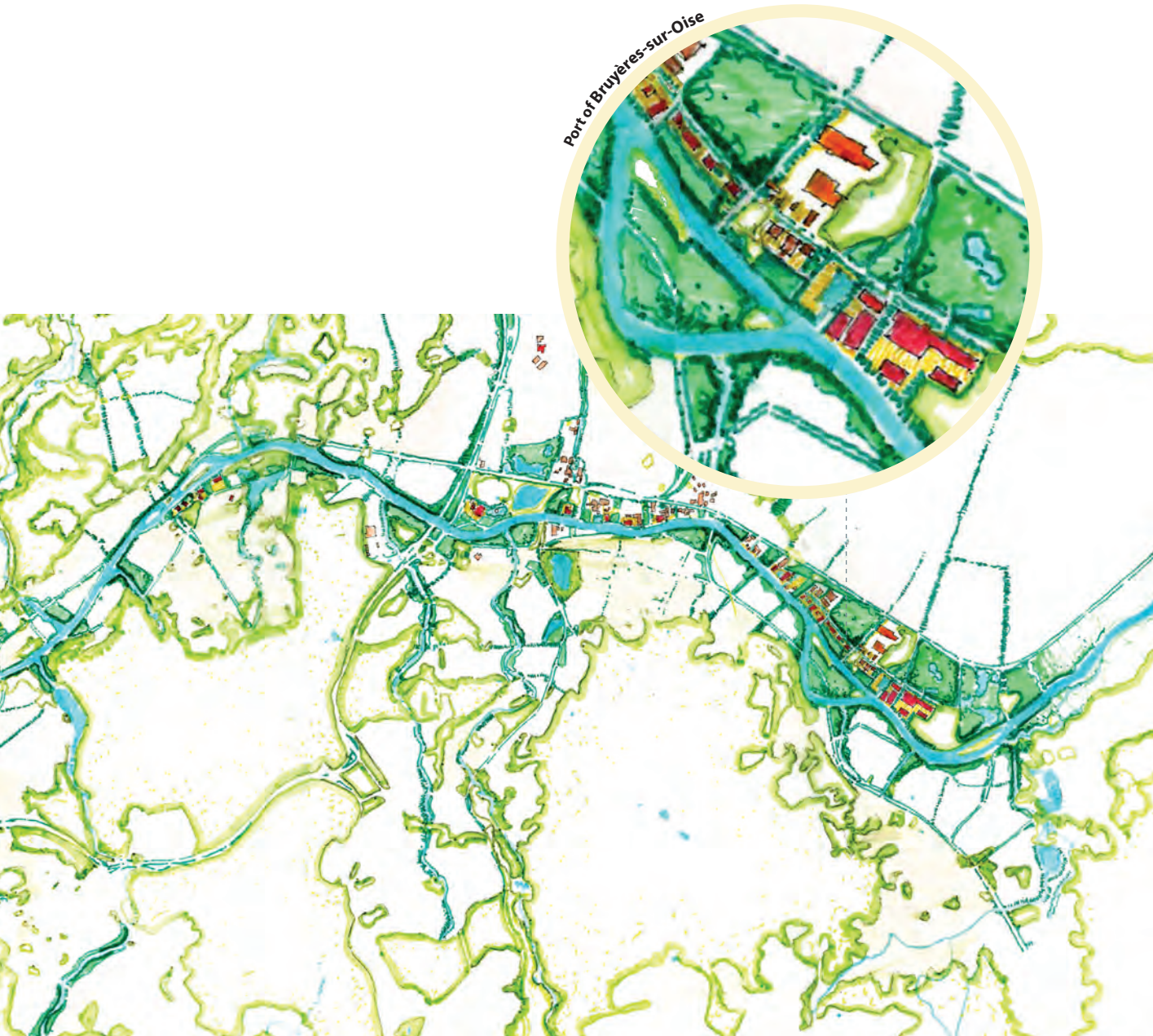
2. Intertwining the potential urban fabric with landscape for healthier environment

Redesigned green corridors and urban forests will be merged with functional and logistic systems.

3 Hybridizing multiple functions for a more sustainable lifestyle

Mixing the urban and logistics functions in the ZAE creates a shared living/working pattern fit for future needs and implies less energy waste for the goods productions.



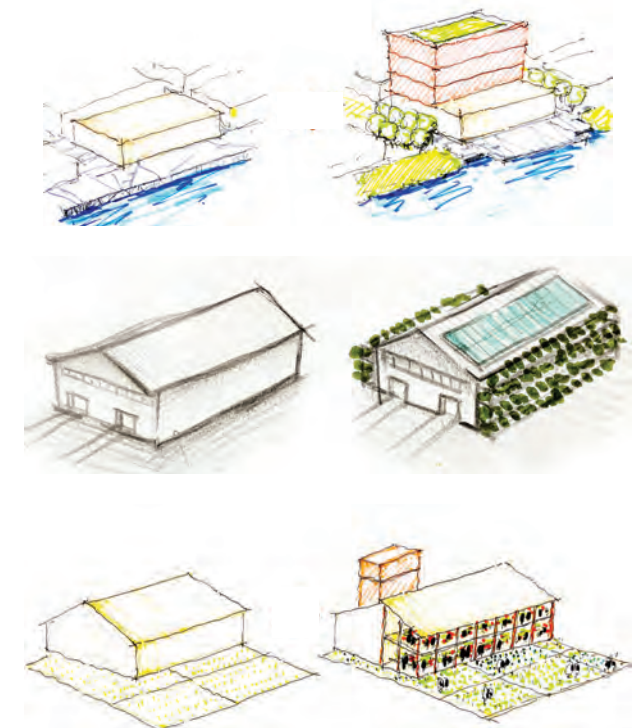


Warehouse Renovations

We propose a systematic approach to warehouse renovations. The possibilities are:

- Intensification through verticalisation and densification;
- Using abandoned warehouses for urban farming;
- Using the exterior walls for urban farming;
- Using the roofs for solar paneling.

We use two variables to determine what we should do with any specific warehouse: whether the warehouse is in use and whether there is a need for intensification.



FOOD SUPPLY

Rebalancing power relations within the food system

The need for a systemic change of the agricultural model

In a profession subject to deep malaise, contradictory injunctions, and shifting consumer demands, agricultural models must evolve to meet ecological imperatives. Along with freight logistics, we wish to take into account the existing situation and the current agricultural models of the northern Paris Region to initiate a gradual transition towards a more diversified and resilient model, from large-scale crops destined for export to other regions to the production of short circuits on a local scale.

Centralized logistics chains to challenge

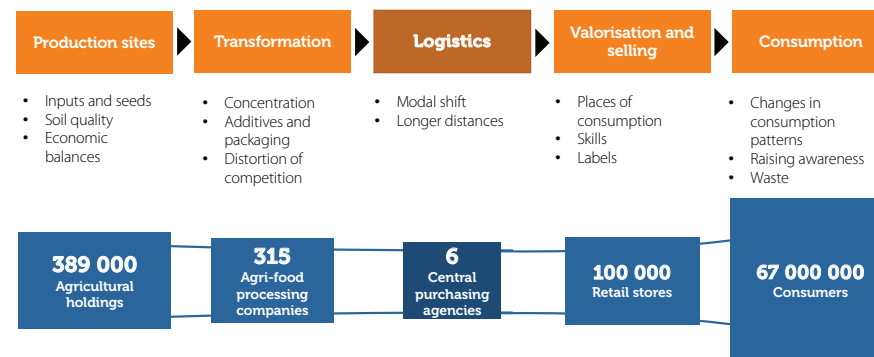
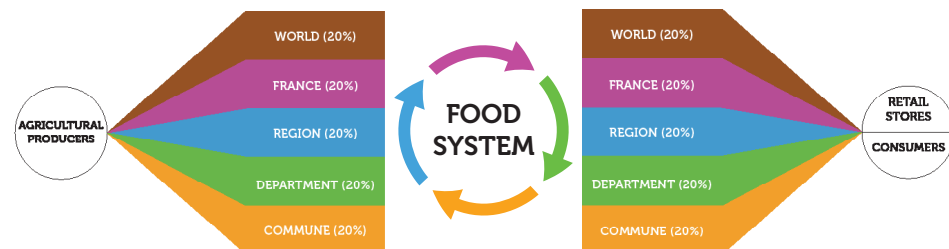
Globalisation implies longer distances for food supply and more complex distribution chains. It results in an extreme concentration of logistics circuits between a few players in an oligopolistic situation, hindering the transition of farming practices.

Introducing a new concept: 20% in the food mix

Many food and agricultural policies aim at a more secure, accessible, sustainable, and virtuous supply to the inhabitants, but few manage to achieve it. In this case, it is a matter of initiating a process of relocalization of supply by encouraging the upstream and downstream actors in the chain.

The introduction of a progressive obligation of a 20% mix to ensure a geographical diversification of:

- The destination of outlets: for agricultural producers (on the scale of a farm, a cooperative, or a small territory)
- The origin of supplies (on the scale of a retail store or a household)



The 6 central purchasing agencies (Auchan, Carrefour, Cora, Intermarché, Leclerc, Système U) account for 92% of food supplies in France.

Agricultural diversification in three farm typologies

From the existing models and the diversity of existing agricultural models in the northern Paris Region, three main types can be highlighted and combined, with adjustments depending on the considered farm. In this respect, the Triangle de Gonesse could be demonstrative of different complementary agricultural practices.



	Functions	Transformation levers
Open-field agriculture	Production (food, energy) for industrial transformation	Reintroduction of hedges Reduction of inputs Combination of crops
Market gardening	Local production, lightly processed products	Agroforestry Use of organic waste Small processing units
Urban agriculture	Pedagogical use Community link	Mixed-use sites (roofs and walls, brownfields, green spaces, interstices) Re-use of urban waste (organic matter, runoff)

PERSPECTIVES

Which logistics for which lifestyles?

Logistics issues are closely linked to lifestyle changes. Specifically, the rise of e-commerce and its penetration into all acts of consumption. While the impact of consumer choices calls for limited but essential responsibility on their part, regional planning policies can be a vector for promoting more sustainable lifestyles. The spatial distribution of functions and services guides the daily practices of inhabitants in terms of mobility, residential choices, and consumption.

Here we investigate some contemporary assumptions that gradually form our collective representations. They invite us to imagine and question the mutations of our lifestyles and their effects on the northern Paris Region.

«Increasingly shorter delivery times»

Delivery platforms are increasing their marketing efforts to encourage the fastest delivery, considering the reduction of delivery times as an inexorable goal. It is necessary to question this headlong rush. As trivial as the choice of a shorter delivery time may be, it underpins a supply chain that needs infrastructure and is very energy intensive. This dogma of instantaneousness ultimately leads to a progressive division of labour and dehumanisation of work for employees in this sector, particularly numerous in the northern Paris Region.

«Wage vulnerability and bullshit jobs in logistics»

10% of private sector employees work in the logistic and transport sector, where employment is predominantly male (73%). This is linked to important social issues. The low-skilled warehouse workforce is the «new working class of the 21st century.» The logistics sector is a source of vulnerability due to low payment, poor working conditions (staggered hours, cold, handling, pace), and the use of temporary workers. Considering that international companies blackmail jobs in these territories, which levers of action can local governments use?

«Warehouses: the shoeboxes of business parks»

Often nicknamed «ugly France» or «shoeboxes,» logistics warehouses are objects of dislike. Due to the eviction of logistics from dense areas, the agricultural landscapes of the northern Paris Region are gradually nibbled away by ever larger warehouses. We aim at making housing, logistic activities, agriculture, and nature (forests, parks, gardens, squares, etc.) coexist in this area. Landscaping helps protect biodiversity and fulfil the need for nature, while providing a view on the city's metabolism.

«Programmed obsolescence?»

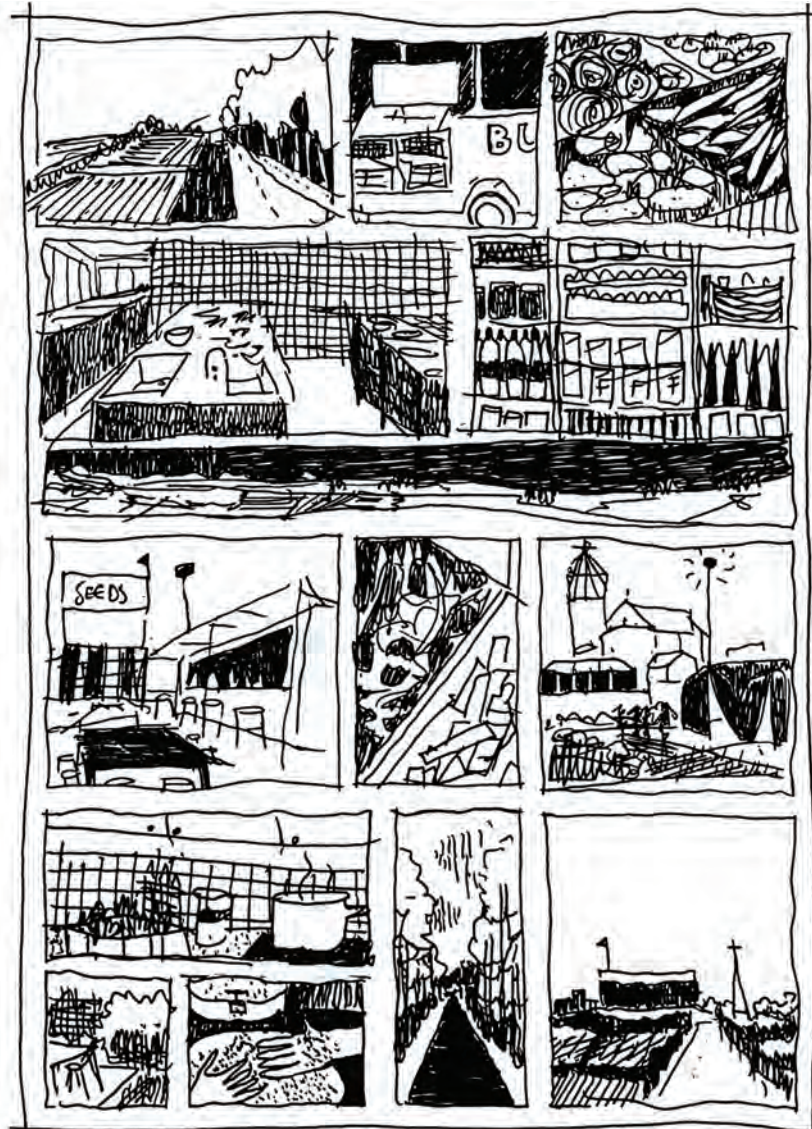
Current logistics developments result from the rapid obsolescence of old warehouses (lack of space, damaged facilities, and difficult urban access). This urban legacy is an opportunity to intensify the uses (crafts, energy production, urban agriculture, etc.) of formerly monofunctional spaces, while maintaining a productive vocation. Diversification of uses is also a way to anticipate the obsolescence of these new warehouses, which will have to be recycled in a more sustainable world.



03

TEAM C CIRCE - 食





CIRCE - 食

TERRITORIAL METAMORPHOSIS THROUGH THE FOOD SYSTEM

CIRCE

Ancient Greek goddess renowned for her vast knowledge of herbs and potions, and for her metamorphosis powers.

食 - (SHI)

Chinese character of food - Evolving from the symbol of eating food from a container full of food.



LANDSCAPE IDENTITY

The northern fringe of the Ile-de-France, as introduced in the workshop, is a 20 km thick arc centered on the Parisian agglomeration. This division includes landscape units associated with three “countries” whose limits are based on historical and – most importantly – geographical specificities: the Plaine du Vexin to the west, the Vallée de l’Oise and, finally, the Valois, which includes the Plaine de France to the east. The area serves the capital but also has strong national and international orientations due to its infrastructure (ports, airports, highways and rail network).

How to go beyond the administrative limits drawn by local policies in order to initiate an ecological transition in the territory for 2050?

What relationship should be maintained regarding the urban continuity of Paris and the economy of the metropolis?

What position should we adopt with respect to territorialized and global markets?

FROM PRODUCTION & DENPENDENCY

The intercommunities of Cergy-Pontoise and Roissy Pays de France are representative of fundamentally opposed agricultural contexts within the Northern Ile-de-France arc. The utilised agricultural land (SAU) of Cergy-Pontoise represents 25% of the surface integrated into its administrative limits, whereas Roissy Pays de France is made of 50% of farmland. According to the demographic data, this is equivalent to 65 m²/inhabitant and 508 m²/inhabitant of agricultural land respectively. Thus, Cergy-Pontoise has turned to the Vexin to develop a coherent territorial food project (productive plains, consumption centers) while Roissy Pays de France is part of an economic logic based on exchanges (major hubs: airport, Agoralim) but will have to develop more diffuse territorial dynamics for its PAT (productive spaces, consumption in medium-sized cities).

The goods that are produced and consumed in the territory

are currently part of non-territorialized supply chains. Foodstuffs epitomize the issue: through the continuous and linear export, they generate the import of agricultural inputs. The territory partakes in a dynamic of flows linked to the agro-industry, which itself implies a need for transports and logistics.

On this topic, two logics are present in the territory. On the one hand, the massive long-distance flows, whose logistical needs are materialized by land coverage and transport infrastructure frequented by freight vehicles. The Vallée de l’Oise is therefore an asset for river logistics. On the other hand, local flows are essentially fragmented (e.g., first and last kilometers), and depend on road transport, for which the main challenge will be optimization in the years to come.



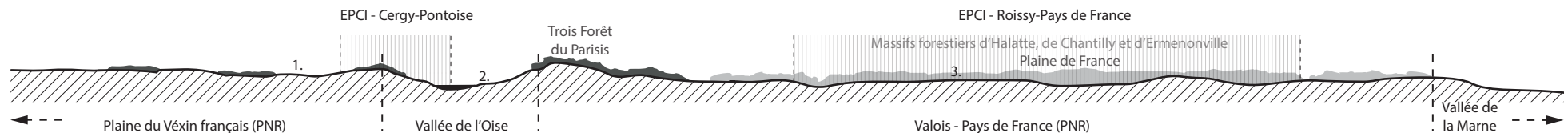
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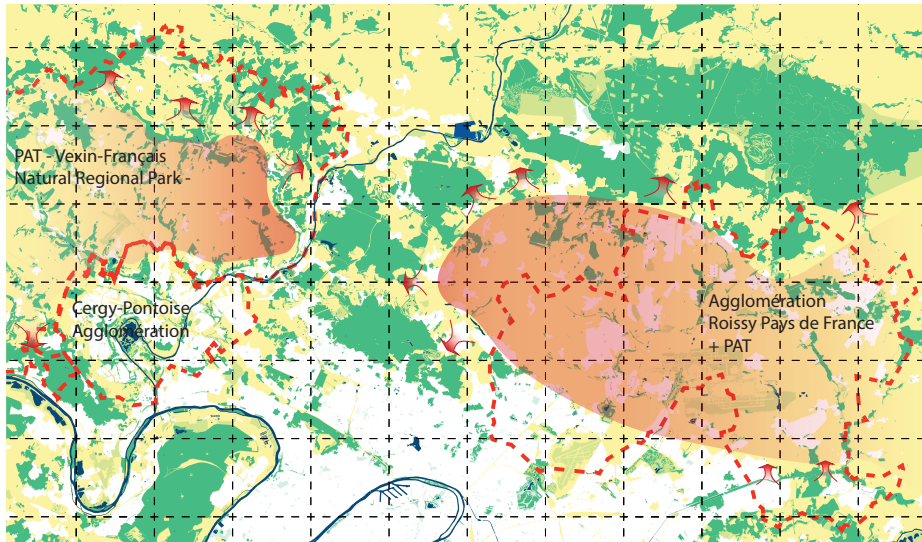


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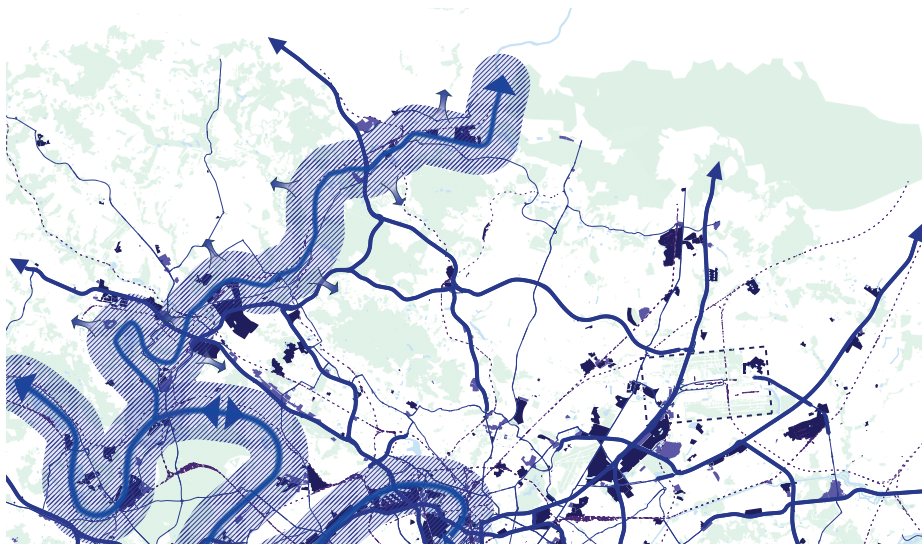




HISTORICAL PRODUCTIVE TERRITORIES AND TERRITORIAL FOOD PROJECTS

- Forest areas
- Agricultural areas
- Urban areas
- Water ways
- PAT Boundaries
- Hypothetical dynamic

Scale
10km 20km



LARGE SCALE LOGISTICS AND WATER WAYS POTENTIAL

- Forest areas
- Agricultural + Urban areas
- National road
- Regional / Departmental road
- Train lines
- Water ways + potential area

Scale
10km 20km

TO BIOREGION

In 2019, the Momentum Institute defines the bioregion as a territory whose geographical limits designate ecosystems shaped by co-evolution between humans and non-humans. The projection made in the *Boregion 2050* report proposes a functioning of the post-collapse Ile-de-France region of which the bioregion is the capable territorial scale to build new territorial ecologies and foster the Paris region inhabitants.

Our approach is inspired by this vision to understand the northern Ile-de-France arc through its specificities, in order to recognise its own identity, decoupled from the Parisian metropolis and based on the relationship with living beings. A territory that recognises biodiversity as necessary for its development while increasing its conditions of habitability.



Croquis J. Sgard - Les grands paysages d'Ile-de-France, IAURIF 1996

F.O.D (FOOD ORIENTED DEVELOPMENT)

F.O.D (Food Oriented Development) is an approach of urban and territorial design that aims at tackling the issues of food and climate resilience through actions on the food system.

This framework enables professionals from different backgrounds and disciplines to work together on a territory and design a project that will take into account as many systemic components as possible.

It consists in four tools:

- / THE FOOD SYSTEM CIRCLE
- / THE F.O.D UNIT
- / TIMEFRAME
- / THE STAKEHOLDERS PROOFREADING EXERCISE

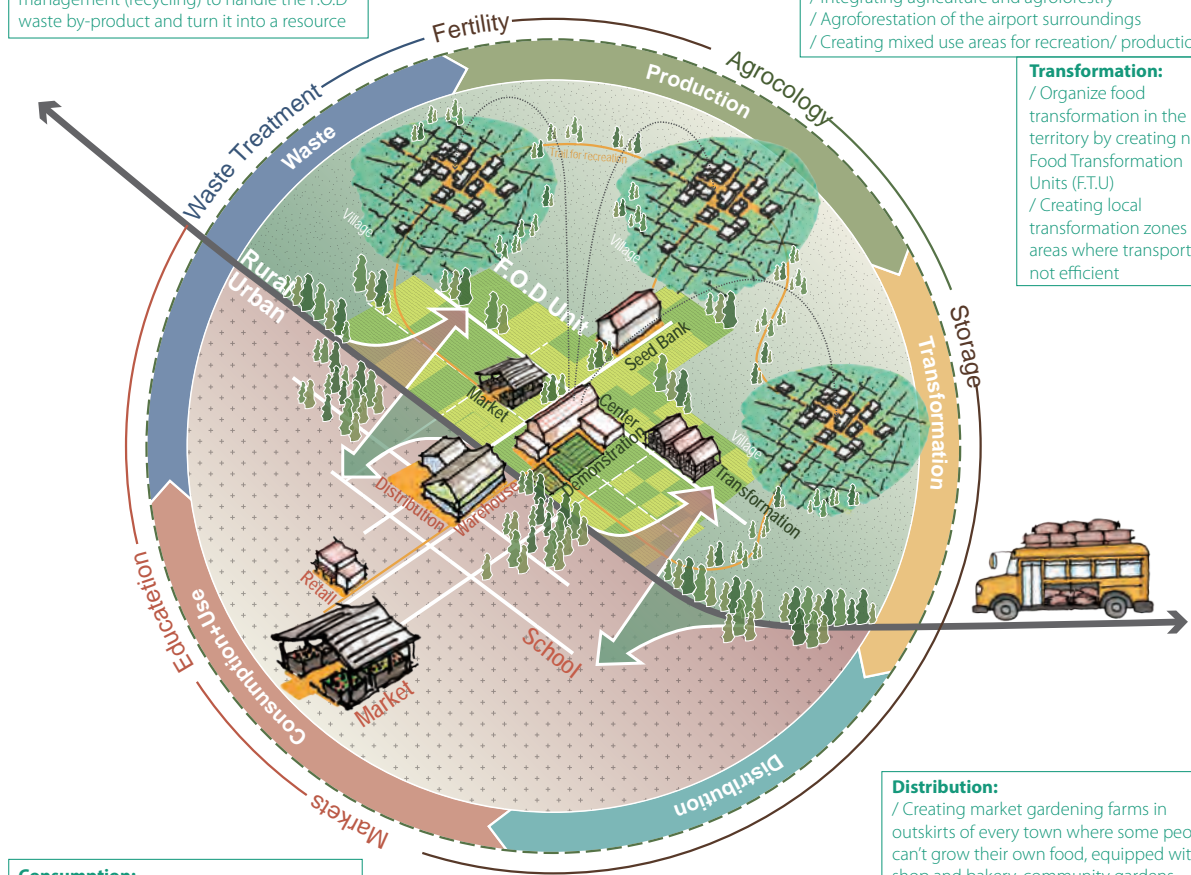
VISIONING

<p>BIODIVERSE PRODUCTION</p> <p>Shifting the production to increase diversity in the landscape and the fields to increase his resiliency.</p>	<p>EDUCATING CONSUMPTION HABITS</p> <p>Making local agricultural quality production available for the local population, while changing consumption habits and diets through education</p>	<p>CIRCULAR DYNAMIC FOR F.O.D SYSTEM</p> <p>Creating a circular dynamic, understanding waste as an issue to be tackled in the production process</p>
<p>OPTIMIZING TRANSPORTATION & LOGISTICS</p> <p>Reduce the emission of greenhouse gasses from logistics and transportation by optimizing them</p>	<p>TOOLKIT FOR DEVELOPMENT</p> <p>Create a framework of economic, legal and social tools to develop the territory and encourage transformation</p>	<p>BUILDING NEW IDENTITY</p> <p>Building a sense of identity and independence of the territory regarding the Paris region</p>

Waste:
/ Creating a system for organic waste management (recycling) to handle the F.O.D waste by-product and turn it into a resource

Production:
/ Creating a network to organize transfers of fertility on the territory
/ Shifting current agricultural production into a more biodiverse model (crop mixind)
/ Integrating agriculture and agroforestry
/ Agroforestation of the airport surroundings
/ Creating mixed use areas for recreation/ production

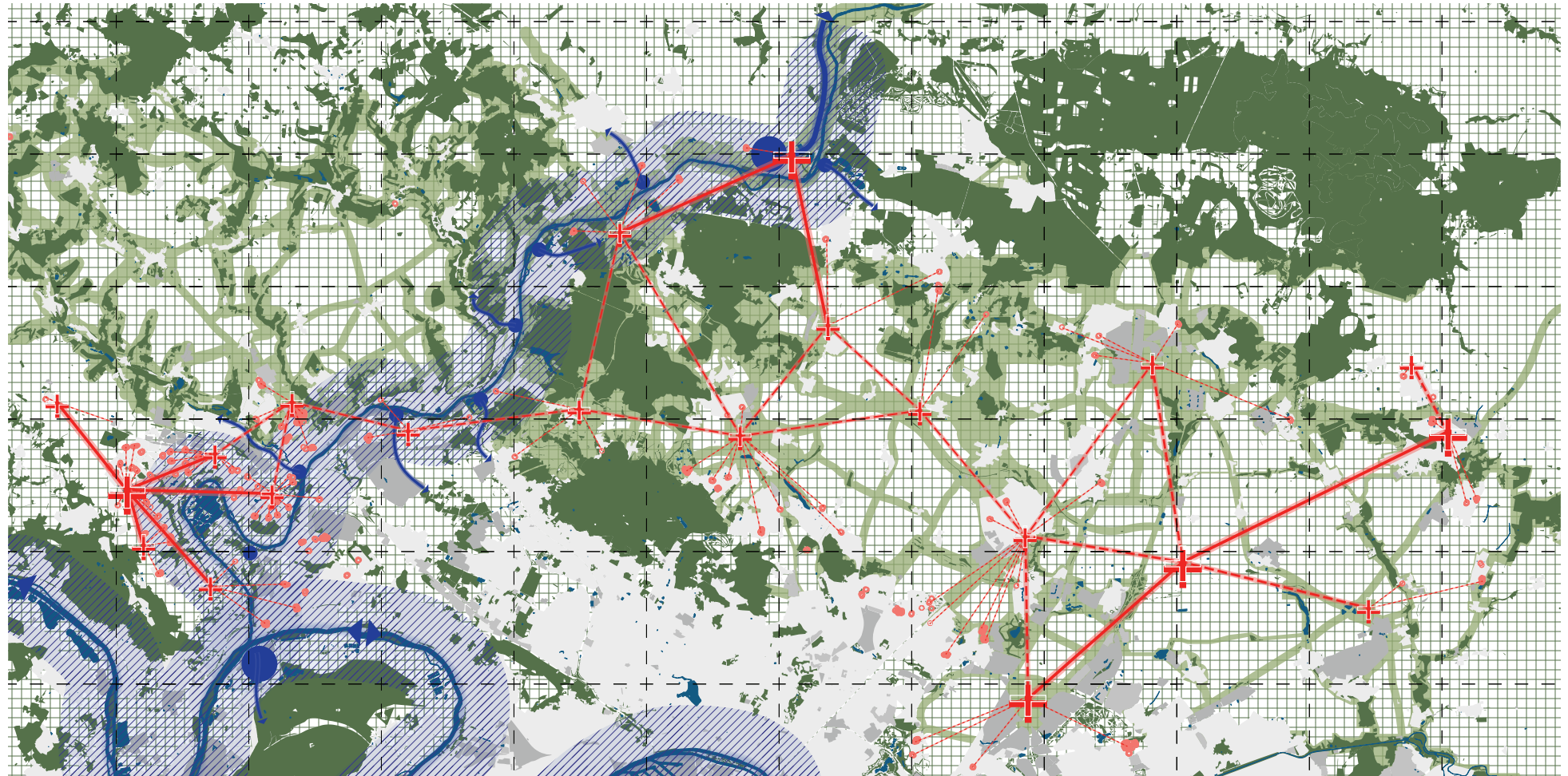
Transformation:
/ Organize food transformation in the territory by creating new Food Transformation Units (F.T.U)
/ Creating local transformation zones in areas where transport is not efficient



Consumption:
/ Developing mass catering and ensuring the sourcing improvements
/ Awareness creation through enhanced school programs that impact consumption habits both at local and global scales

Distribution:
/ Creating market gardening farms in outskirts of every town where some people can't grow their own food, equipped with a shop and bakery, community gardens
/ Making local agriculture products more accessible to the local population
/ Developing a brand through local production to commercialize in the airport

TERRITORIAL STRATEGIES - 3 DYNAMICS



- + F.O.D. Unit
 — Regional Linkage
 ● Center of Integrated Logistics & Recreation
 Forest Expansion Area & Linkage
 Re-Division of Farmland
 Urban Area
 — River
- Public Services
 - - - Commune Linkage
 → Logistic & Recreation Connection
 Existing Forest
 Distribution Potential Area
 ZAE & Commercial Area
 10km Grid Area

GOUSSAINVILLE SEED BANK

We believe that one of the necessary steps to be taken in the territory for an F.O.D. to work and transform the territory, would be the creation of Seed Banks for local communities.

The goal is to provide seeds from the local flora to several actors and to educate the population on local biodiversity, consumption and production, and waste management, thus encouraging them to build a local identity and taking into account their consumption habits.

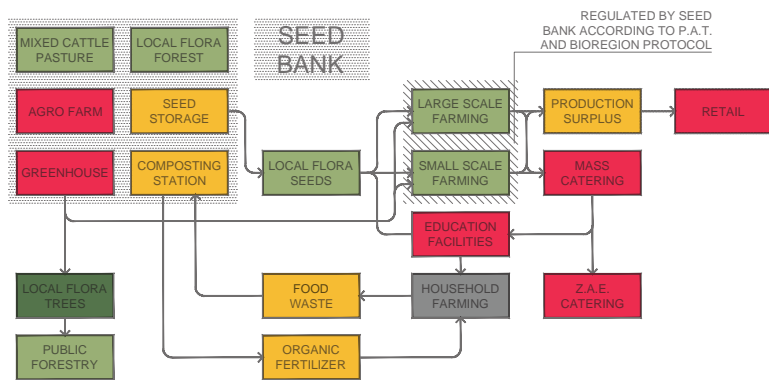
In order to encourage the local community to take action to change their consumption habits, the Seed Bank complex relies on several other programs to be sustainable:

The Seed Bank's warehouse provides storage capacity and suitable conditions for a plant conservation activity while accommodating a surplus that would remain accessible to the local population.

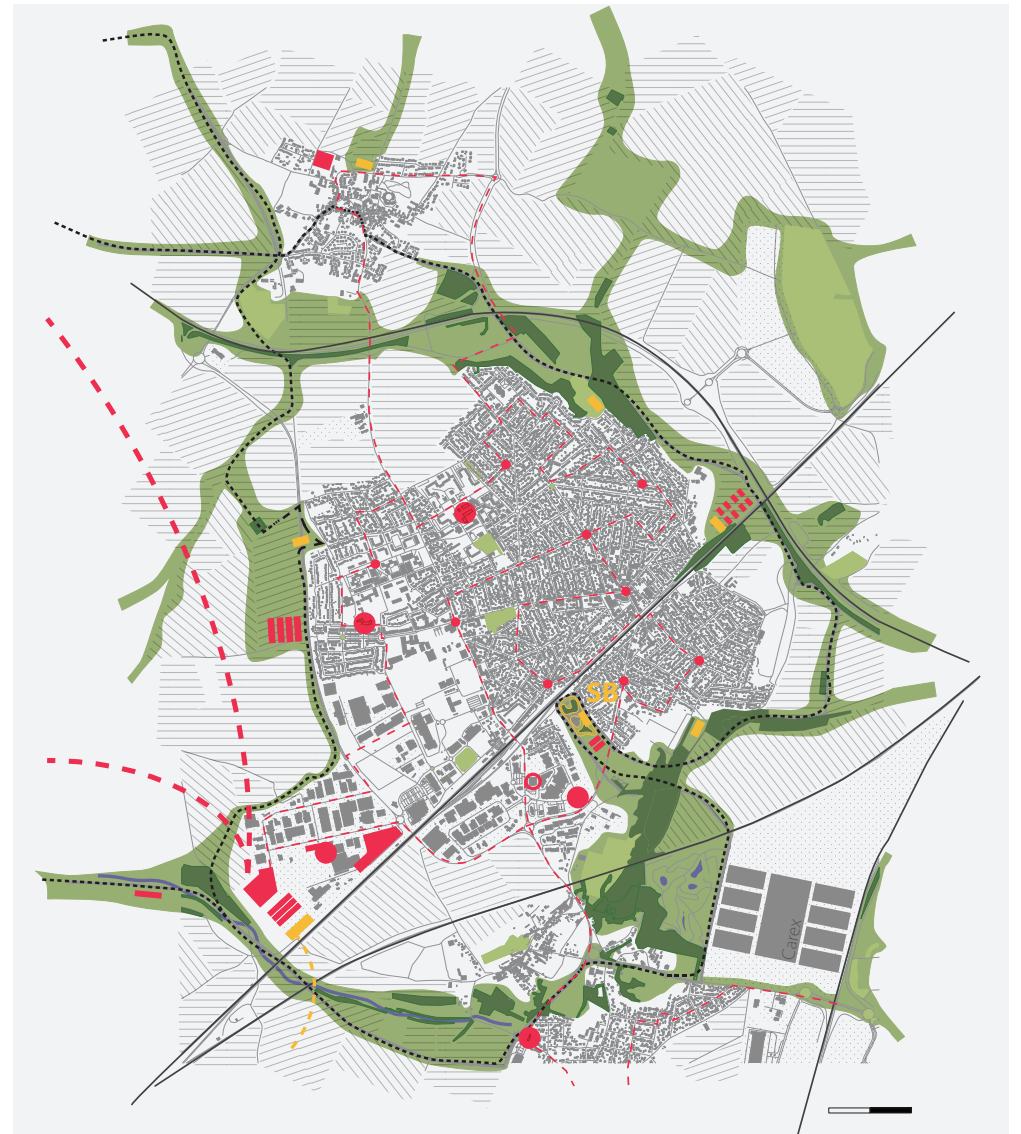
- Plots dedicated to the conservation of productive varieties (annual and perennial species) or ornamentals, would be used to grow local plants in order to conserve the plant heritage and make it accessible to the community, which could then learn about domestic gardening practices.
- A composting unit for the treatment of organic waste generated on site, and used as a support for education regarding the cycle of organic matter and its agricultural value (fertilizer).
- A greenhouse dedicated to the growth of seedlings and small trees from local species for green spaces, afforestation and reforestation.
- A conservatory (multispecific forest of local species) to guarantee the renewal capacity of the nursery

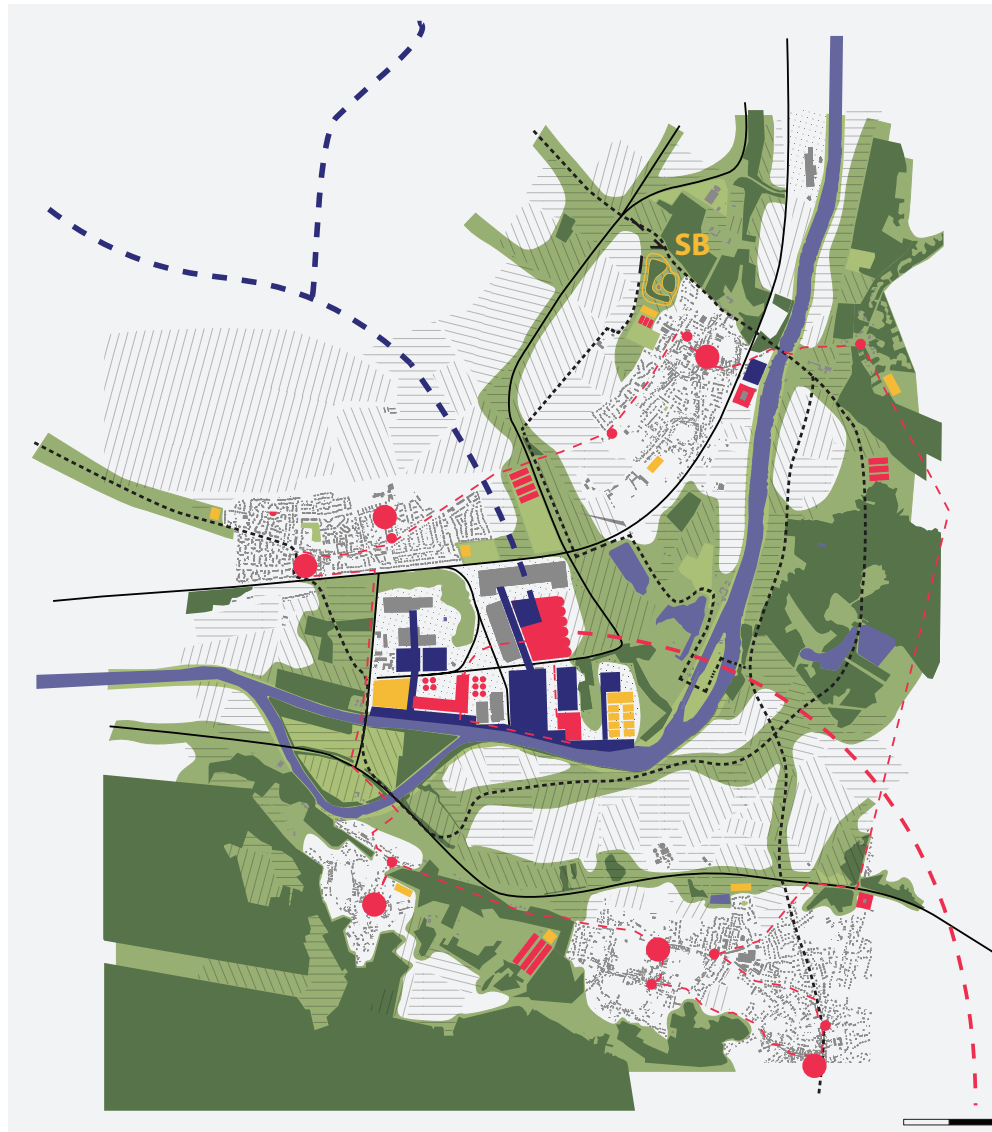
Initially, the seed bank can operate on a city-wide scale. With time and the commitment of farmers to diversify their production, its scale can be adapted to the needs expressed by the stakeholders: increase in the storage capacity, new composting facilities, etc. It could even provide for farmers whose towns do not have seed banks; and centralize seeds that would be multiplied by farmers themselves by the end of a production campaign.

The Seed Bank can also develop research and selection schemes to study the suitability of its seed products for mass catering purposes, both in schools and in local ZAE.



SEED BANK ECOSYSTEM DIAGRAM





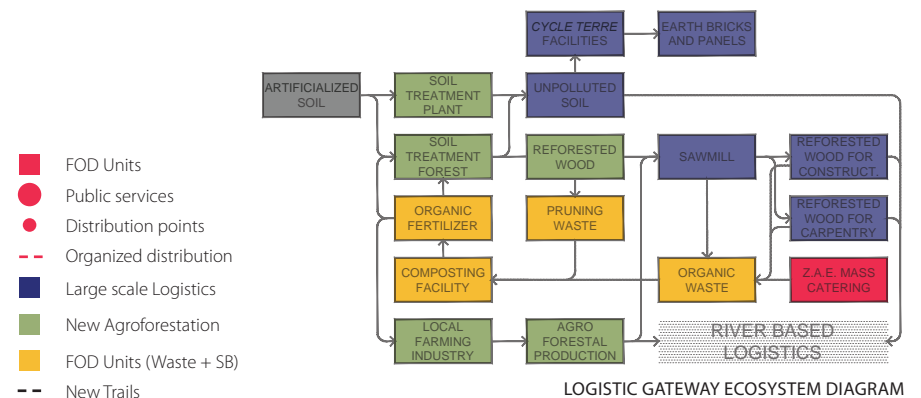
BRUYÈRES-SUR-OISE LOGISTIC

The Port is strategically located halfway between the Ile-de-France's main urban and economic centers which include; Paris, Roissy and Cergy- Pontoise while also sitting along the Seine-Scheldt corridor, at the outlet of the future Seine- Northern Europe Canal. It is a 187 hectare Z.A.E. comprising two sectors; the logistics-oriented ZA to the north and the industrial sector to the south.

Its strategic location also takes advantage of L'Oise river and the existing multimodal transportation system (rail infrastructure, which connects to the capital and outside the territories; road transport, facilitating commuter trips and movement of people and goods between the polycentric urban area and Oise river transport facilitating the flow of goods to the canal). It also benefits from agricultural activities and a range of biodiversity that ought to be valued and preserved sustainably. The pilot area was selected because it represents a strategic zone in terms of supply connections and regional and national logistics development as far as the Food Oriented Development concept is concerned.

The pilot project aims to achieve the following objectives;(1) Improve harmony between society and the environment through the integration of lifestyle spaces within and outside the port to achieve livable and happier communities; (2) Adopt a low carbon circular economy to be able to tackle global challenges especially climate change, biodiversity loss, waste management and pollution, (3) Create more employment opportunities to improve people's standards of living (4) Integrate soft and greener modes of transport that are more affordable to improve accessibility and supply of goods in spite of the already existing multi-modal transport system.

The transformation of the already working port, would imply for starters, some regulatory changes to be made at a territorial scale, that would promote industries to be responsible for the waste they produce. With the development of composting facilities, or biobased remediation for polluted soils in the existing Z.A.E., we would also be incentivising industries that generate organic waste (sawmills, carpentries, etc.) to be localized in the area, thus creating a circular dynamic of waste production and treatment. The regional objective of the territory is not only focused on recycling but also in shifting the construction industry into a more sustainable one, by using earth for bricks and paneling, reforested wood as a replacement for concrete and other materials, or even to transform it into cellulose to improve insulation in local housing. The benefits of a specific intervention could then become a model to be replicated elsewhere in varying conditions.



TIME SCALE

diagnosis
plantation, creation
experiments, references
tools/means development

Initiating an agroecological transition

AGROECOLOGICAL INFRASTRUCTURES	INDICATORS	Short-term (y=0)	Mid-term (y=3 to 5)	Long-term (y=8 to 10)	FINAL GOALS
Linears (hedgerows, tree rows, beetle banks, bioswales...)	linear meter (lm)	█	█	█	Bocage-like landscape
Surfaces (orchard meadows, forests and woods)	surface (ha)	█	█	█	Biodiverse agrosystems
Ponctuels (ponds, isolated trees...)	units (U)	█	█	█	
Fundings	budget (€)	█	█	█	
DIVERSIFICATION AND RELOCATION					
Legumes	surface (ha)	█	█	█	Biodiverse agrosystems
Grassland farming	surface (ha)		█	█	Local supply chains
Storage	capacity (T)		█	█	Mass catering supply
Transformation, Slaughterhouses	units (U)		█	█	Food education
Distribution	units (U)		█	█	Accessibility
Monitoring and evaluation	full-time equivalent (FTE)	█	█	█	Constant improvement
SUPPORT TO OVERCOME CHALLENGES					
Minimum tillage	surface (ha)	█	█	█	Inputs sobriety
Fertility transfers network	members (U)	█	█	█	
Agricultural employment	full-time equivalent (FTE)	█	█	█	Jobs and insertion



Tadeo got off the plane in Roissy and crossed the facility in a hurry. Had he arrived later, he might have seen the locally branded biscuits exposed in a duty free vitrine. The airport wasn't empty but the halls did not seem proportionate regarding the flows they were welcoming nowadays. Until then, the "technological bet" had not paid off and fossil fuels had become so expensive people resorted less to long-haul flights.

Roissy, January 5, at 7:18 am

Yuna was up next for charging her phone in the cafeteria of the town council. Lately, the intermittency of electricity had made it more difficult to work. A smell of cabbage and potatoes rose from the kitchen. These vegetables came from a farm involved in the Fertility Exchange Network and whatever biowaste from lunch would be composted before being restituted to the soil.



Cergy, February 9, at 12:27 am



A thunderous honking made Gaëlle jump. Her professional reconversion was a result of the goals regarding traffic shifts in the territory. Trucks were no longer as competitive as the river to ensure liaisons between Paris and the English Channel or the Northern Sea. She waved at her colleague as he passed her by. Her barge was loaded with cereals bought by countries where droughts had hit hard over the spring and summer. Some people even talked about a food crisis. Gaëlle hoped these were just rumors.

Bruyères-sur-Oise, March 16, 3:32 pm

LIVING IN THE TERRITORY IN 2035

Francesca opened the big hold of the bus that took her to the agricultural secondary high school every day. Part of it was already filled with crates through which she could see vegetables so farmers would take advantage of public transportation to supply local distribution points. As they were approaching the city, a green belt started to reveal itself. Francesca got up as she saw her bus stop. "Vexin - Plaine de France trail", the sign read. By the end of her studies, she would have access to a piece of land somewhere along this trail.



Goussainville, June 26, at 7:58 am

Michel had been a farmer his whole life. He had seen it all: the world adopting tractors, the country going through land reparation, the beginning of the expansion dynamic in the area since he had inherited the family farm in 1973. At its prime, his own farm counted 312 ha. Then, a rising debate made it feel as if his job didn't cut it anymore, and since the fury grew stronger and stronger, he decided to open his farm to the public. At the time, agroecological infrastructures grew in the plain like myriads of mushrooms. Now the landscape had changed so much he barely recognized it sometimes.



Nesle-la-Vallée, September 16, at 7:02 pm



INTRO

The jury of the 40th International Urban Project Management Workshop is hosted at the Cergy-Pontoise Agglomeration Hall and closes the three week workshop.

It is composed of elected officials, local actors, French and foreign specialists and our partners. who attend the presentations of the proposals by each of the three teams of participants.

These presentations are followed by discussions and debates, in order to identify ideas which, through their creativity, innovation and relevance, can be used to improve the quality of life of the population.

These presentations are followed by exchanges and debates, in order to identify the ideas, which by their creativity, their innovation or their relevance, can constitute avenues for the territories.

PRESIDENTS OF THE JURY



PERISSOL Pierre-André

President of The Ateliers,
Mayor of Les Moulins,
Former Minister



**DUGOUIN Clément
Jean-Philippe**

Vice President in charge
of Housing and Urban
Planning
Ile-de-France Region

PARTNERING LOCAL AND REGIONAL AUTHORITIES



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1st Vice President
Culture and Arts Education -
Mayor of Vauréal
Cergy-Pontoise agglomeration



RAMOND Pierre

Director of Strategy and
Urban Solidarity
Cergy-Pontoise
agglomeration



LACAZE Sandrine

Director of Planning for the
Ile-de-France region



FRESNEDA Valérie

Deputy Director General for
Strategy
Cergy-Pontoise
agglomeration



KERBOUZ Laetitia

Director
Territories and Housing
Department

Val d'Oise Departmental Council



LE Gac François

Director of the River Mission
Direction Territoire d'Avenir,
Territoire de Coopératio

Metropolis of Bordeaux

PARTNERING INSTITUTIONS



ADAM François

Director
Directorate of Housing,
Urban Planning and
Landscape - DHUP - MTES



BOUVELOT Gilles

Managing Director
Etablissement Public
Foncier d'Ile de France



CORTEEL Jean Baptiste

Director of Cabinet
Grand Paris Aménagement



HENRY Louis

Head of Territorial Research
Caisse des Dépôts et
Consignations Institute for
Research



DISERENS Corinne

Director
National School of Arts of
Paris-Cergy



DEQUEKER Edouard

Professor at the ESSEC Chair of
Urban Economics / Head of the
Specialised Master's Degree
Urban and Real Estate
Management

NATIONAL EXPERTS



BOUGNOUX Florence

Architect and urban
planner. Member of the
Scientific Advisory Board
The Workshops



**ROMERA
Anne Marie**

urban planner - Secretary
General
CITEGO



WARNIER Bertrand

Co-founder of the Ateliers



GRANDE Jerome

Director of the Greater
Amiens Urban Planning
Agency
National Federation of Town
Planning Agencies - FNAU



GUIRAL Naepels

Deputy Head of the Urban
Development, Housing and
Planning Division

French Development
Agency - AFD

PRIVATE ACTORS



PORCEDO Jean Luc

President of the Cities and
Urban Transformation
Project



ALONZI Virginie

Prospective Director
Bouygues Construction

INTERNATIONAL EXPERTS



ENQUIST Phil

Architect Urban Planner
Associate Director SOM
Chicago - USA



WENSLEY Drew

Urban planner, landscape
designer
MT Planners - Canada



RINGELSTEIN Daniel

Director
Master Urban planning
ARUP - UK

INVITED DELEGATIONS



MDERE Salime

Vice President
Departmental Council of
Mayotte



SAID Nadjima

Councillor Canton of
Bandraboua
Departmental Council of
Mayotte



TITUS Nigel

Acting Director: Planning
and Urban Design
City of Cape Town



TRAN Song

Vice-President of Hue City
People's Committee

Hue City - Vietnam



THAI Bao Quoc

Director of Hue City Urban
Planning Office

Hue City - Vietnam



BERTRAND François

Deputy Director General for
Territories and Mobilities

Departmental Council of
Essone

THE PARTICIPANTS



Participants



KARANJA Edwin Kabugi
Kenyan - 25 years old
Master's Degree in Human
Settlements
edwinkabugi4@gmail.com

I am an Urban Designer who's fully committed to excellence, growth, and teamwork. Broad academic, professional and social experience has shaped my perspective on human settlements and the environment. With the rise of challenges in climate change, resource management, and contemporary urban transformations, the understanding that there is an interplay between the environment and human activity has greatly fed my passion for using research, spatial and digital interventions to solve real-world problems.



RAJ Rohit
Indian - 29 years old
Urban Designer at the
Foundation for Equal
Citizenship (FFEC)
rajrohito710@gmail.com

I identify myself as Social Urbanist, my experience of understanding heterogeneity of culture and spaces, led me to pursue Urban Design in my Masters. Having studied in various parts of the country, I always find common ground with strangers, I believe everyone has a story to speak, which connects to the urban cultures of cities and forms a larger narrative. I believe as an urban designer, we should be in cities that challenges dogma, and create inclusive spaces.



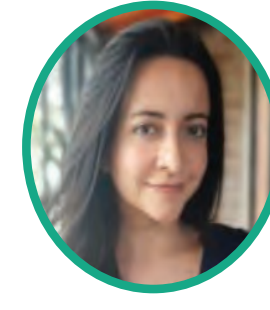
SELLECK Lindsey
British - 26 years old
Manager of the Educational
Learning Platform for
Word Forest Organisation,
MSc Environmental
Engineering graduate.
lindsyeselleck@live.com

I am an avid environmentalist, not only in terms of my education, professional experience and goals but in my everyday life. I am keen to make a positive contribution to the mitigation of the climate crisis and its associated crises in any way possible. In my current position I am developing environmental courses for people all over the world in order to raise awareness.



JOUBIN Anaëlle
French - 30 years old
Urbaniste au CAUE 95
ajoubin95@orange.fr

As a geographer, I have a multidisciplinary view of the city and its territories, which are constantly changing and subject to complex and intertwined issues. My objective is to create projects that urban, social and environmental quality by associating the maximum number of actors. I believe in collaborative work which is, for me, an essential variable for the success of a project.



MEJIA-ARTIEDA Adriana
Ecuadorian - 30 years old
Working on a research project
about urban risk reduction
adriana.mejia.artieda@gmail.com

I studied Political Science in Germany, and back in Ecuador I worked in international cooperation, but urban sustainability was something that caught my attention. I started a learning and discovery process related to the concept of urban metabolism where I focused on food production and waste generation from a sociological perspective. In Ecuador, I developed a huge interest in permaculture and soil regeneration through waste management processes.

Team A

Participants



HAN Qin
Chinese - 28 years old
Bachelor of Engineering Science
(in Urban Planning)
qin382702514@gmail.com

I am Han Qin from China, a master's student of Landscape Urbanism, and Planning in KULeuven at present, with more than three years of working experience as an urban designer, planner, and landscape designer. Considering my multidisciplinary background, I am good at handling the cross-scale urban spatial problem and focusing on the balance between biodiversity and urban development issues, and devoting myself to finding more rebellious, sustainable, eco-friendly urban strategies to tackle the crises that humans are facing now.



GABUNIA Teimuraz
Georgian - 23 years old
Studying for M. Arch. (Master of Architecture)
tiogabunia@gmail.com

I am an architect and designer from Georgia. I have studied architecture at the GTU and graduated with honours. In 2019, I earned the Erasmus+ scholarship to study at the Lisbon School of Architecture. My expertise is in architectural design, urban planning, and interior design. I've worked on numerous projects outside of my university studies: largescale buildings in Tbilisi, tourist attractions in Georgia, proposals for the development of Chelas for the Lisbon City Hall, and many workshops.



BASTIN Agnès Laura
French - 30 years old
PhD candidate in Urban Studies
agnes.bastin.2@gmail.com

I am deeply interested in socioecological transitions. I regard urban metabolism as a tool to understand the materiality of city in order to transform it towards greater circularity and livability. I like challenging the analytical and critical thinking I am familiar with (due to my educational background) and putting it at the service of the production of ideas, scenarios and projects in a more creative way.



CHAMPAS Tom
French - 23 years old
Research Assistant at ESSEC
Urban Economics Chair
tom.champas@essec.edu

Graduated from ESSEC, I am specialized in urban economics, after studying management and political science. I am interested in urban and regional planning, as well as in the challenges of the ecological transition, always with a regard of common good. Involved in various various associative and political activities, I also study philosophy and want to pursue my research with a thesis in urban studies. Ex-resident of Cergy, I keep a strong affection for this territory and I'm really happy to modestly contribute to the reflection of its future perspective.



GANDHI Aarti
Indian - 31 years old
Master's student in Urbanism at
University of Washington
aartigandhi196@gmail.com

I am Aarti Gandhi born in Pune city of India, an Architect and Urban Designer from CEPT University, Ahmedabad, engaged in Practice, Academia and Research. In the past, I have worked with the Pritzker prize winner Ar. B.V.Doshi and have a total 5 years of experience in the field of Architecture and Urban Design

Team B

Participants



ATCHADÉ Doriane
French - 24 years old
Ingénieur AgroParisTech
(Urban Agriculture and
Urban Forestry)
doriane.atchade@gmail.
com

As a freshly graduated agronomist from AgroParisTech (Urban Agriculture & Urban Forestry), I aim at enhancing food and climate resilience in urban areas through territorialized food systems. This workshop is a great opportunity to develop a common language with stakeholders involved in urban and regional design, but also to learn and share visions based on diverse cultural backgrounds.



FAN Wenzheng
Chinese - 30 years old
Master's Student of Urban
Design
wenzheng_fan@berkeley.
edu

Wenzheng Fan is master of urban design student studying in College of Environmental Design, UC Berkeley. She comes from Beijing, China, who was an urban designer, working at AECOM Master Planning team and Innovation Design Lab for 5 years. She has rich experiences on a series of high profile projects. Inclusiveness & Social justice - Design for the people is her faith in the profession and study.



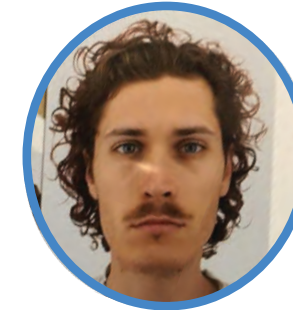
HOMPS, Tadeo Manuel
Argentina - 29 years old
Architecture teaching assistant
tadeomhomps@gmail.com

I graduated in architecture from the Universidad de Buenos Aires (FADU, UBA), and have been a teaching assistant in three universities (UBA, UNSAM and DiTella). While studying architecture i have also participated in several research projects, regarding issues such as urban obsolescence, food design, and others. Currently I am pursuing to expand my formation focusing in artistic practices.



LATIM Pamela
Ugandan- 27 years
Physical Planner - Ministry of
Lands, Housing and Urban
Development, Kampala.
Pamelakar2@gmail.com

I'm a graduate with bachelor's degree in Urban and Regional Planning and Post Graduate Diploma in Urban Governance and Management from Uganda. I see an important component of urban planning and land management that not only gives me an opportunity to interact with beneficiaries but also to assess impact of interventions to solve socio-economic, planning and land use problems. With that I like to take bold decisions and embrace existing challenges as strength to shape the future of our communities.



ROUX Alex
French - 24 years old
Architect DE, ENSA-Versailles
alex.roux.arch@gmail.com

I have been a resident of the Northern Ile-de-France territory. During the first confinement, in March 2020, I had to return there. During this period, I particularly questioned our modes of consumption. These questions led to several works. I am interested in the potential of food and production circuits as an activator of territorial transition. I try to develop a strategic approach at different scales to move towards a more cooperative and sustainable dynamic.

Team C

THE TEAM



THE PILOTS

VIDBERG Faustine
faustinevidberg@gmail.com

Faustine Vidberg is an architect and urban planner in a Parisian agency. She graduated from the National School of Architecture in Strasbourg and studied urban planning with a specialization in architecture at the Paris Belleville School. She works mainly on strategic studies, notably for the requalification of economic activity zones, and for the follow-up of concerted development zones. A strong believer in interdisciplinarity and the complementarity of knowledge, she co-founded in 2016 an interdisciplinary urban research and action collective, Point Virgule, bringing together professionals in urban planning and development.



EVIN Jean-Michel
jean-michel.evin@ectim-conseils.fr

Trained as a geographer, Jean-Michel has held various general management positions in urban collectives and agencies. Specialist of development and mobility issues applied to various territories, his experience has led him to invent at different scales from the urban project to the planning at the inter-municipal and regional scales.

THE TEAM



LEPOITTEVIN Christine
France - Directrice
christine.lepoittevin@ateliers.org

With a background in economics and a doctorate in sociology, she has worked with NGOs, associations and foundations for the development and renewal of strategies for development and financing for the benefit of associative projects. She was director and coordinator teams in Afghanistan and Bangladesh in organizations international organizations (Oxfam, Terre of Men) as part of development programs and access to urban amenities. Finally, Ms. Lepoittevin worked in large private groups international on the subject of "change management" and assisted in the development of their strategies and their partnership development.



VALENZUELA Veronique
Chile/France - Directrice des projets
veronique.valenzuela@ateliers.org

My name is Véronique, I am a French and Chilean geographer. I have always been interested in social and urban problems of large cities, first through memory retrieval history and the study of the mechanisms of exclusion and segregation socio-spatial. My experience personal allowed me to discover and study urban dynamics and social issues of Latin America, Africa and Europe. I worked in public institutions and associations, and I am active in the Workshops since 2010 in as an assistant pilot, participant, coordinator and project manager. Since 2016, I am a project manager at the workshops. I am the coordinator of this workshop and you can count on me for everything.



TENZIN Lhakey
France - Assistante Logistique de
l'atelier francilien 2022
lhakey.tenzin@ateliers.org

I work as an assistant logistics in the workshops. I am really happy to do part of the workshops since 2018 and to be able to help with logistics and evolve in different ways. Curious by nature, I am always looking for different opportunities that will allow me to use my abilities and evolve myself.



SOUMAORO Yahaya
France - Assistante Comptable de
l'atelier francilien 2022
lyahaya.soumaoro@ateliers.org

I am currently working as an accounting assistant for the association. It is a great pleasure to great pleasure to work since 2021 during which I have completed several internships. I like this job because it is very diversified, I can be in real contact with people and I can be in real contact with people, and at the same time be in an office on a computer. It is an excellent position for a person who wants to discover and project himself.

THE TEAM



CHERKAOUI EL BARAKA Salwa
Morocco- Assistante pilote
salwa.ateliers@gmail.com

I'm a curious architect, urban planner, and now a researcher with 5 years of experience in diverse settings. Living in Paris for the past 7 years has been an eye-opening experience for me on subjects like material flow. The fast pace of the city generates consuming heavily and producing considerable amounts of waste... That is partly why I'm currently developing a research project for a Phd related to the valorisation of the excavated earths of the Grand Paris Express. Passionate with collective work, I'm delighted to be part of the Ateliers as the pilot-assistant manager of this session.



BAYLE Victoire
France - Assistante
Communication & management
victoire.bayle@ateliers.org

With a marketing background, I have wanted to combine my passion for SSE, ecology, lifestyles sustainable and traveling with my professional career. Within the Ateliers for a year, the vision of the association means a lot to me and I learn a lot about land use planning. I meet diverse and varied profiles, all fascinating. I love spending time in nature, going on adventures and discovering the world.



KOFLER-WARNIER Paulina
France/Austria- Assistante
kofler.ateliers@gmail.com

Just like an old French tale, I fell into the urban planning cauldron as a child. And after having explored many university courses, I finally decided to go into this field. So here I am, a student of environmental technology and international affairs (a good entry point into urban planning, I've been told) and once again an assistant at the Ateliers. I don't get tired of seeing what the participants come up with and it makes me optimistic about the future of our generation and of the planet.



MORRIS Sheldon
USA- Assistant
sbmorr31@yahoo.com

I'm an Urban Planner and Sociologist, I have recently graduated from Ecole d'Urbanisme de Paris with a master's degree in Urban Planning and finished a six month internship with IDEA Consult in Brussels. During my internship, I did research and consultation for a range of urban development projects and I wrote my master's thesis on community involvement in urban redevelopment projects.

RECYCLED TERRITORIES, LIVING TERRITORIES

INTERDEPENDENCE AND SUPPLY ISSUES IN THE FACE OF THE CLIMATE EMERGENCY:
WHAT CHOICES NEED TO BE MADE FOR THE NORTHERN PARIS REGION?

40^E ATELIER INTERNATIONAL DE MAÎTRISE D'ŒUVRE URBAINE DE CERGY-PONTOISE

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