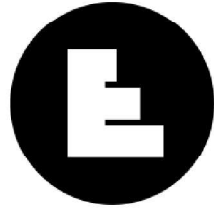


E U R
P A O
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E18 - Ressource

MANTES-LA-JOLIE

REGENERATING THE ENTRE-LACS SITE INTO A NEW AREA OF URBAN LIFE

Site brief

100km



FOREWORD

“What we need to do today is to demonstrate cultural creativity I believe in the poetic state. It is about developing a way of living that is so sensitive, attentive, contemplative and compassionate that we amplify our range of perception and maintain an awareness of everything that is around us.” P. Chamoiseau

The eighteenth edition of the European competition in France opens with the wonderful theme of ‘re-sourcing’.

Having explored themes of the adaptable city, the productive city and the living city, this theme marks a pause for breath. It invites us to consider what has been amassed, what is there to provide for places, for lives, and to repair more efficiently rather than demolishing.

‘Re-sourcing’, a theme that examines existing resources – material and non-material – in order to manage and develop them with respect and sensitivity.

These resources are very diverse in nature, specific to each area.

They form a powerful ecosystem that once formed a system that is now often forgotten; over the last century it has been dislocated, unravelled. The care given to exchange and to links woven between human and non-human life has evaporated, giving way to juxtapositions of fragmented territories. These isolated territories of landscape and habitat are just waiting to be set back into motion to meet the world of tomorrow. There is an urgent need to act, and to act together in a spirit of open dialogue.

All the sites in this 18th edition demonstrate the complexity of a world that is out of breath but that has vast potential for life. A momentum is already gathering; the power of water is evident. Human and non-human life is active, it doesn’t wait, and indeed is already sketching out new approaches and responses.

All the sites, from the most urban and developed (Greater Nancy, Caen, Clermont-Ferrand, Riez, Miramas, Brignoles, Blagnac, Romainville, Nailloux) to the most natural and derelict (the Nive valley, Mayotte, Fumel, Mantes-la-Jolie, Jullouville), contain a legacy to be brought back into the light, waiting to bring their hopes and inner strength to life by means of experimental projects for a promising future.

Residents of these territories of today and tomorrow, European teams – made up of architects, urban designers, landscape designers, anthropologists, philosophers, ecologists or any other thinkers relevant to the project – will embrace these places to define new narratives, new ways of interacting where, with the aim of re-sourcing, life resounds as a constant force.

EUROPAN FRANCE

Note: A book of contributions associated with the theme can be downloaded [here](#).

RE-SOURCER
REPARER
REIMAGINER
REAGIR
REVITALISER
RECYCLER
RESSOURCER

THE THEME : RE-SOURCING

The fragility of the Earth's ecosystem and social crises lead to the imagination of alternative practices to harmful extraction of resources, overconsumption and pollution of living milieus.

Regenerating projects embracing nature and culture are to be thought and implemented. It is about weaving synergies between biogeophysical data with socio-spatial justice and health ones.

Three main directions for designing forms of resilience and resourcing of inhabited milieus make possible to reactivate other forms of dynamics and narratives around the ecologies of living and caring.

1 Re-sourcing in terms of Natural elements / Risks

The natural and vital elements of water, air, earth and fire are today linked to risks and disasters which affect places, and the entire ecosystem of milieus from the moment that are triggered cataclysms, resulting from deleterious developments.

In order to enable a new alliance with inhabited milieus, it is time to rethink these vital elements, by finding logics of adaptation with the built environment, and by combining them together in projects.

2 Re-sourcing in terms of ways of life and of Inclusivity

The reconsideration of living conditions also requires sustained attention to changes in lifestyles in a hyper-connected digital world. Arrangements capable of simultaneously preserving intimacy, commonality and solidarity are at stake, correlated with bioclimatic and permacultural strategies in which humans and non-humans can cooperate.

3 Re-sourcing in terms of materiality

The already built now constituting a phenomenal source of materials, it is important to design devices for transforming existing buildings driven by the strategy of the 3 R's (Reduce, Reuse, Recycle): Reduce new construction. Reuse in the sense of reusing already constructed spaces and materials. Recycle by using bio-geo sourced materials (earth, stone, fiber), anticipating deconstruction and becoming local again (mobilizing know-how and materials present on the sites). This is to promote the preservation of natural resources.

Recommendations for searching sites

The selection of sites will be based on their potential to find these three types of resources – “natural elements, uses, materiality”.

Each site will be presented at two scales:

- The territorial scale known as the “reflection site” (red limit) which will reveal the geographical and ecological elements (topography, geology, natural elements, etc.), the logic of mobility and large-scale lifestyles and which impact the project site today and, potentially, in the future.

- The proximity scale, known as the “project site” (yellow limit), where the existing situation (physical space, nature, lifestyles) and the city’s intentions for its development in the future will be presented in a clear and precise manner.

The complete site folder must both remain compact but provide elements of information with links to maps (geography) allowing to understand natural dynamics (water, land, sea, etc.), and to studies on ways of life allowing to understand current social dynamics and those desired in the future.

The brief must, based on the characteristics of the site, express the intentions of the site representatives at different scales and clearly formulate the questions they wish to ask the competitors regarding the future of their contexts. Some interesting briefs from previous sessions are made available.

Questions for competitors

The challenge for competitors, in their project-processes, will be to converge the three types of resources because it is their intersection which will generate a promising spectrum of resilient projects in the face of the scarcity of resources and the vulnerability of sites.

The questions asked are:

- What are the new ways of designing to adapt to climate change: rising water levels, air pollution, drought, etc.?

- How to introduce into projects the regeneration and sanitation of soils making them more porous and alive, increasing the biodiversity of built spaces, in order to make them more livable?

- How can we imagine new dynamic and productive use scenarios to revitalize communities of humans and non-humans?

- How can we invent a new materiality that can result from bio-materials originating mainly from local resources and falling within the logic of a circular economy?

- How can we hybridize in teams the different skills necessary for these projects which combine the consideration of natural elements, new lifestyles and the use of bio-materials?

- which scales should be crossed to make the proposed answers relevant? Can a project on a proximity site be combined with reflection on the larger scale of the territory? Should an urban project also be available on a proximity scale to illustrate its impact?

GENERAL INFORMATION

REPRESENTING THE SITE : VILLE DE MANTES-LA-JOLIE

STAKEHOLDERS : ÉTABLISSEMENT PUBLIC FONCIER ÎLE DE FRANCE (EPFIF), COMMUNAUTÉ URBAINE GRAND PARIS SEINE & OISE (GPS&O)

TEAM COMPOSITION: ARCHITECT MANDATORY

REQUIRED EXPERTISE IN LIGHT OF THE ISSUES AND CHARACTERISTICS OF THE SITE : ARCHITECTURE, URBAN PLANNING, LANDSCAPE ARCHITECTURE AND ANY OTHER EXPERTISE OF THE CANDIDATES' CHOICE

COMMUNICATION : PROMOTION OF THE PROJECTS FOLLOWING THE COMPETITION: PUBLICATION OF A CATALOGUE OF THE RESULTS AND A NATIONAL EXHIBITION

JURY – 1ST REVIEW : WITH THE PARTICIPATION OF SITE REPRESENTATIVES

JURY – SELECTION OF AWARDS : SELECTION OF THREE PROJECTS PER SITE. WITH THE PARTICIPATION OF SITE REPRESENTATIVES. PRIZES: PRIZES ARE AWARDED BY THE JURY INDEPENDENTLY OF THE SITES: WINNER (12,000) / RUNNER UP (6,000) / SPECIAL MENTION (NO FINANCIAL PREMIUM)

INTERMEDIATE PROCEDURE POST COMPETITION : TOWNS & TEAMS MEETING IN PARIS ORGANIZED BY EUROPAN FRANCE, EARLY 2026: ON-SITE TOWN & TEAM MEETINGS ORGANIZED BY THE LOCAL AUTHORITIES AND THEIR ASSOCIATES, FROM JANUARY 2026: EUROPAN FRANCE ASSISTANCE AND ADVICE TO LOCAL AUTHORITIES AND THEIR ASSOCIATES FOR THE IMPLEMENTATION OF COMPETITION FOLLOW-UP

ASSIGNMENTS TO BE AWARDED TO THE SELECTED TEAM OR TEAMS :

- ARCHITECTURAL FEASIBILITY REPORTS FOR THE PURPOSES OF OPERATIONAL DEFINITION AND EXPERIMENTATION
- URBAN STUDIES IN COLLABORATION WITH THE TOWN AND ITS ASSOCIATES, MASTER PLAN AND/OR URBAN AND LANDSCAPE DESIGN SERVICES
- URBAN, LANDSCAPE AND ARCHITECTURAL DESIGN AND PROJECT MANAGEMENT SERVICES.



**NATURE RECLAIMS ITS RIGHTS
IN THE UNOCCUPIED SPACES OF
THE DUNLOPILLO WASTELAND**

RELEVANCE TO THE THEME

Sited on the left bank of a bend in the Seine, Mantes-la-Jolie has always been closely connected to the river: a commercial port in the Middle Ages, holiday resort for several kings of France, industrial town since the mid-19th century due to the power of water, and witness to the evolution of modes of river transport and their impact on natural environments. Today, the town is part of the Greater Paris metropolitan area, with the Seine as its backbone.

The site submitted to European candidates by the town and its associates is that of Entre-Lacs, located along the Seine between the established centre of Mantes-la-Jolie and the Val-Fourré district, including an industrial wasteland (Dunlopillo, named after its last tenant) of around 11 hectares, tucked between two lakes formed from former quarries. While the urban and landscape position is remarkable, the site access and usability are currently limited by high levels of soil pollution. Seventy-seven industrial buildings from all periods (1800 to 2020), some of which are vast, as well as a chimney and machinery left in place, testify to the site's productive past and embody the local working-class identity.

Today's context of climate change and European regulations concerning the preservation of biodiversity and limits on artificialization, means that we need to rethink urban development in terms of sobriety and resilience. Redeveloping the Entre-Lacs industrial wasteland is therefore an opportunity to restore areas of life to the inhabitants, while contributing to the development and appeal of the town.

However, the forms and spaces of this currently unoccupied piece of town can give rise to mixed appraisal. The temptation to redevelop the site with a 'clean it up' approach to compensate for urban neglect, dead spaces that have been badly managed and are dysfunctional, could result in simplistic solutions for quick results to get on top of rampant weeds and the deterioration of buildings that are old or being used for unfit purpose.

Instead, the site currently 'left fallow' needs to be recognized as a space of possibilities, a reservoir of biodiversity in town, a place waiting for new community initiatives. Imagining new hybridizations between nature and culture will allow for a change of view to construct new, unexpected narratives celebrating the experiences of local residents and accessible to all.



PUBLIC SPACES ALONG THE SEINE
(ZAC des Bords de Seine)



THE « SEINE À VÉLO » IN MANTES-LA-JOLIE
(Ville de Mantes-la-Jolie)

RE-SOURCING THE TOWN THROUGH NATURAL ELEMENTS: PLACES AND CONNECTIONS TO BE CELEBRATED

By virtue of their location, the town of Mantes-la-Jolie and the site of Entre-Lacs are part of the long history of the wider landscape of the Seine valley, as well as of green corridors on different scales. Residents benefit from an exceptional living environment, where nature is omnipresent.

In order to forge new nature-town alliances and to reply to the residents' demands for nature, candidates are asked for alternative spatial configurations, drawn from the characteristics of the site, to combat the impact of climate change and the huge ongoing loss of biodiversity. Although the latter represents a major ecological issue, it is also a means of more broadly enriching the urban quality for all forms of life, human and non-human. This diversity is also and above all to be understood as enhancing spatial singularity (architectural diversity, distinctive urban forms, landscaping and ecological quality, etc.) and community vitality (participation in town life, local economies, uses and timeframes, etc.), existing and future. How can the green, blue and brown infrastructures be reinforced and play a role in the continuity of the structure of urban public spaces and the way residents use them?

The proximity of the Entre-Lacs site to the vitalizing resource that is water, in all its different forms (Seine, lakes, water-sports centre, etc.) is a formidable opportunity for a project. However, water is also a fragile common good, both threatened and threatening. How can we make the most of the relationship with water, its different forms, its assets and the risks it entails?

What processes can be envisaged to regenerate the soil on the Entre-Lacs site, largely artificialized and polluted, possibly by using nature itself, while revealing traces of the different traditions that have been present over the ages?

RE-SOURCING THE TOWN THROUGH EXISTING FABRIC: THE ENTRE-LACS SITE, LABORATORY OF AN AMBITIOUS SOBRIETY

The Entre-Lacs site was decommissioned in 2021. Since the summer of 2022, one of its halls has been used as the restoration workshop for four monumental stone sculptures from the orangeries at the Château de Versailles. While this residency constitutes a first step towards the transformation of the site into a real urban space, the area is still waiting for a collective project, one that is able to seize the

HALL TEMPORARILY OCCUPIED
BY THE RESTORATION PROJECT
OF THE SCULPTURES OF THE
CHÂTEAU DE VERSAILLES



THE CHIMNEY OF THE
DUNLOPILLO WASTELAND
(LEFT)



INTERIOR OF AN ABANDONED
INDUSTRIAL BUILDING (RIGHT)



opportunities offered here in the face of the topographical constraints and flood risks, as well as Zero Net Artificialization targets.

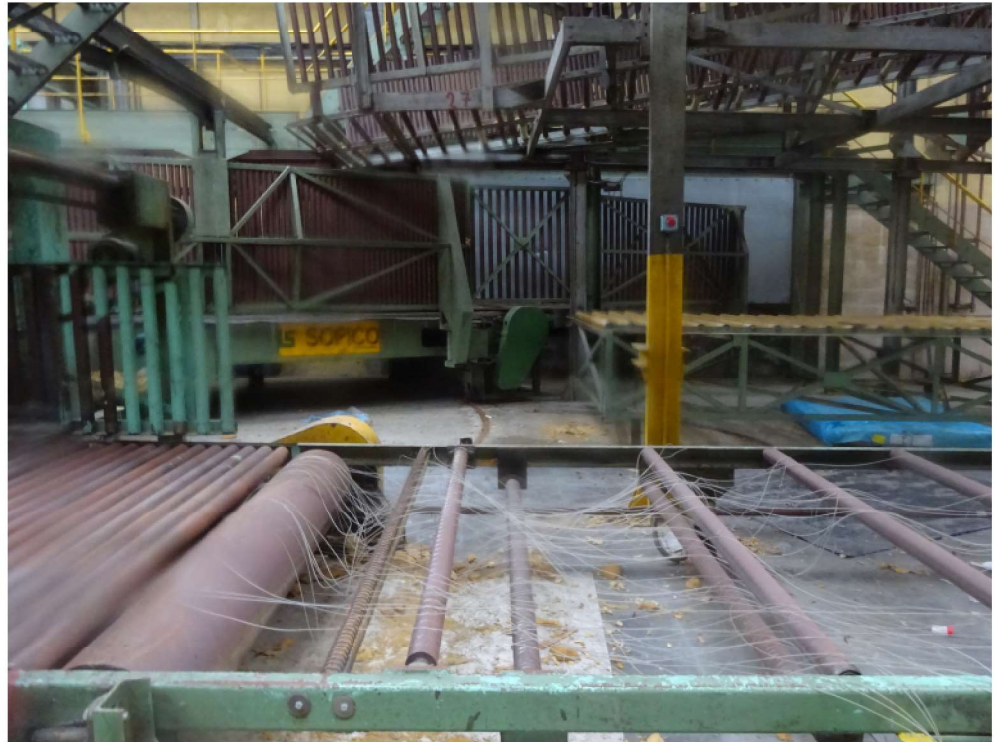
However, unlike some operations of urban renewal where waste-ground is considered a stigma to be erased, or a land bank to be redeveloped immediately, speeding through processes of decontamination, demolition (with occasional preservations) and conversion into useable square metres, it now seems necessary to consider the different timeframes of the construction of a shared, ambitious urban project in the face of factors that set out to impose speed as the solution (the urgency of climate change, land pressure, the potentially short timeframe of local government, etc.), while also revealing what is already there, whose sometimes ordinary appearance can hide unsuspected spatial and material qualities.

While existing fabric inherited from the industrial site constitutes a precious resource (economic, ecological, cultural) in a logic of land sobriety and economy of energy and construction materials for the urban space, how can the existing built and non-built environment be developed according to the principle of the '3Rs' (reduce, reuse, recycle)? What uses are best adapted to the immediate reuse of the place and its opening to the public so there is no break in the life of the site and the town? How can the site continue to give added value (economic, cultural, social, environmental) through experimentation, and sustainably, for the town and its inhabitants? Which processes of transformation should be considered in the short, medium and long term in order to repair and care for this heritage (through reuse and/or bio- and geo-sourced materials) in order to avoid further deterioration, and with which stakeholders (public and private, local and external)?

RE-SOURCING THE TOWN THROUGH COLLECTIVE MEMORY: AN OPEN PROGRAMME, BUILT ON A SHARED IDENTITY

Rich in history and urban heritage from different periods, Mantes-la-Jolie wants to celebrate the traces of its tradition as a productive town, while also looking for new vocations in line with its targets for social inclusion and urban sustainability.

In addition to the built and non-built space, the Entre-Lacs site preserves numerous objects (machines, tools, documents) linked to its industrial past, the memory of which is still vivid in the minds of the mantais population. How can a compilation of the historical knowledge of this place be compiled within the town? How can it be shared and celebrated as part of the urban and architectural project to reinforce community and provide an innovative programme around this shared theme? How can it be used to weave links with other neighborhoods in the town, from



PRODUCTION MACHINE



VIEW OF THE DUNLOPILLO
WASTELAND

the old centre to the modern developments of Val-Fourré, via the recent Bords de Seine development area? How can a vision for a bright future be shaped by the different lives and (re)generations that the site has known? What kinds of temporary and coordinated urban design could be considered to encourage the eventual reconstitution of a real piece of town accommodating a range of uses?

THE EXPECTATIONS OF THE COMPETITION AND OF THE TOWN: GRADUAL REINTEGRATION OF THE SITE INTO THE ECOSYSTEM AND URBAN LIFE FOR A LASTING DEVELOPMENT

By taking part in Europan, the town of Mantes-la-Jolie hopes to continue the pursuit for architectural, urban and landscaping quality that has characterized the fabric of the town at each period. In particular, the town wants to reconnect with the tradition of experimentation and innovation initiated by the major policies for housing construction in the 1960s, which gave rise to Europe's largest district of modern urban design, Val-Fourré. Since its creation, this latter has been a laboratory for social, urban and (more recently) environmental innovation.

As part of the Europan initiative, Mantes-la-Jolie is brought into a dialogue with other European municipalities who share this opportunity of re-sourcing their urban environments through natural elements, in particular water, to address the effects of climate change. Restoring natural environments that have been heavily impacted by human activity must lay the foundations for relearning how to live with this precious resource that is both threatening (in its abundance and force in flood) and threatened (when scarce or inaccessible). Candidates should recognize water as a tool for improving residents' quality of life, health, sociability and conviviality.

In Mantes-la-Jolie, water, in its various forms, has contributed to the appeal of the town, shaping an enviable living environment. However, the same water, long used for industrial purposes, is here a reminder of the recent after-effects of deindustrialization experienced by the entire river valley, and yet has left a positive impression on the collective memory.

The town has joined the Europan initiative in order to join a collective reflection on how to bring together these different issues and their specific local implications in exemplary urban development initiatives for the Entre-Lacs site:

- giving an alternative to ridding the site of its history, material and non-material, human and non-human;
- looking for connections with the natural environment and the wider landscape, establishing urban connections with the Gassicourt and Val-Fourré districts;
- proposing an activity for at least part of the site in order to restore it quickly to community life, while anticipating a long-term process of development aiming to



VIEW OF THE DUNLOPILLO
WASTELAND



VIEW OF THE DUNLOPILLO
WASTELAND

gradually reconnect with the existing urban fabric and green corridors;
- giving careful attention to the economic viability of the project by considering new organizations of stakeholders and innovative development models, working with what we have and working together.

HABITAT AROUND GASSICOURT LAKE (Ville de Mantes-la-Jolie)

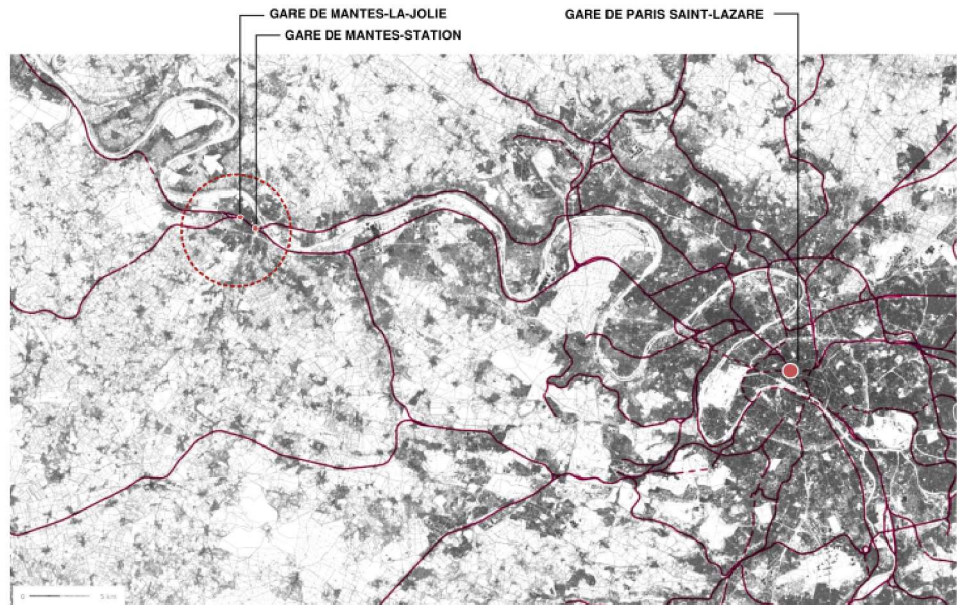


THE VAL-FOURRÉ DISTRICT (Ville de Mantes-la-Jolie)





THE 73 MUNICIPALITIES OF GRAND PARIS SEINE AND OISE (gpseo.fr)



MANTES-LA-JOLIE IN THE WESTERN PARISIAN RAIL NETWORK

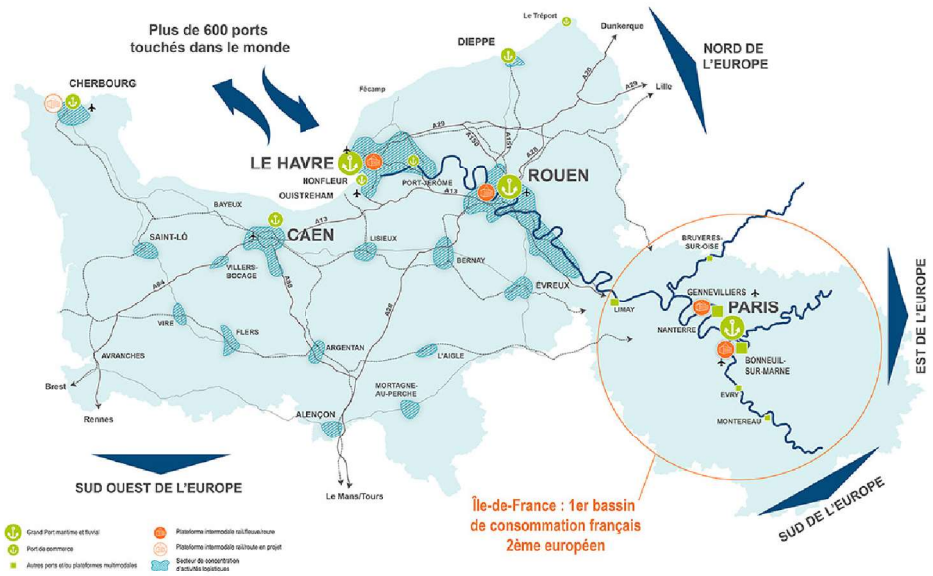
TERRITORIAL CONTEXT

Mantes-la-Jolie is a town with a population of 44,539 (INSEE, 2021) in the Yvelines department (Île-de-France region), located 57 km west of Paris, 47 km north-west of Versailles (the departmental town) and 85 km south-east of Rouen. The municipality is densely populated (4,717 inhabitants/km²) and the most populated of the 73 municipalities of the Communauté Urbaine Grand Paris Seine et Oise (427,896 inhabitants; INSEE, 2021). The intercommunal area, structured around the Seine, is made up of urban centres with their provision of employment and services (Mantes-la-Jolie, Les Mureaux, Poissy and Conflans/Achères), and of rural areas (two-thirds of the intercommunal area), offering a unique living and natural environment.

Mantes-la-Jolie occupies a strategic position within the Seine valley, at the junction between the Île-de-France and Normandy regions. The town sits on the 16th bend in the Seine (upstream from the sea), where the river divides the Mantois and Cruye areas, to the south of the Vexin Français natural park. Once given over to meadows, vineyards and fruit and vegetable growing, the valley now combines urban density with little breaks in the landscape, alternating urban, industry, infrastructure, agriculture and natural spaces. The Seine cuts through the plateaus, which are now dominated by huge expanses of arable farming. Woodland is particularly present on the slopes between the valley and the plateaus, in the narrow talwegs and on the high terraces of the convex loops of the riverbends. These great landscape features, typical of the Seine valley, are clearly visible in the landscapes of the Mantois and the Vexin Français.

Mantes-la-Jolie has always been a major crossroads in the movement of people and of goods. A key rail junction, it has two stations, Mantes-Station and Mantes-la-Jolie. Both stations are served by Line J (from Paris-Saint Lazare) and the Transilien (Île de France regional network); Mantes-la-Jolie station is also served by Transilien Line N (from Paris-Montparnasse), by several regional TER lines for the main towns in Normandy, and by a TGV line (Le Havre-Marseille). Extension works on the RER E (Eole) are due for completion in 2026, enabling the Mantais to reduce their journey time to Paris (40 minutes to La Défense) and access the whole Île-de-France network via interconnections with the other RER stations, the main metro lines and the ongoing Grand Paris Express network. These evolutions through the metropolitan area are also the opportunity to develop the station as a multimodal transport hub (in 2027) and urban centre, with services and retail.

With regards roads network, the A13 motorway passes south of the town, accessible via three exits. Mantes-la-Jolie is crossed east-west by the D113, which constitutes the principal axis through the commune (Avenue du Général-de-Gaulle, Boulevard du Maréchal-Juin, Avenue de la République). The town is skirted to the east by the D983 (towards Magny-en-Vexin and Houdan), which provides a crossing over the Seine via the Limay island. Mantes-la-Jolie is also on the Seine à Vélo cycle route, linking Paris to the sea.

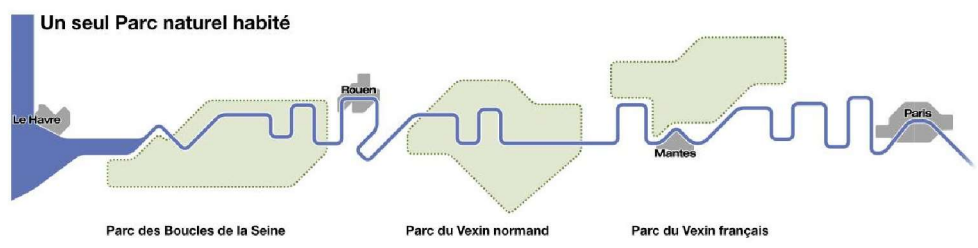


THE FLOWS OF THE SEINE AXIS
(logistique-vallee-seine.com)

THE FORMER EDF POWER STATION OF PORCHEVILLE TO THE EAST OF MANTES-LA-JOLIE, ONE OF THE MOST IMPOSING INDUSTRIAL INSTALLATIONS ON THE SEINE AXIS
(LeParisien)



THE INHABITED NATURAL PARK OF THE SEINE BETWEEN PARIS AND LE HAVRE
(A. Grumbach, 2009)



A GEOGRAPHIC BASE AND A METROPOLITAN STRUCTURE MARKED BY THE SEINE

Linking Paris to Le Havre, the Seine constitutes both infrastructure and living environment, a vast, highly developed region combining the challenges of an international development corridor with environmental and historical assets that contribute to the identity of the areas it passes through, the living environment and the local economy.

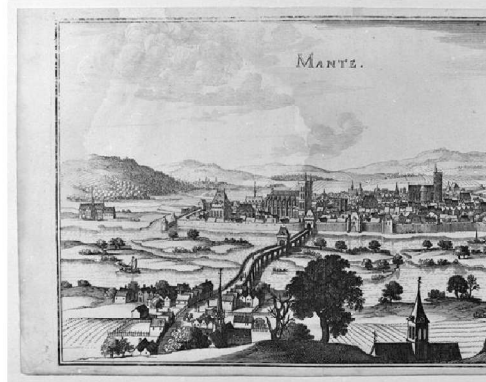
The waterway has attracted people and activities since the earliest neolithic settlements right up to the present day. As a navigable river from the beginning of history, the Seine has played an essential role in the areas it crosses through. Although parallel routes very quickly appeared in the floodplain or on the surrounding limestone plateaus, benefitting from the wide, open valley, Mantes-la-Jolie is one of the rare places where, since Antiquity, crossings have linked the two banks of the river and their respective lands. Mantes-la-Jolie is therefore a veritable 'bridge-town', with commercial functions (thanks to its port), military (as evidenced by its medieval fortifications), in the heart of a productive valley (initially agricultural, subsequently industrial).

Over the centuries, major structural transformations have affected the whole valley: damming the Seine, draining wetlands for urban development and agriculture, and artificialization. The Seine valley constitutes a major industrial centre in France, both for its processing industries (petrochemical, fine chemicals, paper mills) and manufacturing (car manufacturing, aeronautics, mechanical engineering).

Towards the end of the 2010s, as part of discussions around the Greater Paris metropolitan area, the Seine valley was identified as a strategic area by numerous bodies (government, regions, urban inter-municipalities, business, etc.), giving rise to a metropolitan project on an inter-regional level, known as 'Axe Seine'. This coordinated economic unit is composed of three ports (Gennevilliers, Rouen and Le Havre) merged into a single large river-sea port (HaRoPa), as well as productive and logistics activities and numerous living environments, both built and natural.

In addition to the economic issues at stake, architect-urban designer Antoine Grumbach formulated the spatial concept of 'Seine Métropole' to highlight the legitimacy, both geographic (the environmental role of the drainage basin) and historical (from François I to Bonaparte), of the area as an administrative entity. Above all, he reads the valley like an archipelago along the Seine corridor, a large inhabited natural park, a town landscape, where the change in scale and evolution of transport makes it possible to decompartmentalize the urban entities that are far from the centre of Paris. In this context, Mantes-la-Jolie has a strategic role to play in this regional structure, both as an important hub in the weave of different transport systems, and as an intermediary urban centre immersed in the nature of the valley.

THE ANCIENT FORTIFIED CITY OF MANTES AROUND 1650, ENGRAVING BY MÉRIAN
On the left



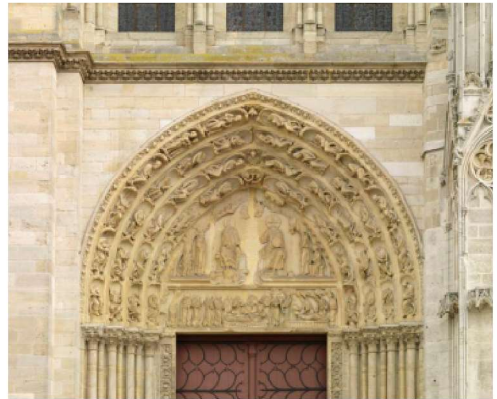
PRESERVED RAMPARTS
On the right



THE COLLÉGIALE NOTRE-DAME VIEW FROM THE SEINE
On the left



SCULPTED DECORATION OF THE CENTRAL PORTAL OF THE COLLÉGIALE
On the right



HÔTEL DE MORNAY
On the left



HÔTEL VENDÔME
On the right



RECONSTRUCTION PLAN BY GRAVEREAUX AND LOPEZ, 1949
On the left



VIEW FROM THE TOWERS OF THE COLLEGIATE CHURCH OF THE RECONSTRUCTED BUILDINGS ON PLACE SAINT-MACLOU

On the right (Inventaire général du Patrimoine Culturel de la Région Île-de-France)



A VARIETY OF ARCHITECTURAL AND URBAN FORMS AND BUILT HERITAGE

Called Mantes-Gassicourt in 1930, when the two municipalities merged, the town changed its name to Mantes-la-Jolie in 1953. Its architectural and urban heritage dates back to the Middle Ages, when Mantes was a thriving commercial port. In the 16th century, to ensure its defence during the Wars of Religion, Mantes reinforced its city walls, of which certain sections remain, along with other remarkable monuments from the Middle Ages, including the Collegiate Church of Our Lady of Mantes (built in the Gothic style from 1140 and surviving bombing during the Second World War), and the Romanesque church of Sainte-Anne de Gassicourt (11th century), immortalized by Jean-Baptiste Camille Corot between 1868 and 1870.

A holiday destination for kings of France, Mantes-la-Jolie has several grand urban mansions dating to the 17th and 18th centuries (Rue Baudin), built to the model of the Parisian mansions of the Marais neighborhood (the main body of the house between the entrance court and the garden, with wings extending back down either side of the courtyard).

Mantes grew steadily over the centuries, in particularly after the arrival of the railway in the 19th century, when the town grew beyond its walls to annex the surrounding areas. Industrialization brought significant demographic growth and the town expanded rapidly. In 1896, industry was composed of mills, a tannery, a broom brush factory and a musical instrument factory. The Entre-Lacs site preserves the remains of the Braunstein et Frères paper mills, which employed 200 workers at the time.

Scarred by bombing in the Second World War (of 3032 existing buildings, 460 were destroyed and 1709 required reparation), the town centre was rebuilt (largely in a regional style, but also under the influence of the Modernist movement) by architects R. Lopez, R. Gravereaux, G. Lemercier and R. Marabout.

At the same time as the town centre was being rebuilt, towards the end of the 1950s Mantes-la-Jolie was selected to contribute to the massive construction of new housing in response to demographic growth in the Paris area as a result of, among other things, the industrial boom in the Seine valley. In 1959, the order for the Val-Fourré Priority Urban Development Zone ('ZUP') was signed, and its design entrusted to architects-urban designers Raymond Lopez and Henri Longepierre.

The district boasts a remarkable setting on the banks of the Seine and benefits from numerous facilities. Between 1959 and 1977, 8200 dwellings were built (largely social housing), equipped with all modern comforts. Among the district's architectural achievements are a number of public facilities (several schools, including the

**VUE AÉRIENNE DU VAL FOURRÉ
EN 1984**
(Inventaire général du Patrimoine
Culturel de la Région Île-de-
France)



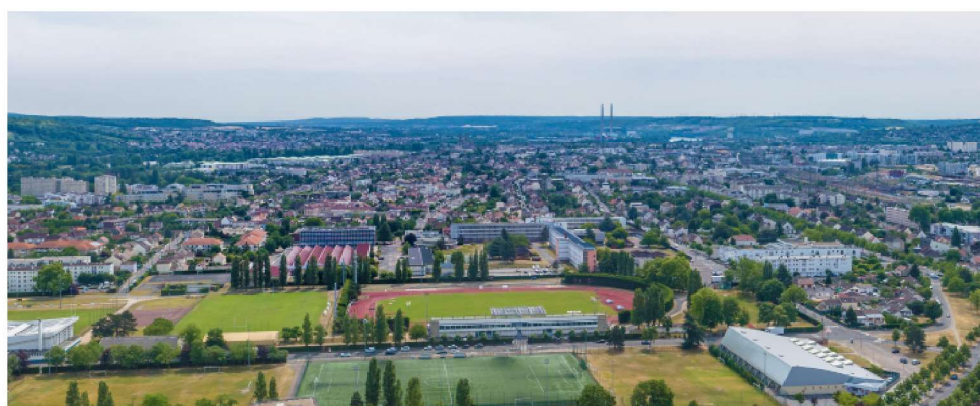
**LE CENTRE COMMERCIAL ET
UNE TOUR DE L'ARCHITECTE
LONGEPierre VERS 1975**
A gauche
(Inventaire général du Patrimoine
Culturel de la Région Île-de-
France)



**ALLÉE PIÉTONNE LE LONG
D'UNE BARRE**
A droite
(Inventaire général du Patrimoine
Culturel de la Région Île-de-
France)



**LE PAYSAGE ACTUEL DU VAL-
FOURRÉ**
(Ville de Mantes-la-Jolie)



Colette-Rousseau-Jonquilles campus and the current André Chenier junior-high school; religious facilities such as the Saint Jean-Baptiste church and the mosque; socio-cultural facilities such as the Chopin Centre, the Maison de Jeunes et de la Culture called La Pagode, and the Mantes II shopping centre; sports facilities such as the ice-rink, the indoor pool and the gymnasium; technical facilities such as the boiler house and the water tower).

Since 2005, the neighborhood has been undergoing a project of urban renewal overseen by the National Agency for Urban Renovation (ANRU). Today, as part of the ANRU 2 programme, the town and its partners are aiming to modernize the district's facilities (new schools campus and gymnasium), renovating or demolishing housing depending on its condition (by means of a national initiative to redevelop run-down commonhold buildings of national interest), and reorganizing the district to improve its urban structure (greenways, traffic calming, cycle paths, etc.).

Finally, in keeping with its role as a laboratory, the town is participating in the Action Cœur de Ville programme in areas of the town centre and around the station. The medieval centre and its 19th-century expansions following the arrival of the railway are the focus of projects to enhance the town's urban and landscape features (renovation of squares and playgrounds in the town centre, development of a river viewpoint, renovation and illumination of historic monuments such as the Collegiate Church) and upgrade the living environment, recently completed (the departmental Conservatoire in the station district, Seine footbridge, town-centre cinema, underground carpark) or ongoing (renovation of the town hall and its parvis, redevelopment of the station as a multimodal transport hub, renovation of run-down housing in the town centre via a housing provider).

The heritage of Mantes-la-Jolie is also showcased by means of events such as Les Lueurs de Mantes (second edition in 2025), a festival of lights creating a trail through the town centre and around the rest of the town, punctuated with one-off shows (the Collegiate Church light show, drone show, aurora borealis, candlelight concert). These events help to revitalize the town centre and supplement the town's efforts to develop retail and overall appeal, which are at the heart of the recently created Office du Commerce (supporting project development, encouraging innovation, subsidizing works, buying up retail units via a public-private real-estate structure).

PRIMARY SOCIO-ECONOMIC INFORMATIONS

After the Second World War and up until the beginning of the 1970s, the Communauté Urbaine Grand Paris Seine et Oise (GPS&O) saw the installation of large industrial sites (mostly related to the car industry) and the construction of residential tower

blocks and areas of suburban housing required to house the workers. But at the end of the post-War boom years – the Trente Glorieuses – came recession, which heavily impacted the economic fabric of the Seine valley, industry in particular, but also construction and retail; only the services sector held up well.

As a result of desindustrialisation, and also of competition from new towns such as Cergy-Pontoise and Saint-Quentin-en-Yvelines, the communauté urbaine's production activities are now based around the automobile sector (Renault in Flins, PSA in Poissy), aeronautics (Ariane Group in Les Mureaux), eco-industry, eco-construction, health and care (three hospitals).

Industry remains GPS&O's second largest employer, after services. The particularity of the area is its high proportion of jobs in manufacturing, particularly for transport (automotive, aeronautics). Conversely, service industries (particularly financial and scientific) account for a smaller proportion than at regional or national level. Overall, jobs related to manufacturing represent 36% of the total, while the other 64% is made up of jobs related to the local economy.

The total number of jobs within the communauté urbaine is over 125,000, but decreased between 2006 and 2015 (-3.1%), while regional employment grew (+3.1%). Moreover, the area saw relatively high levels of unemployment, above regional (Île-de-France) and national averages, particularly in the west of the area (the Mantes employment zone). The situation has been improving since the end of 2015, with unemployment figures in Mantes-la-Jolie dropping from 23% in 2015, to 19.4% in 2021 (INSEE).

According to the Intercommunal Urban Planning Guidelines (PLUi), one of the most promising sectors for the area and for the town of Mantes-la-Jolie would seem to be tourism. Despite the numerous but not very prominent offerings, of primarily local interest (tourism here is linked to business or visiting family), the area has considerable potential (and will also be more easily accessible with the planned development of transport infrastructure):

- on one hand, for outdoor sports activities (huge natural spaces – partly within the Vexin Français natural park – and sports facilities for tourists, such as golf courses);
- secondly, for cultural activities (architectural heritage including the Villa Savoye, the Collegiate Church of Mantes, the old town of Mantes, and the industrial buildings) and cultural events and festivities such as the Lueurs de Mantes.

Today, high needs for housing are putting considerable pressure on the property market within the metropolitan area. Since 2006, 85% of construction works have been for urban renewal and vacant spaces. The area still has opportunities for the reconversion of wasteland and the densification of built-up areas to satisfy, among other things, housing needs and to reinforce social housing stock, which is currently under greater pressure due to demand from households made vulnerable by the economic recession and soaring property prices.

The intermunicipal area has seen continuous population growth since 1968, and the town of Mantes-la-Jolie is no exception (26,062 inhabitants in 1968, 44,539 inhabitants in 2021). But since 1990, the area has not been attracting enough new residents, and even though the negative net migration rate was offset by a natural positive rate between 2008 and 2013, the migration deficit is growing over the years and results in loss of appeal for the communauté urbaine. Nonetheless, this huge intermunicipal area comprises a younger population than those of both the Yvelines department and the Île-de-France region, areas already known for their high levels of youth.

Once again, the town of Mantes-la-Jolie is in line with the trend, since the age groups best represented (according to INSEE, 2021) are the youngest (0–14, 15–29, and 30–44 respectively). For GPS&O, this also corresponds to a more family-based population, with a large household average of 2.57, despite the trend for increasingly smaller households. Finally, GPS&O has seen a rise in the proportion of management-level workers, in line with increasing levels of office-based business in the area, and also corresponding to a decrease in manual workers due to deindustrialization. This trend also applies to Mantes-la-Jolie.



LUMINOUS WORKS OF ART
DURING THE LUEURS DE
MANTES FESTIVAL
(Ville de Mantes-la-Jolie)

A word from the Mayor

Mantes-la-Jolie is something else!

Mantes-la-Jolie combines town with countryside, and countryside with town. Located on the edge of Île-de-France, within a context of major developments, such as the arrival of infrastructure such as the RER Eole commuter train, the area needs to restore a balance between its defining features: landscape and natural environment, urban heritage, facilities, and so forth. This dynamic requires a vision for development that is bold, balanced and precise.

Conveniently located in the heart of the Seine valley between Paris and Rouen, Mantes-la-Jolie sits at the crossroads of a number of regional factors. Accommodation of new populations, development of public services and stimulation of business activities need to be ensured, while carefully controlling urban spread. At the same time, development of its tourist potential, reclamation of the Seine riverbanks and preservation of its commercial infrastructure must be accompanied by the redevelopment of its urban wastelands.

It is time to break with an approach of piecemeal urban development, which has fragmented our regions, isolated our initiatives and weakened the identity of the town. Too often dictated by urgency or short-term vision, this way of doing things has shown its limitations. In Mantes-la-Jolie, as elsewhere, we must trace a new path: that of structured, pragmatic and ambitious urban planning.

Urban planning is above all a global approach, guided by a long-term vision and a close understanding of the specifics of the area. In Mantes-la-Jolie, this means harnessing existing resources, notably urban wasteland, rather than sacrificing our historic buildings in the centre of the town, or the natural spaces that are present in every neighborhood. These areas of wasteland, often perceived as the scars of a bygone era and sometimes associated with a sense of failure, are in fact untapped treasure. They offer a unique opportunity for transformation and innovation, waiting to be reinvented as motors of dynamism at the heart of our communities.

We have a duty to transform these spaces with multi-purpose projects that can meet the needs of today and tomorrow. These projects must include modern

housing, dynamic business space, accessible public services, inviting green areas and convivial meeting places. By adopting a sustainable approach, we can limit urban spread, preserve our resources and create environments that are both attractive and desirable.

These transformations must not come at the expense of our heritage. Each area of industrial wasteland is the embodiment of a collective memory, a precious fragment of our shared history, which deserves to be revealed and showcased. The Dunlopillo site, for example, is not just a trace of our industrial past, but also a social testimonial, a reminder of the lives and work that formed our area, and in particular the Gassicourt neighborhood. By giving these sites a new lease of life, we can illuminate our future with the light of our past, transforming the landmarks of yesterday into drivers of innovation and renewal for tomorrow.

With this in mind, the European competition is an important opportunity for Mantes-la-Jolie. The international competition brings together a whole new generation of architects, urban designers, engineers, geographers and other experts, among the most creative in Europe. Thanks to their creativity and expertise, European helps to find innovative solutions adapted to an area's specific particularities and constraints. It is a unique opportunity to develop bold, pragmatic urban design, combining sustainability with quality of life and showcasing our heritage assets.

Ladies and gentlemen, European candidates, opting for strategic urban planning in Mantes-la-Jolie means investing in the future, in a town where 44% of the population is under 30 years old. It means providing inhabitants with a living environment where they can flourish, assemble and put down roots. It means building a town that respects its architectural and natural heritage, while looking bravely to the future. Mantes-la-Jolie is hoping that European candidates will come up with proposals for projects that are feasible, within a restricted budget. But don't be put off by the ideas and objectives that have been presented: work freely, in a flexible and open-minded approach, in the aim of developing projects that stimulate the imagination!

Let's transform this ambition into a tangible reality. Together, let's make the 'Dunlopillo wasteland' into an asset that future generations will be proud of.



VIEW OF THE ENTRE-LACS SITE
(Ville de Mantes-la-Jolie, EPFIF)



VIEW OF THE ENTRE-LACS SITE
(Ville de Mantes-la-Jolie, EPFIF)

REFLECTION SITE

The reflection site includes the area of urban fringe between the Seine and the residential areas around the Pêcheurs and Gassicourt lakes (redeveloped gravel pits). In their approach to the Entre-Lacs site, candidatures are asked to start by considering the relationship with its immediate surroundings.

This area enjoys an exceptional urban setting and landscape thanks to its immediate proximity to the banks of the Seine, planted and developed along almost 15km for walking and sports and leisure activities. In addition, the Entre-Lacs site is located opposite the Île l'Aumône, home to an ornithological reserve created in 1997 to protect and showcase the various animal and plant species found there.

To the west of the site is the area's international water-sports centre. This comprises an artificial swimming pool along the Seine, connected to the river by means of a pool formed by sand mining. A major rowing venue, the water-sports centre welcomed international delegations to train for the 2024 Olympic and Paralympic Games. The renovated pool and modernized facilities are now part of the Olympic legacy for sporting enthusiasts of the Yvelines, and are to be completed by a new building for the rowing club.

ONGOING RELATED PROJECTS

Mantes-la-Jolie is committed to a number of development projects that have been awarded certification or support from public schemes ('Area committed to nature', 'EcoQuartier' and 'Innovative and Environmental District' certification for Val-Fourré; ANRU and Action Cœur de Ville publicly-funded schemes).

The relationship with the Seine is a particular subject of attention, highlighting views of the wider landscape (the viewpoint), and the progressive redevelopment and enhancement of the riverbanks and islands, with the aim of creating an urban park with far-reaching appeal for walking, sightseeing and leisure (sports, events, well-being, etc.).

Landscaping developments are already underway to improve quality of access to the lakes and water-sports centre (opening views of the lakes from residential areas, planting streets, building terraces and viewpoints on the lakes, reshaping the banks into gentle slopes), and to improve the environmental quality of these aquatic environments (underwater ledge at the bottom of the slope, floating



SITES DE RÉFLEXION ET DE PROJET

gardens in the Lac des Pêcheurs, installation of aquatic and terrestrial planting, forestry work, maintenance of meadows, etc.). The development of a leisure and sports area to the south of Lac de Gassicourt is planned for the end of 2025, while a water park to the north-east is planned for 2026.

Local public spaces merit as much attention, and the redevelopment of two historic squares in Gassicourt – Place Paul-Bert and Place Sainte-Anne (listed Romanesque church) – are underway to improve conviviality and appeal in the neighborhood.

Finally, since the 1990s a number of projects in the Val-Fourré neighborhood have boosted the town's reputation as a laboratory for social, urban and environmental innovation. Built at the same time as the reconstruction of the medieval town centre following damage in the Second World War, this neighbourhood benefits from a quality position on the banks of the Seine, but also suffers from its distance from the rest of the town. Since the 1980s, Val-Fourré, like the rest of the Mantais area, has seen a social downturn with the decline of the car industry in the Seine valley. Val-Fourré was one of the precursors of the first programme of urban renovation led by the National Agency for Urban Renovation (ANRU). The major developments that followed aimed to remodel the density of the built environment (via demolitions); to gradually decompartmentalize Val-Fourré by opening it up towards the Seine, the Gassicourt neighbourhood and the rest of the town; and to progressively improve public facilities, space and transport (there is a long-term project for a bus rapid transit link between the station's multimodal transport hub and Rosny-sur-Seine via Val-Fourré). Listed in 2014 as one of France's first eco-districts, it is also pursuing its transformation in terms of socio-economic development.

CHALLENGES AND DELIBERATION FOR THE REFLECTION SITE

The reflection site unites ultra-local and local issues, from the scale of the broader landscape of the Seine valley and the currents of people and goods of this metropolitan area developing between Paris and Le Havre thanks to ongoing improvements in multimodal transport, to the scale of the town of Mantes-la-Jolie, and the site of Entre-Lacs.

Integrating the site into the structure of the landscape and the metropolitan area

Firstly, overall strategies should be devised to better integrate this district into the grid of the landscape and ecological fabric, from the scale of the Seine drainage basin, to that of the immediate locality. In view of developing the Dunlopillo site,

PUBLIC SPACE ON THE BANKS OF THE SEINE



THE GASSICOURT LAKE
On the left (Ville de Mantes-la-Jolie)



FISHERMAN'S LAKE
On the right (Ville de Mantes-la-Jolie)



THE AUMÔNE ISLAND NATURE RESERVE
On the left (terres-de-seine.fr)



THE NAUTICAL STADIUM
On the right (Ville de Mantes-la-Jolie)



including by means of temporary urban installations, general consideration of the views, banks and lake access (particularly with regards the possibility of being able to loop the whole way round) is essential.

How can we make the best possible use of the natural resources (water, soil) to preserve the functions they provide as an ecosystem and a cultural asset to the town, in order to make it more resilient to the effects of climate change and socio-economic upheaval that are impacting our regions? How can water be used to compensate for the effects of climate change, to fulfill a need for nature and to promote well-being (physical and mental) in the town? How can water, in all its forms, play a role in social and inter-generational reconnection? What new links can be forged between the banks of the Seine, its islands, and the lakes?

Restoring continuity to the urban fabric

It is also important to continue the work of connecting this populated peripheral area with its adjacent neighborhoods (Val-Fourré, Bords de Seine development area, Gassicourt suburban housing) and to the rest of Mantes-la-Jolie, in particular by reorganizing public space and transport, facilitating access to the Entre-Lacs site and establishing a relationship between natural spaces and built spaces. What new public spaces, facilities and activities (business, services, leisure, etc.) stimulating community spirit and urban unity should be developed for progressive integration into the urban fabric? How can modes of active transport be furthered within this local network?

Working within the constraints

The projects will also take into account three main constraints:

- Due to its location, the town of Mantes-la-Jolie is exposed to the risk of flooding, with some parts of the town having already been flooded, notably during the great flood of 1910. The Seine and Oise Valley Flood Prevention Plan (2007) classifies the unbuilt areas around the lakes, the water-sports centre and the Seine riverbanks as a 'green' zone, thereby prohibiting any new building with the exception of public facilities and essential developments for the common good. Part of the Dunlopillo industrial wasteland, however, is classified 'blue', which means that in this already built-up area, new constructions are authorized if prevention measures are put in place.
- A recent phytosanitary study established that the quality of the water allows for use of the Lac de Gassicourt for water sports, but no analysis has yet been made of the Lac des Pêcheurs.
- The Dunlopillo wasteland is currently totally enclosed and inaccessible, preventing direct access to the Seine and the lakes. Opening it up, either partially or totally, should also be considered in light of proposed programming and risks associated with soil pollution.

PLACE PAUL-BERT RECENTLY REDESIGNED

On the left
(Ville de Mantes-la-Jolie)

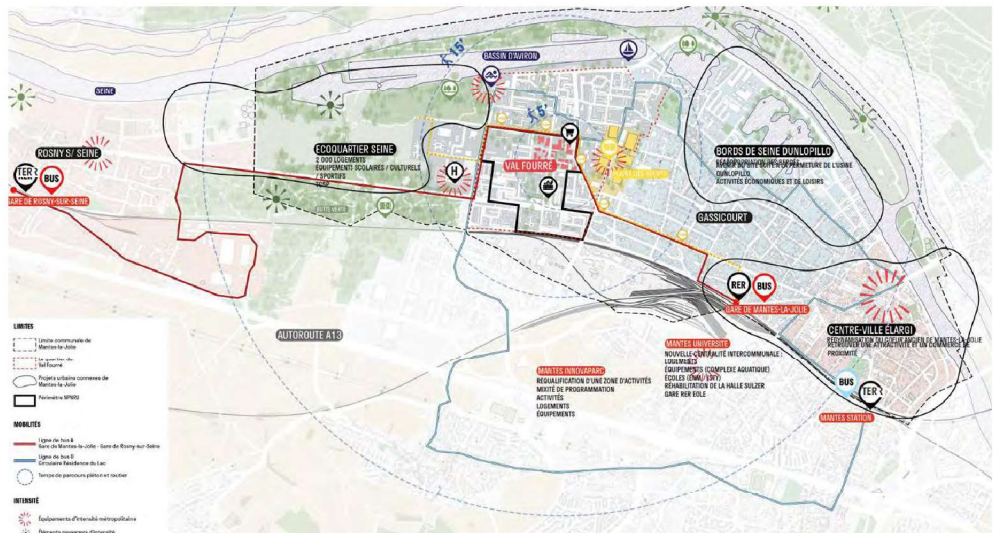


PLACE SAINTE-ANNE WITH ITS ROMANESQUE CHURCH

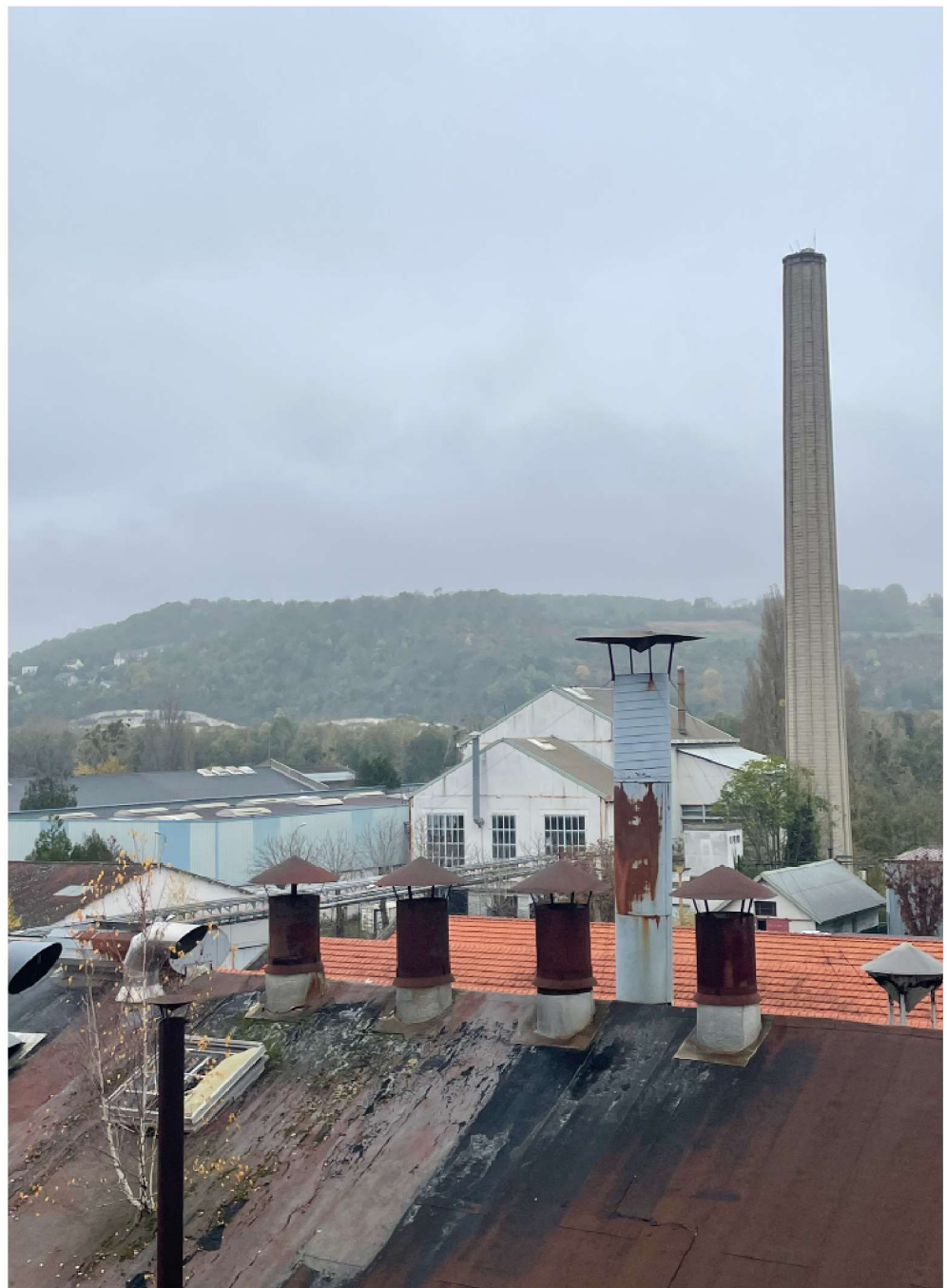
On the right
(Ville de Mantes-la-Jolie)



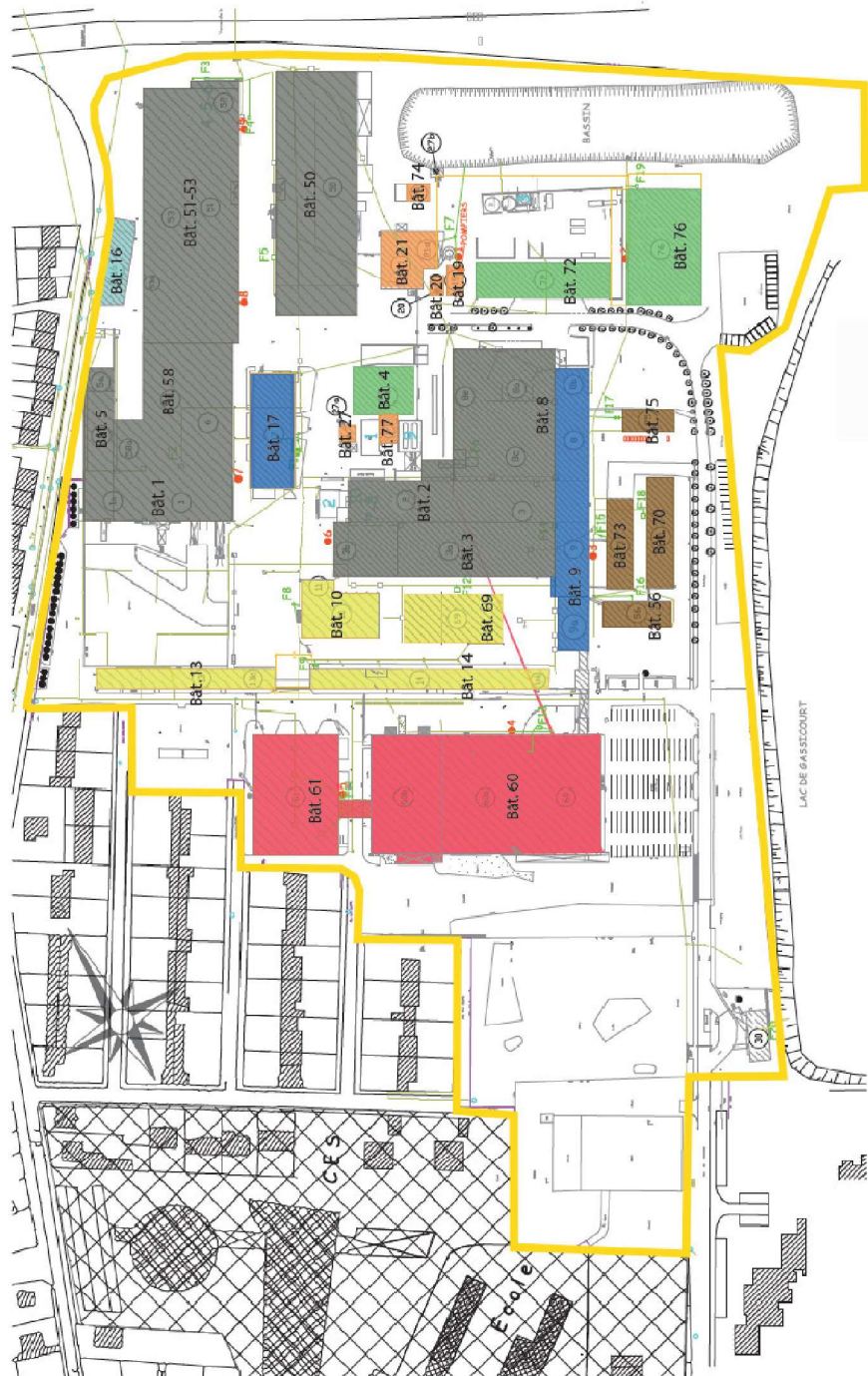
GUIDE PLAN FOR THE CITY
(Ville de Mantes-la-Jolie)



THE ENTRE-LACS SITE AT THE JUNCTION OF SEVERAL PROJECT DYNAMICS
(Ville de Mantes-la-Jolie)



THE CHIMNEY OF THE ENTRE-LACS SITE, A LANDMARK IN THE LANDSCAPE
(Ville de Mantes-la-Jolie)



BUILDING PLAN OF THE
DUNLOPILLO WASTELAND

PROJECT SITE

The Entre-Lacs site is a piece of industrial wasteland ('Dunlopillo', named after its last tenant) covering around 11 hectares. The site has seen a succession of manufacturing activities since the end of the 19th century, particularly due to the arrival of the railway. Originally built on the banks of the Seine but at a distance from any housing, urban development caught up with the manufacturing site in the second half of the 20th century, and today it sits at the centre of the Gassicourt neighborhood.

The Frères Braunstein paper mill operated from the site from 1891 to 1949, despite being partially destroyed by bombing in 1944. Then located in the village of Gassicourt, as yet independent of Mantes, the paper mill saw huge success after adopting the 'Zig-Zag' distribution process for cigarette papers, in which papers are interleaved for distribution one by one. The working-class population was growing rapidly, and at that time the factory occupied 16 hectares, including what is now the estate of suburban housing to the west, where the street names still remember the history of the paper mill and the Braunstein family.

In 1950, Dunlop Tyres and subsequently Dunlopillo took over the factory, initially for the production of rubber boots, then for pieces in latex and cellular foam for Citroën vehicles, and finally for latex and cellular polyurethane foam mattresses. Dunlopillo production moved partially to a new factory in Limay in 2012, before ceasing all production in Mantes-la-Jolie in January 2021. The site is currently closed to the public and under surveillance.

In 2015, the Dunlopillo site was acquired by Établissement Public Foncier de Île-de-France (EPFIF), and will eventually become the property of Mantes-la-Jolie. The EPFIF signed an agreement with the Yvelines departmental council to make the south-east part of the site available for a temporary installation up to the end of 2024. From Summer 2022, one of the halls (building no. 76) has housed restoration works of four monumental stone sculptures from the orangeries at the Château de Versailles. These works received school visits, also providing catering. Today it is used only for storage.

Seventy-seven industrial buildings from all periods (1800 to 2020), very diverse and without basements, sometimes with surprisingly large volumes, illustrate the developments, constructions and demolitions necessarily for the industrial activity that flourished on the site for over a century.

The site preserves evidence of these past activities:

- a chimney,
- a gas boiler house,
- an oil tank,
- an Artesian well in the Albien aquifer at an estimated depth of 230 metres (building no. 2); a survey is underway to assess the condition of the technical

HALL N.76 OCCUPIED BY THE RESTORATION PROJECT OF THE CHÂTEAU DE VERSAILLES

On the left

INTERIOR OF HALL N.76

On the right



THE "CHAUFFERIE" (BUILDING N.21)

On the left



THE CHIMNEY

On the right

GASSICOURT LAKE ADJOINING THE WASTELAND, BUT INACCESSIBLE

On the left



characteristics of this structure;

- several storage tanks for chemical products, resulting in the site's high-level Sevesco rating up to 2006. The hazardous materials have since been removed by EPFIF.

The Dunlopillo site comes under regulations governing facilities classed for environmental protection (ICPE) and is monitored by the relevant departments of the Yvelines Prefecture.

There have been several fires on the site (1960, 1980, 1983 and 2012). Buildings nos. 60 and 61 were affected in 2012 and were subsequently declared unfit for activity. Part of Building no. 60 has collapsed and both buildings remain structurally unstable. Some inflammable production waste is still trapped in them.

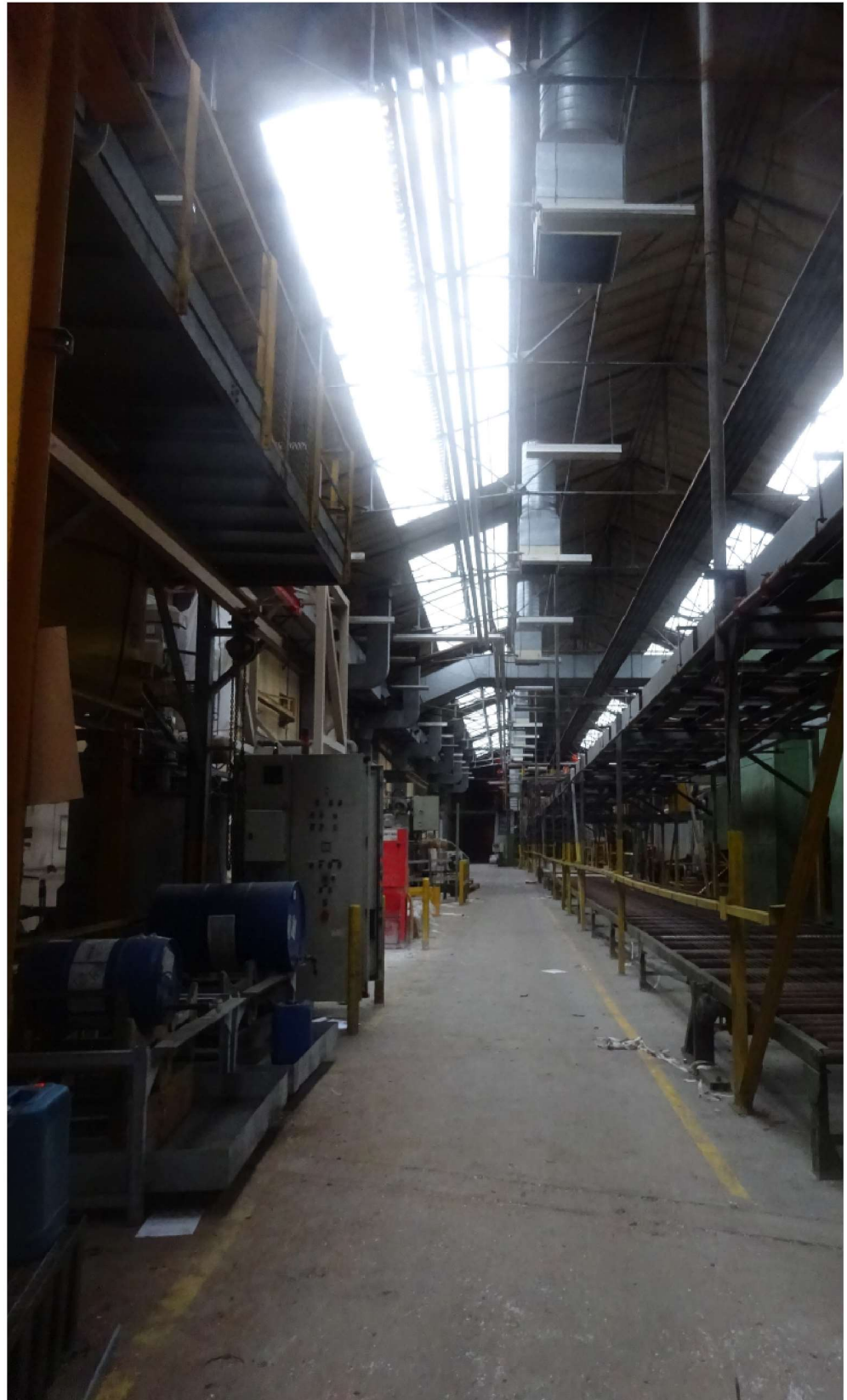
The site's walkways and car parks are surfaced in old, badly cracked tarmac and/or concrete. The rainwater recovery system is also obsolete and discharges straight into the Seine. The site is not connected to mains drainage and wastewater is also discharged into the Seine. Until 2009, the plant processing water was also discharged into the Seine, but since then it is fully recovered and treated on site by means of a process of evaporation concentration.

Access to and use of the Dunlopillo wasteland are currently limited because of high levels of soil pollution. Several surveys have been carried out on the site, revealing presence of hydrocarbons and chlorinated solvents.

PRINCIPAL ISSUES FOR THE PROJECT SITE

For the Entre-Lacs site to fulfil a role as laboratory for the 21st-century city, the architectural and urban redevelopment of the Dunlopillo site must go beyond simply finding a more efficient use of the land; the new projects must also contribute to protecting the town, the landscape, the architecture, their human and non-human inhabitants, and the collective memory that is embedded in the site.

As part of a circular and energy-efficient approach to developing the area, the act of redevelopment itself must be considered. How can we preserve the embodied energy of what is already there, and perhaps produce more sustainable energy locally (hydro-electric, for example)? How can we repair and reuse what is already there, while taking into account right from the design phase the reversibility of developments to ensure the same levels of flexibility offered by the original industrial buildings, which have enabled several changes over a long period?



LARGE VOLUME OF A
PRODUCTION BUILDING (N.51-
53)

The project site comprises buildings that differ in their size and construction date, in the activities they accommodated and the resulting spatial qualities (surface areas, volumes, orientations, light, structural characteristics, arrangement of spaces, inside/outside permeability, materials, installations, etc.), their state of preservation, etc. How can the specifics of the existing be taken into account to accommodate new uses at reasonable cost, both for the development of this heritage and for its sustainable management (maintenance, heating, intensity of uses, etc.)? How can the architectural scheme be adapted to the existing spatial potential? What new 'add-ons' can be devised to complement uses of the existing, while preserving sufficient space for nature to flourish?

How can we care for the built environment, reinterpreting it to preserve individual and collective memories? How can we establish a balanced combination of local culture and other contributions from outside, following the example of the Château de Versailles temporary activities? How can the laboratory culture for social, urban and environmental innovation that characterizes Mantes-la-Jolie be extended to the Dunlopillo site?

PROGRAMME EXPECTATIONS AND GUIDELINES

Candidates may reply to one or more of the questions raised so far, while combining different issues within the project.

Rethink local connections

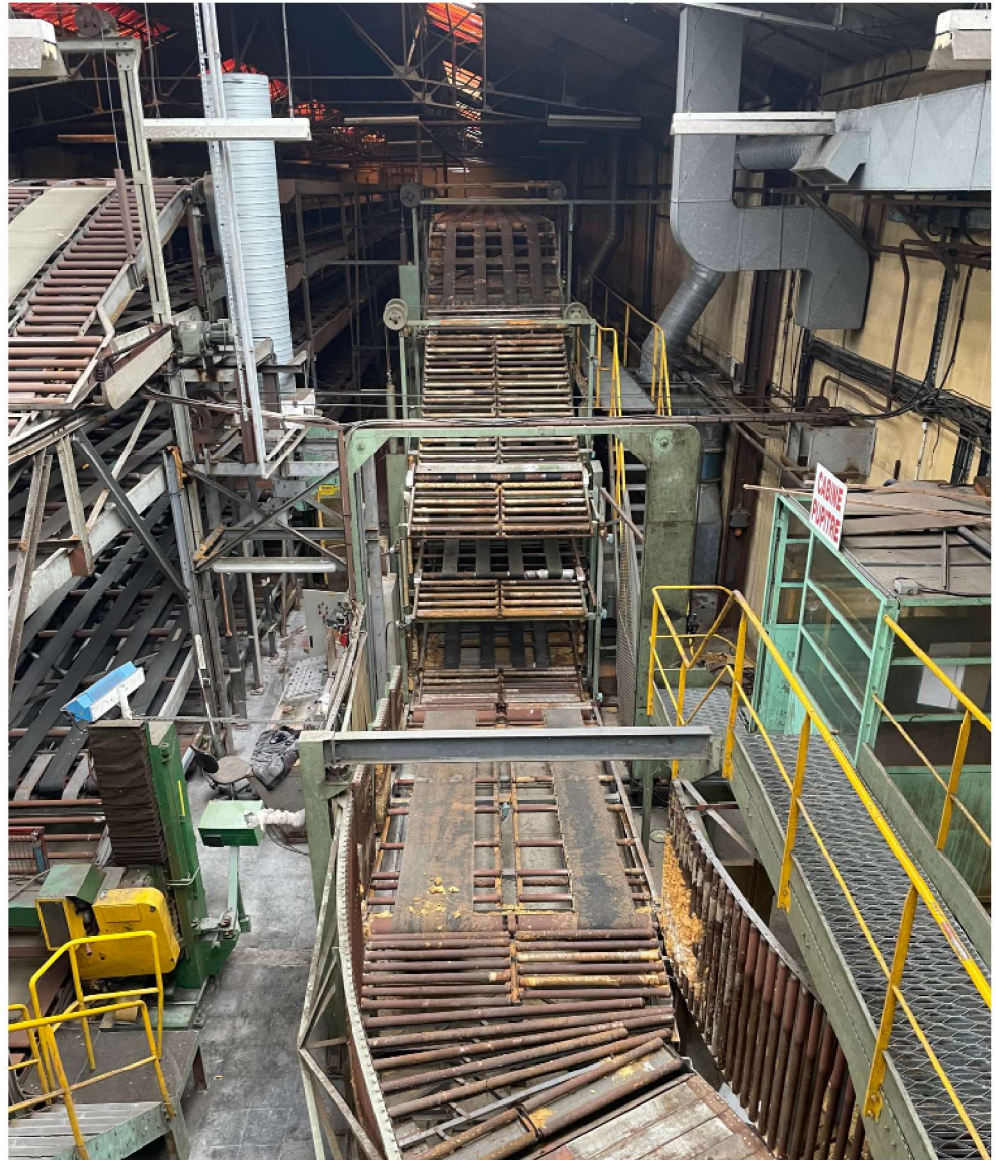
- by defining a timeframe for progressive reopening of the wasteland site towards the Seine and the lakes, as well as the surrounding neighborhoods, in order to reconnect the urban public space;
- by working the interfaces and buffer spaces between the public functions and the surrounding housing and/or other possible uses to be installed on the Dunlopillo site.

Preserve/enhance the existing natural heritage

- by integrating into the project spaces reclaimed by nature and/or by unsealing soil and replanting;
- by using nature to give the site resilience, in particularly with regards the risk of flooding from the Seine bursting its banks.

Reuse as is and/or redevelop the built heritage for new uses

- by distinguishing the buildings according to their condition (structural weaknesses following fires, leaking roofs, pollution, etc.);



OLD PRODUCTION LINE



THE LARGE EMPTY SPACE AT THE WESTERN EDGE OF THE SITE

- by making the most of the spatial qualities of each building, including taking account of the risk of flooding;
- by exploring the possibility of renovation using low-tech methods and/or bio- and geo-sourced materials and/or reuse (possibly of materials from the site itself).

Design a mixed urban and architectural scheme in connection with the surrounding residential neighborhoods and serving the town, but also taking into account the planned transport improvements along the Seine valley:

- imagining uses that allow the site to come to life over different timeframes (avoid storage, in particular in the hall currently used by the Château de Versailles, as this building already meets standards for receiving the public);
- particularly prioritizing sports and cultural leisure activities and/or small to medium business activities. Given the soil pollution and ongoing housing projects within the town, housing would not seem to be a priority in the short term.

Preserve and enhance the site's material and non-material industrial heritage, imagining a spatial narrative for the remains (buildings, machinery, ordinary objects, documents) and the transmission of this local heritage.

Propose innovative short- and long-term schemes for urban redevelopment

- by distinguishing, in the sequencing of the project's timeframe, between temporary and permanent transformations and/or by imagining one or more 'pioneering' projects capable of initiating the revitalization of the site;
- by taking into account the gradual decontamination of the site, which could become a showcase model of experimental processes in this field;
- by devising cooperative public-private partnerships.



LIMITE NORD DU SITE
LONGEANT LA VOIE DES
BERGES DE LA SEINE

PLANNED FOLLOW-UP TO THE COMPETITION

LIKELY ASSIGNMENTS FOR THE EUROPEAN TEAMS

After the competition phase, meetings between the teams selected by the jury (European France, the Town of Mantes-la-Jolie and its associates) will be organized in early 2026 in Paris and on-site, so as to facilitate implementation of the competition follow-up. The Town could commission teams for one or several assignments to examine the urban and architectural feasibility of their proposals in greater depth. The three winning teams may be asked to work on specific assignments and/or to work together.

Depending on the results of the competition and the envisaged implementation procedures, these assignments might include, for example:

- the preparation of urban surveys to complete existing urban planning documents, with the aim of reinforcing technical and thematic surveys already conducted for the site for consideration and the project site;
- the development of temporary urban initiatives aiming to reactivate local life on a temporary basis on the Entre-Lacs site;
- the development of a concerted masterplan specifically dedicated to the competition area and taking into account different timelines for implementation;
- architectural feasibility studies on more workable zones with a view to operational definition and experimentation for one or more buildings, project sponsor to be identified;
- participation in defining the brief for the site as a starting point for the urban redevelopment to be undertaken by the relevant stakeholders;
- assignments for urban and landscape design (public spaces, urban and landscaping developments, ecological engineering, etc.);
- one-off assignments for architectural design and project management services (renovation and/or new build).

SUGGESTIONS FOR THE COMPOSITION OF TEAMS

In light of the issues raised by the Entre-Lacs site in Mantes-la-Jolie, European France and the local representatives invite candidates to compose multi-disciplinary teams associating architects, urban designers and landscape designers, but also ecologists, sociologists, project coordinators, historians, philosophers, artists, economists ... and any other complementary expertise considered relevant in supporting the position taken by the project with regards the identified issues.

The selected teams could be called upon to add to their skills for subsequent operations.



ALLEY LEADING TO HALL N.76
(restoration project for the sculptures of the Palace of Versailles)

LIST OF DOCUMENTS FOR DOWNLOADING

TERRITORIAL SCALE

- FR-Mantes_la_Jolie-C-AP1.jpg
 - Aerial photo of the intercommunity
- FR-Mantes_la_Jolie-C-M1.dxf
 - Intercommunity plan
- FR-Mantes_la_Jolie-C-M1.pdf
 - Intercommunity plan

REFLECTION SITE - URBAN SCALE

- FR-Mantes_la_Jolie-SS-AP1.jpg
 - Aerial photo of the reflection site
- FR-Mantes_la_Jolie-SS-AP2.jpg
 - Semi-aerial photo of the reflection site
- FR-Mantes_la_Jolie-SS-Po1 à Po5.jpg
 - terrestrial photos of the reflection site
- FR-Mantes_la_Jolie-SS-M1.dxf
 - Reflection sitemap
- FR-Mantes_la_Jolie-SS-M1.pdf
 - Reflection sitemap

PROJECT SITE - ARCHITECTURAL SCALE

- FR-Mantes_la_Jolie-PS-APo1 à APo6.jpg
 - semi-aerial photos of the project site
- FR-Mantes_la_Jolie-PS-Po0 à P79.jpg
 - terrestrial photos of the project site
- FR-Mantes_la_Jolie-PS-M1.dxf
 - Project site map
- FR-Mantes_la_Jolie-PS-M1.pdf
 - Project site map
- FR-Mantes_la_Jolie-PS-M4_buildings.pdf
 - Plans of existing buildings

APPENDICES

- FR-Mantes_la_Jolie-T_Annexe1-Gassicourt.pdf
 - Gassicourt district sheet by the General Inventory of Cultural Heritage - Ile-de-France Region
- FR-Mantes_la_Jolie-T_Annexe2-EPFIF.pdf
- FR-Mantes_la_Jolie-T_Annexe3-EPFIF.pdf
 - Studies on the Dunlopillo wasteland, Établissement Public Foncier Île-de-France

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