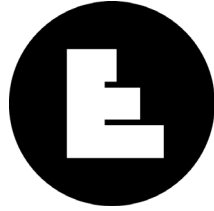


E U R  
P A O  
N



E18 - Re-sourcing

# FUMEL

## A NEW ECOLOGICAL DIRECTION FOR A FORMER INDUSTRIAL SITE

Site brief

100m



# FOREWORD

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*“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

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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?

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# GENERAL INFORMATIONS

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**SITE REPRESENTATIVE(S):** Fumel-Vallée-du-Lot Community of Communes

**PARTICIPATING ACTOR(S) :** Fumel-Vallée-du-Lot Community of Communes, Fumel, Monsempron-Libos Commune, DDT47, Lot-et-Garonne UDAP, Nouvelle-Aquitaine Region, Banque des territoires

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**TEAM COMPOSITION:** architect mandatory, urban planner or landscape designer

**DESIRED SKILLS WITH REGARD TO SITE CHARACTERISTICS AND ISSUES:** architecture, urban planning, landscape design, sociologist, programming

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**COMMUNICATION :** promotion of projects after the competition

**JURY – PRELIMINARY ASSESSMENT:** participation of site representatives

**JURY – SELECTING WINNERS :** Selection of three projects per site.

Participation of site representatives

**PRIZES:** prizes are awarded by the jury without regard to the site: laureate (12.000€) / second place (6.000€) / special mention (no monetary award)

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**POST COMPETITION INTERMEDIATE PROCEDURE:** -Paris meeting of cities and teams organised by the European France office at the beginning of 2026 - On-site meeting of cities and teams organised by local authorities and their partners starting in January 2026 - European France gives assistance and advice to local authorities and their partners to organise the competition follow-up

**COMMISSION GIVEN TO WINNING TEAM(S) FOR DEVELOPMENT OF THE PROJECT :** Operational studies and participation in co-design for further development of competition proposals.  
plans to associate an operational and/or architectural project manager with project owners (private and public users, future occupants).

**VIEW FROM THE TERRACE OF THE CHÂTEAU DE FUMEL**  
FR\_FUMEL-C-AP1



# RELATIONSHIP TO THE THEME

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## SITE ISSUES RELATING TO THE THEME

### **Initiate a regenerative project**

The former Fumel factory occupies a central position in the urban and landscape fabric of the Fumel area. Located halfway between the towns of Fumel and Monsempron-Libos, 2 km from the train station linking Périgueux to Agen and alongside the River Lot, the study site has unique potential. The terrain and landscape, the historical and industrial heritage, the centuries-old urban fabric and the presence of water are local resources on which to build.

The gradual dismantling of the former Fumel factory has left a landscape suspended in time. Abandoned in 2018, this wasteland has been left with polluted soil, a collection of unusually large buildings and a mosaic of environments now home to flora and fauna.

This current state is the starting point for a respectful and careful renewal of the site, paying attention to both the visible and the invisible. Plants, soil and infrastructures need to be rediscovered, repaired, questioned and reinvented, in line with future uses.

To do this, consideration must be given to the elements, the sources of energy and fertility. The invention of a new system is needed, in tune with what exists, and receptive to cycles and time. The aim is to propose regenerative projects that integrate environments and biodiversity. In this way, we can minimise our carbon footprint while taking into account issues of social equity, urban quality and sustainable development. The inhabited environments that are generated evolve into ecosystems. These ecosystems are fragile and require the utmost care to enable them to adapt.

Each element (material or immaterial) produces value and resources and contributes to the network that feeds the environment.

### **A new ecological and territorial direction**

The urban situation of abandoned land sites is unfortunately fairly typical for this type of town following deindustrialisation. This state of affairs, combined with the site's special features and assets, means that it can be used as an exploratory and exemplary project in a number of cross-disciplinary areas.



**FACTORY HISTORICAL PHOTOS**

FR\_FUMEL-PS-AP1 et FR\_FUMEL-PS-AP2





Ecological Territorial Redirection (ETR) is a territorial development approach that aims to build a model of economic, social and environmental development that is sustainable on a territorial scale. It involves rethinking modes of production, consumption and governance to meet current environmental challenges.

RET is based on three principles:

**Ecology:** it integrates the protection and restoration of the environment into all economic and social activities in the region. The aim is to preserve biodiversity, limit greenhouse gas emissions and reduce the consumption of energy and natural resources.

**Solidarity:** this encourages a fair distribution of wealth and opportunities across the region. This means encouraging local employment, promoting responsible modes of production and consumption, and encouraging citizen involvement in the governance of the region.

**Efficiency:** this aims to develop a more efficient and competitive local economy, by integrating environmental and social issues into the economic development strategy. The aim is to encourage innovation, develop sectors of excellence and promote the export of local products.

RET is a territorial development approach that can be implemented at different levels, whether it concerns a district, a town, a department or a region. It requires the mobilisation of all local players (businesses, local authorities, associations, citizens) to work together to build a model of growth that is sustainable and respectful of the environment.

### **Identifying resources on a case by case basis**

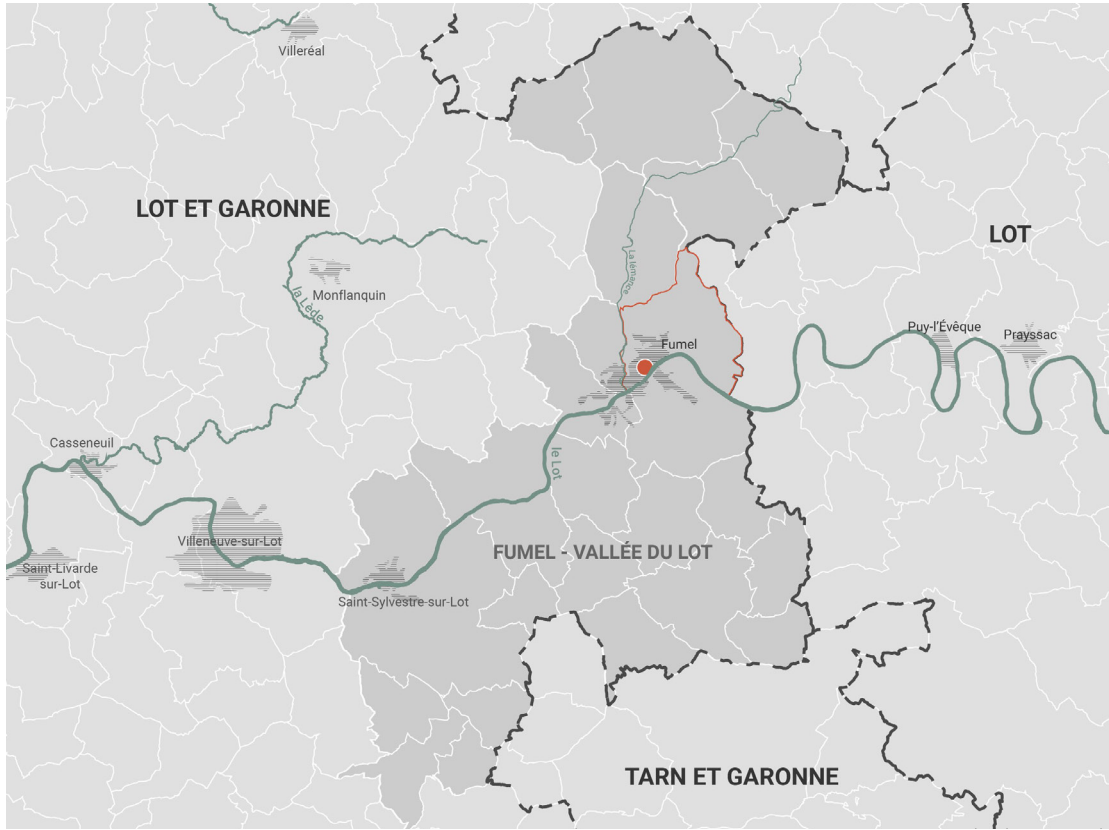
To combine regional development, heritage conversion, value creation, low-carbon issues and adaptation to climate change, it seems appropriate to identify resources on a case-by-case basis. The 3 Rs strategy (Reduce, Reuse, Recycle) will inform the ecological impact of the project.

The aim is to create synergies between all the future occupants of the site in order to pool and save resources (material and energy flows, equipment, space, human resources, etc.), create additional added value and enhance the attractiveness of the site. Synergies will also need to be found between the site of the former factory and the surrounding area, to build reciprocal relationships with existing local industries, strengthening their resilience and capacity for innovation.

In order to be part of a pre-existing history and respect the memory of the site, the reactivation of the site must be based on cross-generational input. What is initiated by some should go on to be a resource for those who follow, and so on. Awareness-raising and consultation activities can be carried out throughout the development process to involve local residents and establish a new narrative in the continuity of the previous reality.

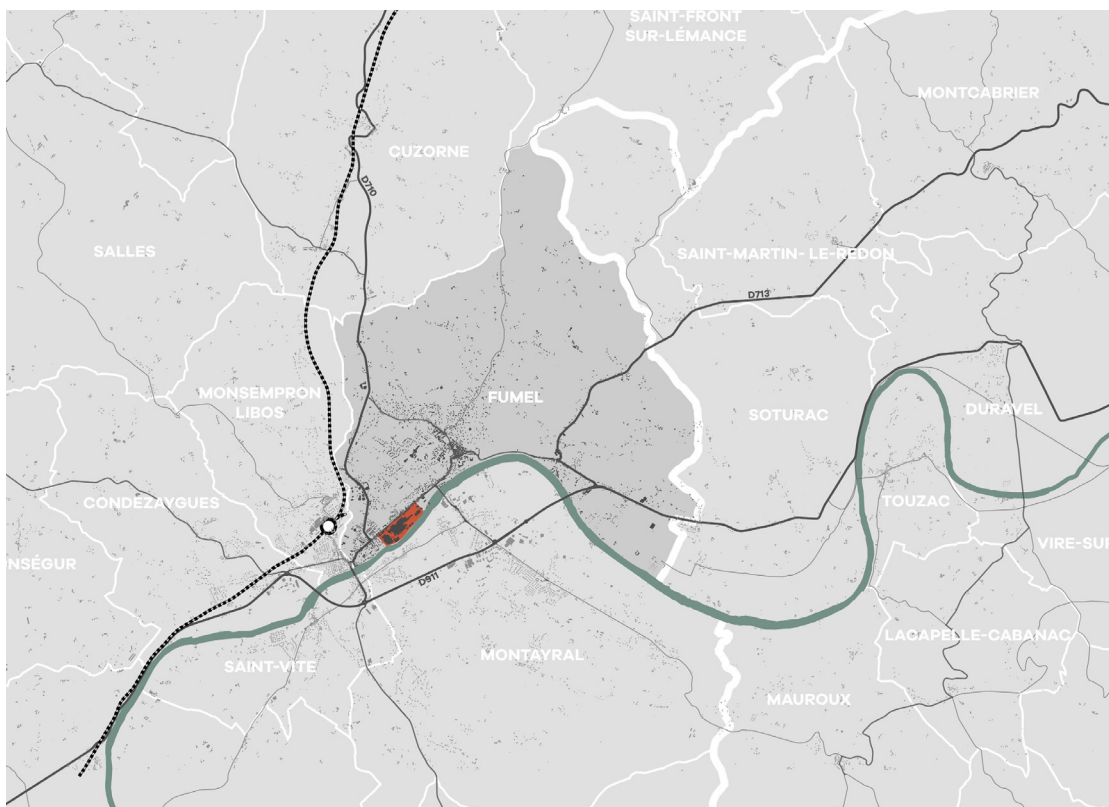
VALLÉE DU LOT MAPS

FR\_FUMEL-C-M1 et FR\_FUMEL-C-M2



THE COMMUNITY OF COMMUNES IN THE DEPARTMENTAL TERRITORY

- ZONE URBANISÉE
- LIMITE DEPARTEMENTALE
- COMMUNES DE LA COMMUNAUTÉ DES COMMUNES - VALLÉE DU LOT
- COMMUNE
- RIVIÈRE
- USINE



SUPPLY AND DENSITY OF BUILDINGS

- ROUTES
- RIVIÈRE
- VOIE FERRÉE
- USINE

# THE SPECIFIC EXPECTATIONS OF THE COMMUNAUTÉ DE COMMUNES AND ITS PARTNERS

Since 2008, the Communauté de communes Fumel Vallée du Lot (CCFVL) has owned the former Fumel factory, covering an area of 20 hectares. The site, which was abandoned when industrial activity ceased, represents a significant annual financial burden for the local authority (site insurance costs, clean-up costs, etc.). In this respect, several objectives have been identified:

## **Economic balance, a condition for the project**

The question of economic equilibrium must be central to the planning process. At every stage, we need to ask ourselves “for whom” and “by whom” things can be achieved. The development must be flexible enough to accommodate potential prospects. By adapting the level of development in line with the characteristics and typologies of the different sectors and their close and distant neighbours, the project can make the most of an available budget while meeting expectations in terms of aesthetics, functionality and sustainability. This multi-faceted approach maximises the impact of the project while optimising the use of available financial resources. The private sector would also be expected to play a role in the renewal of the old factory, or risk not seeing the project come to fruition.

## **A phased long-term project**

In order to fit in with this economic reality, the future project must be able to adapt to timescales, unexpected hazards and a variety of players and situations. The sheer size of the site and the scale of the existing buildings mean that the project has to be flexible and exploratory. The renovation of this area will therefore go through several phases, short, medium and long term. This evolutionary process must be able to accommodate the needs of new entrants and anticipate the possible reversibility of uses and spaces.

## **Enhancement of the area**

The elected representatives are determined to make the area more attractive and improve living conditions for its residents. The Fumel region is suffering the consequences of de-industrialisation, the town centres are scarred by the signs of urban decline and the promotion of tourism lacks an overall strategy. A Sustainable Tourism Strategy has been launched through a study that identifies a number of levers that need to be activated to make the area attractive once more, drawing in new tourists and residents. Economic and social stakes are therefore central to the district’s redevelopment.

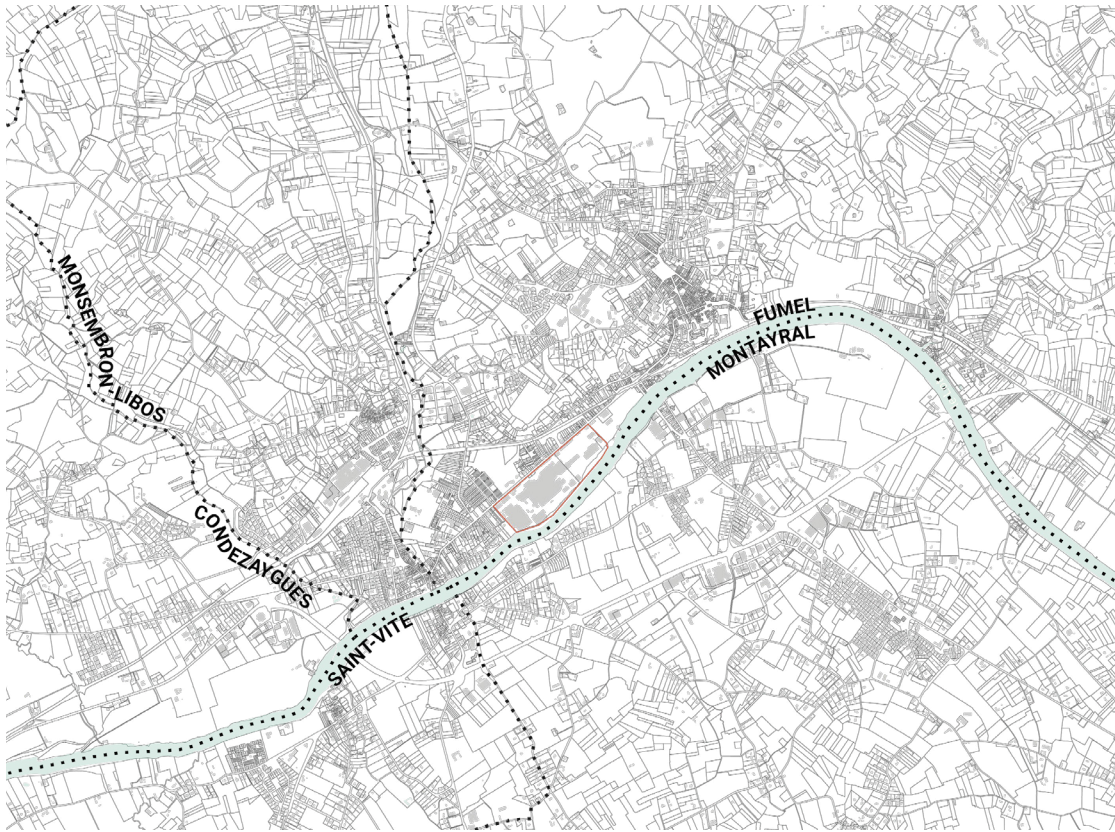
## **Social acceptability**

The Fumel plant has strong historical roots in the area. Several succeeding generations of workers have given life to the town’s economic and social life. With each wave of redundancies, the town’s population fell, going from 7,067 in 1968 to



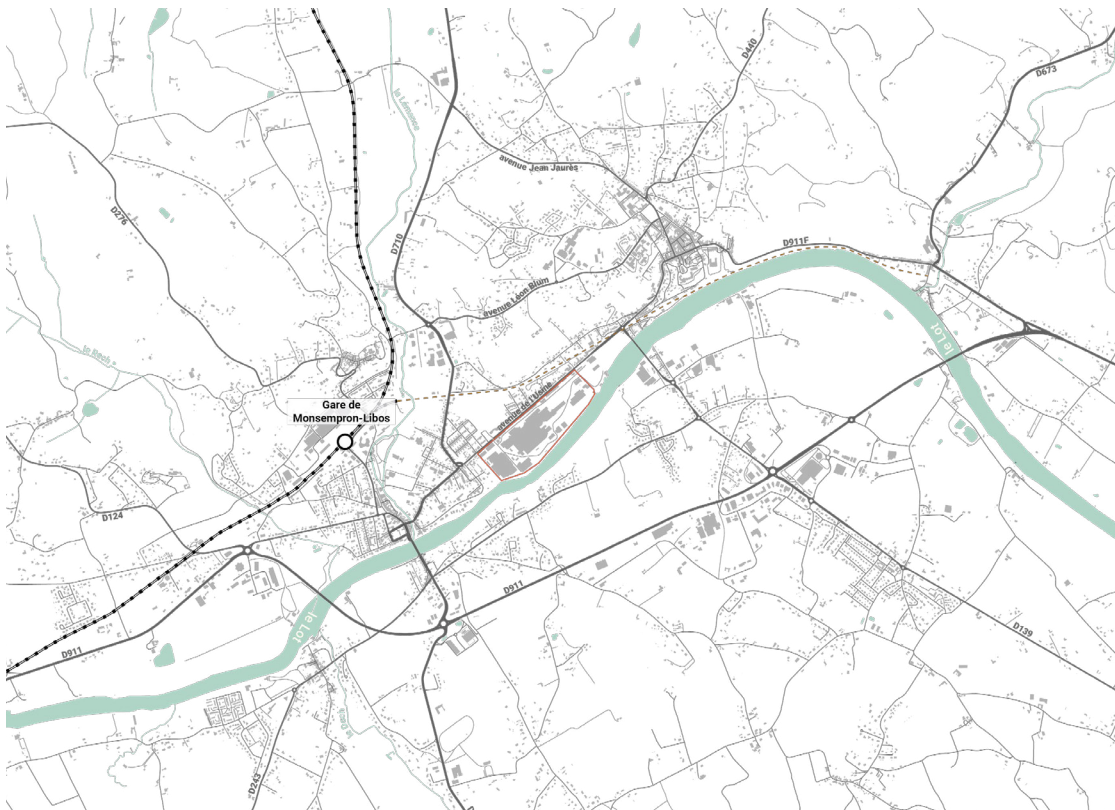
VALLÉE DU LOT MAPS

FR\_FUMEL-C-M3 et FR\_FUMEL-C-M4



THE RIVER AS A COMMON GOOD AND NATURAL ASSET

- USINE
- BÂTI
- PARCELLE
- LIMITE DÉPARTEMENTALE
- LIMITE COMMUNALE
- ROUTES



THE FORMER FACTORY IN ITS URBAN SITUATION

- VOIE PIÉTONNE
- ROUTES
- RIVIÈRE
- VOIE FERRÉE
- USINE

4,846 in 2016. Dismantling and redeveloping the site requires close consultation with local residents and, more generally, with the inhabitants of the town and surrounding area, many of whom are former workers and employees.

### **An exemplary project**

The development project for the former industrial site at Fumel must be exemplary in every respect in relation to:

- programming, to realise ambitions for an attractive site available to the Fumel area;
- the environment, to showcase the great diversity of existing and potential environments;
- urban planning and architecture, to create and reveal the urban, landscape and architectural features of the site;
- technical and economic management of the development capable of overseeing this vast site.

## **PROGRAMME GUIDELINES AND QUESTIONS RAISED**

Several projects underway

A number of projects have been envisaged aimed at revitalising this strategic area from an economic, social and environmental point of view.

LE PROJET DU  
TRANSBORDEUR  
FR\_FUMEL-SS-P1

### **Tourism and heritage potential**

At both regional and site level, tourism appears to be a lever for unlocking existing potential. Generally speaking, the Fumel region's landscapes and heritage give it a unique charm that can be further enhanced.



The interrelated issues of soft mobility and sustainable tourism are perfectly adapted to the region and as a way of enjoying its assets. The region seeks to highlight its natural and historical features in the development of the main sectors of tourism:

- River trips: With the renovation of the St Vite lock and the Fumel dam crossing thanks to the transbordeur project (a boat lift allowing boats to bypass the dam by land), 120 km can be navigated between the confluence with the Garonne and Luzech (Lot department).
- Gastronomy and local produce: Products with a strong

local identity, such as duck and wine. Motivated producers committed to tourism.

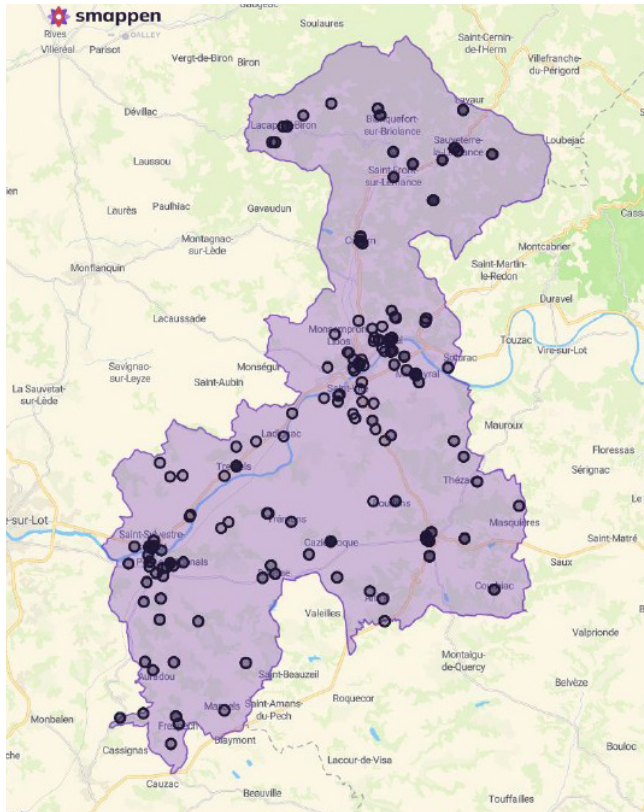
- Heritage: historical, industrial and natural.
- Hiking and cycle tourism: Two cycle routes link Fumel Vallée du Lot to the



**MAPPING OF THE DISTRIBUTION OF TOURISM AND LEISURE ESTABLISHMENTS**

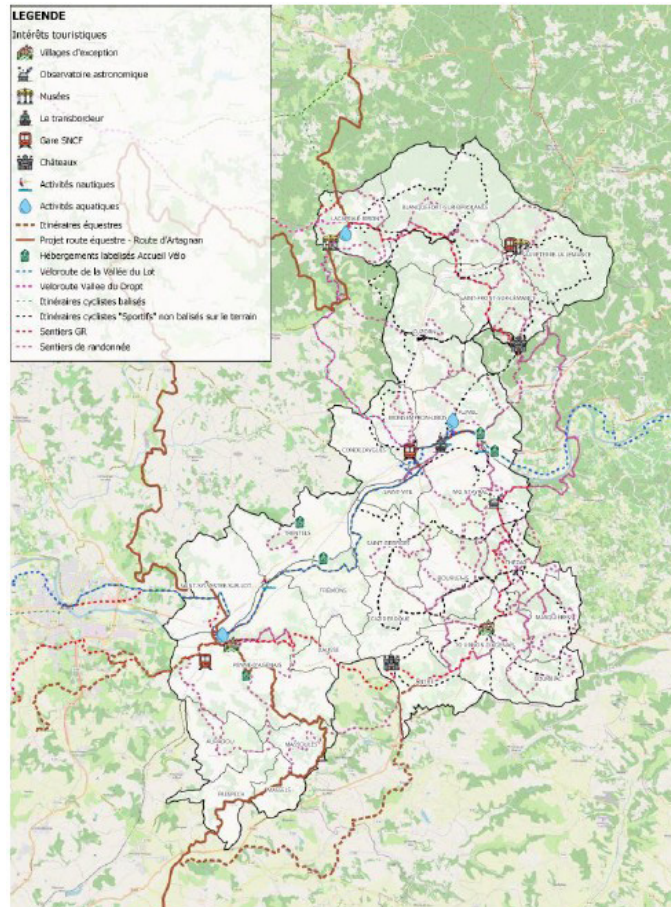
FR\_FUMEL-C-M5

extracts from the “sustainable tourism development plan within the territory of Fumel Vallée du Lot”



**ITINÉRANCES ET SITES DE LOISIRS : UN POTENTIEL À EXPLOITER**

FR\_FUMEL-C-M8



**ANALYSIS OF THE MARKET TOURIST BED STOCK**

FR\_FUMEL-C-M6

|                         | Nombre de structures / de lits actifs sur le territoire Fumel Vallée du Lot - 2022 |              |                     | Nombre de structures / de lits actifs sur le territoire du Département du Lot-et-Garonne - 2022 |   |
|-------------------------|--|--------------|---------------------|---|---|
|                         | Nb. structures   | Nb. Lits     | Variation 2019-2022 | Nb. Lits  | % des lits de la CC Fumel Vallée du Lot |
| Hôtellerie              | 4  | 172          | 0%                  | 3 618   | 4.8%                                    |
| Hôtellerie de plein air | 22   | 1 090        | 0%                  | 10 578  | 10.3%                                   |
| Chambres d'hôtes        | 51   | 300          | +6%                 | 1 302   | 23%                                     |
| Meublés                 | 310  | 2 121        | +9%                 | 6 125   | 34.6%                                   |
| Villages vacances       | 2  | 154          | -4%                 | 1 386   | 11.1%                                   |
| Autres                  |  |              |                     | 9 502   | 0%                                      |
| <b>Total</b>            | <b>389</b>   | <b>3 837</b> | <b>+5%</b>          | <b>32 511</b>   | <b>11.8%</b>                            |

**ANALYSIS OF SEASONAL TOURISM**

FR\_FUMEL-C-M7

|           | TR/mois 2022 |     |        |      |                  |     |         |     |                   |     |                       |
|-----------|--------------|-----|--------|------|------------------|-----|---------|-----|-------------------|-----|-----------------------|
|           | Hôtellerie   | TR  | HPA    | TR   | Chambres d'hôtes | TR  | Meublés | TR  | Villages Vacances | TR  | Opérateurs numériques |
| Janvier   | 747          | 14% | 459    | 1%   | 80               | 1%  | 180     | 0%  |                   |     | 20                    |
| Février   | 919          | 19% | 243    | 1%   | 123              | 1%  | 423     | 1%  | 28                | 1%  | 36                    |
| Mars      | 1 144        | 21% | 300    | 1%   | 160              | 2%  | 191     | 0%  | 37                | 1%  |                       |
| Avril     | 1 033        | 20% | 369    | 1%   | 161              | 2%  | 585     | 1%  | 225               | 5%  | 18                    |
| Mai       | 1 414        | 27% | 1 226  | 4%   | 262              | 3%  | 1 222   | 2%  | 234               | 5%  | 792                   |
| Juin      | 1 428        | 28% | 1 796  | 5%   | 437              | 5%  | 1 492   | 2%  | 521               | 11% | 1 760                 |
| Juillet   | 1 915        | 36% | 12 063 | 36%  | 829              | 9%  | 7 345   | 11% | 1 672             | 35% | 5 888                 |
| Août      | 2 014        | 38% | 37 318 | 110% | 1 248            | 13% | 8 674   | 13% | 2 191             | 46% | 6 379                 |
| Septembre | 1 253        | 24% | 3 595  | 11%  | 453              | 5%  | 1 801   | 3%  | 713               | 15% | 1 662                 |
| Octobre   | 1 423        | 27% | 735    | 2%   | 306              | 3%  | 662     | 1%  | 586               | 12% | 1 189                 |
| Novembre  | 1 110        | 22% | 341    | 1%   | 208              | 2%  | 498     | 1%  |                   |     | 312                   |
| Décembre  | 1 037        | 19% | 436    | 1%   | 155              | 2%  | 787     | 1%  | 30                | 1%  | 628                   |



neighbouring area. Several routes exist but are not published or mapped. Taken together these itineraries form a network that could be developed locally, with circuits and detours opening up the area.

The recent initiatives provide a jumping off point for a revitalisation strategy for the 27 communes of the Fumél area. The main objectives are to:

- Protect natural resources (water, air, soil) and biodiversity.
- Preserve the cultural and architectural heritage.
- Support the local economy.
- Improve the quality of life of local residents by enabling them to benefit from tourism and leisure activities.
- Enhance the long-term attractiveness of the area.

The Lot Valley has adopted a strategy of sustainable tourism, seeking to encourage “slow tourism”, i.e. the promotion of an area based on elements of identity, offering experiences connected to nature, well-being and history.

Providing a backdrop to this is the development of a local identity based on local memory, linking the past, present and future in a variety of different ways.

The need for tourist accommodation should be seen in the context of the desire to increase the attractiveness of the area. There is very little tourist accommodation in the Fumel area, and it is highly seasonal. Its development would make it possible to provide other forms of accommodation (temporary, linked to tourism or training courses) and, in so doing, attract a new population.

Within the area under consideration, the history of the factory and the urban entities that grew out of it already represent a tourist attraction. The dam and water tower, the workers’ housing estate and the Henri Cavallier sports centre – awarded the status of Monument Historique in July 2021 following initial recognition under the 20th century heritage label – are all objects of interest.

A more specific potential attraction for tourists is the Watt machine. The subject of several studies, it was listed in 1999 and classified as a monument historique in 2009.

The reasons for its listing read: ‘[It] is of public interest from the point of view of the history of technology because of its exceptional character, this machine known as the “Watt machine”, which can be dated back to 1853, is the only one of its type preserved in France’.

Today, the Watt machine can be visited from time to time, on journées du patrimoine (Heritage Days) for example. A number of restoration proposals are currently under consideration with a view to creating a museum trail designed to be enjoyed by a wide range of visitors.

Tourism cannot be dissociated from a wider reflection on urban planning, site development and links between attractive locations. With a view to mutual

**EXAMPLE OF PHOTOVOLTAIC GREENHOUSES – REDEN SOLAR**

FR\_FUMEL-PS-P3



**PHOTOVOLTAIC BUILDING BEPOS – SIÈGE TERRE SOLAIRE (27)**

FR\_FUMEL-PS-P4





benefit, all investments aimed at holidaymakers must be designed and calibrated to improve the quality of life for local residents. The aim is to combine tourism with the daily life of the local people. Anything that improves the quality of the area will necessarily benefit tourists.

### **A solar powerplant**

To meet the economic challenges facing the region, the Communauté de Communes has signed a deal with the Reden industrial company to install a photovoltaic power plant on the site of the former factory. A surface area of 8 ha of solar panels is to form part of the overall development project for the 20 ha site.

More generally, the installation of photovoltaic farms on former industrial sites makes it possible to meet a number of challenges. They allow the use of land that is difficult to convert because of soil pollution. The number of activities that could be envisaged on such a site are limited, unless a large sum of money is spent on cleaning the ground (and therefore moving the pollution...).

The solar farms also make it possible to develop renewable energy without occupying agricultural or open land. They bring in some revenue for local authorities who find themselves having to manage large areas of land under often complicated economic conditions. For all these reasons, the development of photovoltaics in polluted areas is now strongly encouraged by the government.

Although the Fumel site is very attractive, the integration into the landscape of this type of equipment in no way implies a single typology for the entire site. In fact, there are several types of photovoltaic systems: roof-mounted, shaded, façade-mounted, ground-mounted, 'accordion' systems that fold according to conditions (sunshine and events), the underneath of many of which can be used for other functions. Service roads can be developed, contributing to the urban planning of the site as a whole. In this way, the site can combine the heritage and social aspects with as yet untried industrial innovations.

Competition proposals would be required to respect the commitments already made by the Communauté de Communes to the investors, while at the same time integrating an urban environment within the existing site, encouraging new uses and designing an innovative and effective solar park. The plan will be supported and furthered by the State Architectural and Landscape Consultants who will be assisting the Reden project developer in this initiative. It should be noted that the photovoltaic park will result in changes to the protected area of the listed monument (linked to the Watt machine and the Henri Cavallier sports park). These changes must be taken into account and managed appropriately.

### **A central kitchen**

Supported by the Groupement d'intérêt public (GIP), the Vallée du Lot central food production unit will be set up to meet the needs of hospitals, the elderly and schools. Planning permission is due to be submitted in the first quarter of 2025. This facility will be located along the Avenue de l'Usine, on the south-western side of the site, occupying an area of 2,500 m<sup>2</sup>.

**THE SMOKE PLANT BEFORE ITS DISMANTLING**

FR\_FUMEL-PS-AP3

 EMPRISE PRÉVUE POUR LE CENTRE MÉDICO SOCIAL

 EMPRISE PRÉVUE POUR LA CUISINE CENTRALE



**A medical and social centre**

A project supported by the Departmental Council, the medical and social centre is currently under discussion. This programme could also be located along Avenue de l'Usine, next to the central kitchen, on a 3000 m<sup>2</sup> site. Competition candidates may submit proposals at this stage.

**Other programmes under consideration**

- An art school could be set up in a former factory administration building belonging to the Communauté de Communes.
- There is a need for an auditorium, particularly in connection with the Bonaguil festival and the existing concert hall nearby.
- A landscaped park, developing a wide path along the banks of the Lot and linked to the gardens and walks near the château.
- The greening of a 2-hectare site to compensate for the extension of the Leclerc supermarket in the industrial estate.

**Questions for the European teams**

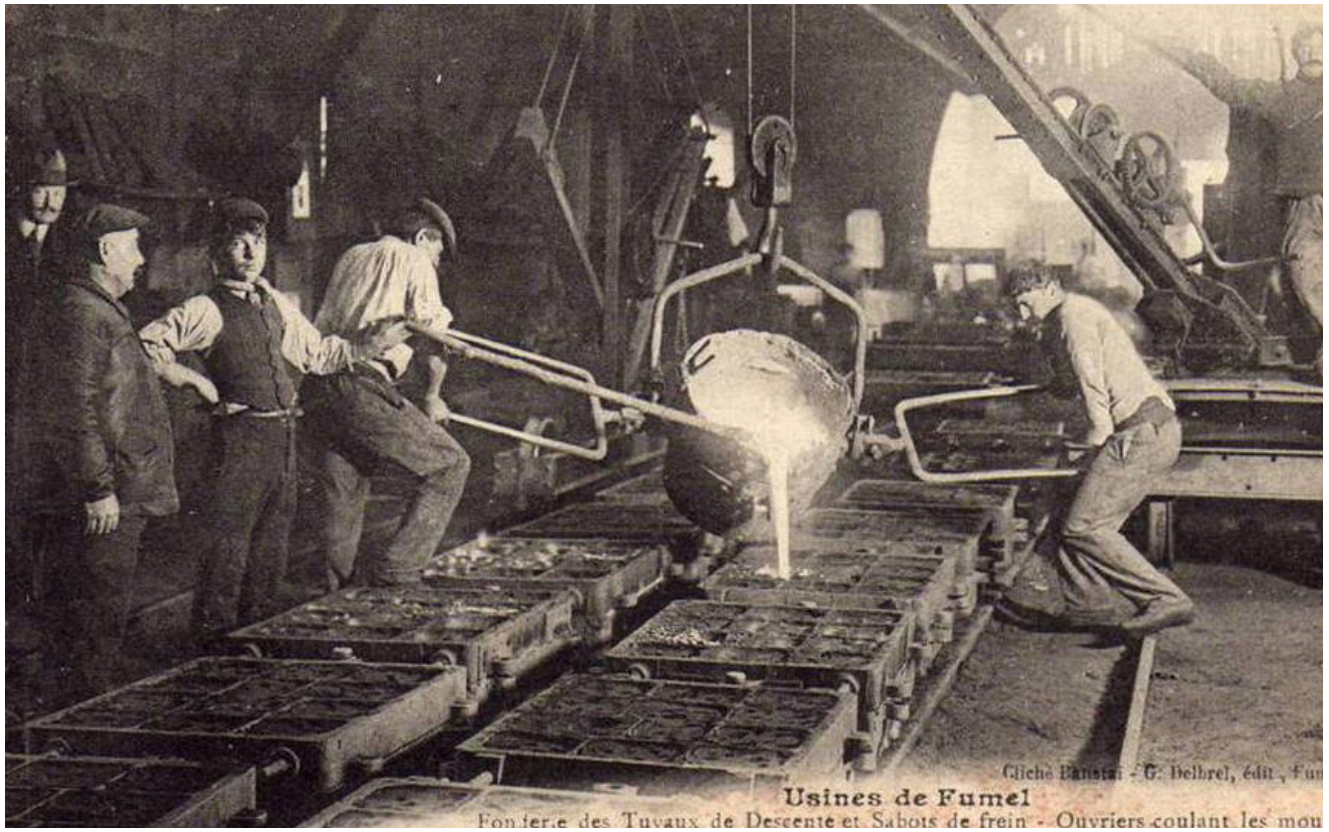
A number of questions remain unanswered about the regeneration strategy to be implemented:

- How to deal with critical urban decline?
- How to make the area attractive again by building on its specific characteristics?
- How to invest in a polluted site while managing future changes?
- How to transform a negative environment into something positive?
- How to turn a solar farm into an exemplary project that improves urban life?
- How to preserve the site's memory as part of a new history?
- How to reconnect the site with its local heritage and resources?
- How to reopen the site to the public while guaranteeing their safety?



**OLD PHOTOS OF THE FACTORY IN OPERATION**

FR\_FUMEL-PS-P5 et FR\_FUMEL-PS-P6





# CONTEXT

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## HISTORY OF THE FACTORY

The FUMEL foundry specialised in the production of cast iron parts from 1847 and had a long history of metalworking. It was established on this site for a number of reasons. The metalworking and craft traditions of the Lémance valley ensured a plentiful workforce. In addition, as well as limestone there was a plentiful supply of iron ore within a 20km radius of Fumel. The River Lot also played an important role, providing a route for the importing of raw materials and exporting of finished goods. Its water was used to cool the machines and, later, to generate electricity for the factory.

The plant was a complete industrial complex, transforming a raw material, iron ore, into finished products (cast iron pipes, castings, railway equipment, manhole covers, fire hydrants, lampposts, cast iron staircases, weights for scales, weights for the gym, etc.). It acquired worldwide importance in the field of linings for large marine engines and at the same time began production for car manufacturers.

Several companies have operated on the site:

Société Minière et Métallurgique du Périgord, then Pont-à-Mousson, then Metaltemple and finally Metal Aquitaine.

For over a century, life in Fumel revolved around this factory. By 1970, the workforce was approaching 3,000. The increased need for labour attracted many foreigners. In 1948, of Fumel's 5,500 inhabitants, 600 were Spanish, 200 Polish, 180 Portuguese and 150 Italian.

The 1980s and 90s marked the beginning of difficulties for the business, with restructuring and waves of redundancies. Despite attempts to modernise and diversify production, the plant was unable to cope with falling demand for some of its traditional products and rising production costs.

Since 4 June 2018, there has been no activity at the Fumel plant. Following the liquidation of Métal Aquitaine, resulting in the redundancy of the last 38 employees on the site, the town in the north of the Lot-et-Garonne region has seen the tragic end of 171 years of industrial history.

**THE UNMARKED FACTORY, THE TOWN CENTRE OF FUMEL AND  
THE BUSINESS AREA SOUTH OF THE LOT**

FR\_FUMEL-PS-P2o, FR\_FUMEL-SS-P5, FR\_FUMEL-SS-P6



# SOCIAL, CULTURAL AND ECONOMIC DATA

## The consequences of de-industrialisation

Fumel is a town with a population of 5,154, located in the Lot-et-Garonne département in the region of Aquitaine. It is both the administrative centre of the canton and the seat of a Community of Communes called Fumel Vallée-du-Lot. Fumel Vallée-du-Lot has 27 communes and a population of nearly 20,000. It is a very rural area, located in the north-east of the département. The prefecture of Agen, around 1 hour from Fumel, and the sub-prefecture of Villeneuve-sur-Lot, around 30 minutes away, are the main centres of residential and economic activity.

This catchment area is concentrated around an urban core formed by 3 communes, Fumel, Monsempron-Libos and Montayral, and accounts for 5% of the population of the department. The area is essentially residential. It is characterised by an ageing population and a relatively high unemployment rate.

The de-industrialisation that has severely affected the French economy over the last forty years has led to the dismantling and hollowing out of historic industrial areas, raising a whole host of social and cultural issues, not to mention the fact that to convert these areas to new uses logically brings the future of production facilities into question.

The two town centres of Fumel and Monsempron-Libos are deeply scarred by urban decline: dilapidated and vacant housing, commercial decline, a falling and ageing population, high unemployment and poverty rates, and deteriorating public spaces.

- Both towns have continued to see their populations reduce, with Fumel losing 4,834 inhabitants (-6.5%) in 2017 and Monsempron-Libos losing 2,091.
- A decline in the working population in Fumel (-11.2%) and Monsempron-Libos (-0.5%).
- A high housing vacancy rate in Fumel (14.7%) and Monsempron-Libos (12.1%)
- A high commercial vacancy rate (49% in Fumel and Monsempron-Libos)
- A very high unemployment rate (25.9% in Fumel and 23.6% in Monsempron-Libos)
- The poverty rate in Fumel is very high at 25% (source: Observatoire des territoires)
- A low proportion of taxable households in Fumel: 30% (source: Observatoire des territoires)

## A factory town

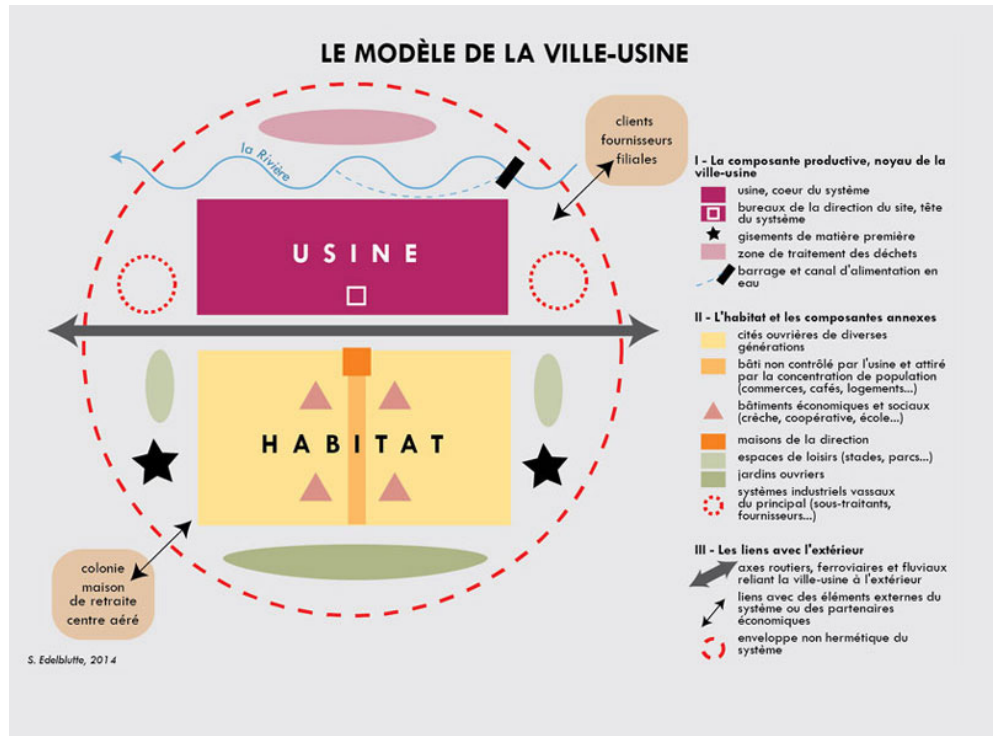
The 'factory town' model corresponds to the idea and representation of a town entirely born of industrial activity, built and organised around it, and where most



**MODEL OF THE CITY  
FACTORY BY EDELBLUTTE  
IN 2014**

FR\_FUMEL-PS-M1

Industrial reconversion or territorial redevelopment?  
The example of Thaon-les-Vosges, former town-textile factory in Lorraine



**TABLE OF MAJOR STAGES  
IN CONVERSION**

FR\_FUMEL-SS-M4 S.

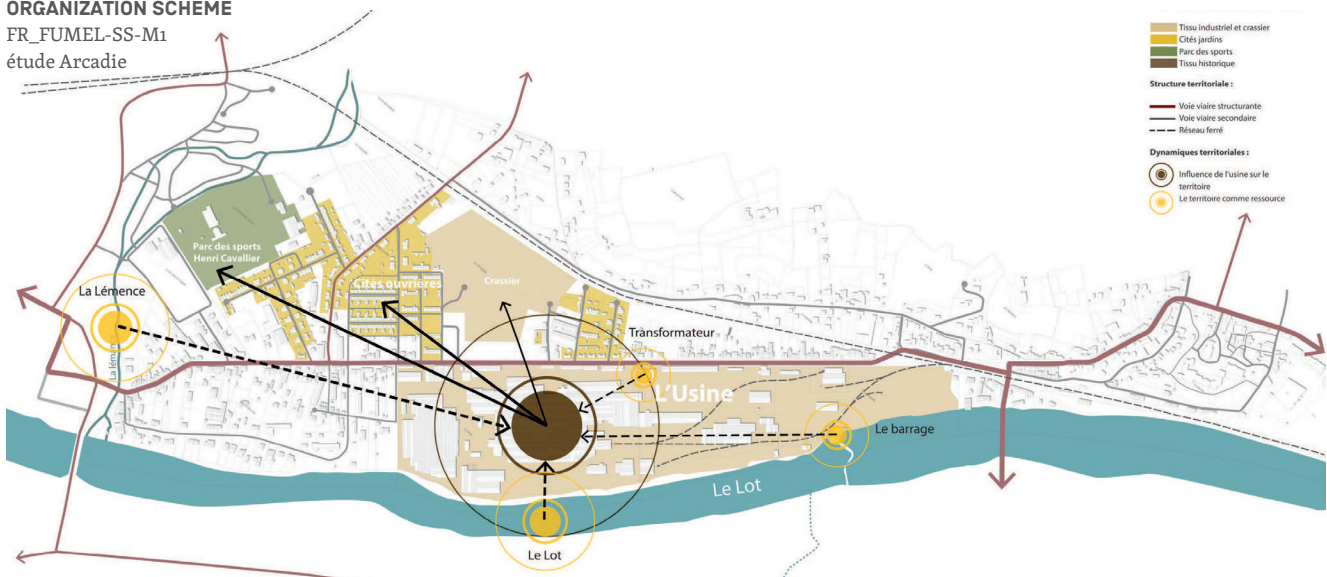
Edelblutte et MC Doceul

| Les grandes phases de la reconversion | Économie (site industriel)                           | Sociologie (populations)<br><i>d'après Grossetti et al., 1998</i> | Géographie (territoire)                           |
|---------------------------------------|--|---|---|
| Phase 1 : crise économique            | Fermeture du site                                    | Incrédulité   | Inaction  |
| Phase 2 : crise multiforme            | Nécessité de compenser rapidement la perte d'emplois | Deuil   | Actions d'urgence (substitutions) et destructions |
| Phase 3 : gestion de la crise         | Réflexion globale sur l'avenir du site               | Action  | Redéveloppement territorial                       |

**PATERNALISTIC SPATIAL  
ORGANIZATION SCHEME**

FR\_FUMEL-SS-M1

étude Arcadie



of the buildings are linked, directly or indirectly, to the industrial production system. The term was coined by the historian and urban planner P. Lavedan in 1941, and more recently revisited in the light of a landscape and heritage approach by Edelblutte in 2010.

As elsewhere, particularly in the north of France, the arrival of the factory led to the construction of workers' housing estates, sports facilities and training centres, and the whole of social life was organised around the life of the factory. The period of paternalism shaped the structure of the town and supported the local economy. With the closure of a factory, a town loses its heart and begins to decline. A new organisation has to be found, a new synergy of spaces and uses has to be created, and new potential has to be unlocked. The requalification process can be a long one and go through several phases in terms of how the population feels and how the public authorities and local players react. (See the analysis of the industrial conversion process in the "factory town" of Thaon-les-Vosges by geographers S. Edelblutte and M-C. Doceul).

The area's industrial history is still recent, and its dismantling has left many scars, as well as a 20-hectare void in the middle of the city centre. This past history must be used as a lever to project us into the future. The new narrative is a continuation of the previous one, handing on existing memory and heritage.

## LANDSCAPE

The appearance of the site today is marked by its industrial past. The cessation of this activity has allowed the dynamic elements of the living world — fauna and flora — to take over, inserting themselves here and there between the buildings. This state of affairs opens up the prospect of linking the heritage pillars of human history to the wider resources of the environment. It is this dialectic between what is spontaneously made available and what is done with it that is the keystone of this project.

There is not necessarily a contradiction between a 'closed' industrial site and the possibility of creating links with the rest of the town.

*From the terraces of the château, rough tracks link the river Lot, the banks and the ridges. From the cracks in the asphalt, earth and plant life pushes up under the covering into the fresh air.*

*From the stream, the swirling water digs and probes the surrounding land.*

*From the bridge of the dam, the emerging structure reveals the quality of the work.*

*From the vaults within the industrial cathedrals, the imaginary horizon of future players stretches away into the distance.*

The patches of landscape that unfold in surrounding areas, including the Crassier quarry to the north of the right of way, set the tone and colour of the materials used by builders:

The Pays de Serre area, with meadows, livestock farming and a wide variety of



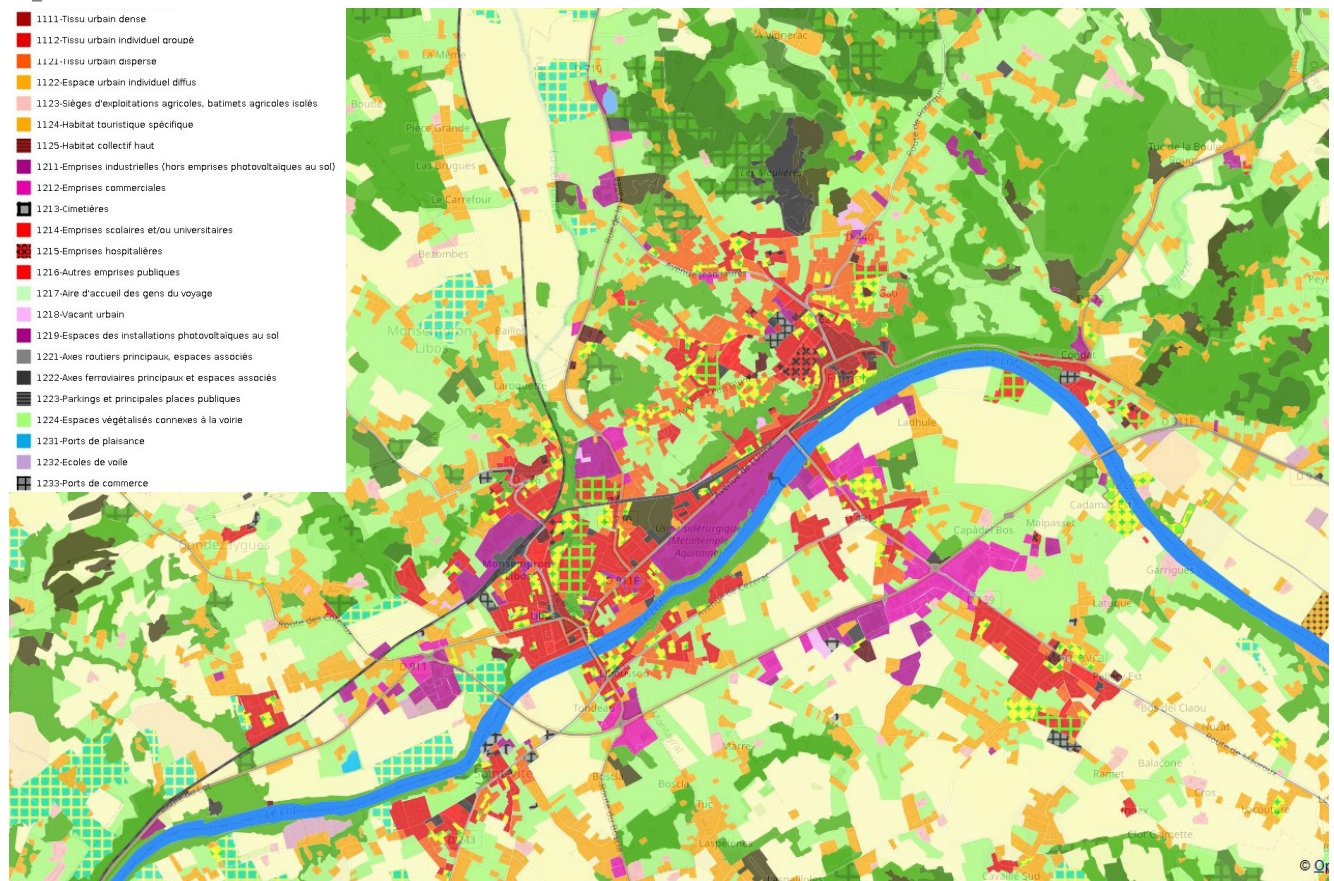
**AERIAL PHOTO OF THE SMOKE (CASTLE IN THE FOREGROUND AND FACTORY IN THE BACKGROUND)**

FR\_FUMEL-SS-AP1



**LAND USE IN 2020**

FR\_FUMEL-SS-M2





agricultural activities,

The Val Lémance area with its forest landscapes (and a certain amount of forestry),  
The Lot Valley area, with its concentration of numerous industries within a  
landscape that is also very fertile (cereals, arboriculture).

There is a strong agricultural base, including mixed farming (plums, cereals,  
some livestock farming). This sector is complemented by the “Fumel loop” project,  
a vehicle route passing through built-up areas and into the country landscapes  
beyond that could accommodate soft mobility transport.

The site reflects these identities, particularly in terms of its potential uses and its  
capacity to accommodate people, but this does not exclude other possible links,  
as mentioned above, that extend further into other districts and landscapes. In  
other words, this site offers a rare opportunity to combine landscape-activity-  
population-art-energy, to name but a few of its assets. The teams involved will be  
responsible for pooling resources for the benefit of the arts, as a counterpoint to  
those allotted to institutional and/or practical activities.

## ARCHITECTURAL AND URBAN HERITAGE

### **Architectural heritage to be enhanced**

The concept of heritage is a complex one, embracing more than one element. Taken  
literally, it refers to family property, to that which has been bequeathed to us by  
our ancestors and which we are responsible for passing on. In this case, it refers  
to the industrial heritage of a unique site. As if asleep, it is a site just waiting to  
be brought back to life. The activities carried on here have left their mark not only  
on the economic history of the town and the region, but also on the land and the  
landscape, as well as on the people of Fumel. Several generations have worked in  
this factory, lived in the housing estates and made use of the facilities constructed  
here for their use.

The transformation of this formerly industrial site is first and foremost a question  
of looking at what is already there and what is potentially in progress. It involves  
looking at, studying, analysing and understanding the geography, landscape and  
existing buildings, as well as the uses associated with their future organisation,  
anticipating the impact on habits and daily life. The capacity of existing buildings  
must be studied to meet the new challenges of comfort, programming, quality  
of space, functionality, welcoming atmosphere and uses. A detailed and precise  
diagnosis should be drawn up in order to develop a strategy for the conversion of the  
built heritage.

Some structures – such as the Watt machine building, the Eiffel hall and the  
BMD moulding shop – are of genuine heritage interest. Others have potential  
for conversion because of their good state of conservation or their modular

MACHINE DE WATT



DIRECTOR'S HOUSE



AVENUE DE L'USINE

**AERIAL PHOTO OF THE FACTORY AND ITS SURROUNDINGS**  
FR\_FUMEL-SS-AP3 et FR\_FUMEL-SS-AP4



arrangement.

A number of interlinked strategies for intervention could be developed on the site aimed at:

- Preserving the heritage in its current state for its ability to embody the history of the site;
- Interpreting and restoring the existing buildings for a new use;
- Enhancing the value of various elements through reuse or recycling;
- Passing on the memory of the site in a dedicated space or through events.

More than half of the plant lies within the 500 m protection perimeter of a listed building. As such, the Bâtiments de France architect must be consulted about any project within this area as part of the planning permission process. The industrial landscape of the factory is the backdrop to the historic monument with which it has a very strong symbolic link, suggesting the desirability of maintaining the character of the site as it evolves.

The particular topography of Fumel, with the view from the château forecourt looking onto the roofs of the old factory below, means that particular attention needs to be paid to the treatment of this 'fifth façade' (the roofs).





**THE FUMEL CASTLE**  
FR\_FUMEL-SS-P1



**THE RENOVATED FACTORY AVENUE**  
FR\_FUMEL-SS-P2  
Arcadie

**THE HISTORICAL CENTRE OF FUMEL**  
FR\_FUMEL-SS-P4



**MESSAGE FROM THE PRESIDENT OF THE COMMUNAUTE DE COMMUNES OF FUMEL VALLEE-DU-LOT**

The conversion of the former Fumel factory site is a flagship project for our region. This 19-hectare site, including 9 hectares of buildings, is a symbol of our valley's industrial history and is currently undergoing a major transformation. Thanks to an innovative, collaborative approach, we have chosen to structure this project through the European competition, an initiative that calls on the talents of young European architects and town planners to rethink the space of tomorrow.

The challenge of this approach is twofold. On the one hand, the aim is to breathe new life into this emblematic site by transforming it into a modern, attractive and sustainable space that can meet the needs of today's and tomorrow's residents. At the same time, the project must also embody a global vision, integrating environmental, social and economic considerations. The European competition, recognised for its ability to generate creative and appropriate solutions, is therefore a real lever for structuring this transformation while respecting the human and environmental values that we hold dear.

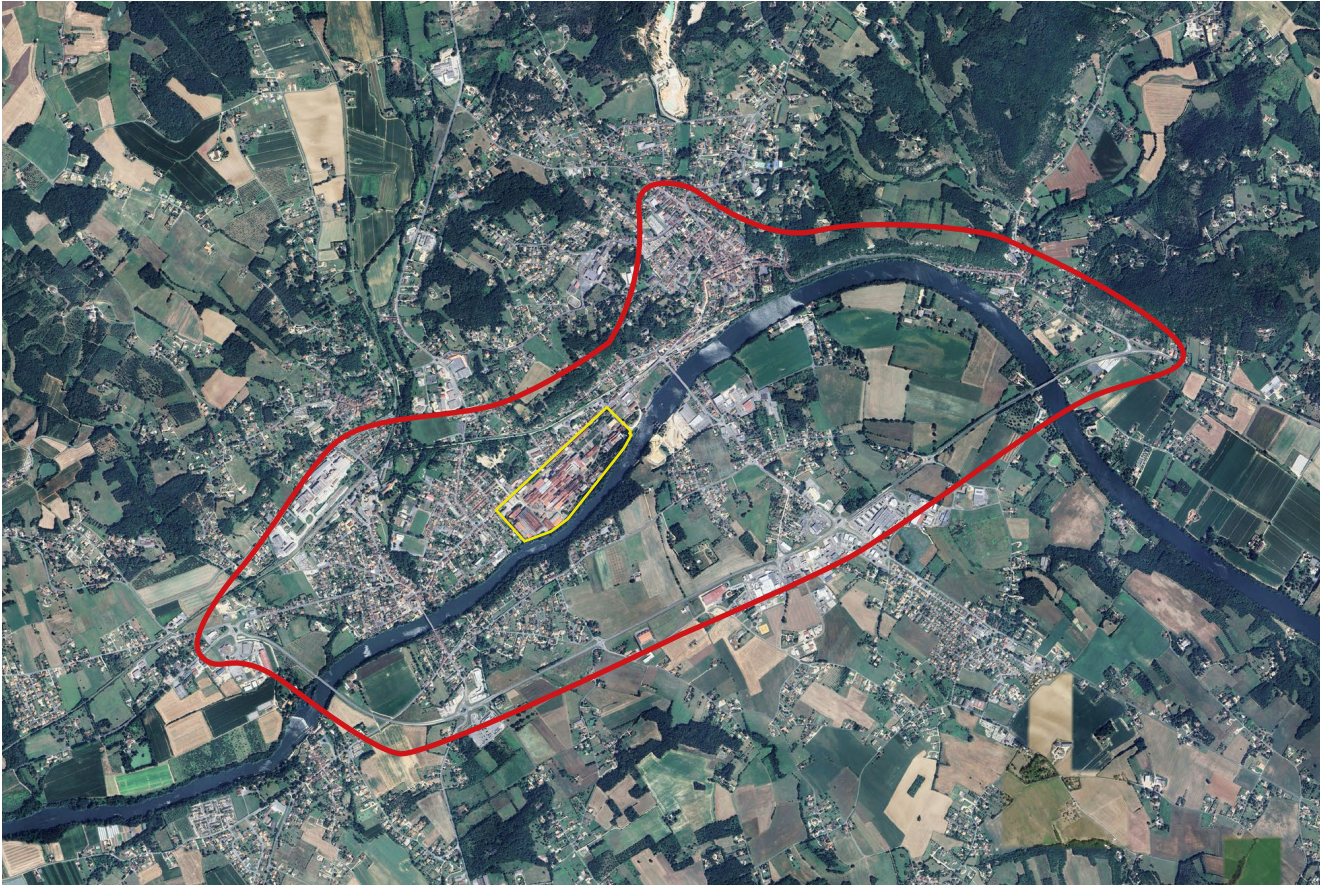
This initiative is more than just an urban project: it reflects our desire to build a harmonious and sustainable future for our region, while recognising its industrial heritage. It embodies our ambition to create attractive places in which to live, to encourage a mixed community and to strengthen the economic appeal of our region.

I would like to thank all those who, through their commitment and expertise, are helping to make this conversion a success.

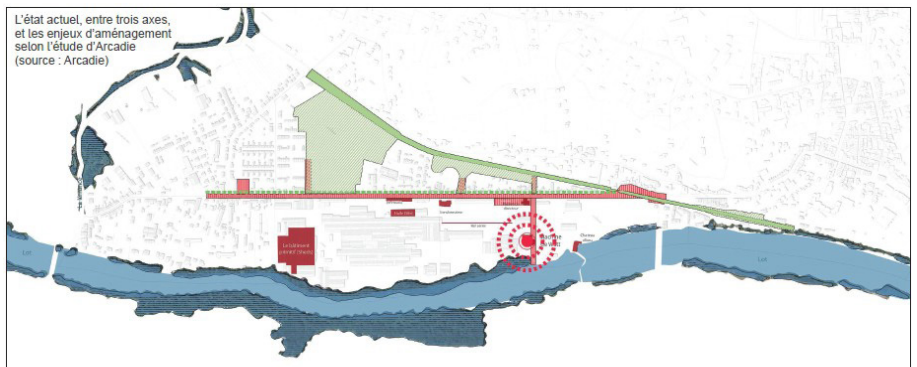
Together, we are going to breathe new life into this iconic site and make Fumel and our Lot valley a model area for innovation and sustainability. With a spirit of determination and optimism, I invite you to follow and play an active part in this wonderful adventure.

D. Caminade

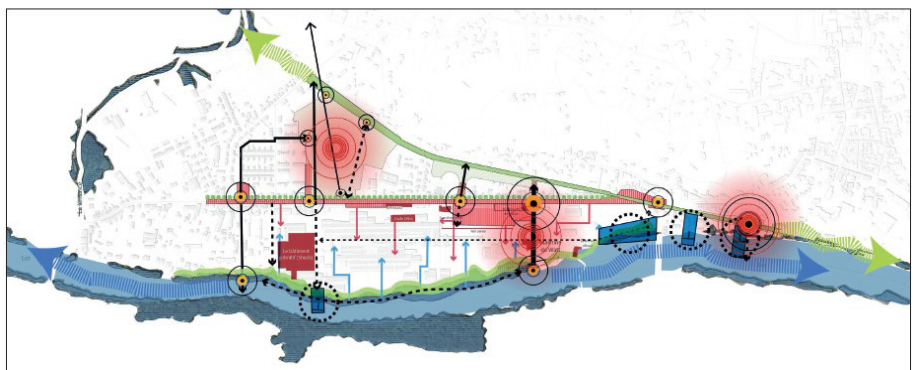




**REFLECTION RANGE (IN RED)  
AND STUDY RANGE (IN YELLOW)**  
FR-FUMEL-SS-M<sub>3</sub>



L'état actuel, entre trois axes,  
et les enjeux d'aménagement  
selon l'étude d'Arcadie  
(source : Arcadie)



**MAJOR AXES**  
FR\_FUMEL-SS-M<sub>3</sub>  
Arcadie



# CONSIDERATIONS

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## DESCRIPTION OF THE SITE

### Four key axes

The perimeter of the area singled out for the Opération de Revitalisation du Territoire encompasses the two historic centres of Monsempron-Libos and Fumel. It runs along the former railway line, now a greenway, to the north and is bounded by the River Lot to the south. As part of the European competition, this area is quite similar to the north side of the river, but it widens to the south with the D911 road. This creates a linking route that incorporates the new economic zones. The whole area covers 770 hectares, with the Lot running through it and the former factory site at its centre.

- The Fumel loop links the various centres (town centres, shopping areas, factory site) via an efficient road network. This existing urban structure could be adapted to support new forms of mobility, new uses and improvements to the everyday landscape. It could, for example, be linked to walks and cycle paths in the region.

- Avenue de l'Usine is a key thoroughfare from many points of view. Recently renovated by the Arcadie agency, this development is the first stage in an overall redevelopment of the 'Lower Fumel' area that will assist the transition from an abandoned industrial plant to a dynamic heritage and tourist area.

The two main challenges of this development are, firstly, to interpret and explain how the paternalistic model of this industrial and landscape heritage has left its mark on the area, and, secondly—with a view to furthering the project economically – to make the most of what is already there including incorporating locations neighbouring the avenue.

- The old railway line that used to link Monsempron-Libos to Fumel has gradually been transformed into a greenway, encouraging soft mobility. It brings landscaped elements into the town and could be continued on a larger scale.

- Finally, the "blue axis" formed by the River Lot and its banks is a valuable resource for the area and for the redevelopment of the factory site. It offers paths, biodiversity, production with further uses and activities to be developed.

The study carried out by Arcadie's landscape architects concluded that pathways crossing between these axes were needed, while at the same time retaining the specific nature of the factory site - a closed, autonomous whole, a universe apart.



**CENTRALITÉS AND SERVICE ROUTES**  
FR\_FUMEL-SS-M4

-  ZONE ÉCONOMIQUE
-  BASSIN DE POPULATION
-  CENTRE VILLE
-  ÉQUIPEMENT SPORTIF
-  GARE
-  ÉQUIPEMENT SCOLAIRE

These are contradictory objectives and ones that can be interpreted in a variety of ways. Nevertheless, they are of fundamental importance and will need to be handled with great skill when the project is developed.

### **A multipolar conurbation**

The bypasses begun in the 1980s have undoubtedly eased the flow of traffic through the town centres of Fumel and Monsempron-Libos. But combined with the development of peripheral business and commercial parks on the other side of the Lot, in a sector where 80% of journeys are made by car, they have also contributed to the decline of the old villages, which now suffer from a very fragile commercial infrastructure and neglected town centres. This has led to a reconfiguration of the main centres of activity in the Fumel conurbation, which accounts for around 50% of the population of the area and is its main urban centre. The factory site, which used to be relatively remote from the historic town centres, now occupies a central position in this new multi-polar configuration.

Two matters for consideration need to be addressed in parallel:

- Building on the area's resources, the existing urban structure formed by the 'Fumel loop' and the new multipolar shape of the Fumel conurbation, to begin the transition to a more attractive area.
- Creating an inter-communal destination from the former factory, based on the qualities of the site, its history and by integrating programming elements based on existing resources.

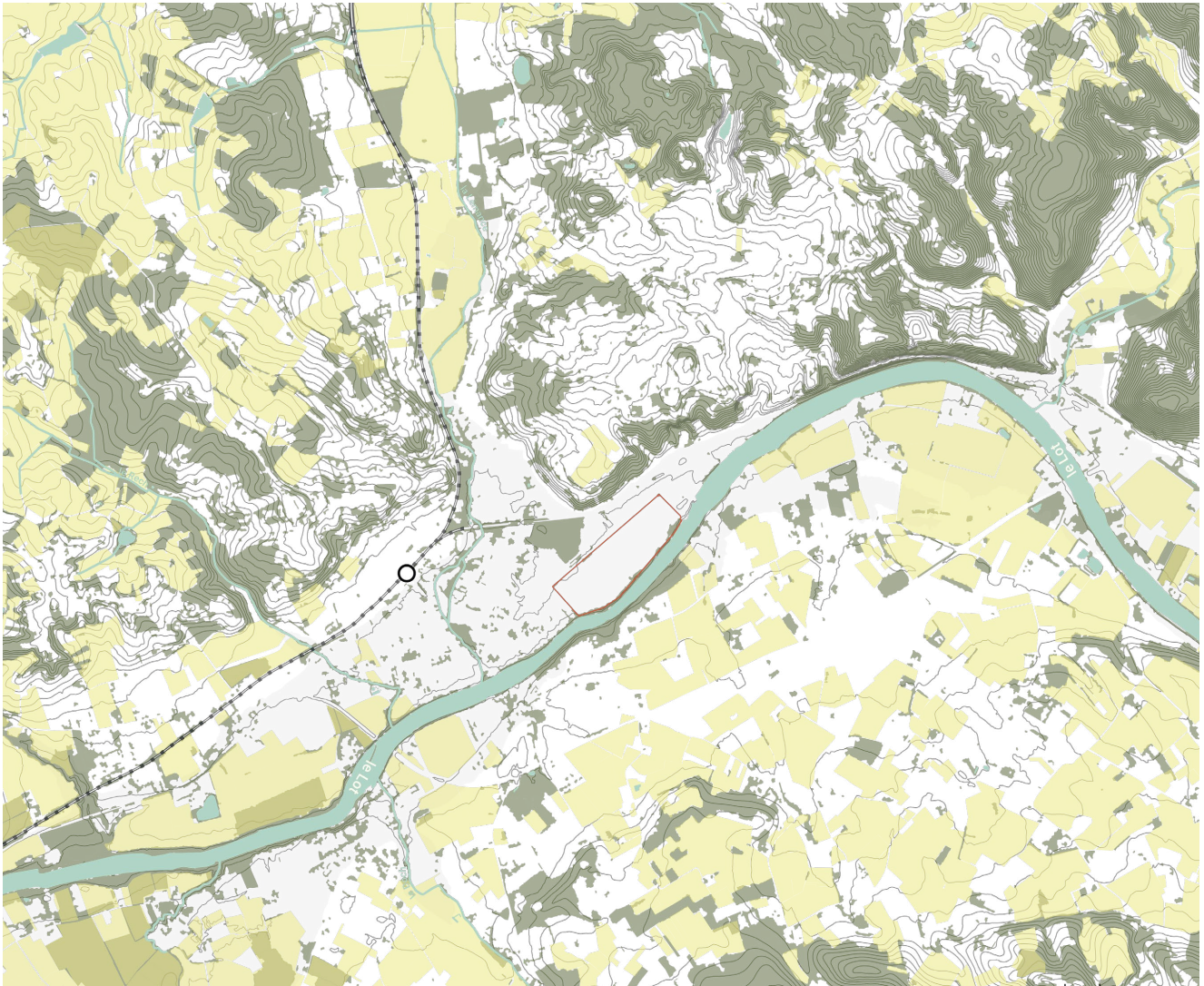
## **RELATED ONGOING STUDIES**

### **"Small towns of tomorrow" and ORT programmes**

The Petites Villes de Demain (Small Towns of Tomorrow) agreement signed on 12 April 2021 is intended to lead to the creation of a regional project formalised by an Opération de Revitalisation du Territoire (ORT) agreement. A Petites Villes de Demain agreement has therefore been signed between the Communauté de Communes, the communes of Fumel and Monsempron-Libos and the State, the département, the Chamber of Trades, the Chamber of Commerce and SMAVLOT 47 (joint association for the development of the Lot Valley). This agreement represents a new legal tool to combat the decline of town centres. The aim of ORT is to create favourable conditions for the development of declining town centres by mobilising the State and its partners around comprehensive, concerted projects. Over a period of 5 years, local authorities will be able to invent their own futures by developing and exploiting their strengths.

21 action plans have been drawn up according to the following 5 strategic aims:





**A VALUABLE RURAL TERRITORY**  
FR\_FUMEL-SS-M5

-  ZONE DE VÉGÉTATION
-  PARCELLE AGRICOLE
-  RIVIÈRE
-  VOIE FERRÉE
-  USINE

- To restore value, stimulating the desire and the means to invest in old buildings
- To consolidate Fumel's commercial centre and give new life to a town centre that is no longer fulfilling its role
- To improve traffic flow in the town centre and make soft modes of transport safer
- To enhance public spaces and heritage to improve the attractiveness of town centres
- To improve public facilities and access to services for residents to encourage social cohesion

Thanks to the PVD programme, several studies have been launched in parallel;

- A sustainable tourism plan for the Fumel Vallée du Lot area has highlighted the challenges and strategies for development (ambitious promotion and communication, organising and federating players, taking action to improve the quality and attractiveness of what is on offer).
- A master plan for soft mobility aims to guide and frame the development of the region's cycling policy over the medium term. It sets out the actions selected to implement and facilitate this practice.
- A guide plan has been drawn up for the municipalities of Fumel and Monsempron-Libos. It defines an action programme for housing, shops, public spaces, mobility and the social and cultural life of the two towns as part of a joint project.
- A programme to improve housing and urban renewal (OPAH-RU) was recently launched, focusing on the following areas: substandard or very run-down housing, fuel poverty, and adapting housing for the elderly and disabled. The aims are to stimulate and improve the property market, enhance the value of the city's heritage, rehabilitate energy-consuming housing and take coercive action.
- A number of studies have also been carried out to restore and maintain the Watt machine, with several suggestions for how best to renovate the building around it.

## SPECIFIC RELATIONSHIP TO THE AREA

### Rural area and industrial heritage

Industrial sites on this scale are often located in rural areas. The presence of the River Lot, used by the power station to produce energy and to cool metal parts, also played a role in the plant's location. Its proximity to the river and to urban life makes for an ideal location.

It is the quality of its rural landscapes and the presence of its industrial heritage that make it so special. The valleys of the Lot and Garonne rivers offer green, fertile land, ideal for farming. The region is also characterised by its rolling hills and vast forests. This topography allows uninterrupted views over the surrounding countryside, dotted with farms, hamlets and magnificent medieval fortified towns (bastides). Forests, particularly oak, chestnut and pine, add to the diversity of the landscape. Fruit and vegetable growing is particularly important, with plum



**VIEW OF THE FACTORY AND DAM AT TWO DIFFERENT TIMES**  
FR\_FUMEL-SS-AP17 et FR\_FUMEL-SS-AP15





orchards (notably for the production of Agen prunes), apple trees, walnut trees and kiwi fruit. Sunflower and maize fields add colour to the landscape in summer.

Lot-et-Garonne has a rich industrial heritage, with many factories and manufacturing plants dating from the 19th and early 20th centuries. These factory sites have left their mark on the landscape and are now places of interest, history and memory. Textile, metal and agri-food activities were particularly important. Several flour mills have been restored and are open to the public, offering a glimpse of the technical ingenuity of the time and the importance of the milling industry in the region.

Old railway lines and disused stations are also important elements of the region's industrial heritage. Monsempron-Libos station is still in operation. Some of the old railway lines have been transformed into green corridors for walking and cycling, integrating the industrial past with contemporary leisure activities.

In addition to the assets offered by the rural landscape the area benefits from the strengths of the local community. The local association network is well developed (sports, cultural, charitable, social and health associations, veterans' associations, Fumel factory workers' association, etc.) and covers a wide range of fields. Agriculture is also strongly represented, with a large number of farms and holdings (market gardeners, beekeepers, producers, winegrowers, etc.) in the Fumel area which need to be supported to encourage direct selling to customers. A number of private companies contribute to the local economy, particularly in the fields of commerce, transport and car repairs, construction and industry. The Monsempron-Libos brickworks, which is still in operation, also has a historic past. Lastly, and more generally, it seems vital to involve local residents in the transformation of the former factory site, as they are the ones who know the area and benefit from the memory of the place.

### **The story of Fumel's power supply**

While the Fumel metallurgical plant came to a definitive halt in 2018, its power supply system is still in operation and is even a remarkable industrial heritage site open to tourists preferring to get off the beaten track.

The Watt machine and its steam engine, which produced forced air, dates back to 1850 and is still in working order. It is a rare piece of industrial archaeology, as there are only two in working order in the world. The increase in activity at the factory at the start of the Second World War necessitated the construction of a hydroelectric plant and a dam on the River Lot. This plant is still in operation.

The issue of energy (particularly renewable energy) is therefore not new to Fumel. It has contributed to the economic development of the area. It has also radically shaped the landscape of the lower town, in particular through the presence of the dam and the "medieval" concrete water tower.

Energy is the life blood of any economic redeployment, so renewable photovoltaic energy – particularly well-suited to the climate of Lot-et-Garonne – could become a key resource for giving credibility to and supporting an ambitious project to renew



the site over time. It may be necessary to challenge the photovoltaic operator's commitment to the project lest it turn out to be no more than an unimaginative production-based design. The site should be a genuine demonstration of the collective capacity to generate urban development. By echoing the past and looking to the future, it is to be hoped that renewable energy can support bold architecture and once again become a strong marker of a new destiny for Fumel.



**STUDY AREA**  
FR\_FUMEL-PS-M2





# PROJECT SITE

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## DESCRIPTION OF THE SITE

### **A polluted site**

Industrial processes have generated a considerable amount of waste and metal residue, polluting the surrounding soil and water. While the plant has been closed since 2018, the main sources of pollution on the Fumel site include:

- Heavy metals: The soil is contaminated with heavy metals such as lead, cadmium and zinc from the smelting process.
- Hydrocarbons: Hydrocarbons from oils and other chemicals used in machinery have also contributed to pollution.
- Industrial waste: A large amount of industrial waste was abandoned on site, exacerbating the contamination.

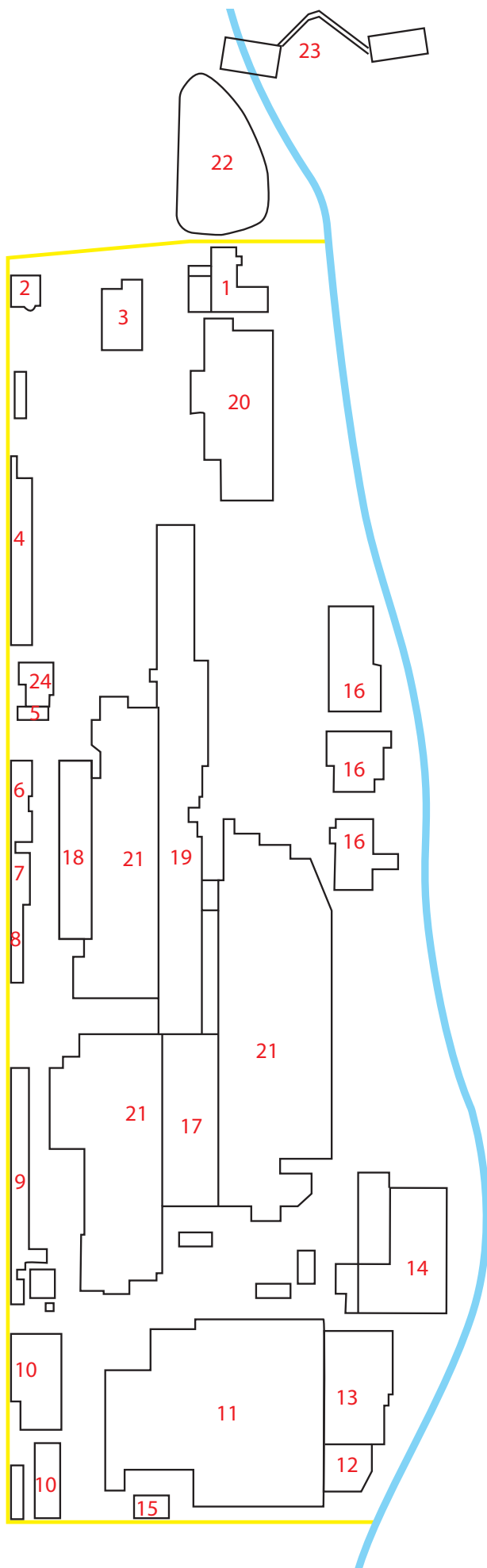
This site is particularly sensitive given the vulnerability of the groundwater (shallow alluvial aquifer) and open water (proximity of the Lot). The commune of Fumel is also subject to a PPRN (Prevention of natural risks plan) because of the risk of flooding if the River Lot breaks its banks.

ADEME worked on the Metalaquitaine site from 2020 to 2023, mandated by 2 successive prefectural decrees to make this imposing and historic site in Fumel safe. The first measure was to remove all hazardous waste from the site that could cause environmental pollution or lead to fire or explosion. In total, 2,051 tonnes of hazardous waste were removed and treated in appropriate facilities, using heavy equipment and securing areas of the site made dangerous by the dilapidated state of the buildings.

Thanks to ADEME's two interventions, the waste was removed from the site and the risks of fire and explosion were eliminated.

To date, although the site does not present any major risks, it remains entirely polluted and must therefore be transformed in line with this knowledge. The different levels of pollution on the site need to be identified more precisely. The fundamental question is therefore to work with this knowledge, without working against it, taking care of the as-yet-unidentified resources and changes for the future.

The aim is to turn this former industrial site into an experimental space that seeks to turn the negatives into positive dynamics that can repair, heal and bring people together.



- 1 machine de WATT
- 2 maison du directeur
- 3 travée 0 (démoli)
- 4 préfabriqués
- 5 poste de secours
- 6 douches vestiaires
- 7 comité d'entreprise
- 8 infirmerie et serveurs
- 9 cuisine et restaurant
- 10 magasins et maintenance
- 11 ateliers d'usinage
- 12 ateliers d'outillage
- 13 ateliers de modelage
- 14 ateliers d'expédition
- 15 laboratoires
- 16 entrepôts
- 17 BMD
- 18 halle dite Eiffel
- 19 hangars
- 20 traitement thermique
- 21 fonderie
- 22 tumulus
- 23 barrage
- 24 transformateur



### **A congested site**

With a distance of 850 m between the Watt machine building and the sheds lying to the west and a width of 300 m between the Avenue de l'Usine and the Lot, the site is strategically located on the banks of the river, halfway between the towns of Monsempron-Libos and Fumel.

Its enclosed nature makes it an obstacle interrupting the town. The development project for the Avenue de l'Usine has begun to open up the site (visually) by means of spatial devices (replacing a solid wall with an openwork grille, shifting the alignment to create a public space on the boundary, and installing street furniture using reinterpreted industrial colours and elements, etc.). This thoughtful and careful work could be extended, defining spaces and openings connecting the factory site to the town.

The density and organisation of the industrial buildings parallel to the river and the avenue also limit the number of ways through. The scale of the site needs to be considered in its entirety so as to have an overall vision of what it could become in various timeframes, while at the same time identifying specific situations for precise, localised interventions.

### **The buildings of the former metallurgy works**

The built-up area of the factory covers 8 hectares. These buildings are of various types, but two main types of architecture stand out: the twentieth-century buildings with metal frames and, in some cases, agglomerate concrete masonry, and the historic buildings (nineteenth and early twentieth century) built of rendered rubble stone masonry and characterised by semicircular arched openings with brick surrounds, typical of the industrial architecture of the second half of the nineteenth century.

- The blast furnace 'tumulus' (no. 22). All that remains after the demolition of the blast furnace chimneys in 1990 is a mound in the middle of the site, near the dam. With its simple shape, its memorial nature and its significance in the landscape, it could be likened to a tumulus – an artificial hillock covering a burial site, in this case an industrial one.

- The dam and water tower (no. 21). Located on the edge of the project site, the Fumel hydroelectric power station was commissioned during the Second World War. It was designed to supply electricity to the metalworks. Built in concrete, it comprises a 7-metre-high flap dam which, in addition to conveying water to two turbines, regulates the water level in the Lot at the Fumel reach. The power generated can supply 7,000 homes with clean, sustainable energy. This is a notable structure in Fumel's history – one that, like a lighthouse, is a landmark in the landscape.

- The Watt machine (no. 1). The building housing the Watt machine has its own identity, reflecting the period in which it was built (an industrial building dating from the 1950s). Installed in 1870, the machine was designed to supply the air



**EXTERIOR VIEWS OF THE OLD FACTORY BUILDINGS**  
la maison du directeur - bâtiment traitement thermique  
la halle dite Eiffel - la fonderie  
îlot de la machine de Watt- transformateur  
FR\_FUMEL-PS-P7 à P12

needed to burn the ore in the blast furnaces. Shut down in 1954, the machine was painstakingly restored in 1986 by Société Aquitaine de Fonderie Automobile and can now be started up. It is thought to be one of the last two machines still in working order in the world.

The blowing machine and the building housing it were listed as Historic Monuments by decree on 3 September 2009.

This is the piece of heritage we know most about (renovation studies, technical plans and drawings, history of the site, building diagnostics, etc.). It needs to be restored and adapted so that it can welcome visitors and fulfil its role as the central attraction of the site.

- The director's house (no. 2). This three-storey building, built around 1880, is made of limestone rubble covered with sand/cement rendering. It is located on Avenue de l'Usine opposite the offices of the Communauté de Communes, and could house the tourist office, currently some way from the tourist trail.

- BMD (no. 17): This 3,300 m<sup>2</sup> building built in the early 1950s housed the small parts foundry and, upstairs, the BMD (Badische Maschinenfabrik Dulach), built in 1979. The workshop, built on a concrete floor, was used for casting mechanical parts. The BMD (420 moulds) could produce 180 to 240 moulds/hour.

- The "Eiffel" Hall (no. 18). The metal architecture of this building is typical of 19th-century railway stations.

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- The heat treatment building (no. 20). Built in the early 1980s, it consists of a steel frame covered with Everite, metal panels and cement. The tubes produced were doused in water to modify the mechanical properties of the steel.

- The machine shop (no. 11). Built in the early 1920s and covering an area of more than 9600m<sup>2</sup>, the workshop consists of a metal frame and brick and cement walls. The roof is of the saw-tooth type and faces north-east to ensure constant light.

- 19th-century buildings. The group of buildings to which the Watt machine belongs has a certain architectural homogeneity and a strong industrial identity due to its scale and morphology: stone and brick masonry, round arched bays, metal joinery, tiled or sheet metal roofs on a metal framework.

- Technical facilities. The site retains a whole range of technical installations typical of industrial activity. The old rails, lampposts, warning lights and signs are all part of this history and should be included in the presentation of this industrial heritage.





**INTERIOR VIEWS OF THE BUILDINGS OF THE OLD FACTORY**

les magasins le long de l'avenue de l'usine - la halle dite Eiffel

la halle dite Eiffel - BMD en structure béton

bâtiment traitement thermique - la machine de Watt

FR\_FUMEL-PS-P13 à P18

# EXPECTATIONS, PLANNING GUIDELINES AND PROPOSED USES

## **Distinguish coherently between built and unbuilt areas**

Spread over more than 20 hectares, the existing buildings are set in a vast landscaped area. The gradual construction of the site as new manufacturing processes emerged created an industrial system in which the various functions were interlocked, interwoven like elements of the same environment.

The impressive mass of the buildings, the way they were organised, the way they were intertwined and their openness to the outside world have now given way to a continuum of empty spaces. We move from one building to another, losing all sense of geography or familiar domestic scale. Traces of industrial activity remain; machines, railway tracks, platforms and rubble give us a glimpse of a piece of history. This palimpsest of physical and visual heritage needs to be understood, passed on and appropriated by new generations. Within each building, there are possibilities for multiple uses. These multi-purpose spaces would be able to accommodate a variety of programmes according to temporal and spatial need.

The organisation of the existing buildings and the demolition of some of them (in poor condition, with little heritage value, the need for lighting, the absence of an economically realistic programme to fit out and maintain the building) have resulted in empty spaces that need to be revealed and enhanced. These landscape elements (the banks of the Lot, open, uncultivated ground, wooded areas, lines of stones) are structuring elements, even if currently poorly defined. Although a large proportion of the land is impermeable to rainwater (large built-up areas, asphalt exterior surfaces, access roads), their enhancement – according to criteria that need to be developed – could be a major factor in people's quality of life, and an indication of Fumel's attractiveness. In the same way as built heritage, these spaces of varying scales should be considered as a territorial resource and play a central role in reintroducing inclusive cultural biodiversity into urban spaces. They can support new uses in line with future programmes on the site; places capable of being shared, transformed, produced and able to generate social and cultural interaction.

## **Open up the site and connect it with the surrounding area**

Closed to the public until now, opening up the site to local residents presents a major challenge. An iconic site that has shaped every aspect of community life, it is now a strategic site driving the urban and economic renewal of the area. Opening it up seems to be the prerequisite for 'grafting' it onto the people's town of Fumel.

The area is surrounded by physical and administrative boundaries that have left





**VIEW FROM THE TERRACE OF  
THE CASTLE**  
FR\_FUMEL-SS-AP16



**WASTELAND**  
FR\_FUMEL-PS-P19



it cut off. Although geographically ideally located, its dismantling and the level of pollution have gradually isolated it from its territory. The twofold aim is to preserve the singular character and intrinsic assets of this urban site while creating interplay and connections with its environment.

The relationship of this enclosed area with the network of public spaces in the locality and the networks of major landscape destination areas – first and foremost the banks of the Lot – needs to be considered at several levels.

To open up the site, it is also necessary to encourage synergies with the town and its services. What strategic position between the historic town centres and the former factory would allow it to benefit from an as-yet-undefined polarity? What level of ambition (and market potential) should be expected from such plans without undermining existing organisations?

Any proposed programme must seek to specify the future of the different parts of the site as well as its relationship with related elements (the Lot, Avenue de l'Usine, the Fumel hydroelectric power station, residential developments, etc.).

### **Bring together a consortium of players to carry forward a large-scale project**

The transformation of this historic site is also an opportunity to animate and unite local players – institutional, economic, associative, public, private and ordinary citizens – to unleash new economic, cultural and social dynamics.

The teams are invited to devise an overall project that integrates the prospects already involved in this transformation. The economic reality of the context must be central to the planning process. It makes sense to bring these players together around a common idea that has large-scale ambitions. The idea is to devise a process that will enable synergies to be created between projects, and to design a circular and participative economy on several scales. Innovative economic and legal arrangements and models need to be proposed for future developments. The financial sustainability of the project(s) will depend on these ambitious arrangements.

The context of the study associated with the European approach invites us to move away from traditional urban planning schemes and to consider how former industrial sites can be transformed. We believe it is important to activate human and non-human resources, and to build up a network of partners (public and private), paying particular attention to the link between nature and the urban environment.

# PROPOSED FOLLOW-UP TO THE COMPETITION

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## TASKS LIKELY TO BE ASSIGNED TO EUROPAN TEAMS

At the end of the competition, the Communauté de Communes will entrust the teams selected by the European France jury with one or more assignments to further develop the urban and architectural feasibility of their proposals. Depending on the results of the competition and the way in which the selected project is implemented, these assignments may include:

- Drawing up a concerted guide plan and/or urban and landscape project management.

The EUROPEAN teams' proposals will reinforce the technical and thematic studies carried out by the Communauté de Communes on the scale of the study site and/or the project site. The teams selected may be called upon to develop and implement an urban and landscape strategy in space and time. The three winning teams may be called upon to work in different ways.

- Architectural feasibility studies with a view to prefiguration and experimentation. In more operational sectors, teams may be asked to carry out architectural feasibility studies. This will involve setting up an experimental approach for one or more buildings with a project leader to be identified. These feasibility studies will be used as demonstrations to test proposed interventions or prefigure ways of transforming the site.

- Participation in drawing up the specifications for potential prospects  
Prior to the initiation of any plans, European teams will be able to participate in the site specifications. This will involve defining the rules for installation, alignments, heights, site identity and so on. These will be the starting point for the urban development supported by various funding entities.

- One-off architectural or landscape design and project management assignments  
The local authority or its delegate may also, after further consultation, entrust European teams with architectural (refurbishment or new construction) or landscape (public spaces, urban or landscape development, renaturation, etc.) project management assignments. European teams may supplement their initial teams to include specific engineering, project economics, programming, etc. skills.



## **SUGGESTIONS FOR THE COMPOSITION OF THE TEAMS**

European France and interested parties in the Fumel area invite applicants to put together multidisciplinary teams combining architects, landscape architects, urban planners, geographers and sociologists, drawing on complementary skills in the field of the environment and sustainable development wherever possible. Legal and economic skills may also be welcome in order to develop scenarios for setting up projects. The teams selected may be asked to add in additional skills in order to undertake further operations.

## LIST OF DOCUMENTS FOR DOWNLOAD

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### **CONNURBATION - TERRITORIAL SCALE**

FR\_FUMEL-C-AP1

FR\_FUMEL-C-M1 à FR\_FUMEL-C-M8

### **STUDY SITE - URBAN SCALE**

FR\_FUMEL-SS-AP1 à FR\_FUMEL-SS-AP17

FR\_FUMEL-SS-M1 à FR\_FUMEL-SS-M5

FR\_FUMEL-SS-P1 à FR\_FUMEL-SS-P6

### **PROJECT SITE - ARCHITECTURAL SCALE**

FR\_FUMEL-PS-AP1 à FR\_FUMEL-PS-AP3

FR\_FUMEL-PS-M1 à FR\_FUMEL-PS-M6

FR\_FUMEL-PS-P3 à FR\_FUMEL-PS-P20

### **TEXTS**

FR\_FUMEL-T1 à FR\_FUMEL-T9

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