

E U R
P A O
N

FR



E18 - Re-sourcer

MIRAMAS

CITÉ-JARDIN DU XXIÈME SIÈCLE

Dossier de site

100m



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?

INFORMATIONS GÉNÉRALES

SITE REPRESENTATIVE: Ville de Miramas, ICF Habitat

PARTNERS INVOLVED : Ville de Miramas, ICF Habitat

TEAM COMPOSITION : Architect mandatory, urban or landscape planner

EXPECTED SKILLS REGARDING THE SITE'S ISSUES AND CHARACTERISTICS : Architecture, urban or landscape planning, urban strategy, ecology, sociology and any other skill of the candidate's choice

COMMUNICATION : Project communication at the end of the competition : publication of a catalogue of results and national exhibition

JURY – 1ST ÉVALUATION : With the actors' representatives' participation

JURY – PRIZE SELECTION : Distinct selection: winner (€12,000) / finalist (€6,000) / highly commended (no prize)

POST-COMPETITION INTERMEDIATE PROCEDURE :

MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION : Pre-operational and operational urban and landscape studies for the creation of public spaces.
Project management for the renovation of housing buildings owned by ICF habitat.



**CHEMIN DE LA PERONNE AND
CRAPONNE CANAL**
FR-MIRAMAS-SS-P1



**AERIAL VIEW OF THE GARDEN
CITY**
FR-MIRAMAS-PS-AP1
(Sud Drone)

RELEVANCE TO THE THEME AND THE AREA

THE CHALLENGES OF THE SITE WITH REGARDS THE EUROPEAN 18 THEME AND THE AREA

The theme of European 18 – re-sourcing – springs from the fragility of the earth’s ecosystem and the social problems related to and exacerbated by climate change. Responses to these changes or potential solutions to these problems involve thinking up alternatives to the extraction of resources, over-consumption and the pollution of natural environments, designing regenerative projects that embrace nature and culture, and weaving synergies between biogeographic data, socio-spatial equity and health.

The three sub-themes set out for European 18 constitute three overall orientations in developing resilience and resourcing for populated environments.

If the Miramas site is classified in the second of these orientations, Re-sourcing with social dynamics and inclusivity, it is because of the questions it raises with regards rethinking conditions for habitability, the attention it demands to changes in lifestyle with regards digital technologies in particular, for its need for developments that combine privacy, community and solidarity. And finally for its potential for cooperation between humans and non-humans in bioclimatic strategies

Within this category, the Miramas site has been classified in the ‘Promoting Open Neighborhoods’ category because it raises the question of how to transform urban pockets or isolated neighborhoods into small, local entities, communities for social exchange and stewardship, and because it has potential as a pivotal site for initiating social and ecological changes with repercussions for the rest of the town. Within the town, the strategic location of the railway workers’ estate makes it a key urban element, at the interface of several ongoing projects and at the crossroads of questions of ecological transition, heritage preservation, economic development and revitalization of the town centre.

Within the wider area, the fragility of the local environments (in particular the Etang-de-Berre and the Crau plain – dry to the south, wet to the north) and their exposure to the associated risks of climate change (pollution, heatwaves) stands in stark contrast to the economic and industrial considerations that have shaped

the area.

THE SPECIFIC OBJECTIVES OF THE TOWN AND ITS PARTNERS

Because of its strategic location close to the town centre, the station (with its multimodal transport hub project) and large development projects (the Boule Noire development zone to the west, and the town centre–Jourdan area to the south-east), the railway workers’ housing estate has an important role to play in revitalizing the town.

Candidates are expected to make proposals for opening up the estate to the rest of the town by addressing not only the fringes, but also the open spaces within it. Candidates will establish an approach for taking account of existing construction within the railway workers’ housing estate. Inspiration will be drawn from the socio-economic model of the garden city for considering the revitalization of a social dynamic around the existing built and natural fabric.

The issue of architectural heritage will be combined with that of density – and specifically, how to increase it – in proposals for spatial solutions to enable the diversification of uses in the unbuilt spaces, the revitalization of the town centre, and the diversification of housing typologies.

Lastly, the major challenge of adapting the estate’s housing to today’s requirements and current and future ways of living. The improved accessibility of the railway workers’ buildings and their sustainable renovation will constitute the starting point of an ambitious process for the renovation of the housing stock, adapting it to the demands of ecological and social transition and changes in lifestyle.

PROGRAMMING GUIDELINES

Miramas wants to explore options for developing the west of its town centre, and in particular the railway workers’ estate, which belongs to housing provider ICF Habitat Sud Est Méditerranée.

Providing high-quality, energy-efficient housing without compromising the character of the estate.

The challenge is to preserve a balance between the patrimonial preservation of the estate, and the sustainable renovation and improved accessibility of its housing. Reviving a social dynamic around the existing built and natural fabric

The objective is to enhance landscaped spaces by offering new uses – recreation, community and production. Concepts of fertile and productive soil may be developed, notably through the creation of kitchen gardens, a fundamental feature of working-class housing estates, generating the social links that are key to a resilient community.

The town currently has three allotment gardens – Couvent (2012), Maille 3 (2018) and Colomb (2025), with a total of 173 plots – meeting high demand from residents for a space to garden. The project has an important social dimension, enabling residents to reappropriate green spaces within the town, creating community spirit and passing on skills between generations. It also contributes to residents' wellbeing by providing a cooling island, conducive to biodiversity and rainwater absorption. These gardens also showcase sustainable urban agriculture, encouraging self-sufficient, organic and resource-efficient food production while also promoting reuse and respect for the environment.

Integrating the transformation of the district with its developing surroundings – a multi-scale project

- Considering the fringes of the estate within the broader context of the town, taking into account associated projects.
 - Considering the transformation of the neighborhood as a whole to develop the company town in a way that meets today's needs.
 - Designing the transformations at the scale of the block by taking into account the uses and needs of current and future residents (both human and non-human).
- Research on the railway workers' building
- Develop principles for structure and access, including making all units fully accessible.
 - Rethink the floor plans and diversify apartment typologies.
 - Develop facade principles for improved thermal comfort in the apartments, giving particular attention to the quality and provenance of renovation materials used.
- In summary, renovate the town from the inside out according to a global strategy ranging from micro to macro.



AERIAL VIEW OF THE RAILWAY TOWN
FR-MIRAMAS-PS-AP3
(Sud Drone)



RAIL NETWORK
FR-MIRAMAS-C-M1
(ICF HABITAT)

CONTEXT

Miramas is a 'railway conurbation'. In the 19th century, a new town was built next to the village of Miramas-Le-Vieux to accommodate railway workers from the large marshalling yard.

The ICF stock comprises 750 housing units in the Miramas municipality, of which 420 are in the railway estate, which makes it the third largest ICF Habitat Sud-Est Méditerranée site (after Marseille and Nice).

With more than 900,000 passengers a year, Miramas station is a major station within the Aix-Marseille-Provence metropolitan area. As well as the projects currently ongoing around the station (see Associated projects, below), a master plan has been established for the 'Cœur de Ville' central area due to its strategic position within the new conurbation.

AREA, GEOGRAPHY AND LANDSCAPE

Access by road and rail

Miramas sits to the west of the Aix-Marseille-Provence metropolitan area, with direct links to Arles, the second largest transport interchange after Marseille, a marshalling yard and logistics centre for southern Europe with direct links to the Marseille-Fos Port by road and rail. At the intersection of the A7, A8 and A9 motorways, 20 minutes from Marseille-Provence airport, Miramas is a transport hub for passengers and freight for the metropolitan area, serving the whole of the south of France and the Mediterranean.

Miramas is located 55 minutes by road to Marseille and Aix-en-Provence, 25 minutes to Fos-sur-Mer, and half way between Istres and Salon-de-Provence, each 15 minutes away. Miramas benefits from good road links and a western bypass. The town is at the crossroads of two railway lines running round the Etang-de-Berre to the north and south, providing efficient local services to the towns of Istres (10 mins), Salon-de-Provence (12 mins) and Fos-sur-Mer (20 mins), with 12 to 13 return trips per day, and to Marseille in between 35 to 50 minutes, with more than 20 daily return trips.

Travel concentrated to the west of the Etang-de-Berre

79% of commutes are made within the west Etang-de-Berre area, the two main

destinations being the east Etang-de-Berre and north-west areas. The Marseille area only comes third.

Miramas, Istres and Salon-de-Provence alone account for 60% of Miramas's working residents.

Topography and climate

With an overall surface area of 25.74km², 65% of Miramas is composed of natural and rural spaces. 15% of the area is marked as ecologically sensitive. Although featuring in "the most urbanized areas" according to the SRADDET, Miramas sits at the interface of large nature zones of national importance (the Camargue, Crau and Alpilles to the west, the Etang-de-Berre and the Mediterranean to the south, the Mediterranean hills to the east). The town is thereby surrounded by natural areas protected by various regulations: the Coussouls de Crau nature reserve, the Natura 2000 areas 'Central Crau , Dry Crau', 'Crau' and 'Marshes and wetlands around the Etang de Berre', the designated ZNIEFF areas 'Poudrerie de Saint Chamas', 'Istres hills, Miramas, Sulauze, Monteau, La Quinsane', 'Crau', and 'Etang-de-Berre, Etang-de-Vaine', the coastal conservation area 'Parc de la Poudrerie'.

The south of Miramas is composed of natural areas and hills, in which the original, pre-railway village, Miramas-le-Vieux, is situated, with views over part of the Etang-de-Berre.

The western side of the area is open to the Crau plain, which stretches from the Alpilles to the Camargue, covering some 52,000 hectares between Arles, Salon-de-Provence and the Gulf of Fos. Of important ecological interest, this natural area is protected by numerous conservation measures.

Due to its location and geography, Miramas enjoys a Mediterranean climate, characterized by mild winters and hot summers, plenty of sunshine and frequent strong winds. There are few rainy days, spread irregularly over the year.

Dry winters and summers are followed by very wet springs and autumns, with frequent thunderstorms (40% of total annual rainfall in three months). In just a few hours, these storms can provide four times more water than the monthly average in certain spots, particularly near hills (Mediterranean rainstorms).

ARCHITECTURAL AND URBAN HERITAGE

Development of the railways housing estate

It was with the development of the railways, and in particular the Avignon-Marseille line, that between 1873 and 1914 the village of Miramas saw its first major

change, transforming from a village with a station to a company town. The new estate developed around the station, deserting the old village. The installation of the marshalling yard in 1893 turned Miramas into a railways estate.

The development of the Paris-Lyon-Méditerranée railway company (PLM) was accompanied by the construction of numerous housing estates, and from the period of reconstruction following the First World War, engineers embraced the idea of the garden city as a new model of urban design. The railways estate was built in several stages from 1926.

1. 1926, Cité Mercier and the first phase of multifamily housing

Cité Mercier comprised the clusters of individual maisonnettes that are located at the centre of today's estate, representing the first typology of housing created in Miramas as part of the development of the railways estate. These are composed of 72 maisonnettes between 18 rectangular, 2-storey houses, each divided into four 2-storey corner dwellings with a private garden and a garage.

At the same time, to the west of Cité Mercier, the first 11 railway workers' buildings were constructed, providing 66 apartments. Built with two upper floors and a double-pitch roof, with two full-depth apartments on each floor, this urban typology became characteristic of railway workers' housing estates.

2. 1930–1935, generalization of multifamily housing

With the growth in population in 1930, 16 railway workers' buildings were constructed, providing a further 96 units to the estate. Over the next five years, another 10 buildings were added for 60 more apartments. The height and layout of the buildings remained the same, but the roofs became hipped and ornamentation appeared around the windows, with cornices and fascia boards adorning the eaves. The PLM cooperative was set up to ensure the SNCF's employee health and welfare scheme.

3. 1947, the return of individual housing

The community centre and a tree-lined square were built in the middle of the estate to complete its amenities.

In terms of housing, there was a return to individual housing. In the north of the estate, rows of 36 single- or two-storey maisonnettes were built with large private gardens and garages. Four new railway workers' buildings, two-storey this time, were also built, in the south-east of the estate, providing another 16 dwellings.

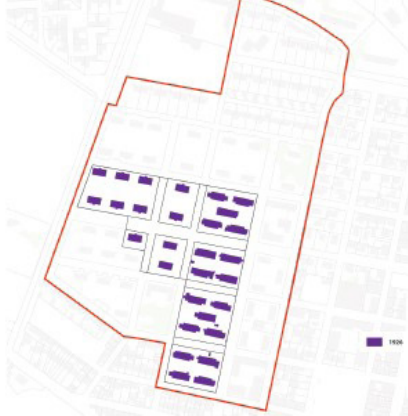
4. 2010, expansion and renewal

In 2010, isolated detached houses were built at the centre of the 1947 clusters of maisonnettes. An ICF office with a contemporary design was also built among the latest railway workers' buildings (2-storey). A new 4-storey apartment building was

TABLEAU DE CONSTRUCTION DE LOGEMENT PAR TYPOLOGIE AU FIL DU TEMPS

TYPLOGIE DE LOGEMENT	1924	1930	1936	1947	2010	TOTAL DE LOGEMENTS
MAISON INDIVIDUELLE	72			36	8	116
LOGEMENT COLLECTIF	64	96	60	16	66	304
						420

LA CITÉ MERCIER
DES MAISONS ACCOLÉES SUIVIE D'UNE 1ÈRE PHASE DE LOGEMENTS COLLECTIFS
1926



L'AFFIRMATION DU PLOT CHEMINOT
DEVELOPPEMENT DU LOGEMENT COLLECTIF
1930



LA GÉNÉRALISATION DU COLLECTIF
ET SA MISE EN VALEUR PAR DES MODERNITÉS
1935



LE RETOUR VERS L'INDIVIDUEL
AVEC DU COLLECTIF EN R+1
1947



LES EXTENSIONS & LE RENOUVELLEMENT
DES FORMES URBAINES SOUVENT EN RUPTURE
2010



STAGES IN THE DEVELOPMENT
OF THE GARDEN CITY
FR-MIRAMAS-PS-M1

RUE PRÉSIDENT DUMONT
FR-MIRAMAS-PS-P22

RUE HUBERT GIRAUD
FR-MIRAMAS-PS-P14



built on the eastern edge of the estate, comprising 36 apartments. The urban forms and typologies produced during this last period are at odds with the pre-existing fabric.

It should be noted that prior to this, although each evolution affected the architectural look and massing of the buildings or the type of housing, the urban logic and grid was respected by each expansion project.

We thereby observe a variety of housing and construction typologies in the estate, with a predominance of multifamily housing, although individual housing is more present in the more recent periods of expansion. The railway workers' housing model remains the flagship urban figure and characterizes this estate.

Urban precedent

The garden city ecosystem

First formulated in 1898 by English urban planner Ebenezer Howard, and the subject of his 1902 publication *Garden Cities of To-morrow*, the garden city was a model for the “urban community” in response to the squalor and pollution of England's cities at the time. Howard imagined a living environment that combined the dynamism of the city with the beauty of the countryside. It was a town in its own right, but one that functioned as part of a network with other garden cities and a central town.

The design and construction of the garden city were made possible by financing based on differentiating between land and buildings and the cooperative management of the former. Howard's economic system prevented speculation by allocating any revenues (rents) received subsequent to paying off the land, to collective coffers (roads, pensions, waste disposal). Howard's proposal, based on incentive rather than coercion, consisted of a social and economic system that guaranteed freedom of choice for users and allowed residents to have a role in decision-making.

From 1903, work by Raymond Unwin and Barry Parker (architects and associates) gave form to the principles developed by Howard. Unwin was interested in issues of landscaping and the picturesque. He was responsible for the layout of the winding roads and detailed the relationship between the houses and the street (*Town Planning in Practice*, 1909).

The garden city imagined by Howard and drawn by Unwin and Parker is a human settlement combining economic activity (industry located along the railway tracks and agriculture on the outskirts), a healthy living environment with planted streets, clean air, access to large parks and decent housing, with private gardens and local amenities.

Howard's work has been widely adopted in the United States and in Europe. The

most common representation in France is the cité ouvrière (company town), which seems to reflect the spatial and aesthetic principles of the garden city more than the socio-economic model. However, the ecosystem-type vision of the human settlement developed through the garden city model can provide ideas for potential solutions to today's social and climatic problems.

SOCIAL, CULTURAL AND ECONOMIC DATA

Demographic data

Miramas is a dynamic town, seeing continuous population growth ever since the 19th century.

The town's population is primarily composed of laborers, employees and middle-management level professionals, in proportions that remain stable despite the increase in population. Levels of unemployment and poverty are relatively high, although unemployment is falling. These trends show that the increasing population is not a result of gentrification. Two neighborhoods in the town, one large to the north (the Maille neighborhoods) and another to the south (La Carraire) are identified as urban priority neighborhoods ('Quartier Prioritaires de la Politique de la Ville - QPV).

The largest age groups are 30-40-year-olds and 60-70-year-olds, with 20-30-year-olds under-represented.

With a population of just over 26,000 inhabitants, the town wishes to contain its population to a maximum of 30,000 in order to ensure sufficient facilities.

In terms of facilities, the town is well provided for, despite lacking a clearly identified town centre. The local planning strategy stipulates that the central area around the station and railway estate is inadequate and requires improvements, including Avenue Charles de Gaulle (shopping street) and the southern part of the town centre, which is predominantly administrative (town hall and 'Maison des Services' public service centre), with a commercial strip on Avenue Marius Chalve. The business areas, Clésud, Les Molières business park, and Péronne-Boule Noire development zone (home to the Village de Marques), are located to the west and north-west of the town, around the bypass, and are important factors in the town's economic dynamism.

Residential migration

Miramas attracts new, already urban residents, primarily from the neighboring towns. An increased number of households from the south is likely, but numbers will probably remain small. It is thereby pertinent to anticipate lifestyles and the

urban landscape for the regeneration of the estate.

An attractive centre for employment

Miramas boasts a dynamic population, with a profile that remains fragile but that is progressively becoming more stable thanks to the town's assets, which reinforce the appeal of new business projects. An area accumulating commitment and experimentation for a sustainable, mobile town, encouraging business innovation, local development and short circuits, but also sustainable employment, training, professional integration and inclusion.

Miramas constitutes an important centre of employment, with 8260 jobs in 2020 – increasing since 2014 – and 41% of workers living and working in the town (as against an average of 34% in other job markets of this size).

While the marshalling yard employs only 160 railway workers, against 600 in 1990, transport remains one of the main sectors for employment. Retail is another, notably due to the presence of the Village de Marques, with national and even international appeal.

The increase in the number of jobs in Miramas is in line with trends seen throughout the metropolitan area. The number of jobs is increasing faster than the number of resident workers, which confirms Miramas' position as an attractive employment centre.

HUMAN AND NON-HUMAN ENVIRONMENTS

The Etang-de-Berre

Miramas is one of ten municipalities bordering the Etang-de-Berre. The situation of this environment, which has been badly damaged by industry, particularly reflects the theme of European 18 and the fragility of ecosystems.

Since the 19th century when the Etang-de-Berre was first recognized as a strategic location for business activities, numerous developments have been realized on the banks of the lagoon, which have been gradually built up with major industrial and business sites such as the Marseille-Provence airport at Marignane and the EDF hydroelectric power station at Saint-Chamas.

After being subjected to major pollution levels, resulting, among other things, in a fishing ban, a number of measures have been put in place to limit further pollution of this body of water. Implementing solutions is complex because of the concentration of ecological, economical and energy issues at stake within the site.

**VIEW OF THE ÉTANG-DE-BERRE
FROM MIRAMAS LE VIEUX**
FR-MIRAMAS-C-Po1
(André M. Winter)



PLAIN OF CRAU
FR-MIRAMAS-C-Po2



Despite efforts, the environment is struggling to regenerate, remaining unstable and ecologically fragile, as witnessed with the environmental disaster in 2019 when thousands of fish died in just a few days; climate change is not going to improve the situation.

The second largest saltwater lagoon in Europe, the Etang-de-Berre is a site of international importance as a wetland for over-wintering and migrating water-birds. It is home to a diverse variety of fish, and is one of the last habitats of the European eel, for which it provides an important migratory route and breeding ground.

An agricultural and natural landscape

The eastern side of Miramas is composed of parcels of arable farmland separated by pine forests.

To the west of the commune is a landscape that is absolutely unique in France, the Crau. Located between Arles, Salon-de-Provence and Fos-sur-Mer, the Crau is a vast triangular plain formed by alluvial deposits from the river Durance over 600,000 years ago. This steppe-like landscape, shaped by thousands of years of grazing sheep, sits on a layer of pebbles that forms a virtually impermeable layer known as poudingue. This particularity limits access to water for many plants, thus encouraging adapted vegetation and remarkable biodiversity, in particular of migrating birds and birds of prey. Divided between the 'old' and the 'young' Crau depending on the age of deposits, the Crau presents a mosaic of terrains, ranging from limestone pebbles to the irrigated meadows created in the 16th century. Its Mediterranean climate, characterized by strong winds such as the Mistral and high levels of water evaporation in the summer, accentuates its arid nature. Finally, its aquifer, one of the largest in the region, is supplied primarily by irrigation, while its rare lakes and marshes illustrate the complex relationship between the ground surface and the water table.

To the east of the town, the agricultural bocage landscape helps to maintain biodiversity by enabling green corridors as well as providing a refuge for cavernicolous birds with the network of hedgerows that structure the landscape. By connecting natural environments such as the Pont de Rhaud mountains, these hedges facilitate the movement of wildlife and reinforce ecological diversity. A reservoir of biodiversity, these mountains enrich the surrounding agricultural land. In addition, wild plants associated with the crops provide essential resources for pollinators and beneficial organisms, thereby contributing to the natural regulation of pests and ensuring the health of agricultural ecosystems. Covering 118 hectares between Saint-Chamas and Miramas, the Parc de la Pourdrerie natural area is managed by the SIANPOU. Formerly a royal gunpowder factory founded by Louis XIV, this industrial site dedicated to the manufacture of explosives closed in 1974. Today the area is given over to the preservation of biodiversity and to walkers, with a mosaic of natural environments, including a temperate forest, a rare thing in the south of France. The park has preserved historic vestiges such as canals,

mills and underground passages, testimony to its industrial and military heritage. Thanks to restoration efforts and protection of the coastal conservation area where it borders the Etang-de-Berre, the site is home to a wide range of flora and fauna.

Conclusion :

To summarize, Miramas has excellent road and rail links and is an attractive and dynamic gateway to the west of the metropolitan area, in terms of both employment and housing. The town has seen steady growth, which is not linked to gentrification.

With the railway workers' building, a key urban feature of the estate and large natural spaces, the site involves particular focus on enhancing its built heritage. The more recent constructions, which are at odds with the architectural and urban identity of the railway estate, show the importance of adopting a clear position in safeguarding this heritage fabric.

Finally, the region's unusual natural environments, which are home to a rich biodiversity, are also heavily impacted and jeopardized by local industry. In light of these various contextual factors, and the theme of European 18, the Miramas site raises the following questions:

Problématiques :

What kind of transformation of the railways estate could initiate social, economic and ecological change on a regional scale?

What kind of renovation for the 'railway workers' buildings' and which strategy for stimulating the town centre of Miramas could also contribute to the regeneration of environments weakened by the region's economic and industrial activity?



**MAP OF PERIMETERS AND
CONTEXT**
FR-MIRAMAS-C-AP3

RUE KENNEDY
FR-MIRAMAS-SS-P10





A letter from the mayor

The Mayor of Miramas
Metropolitan Councillor of Aix-Marseille Provence

Frédéric VIGOUROUX

‘Miramas has chosen to invest in the long term by undertaking important projects of urban development, enhancing its appeal and improving the quality of life of its residents. Constructed step by step, this appeal is at the heart of a strategy of sustainable development in which community living is paramount. In this context, the historic railways neighborhood of the SNCF garden city represents a major urban challenge, both for its urban, architectural and landscaping heritage, and for its central location at the junction of various strategic urban projects for the town.

For the town of Miramas, the European competition represents an innovative opportunity to access urban reflection, with the aim of adapting the town’s development to meet the major challenges of climate change. Undertaken in partnership with social housing provider ICF Habitat, the focus of the project site will be to integrate the changing lifestyles of its residents. The theme of this 18th edition of the competition is ‘re-sourcing’, resonating with the qualities of this densely planted neighborhood, a vital seedbed to accommodate nature and biodiversity within the town. From a broader perspective, the challenge will be to ensure green corridors with the large natural and agricultural areas in our region of manifold landscapes.

Together, let’s imagine a sustainable future for Miramas and its residents.’



MAP OF PERIMETERS
FR-MIRAMAS-SS-AP1

BIRD'S EYE VIEW OF THE REFLECTION SITE
FR-MIRAMAS-SS-AP2



REFLECTION SITE

DESCRIPTION OF THE SITE

Covering an area of 1.24km², the site for consideration, shown with a red perimeter, stretches from Boulevard Théodore Aubanel in the north, to the marshalling yard in the south, from the N569 main road in the west, to Avenue Charles de Gaulle in the east.

The north and east boundaries of the site for consideration are urban, Boulevard Aubanel forming a quiet, tree-lined entrance into the town, and Avenue Charles de Gaulle containing a number of shops. The western and southern edges of the study area are formed by road and rail infrastructure. The main road marks the edge of the town, which stretches south of the railway line.

ONGOING ASSOCIATED PROJECTS

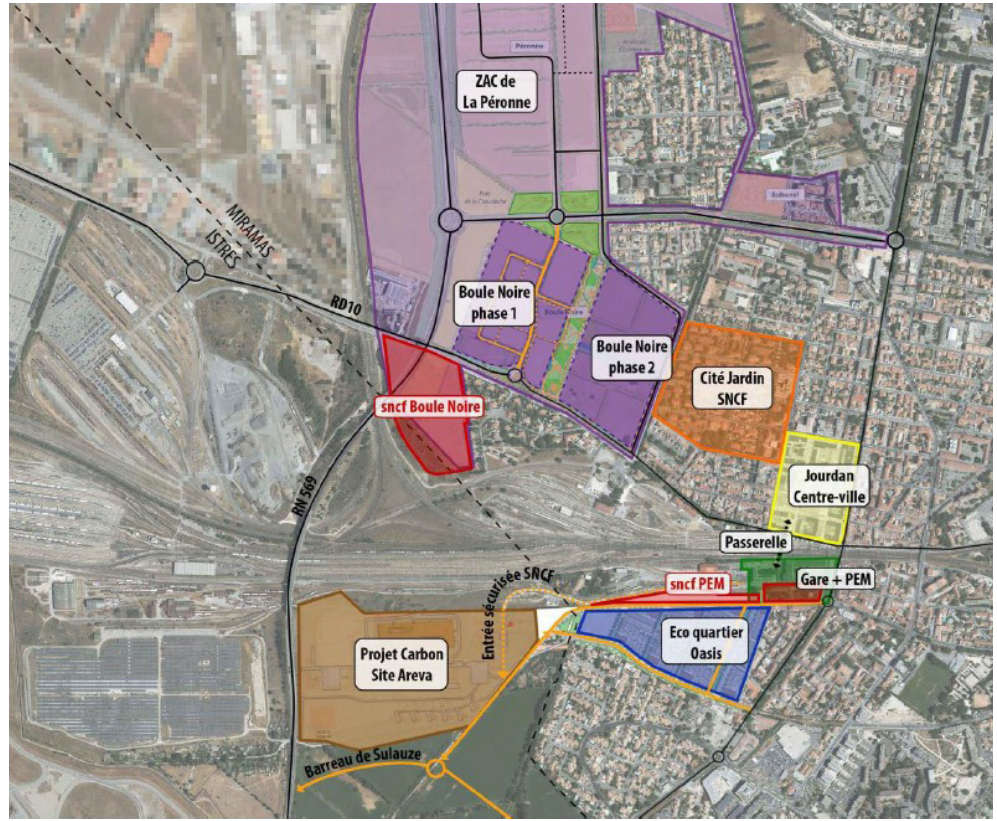
Cité SNCF: urban planning and programming guidelines

In 2024, a study was undertaken with the AGAM (Agence d'Urbanisme de l'Agglomération Marseillaise) to prepare for amendments to the existing OAP (urban planning and programming guidelines) for the 2028 inter-communal urban planning guidelines (PLUi). The subject of this study provided the opportunity to make a survey of existing constructions and their condition and to specify possible scenarios for development. The finalized study also enabled Miramas and ICF to pursue plans for this area and to open up the field of possibilities by submitting the site to the European 18 competition.

ZAC de la Péronne/ Boule noire, ongoing urban development for retail, offices and small business.

The Péronne/ Boule Noire business park, currently home to the Village de Marques (outlet village on a national level, with over 3 million visitors annually), has another 13 hectares (Boule Noire) and 20 hectares (Péronne) for development. The Boule Noire site was designed to be a showcase site, a project of sustainable urban development, eco-designed with water and biodiversity at the heart of the project. The quality site means that business activities can be established in proximity to housing. The area is dedicated to leisure, sports, well-being, research & development and medical activities.

The Boule Noire urban development has been awarded the 'Mediterranean



MAP OF RELATED PROJECTS
FR-MIRAMAS-C-AP2
(AGAM)

**3D VIEW GREEN SPACE - ZAC
DE LA BOULE NOIRE**
FR-MIRAMAS-C-P03



Sustainable District' award, and all constructions and developments within the development area (ZAC) must work to combat heat islands by complying with the principles of bioclimatic design and eco-construction, promoting active and alternative transport and using a wide range of vegetation in the different green spaces.

A large central park is currently being made, with the ambition of recreating different 'forests': swamp, rainforest, cool and wetlands, as well as creating little squares and lively clearings with games, seating, sports activities and views over the surrounding environment. Numerous ecosystems will be recreated, and some of the existing landscape features will be preserved for users.

Following the opening of the main Boule Noire road, the existing Chemin de la Péronne is to be closed to traffic (in the western part of the site), converting this section into a pedestrian greenway, in continuation of the existing developments as far as the Village de Marques.

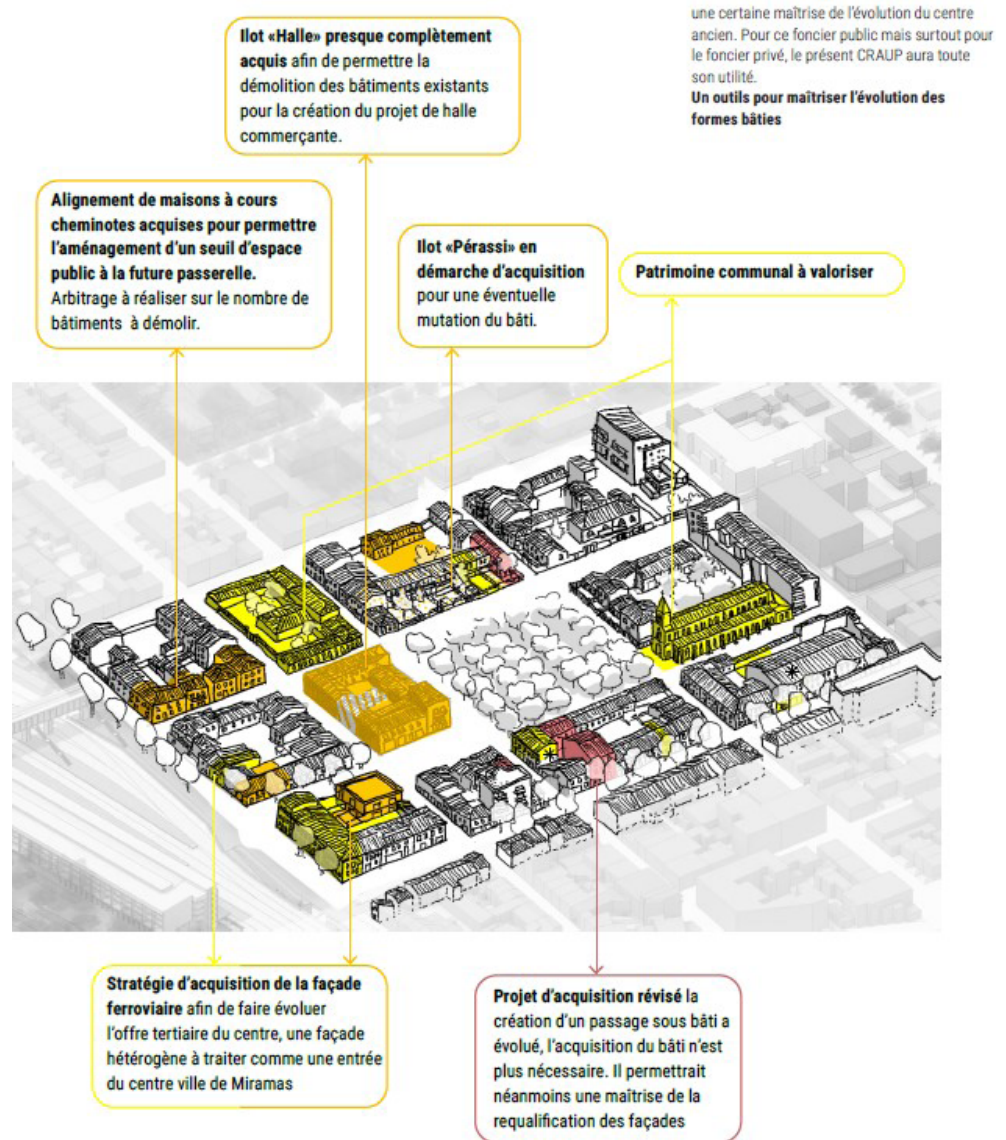
Place Jourdan

The redevelopment of Place Jourdan is part of the master plan for the town centre, which aims to revitalize the town centre and redevelop public spaces.

The project for the central Jourdan district north of the station involves restructuring the blocks to the west of Place Jourdan to enable the implementation of a programme to revive the historic functions of the town, reorganizing retail units with the creation of a food market, refurbishing run-down housing, improving pedestrian areas and developing active transport as part of the town centre and in connection with the bus rapid transit (BRT) system opening in 2025. The plot on the south side of Place Jourdan, occupying 1287m², currently comprised of strips of land with courtyard houses in the centre of the block. It has been almost entirely acquired by the EPF, who plans to demolish existing constructions to then build a market hall with local producers on the ground floor. Designed to fit in with the architecture of a provençal town centre, this innovative hall will meet consumer needs in line with the Projet Alimentaire de Territoire (PAT). Since 2 June 2020, as part of the southern region's PAT (regional food projects), Miramas has been leading a project to create an area for agricultural experimentation, a pilot for AMP Métropole, thanks to the availability of municipal land within an agricultural area, with the aim of creating a virtuous cycle from field to plate, and to relocate agricultural food production and processing within the municipality.

Multimodal transport hub

Miramas station is destined to become a major multimodal transport hub (pôle d'échange multimodal - PEM) for the metropolitan area, serving both as a metropolitan and regional hub, and as an urban facility for the town centre, particularly with the planned 'métroexpress' rapid transit public transport network using the motorways, as set out in the metropolitan transport strategy.



STRATEGY PLACE JOURDAN
FR-MIRAMAS-SS-P18
(Kern associés)

STATION FOOTBRIDGE INSERTION
FR-MIRAMAS-SS-P18
(AREP)

LOCATION OF THE FUTURE FOOTBRIDGE
FR-MIRAMAS-SS-P13
bas droite



The station will also need to accommodate the large increase in passenger numbers expected by 2030 (between 1.3 and 1.5 million passengers).

The transport hub will give Miramas station a key position in structuring regional transport, conferring the status of gateway to the western metropolitan area. In order to ensure the ecological imperative of encouraging passengers to switch from road to rail, the project includes the extension of a P+R carpark, resized to meet the identified requirements and connected to a new, 10-platform bus station.

The station footbridge

Progress: On site since January 2025 with completion scheduled for 2nd half of 2026
This footbridge serves to access the platforms and also to cross over the railway tracks, thereby providing a north-south link within the town (Place Jourdan/ Place de la Gare). It will replace the existing subway for passenger use. Combined with improved accessibility and planting of the station platforms, the project will consolidate the appeal of Miramas station, improving transport for residents across the metropolitan area.

Cité Capitaine

The Cité Capitaine estate is an ICF development composed of detached or semi-detached houses with gardens.

To the west of this housing estate, wedged between the railway tracks and the D10 road, a 5.2-hectare plot occupies a key site at the crossroads of the many projects, described above, underway within the municipality. This site, impacted by the grading of the roads, is today a green wasteland. Soil pollution is presumed and to be confirmed in light of the various deposits made on the site.

Oasis Eco-Quartier: a new eco-district south of the station

Progress: ZAC (public development site) application underway - Schematic design phase

This programme provides for the creation of 350 new homes, gently densifying the town centre by developing housing stock (about 50 homes per hectare) on a wasteland area of about 8 hectares at immediate proximity to the town centre, thereby combatting urban spread. Located in the immediate vicinity of the transport hub, the project will fully integrate blue-green infrastructure, offer high-quality architectural, landscaping and environmental standards, and encourage modes of active transport. Multi-storey carparks will be built on the northern edge of the site, forming a built frontage on Avenue Falabrègues and a wind-break for protection from the Mistral. The aim is to give active transport a significant presence within the centre of the neighborhood and in the immediate surroundings of the transport hub. The project is composed of a variety of urban forms and built typologies (detached and semi-detached housing and small apartment buildings). The project reflects the town's ambitions for sustainable urban development.



JULES FERRY SCHOOL
FR-MIRAMAS-SS-P3



RUE PINONCELLY (EASTBOUND)
FR-MIRAMAS-SS-P6



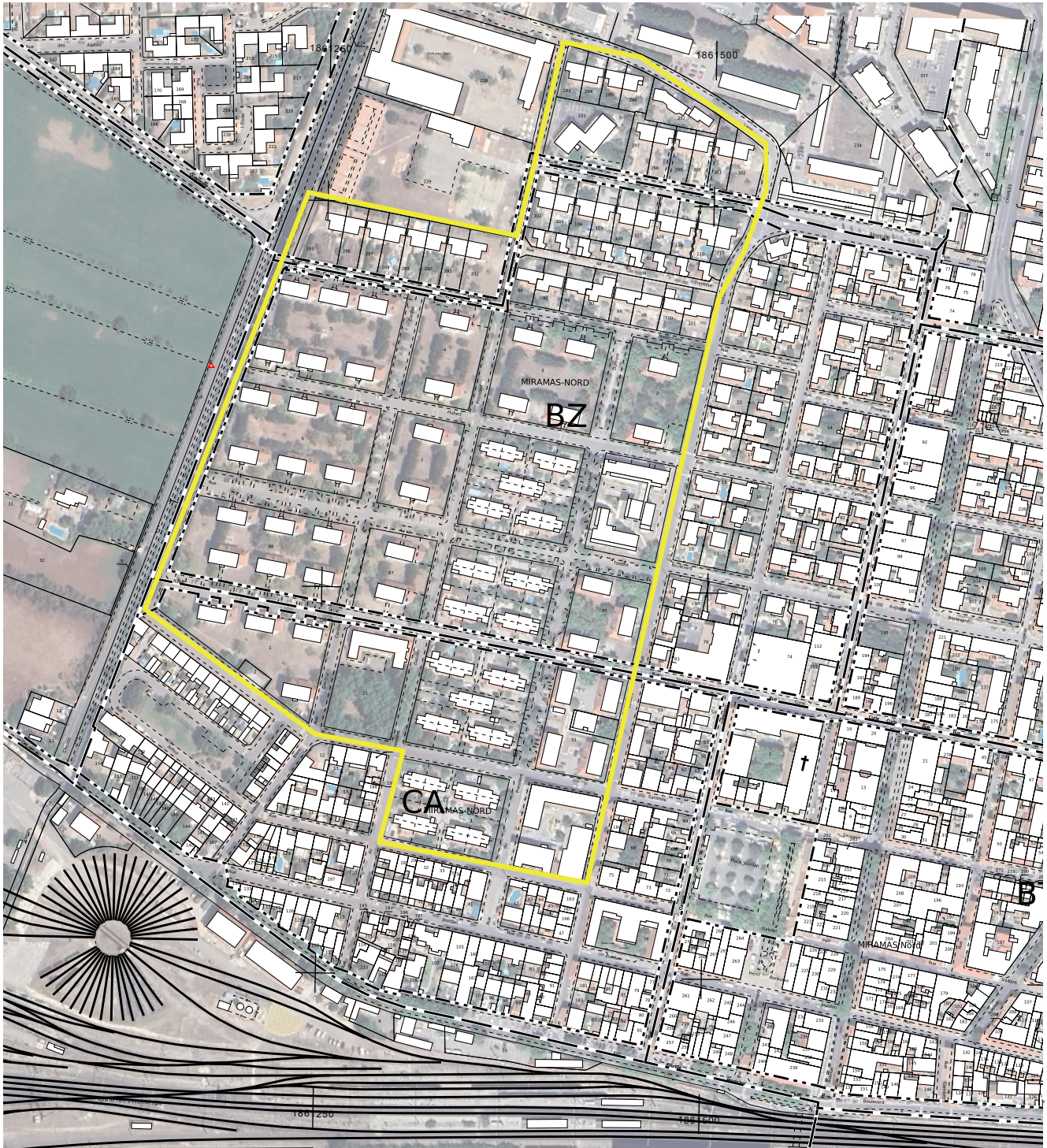
**RUE PINONCELLY
(WESTBOUND)**
FR-MIRAMAS-SS-P8

Carbon

To boost the economic dynamism of Miramas, to the west of Eco-Quartier Oasis and south of the marshalling yard, the Carbon project plans to convert the Areva site (most of which falls in the municipality of Istres) into a solar and photovoltaic academy, with the creation of offices, factories and laboratories, as well as a training centre and housing, part of which will be destined for students of the academy. These numerous ambitious projects to transform the town constitute a dynamic ecosystem (economic, spatial and vibrant) and are organised around the town centre and the railway housing estate, confirming its role as a key site.

ANY SPECIFIC RELEVANCE TO THE AREA

Miramas is ICF Habitat's third largest site, and its housing stock now extends throughout the region. Consequently, experiments in the renovation of Miramas's railway housing estate are susceptible to fuel ideas for other housing estates within the region, thereby conferring on the Miramas estate a role of 'urban laboratory'.



PROJECT SITE PLAN
FR-MIRAMAS-PS-M5

PROJECT SITE

SITE DESCRIPTION

A central project site

The site of the railways housing estate occupies an area covering 12.7 hectares, close to Miramas station and town centre. The zone is targeted for improvements in the urban planning guidelines.

The railways estate is one of the oldest neighborhoods in the new town, which was created in response to the railways development and requirements for labour in the marshalling yard at the beginning of the 20th century.

Characteristics of the urban fabric

Building typologies

Of the 750 homes on the estate, 629 are apartments, occupying an area of 8.9 hectares, representing 84% of the housing over 74% of the surface area (12 hectares in total). Clusters of maisonettes occupy a significant area of the land, strategically placed at the south entrance into the estate and forming a central strip within the district.

Density

Density of the built areas on the site varies widely, but is generally low, with the exception of a few apartment buildings. The individual housing units (maisonettes and houses) and railway workers' buildings are very low density (between 0.2 and 0.35m² of NIA per m² of land), which raises the question of their central position within the town.

The building heights vary from single-storey houses to 7-storey apartment buildings (on the northern edge of the estate). The railway workers' buildings go up to 3-storey.

Open spaces

The estate's outdoor spaces fall in to three main categories:

The open gardens at the heart of the residential blocks account for 1.37 hectares. They are generally large, although the size varies from one block to another. Laid to lawn, they are bordered by high hedges. They form a pleasant setting but are



Etude de territoire

**Miramas
Cité Cheminote**

Miramas - espaces extérieurs

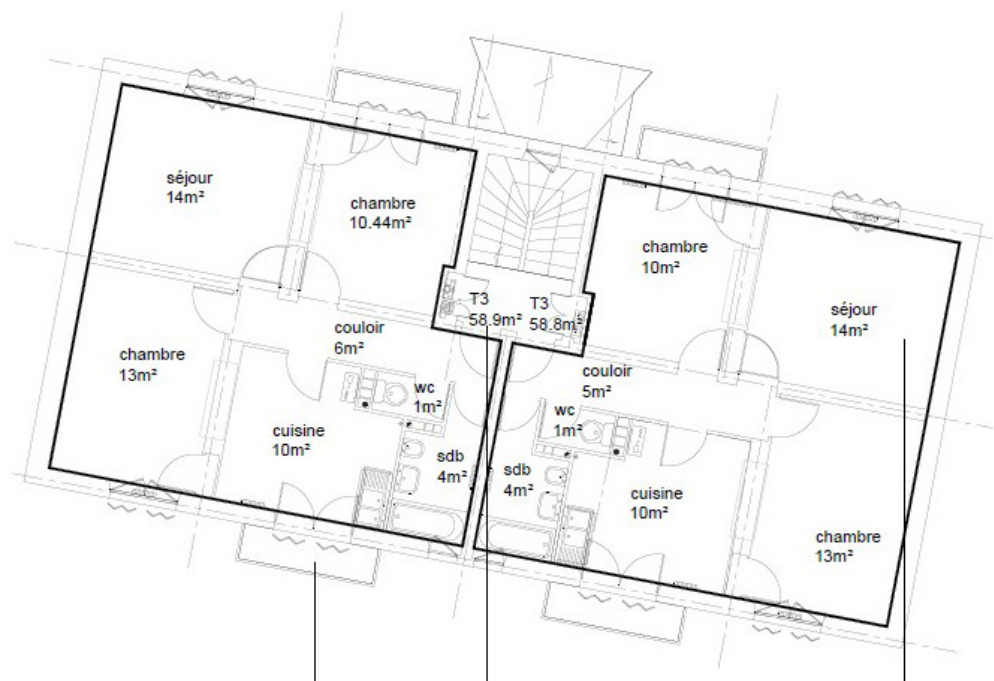
- Jardins ouverts en coeur d'îlot
- Jardins ouverts latéraux
- Espaces privatifs
- Avant des immeubles
- Stationnement
- Abords des bureaux d'ICF Habitat

09.01.2024

Réalisation : Olivier THIRIEZ
Sources : ICF Habitat

OUTDOOR AREAS

FR-MIRAMAS-PS-M3
(ICF HABITAT)



PLAN OF A RAILWAY PLOT

FR-MIRAMAS-PS-M4
(ICF HABITAT)

seldom used by the residents.

The open side gardens account for 1.26 ha. On the gable walls of residential buildings, they vary in size. No usage, even informal, has been noted.

The private spaces represent 1.2 ha. These are private gardens for the individual housing units.

The fronts of buildings and areas reserved for parking represent the other categories of open spaces, and are present in lesser proportion.

Different types and areas of parking are found within the estate. Thirteen pockets of parking are spread across the plots, providing around 60 places, in addition to the abundant on-street parking available. There is no particular problem with parking during the daytime, but signs of informal parking (on lawns) are nevertheless visible. In the event of densification, parking would probably become an issue to be considered.

REQUIREMENTS, PROGRAMMING GUIDELINES OR REQUIREMENTS FOR PROPOSALS OF USE

Continue projects to redevelop the town centre

Follow recommendations from the 'Cœur de Ville' master plan and improve retail activity within the town centre, and more broadly, define the role of the railways estate – given its central location – in revitalizing the town centre.

Diversify typologies

All of the railway workers' buildings are composed of 2-bedroom apartments, which is the dominant typology throughout the estate. ICF has expressed the need to vary the housing typologies: 1-bedroom apartments in response to the aging population, 3-bedroom + to offer the full scope of residential needs within the estate.

Develop facade structures

Sustainable renovation is a major factor in renovating buildings. Facade principles have to be developed in order to improve the building's energy performance, while also preserving its identity.

The entire facade renovation process will be assessed in terms of the quality and provenance of materials, their ease of use, their impact on housing occupancy and their positive external implications (creation of local skilled jobs, development of local industries, etc.).



RUE TALABOT
FR-MIRAMAS-PS-P13

RUE STEPHENSON
FR-MIRAMAS-PS-P8

**DINING ROOM OF A T3, PLOT
CHEMINOT**
FR-MIRAMAS-PS-P25

PLOT CHEMINOT
FR-MIRAMAS-PS-P17

GROUPED INDIVIDUAL HOUSING
FR-MIRAMAS-PS-P5

Enrich the existing hierarchy of green spaces by adding productive spaces (such as allotments), a scale of spaces from communal to almost private, and by proposing new collective, community or individual uses.

Both green and blue infrastructures constitute ecological corridors essential to ecosystems, which could be developed as part of an effort to interconnect the different projects underway in the area.

Organise and plan active transport, particularly pedestrian, to facilitate ease of movement

Programme or propose activities - non-polluting, leisure or business, in connection with the lagoon.

FOLLOW-UP TO THE COMPETITION

On the cité cheminote project site and particularly on the cheminots plots, ICF Habitat will be able to offer the selected teams operational assignments in studies and architectural project management.

Depending on the projects selected, the competition could result in :

- pre-operational studies for the development of external spaces
- technical studies for the thermal renovation and accessibility of the railway plots
- architectural and landscaping project management.

Depending on the projects selected and the needs identified by the town of Miramas and the metropolis, the teams may be asked to carry out studies and project management for public spaces.

SUGGESTED COMPOSITION OF THE TEAMS

In addition to the lead architect, the multi-disciplinary teams would benefit from skills in urban planning and landscape design. Technical skills, particularly in thermal renovation, could facilitate the implementation of the competition follow-up.

LISTES DES DOCUMENTS EN TÉLÉCHARGEMENT

AGGLOMÉRATION - ÉCHELLE TERRITORIALE

FR-MIRAMAS-C-T1	pdf	Area study
FR-MIRAMAS-C-T2	pdf	Preliminary project Zac de la Péronne
FR-MIRAMAS-C-T3	pdf	Orientation and capacity study - Boule Noire
FR-MIRAMAS-C-T4	pdf	Development and major projects
FR-MIRAMAS-C-T5	pdf	Cité cheminote Miramas / ICF
FR-MIRAMAS-C-M1	jpeg	Railway network map
FR-MIRAMAS-C-M2	jpeg	Standard of living map
FR-MIRAMAS-C-M3	jpeg	Computer graphics of major projects in Miramas
FR-MIRAMAS-C-M4	jpeg	Strategy for a balanced city
FR-MIRAMAS-C-AP1	jpeg	Aerial photo of the area
FR-MIRAMAS-C-AP2	jpeg	Map of related projects
FR-MIRAMAS-C-AP3	pdf	Map of boundaries and context
FR-MIRAMAS-C-P1 to EN-MIRAMAS-C-P3	jpeg	Photos of the context

SITE D'ÉTUDE - ÉCHELLE URBAINE

FR-MIRAMAS-SS-T1	pdf	Preliminary project - Platforms and station footbridge
FR-MIRAMAS-SS-T2	pdf	Miramas guide map
FR-MIRAMAS-SS-M1	pdf	Master plan Place Jourdan
FR-MIRAMAS-SS-AP1	jpeg	Perimeter map
FR-MIRAMAS-SS-AP2	jpeg	Bird's eye view of the reflection site
FR-MIRAMAS-SS-P1 to FR-MIRAMAS-SS-P18	jpeg	Photos of the reflection site

SITE DE PROJET - ÉCHELLE ARCHITECTURALE

FR-MIRAMAS-PS-T1	pdf	Reflection on the potential for PLM transformation
FR-MIRAMAS-PS-T2	pdf	ICF Habitat assets
FR-MIRAMAS-PS-T3	pdf	Cité cheminote - ICF
FR-MIRAMAS-PS-M1	jpeg	Evolution of the construction of the cité cheminote
FR-MIRAMAS-PS-M2	jpeg	Map of building types
FR-MIRAMAS-PS-M3	jpeg	Map of outdoor spaces
FR-MIRAMAS-PS-M4	jpeg	Floor plan of a railway block
FR-MIRAMAS-PS-M5	pdf+ai	Cadastral map of the project site
FR-MIRAMAS-PS-M6 à M9	dwg	Plans of a railway plot
FR-MIRAMAS-PS-AP1	jpeg	Aerial photo of the project site
FR-MIRAMAS-PS-AP2	jpeg	Bird's eye view of the project site
FR-MIRAMAS-PS-AP3	pdf	Bird's eye view of the project site
FR-MIRAMAS-PS-P1 to P28	jpeg	Photos of the project site

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