



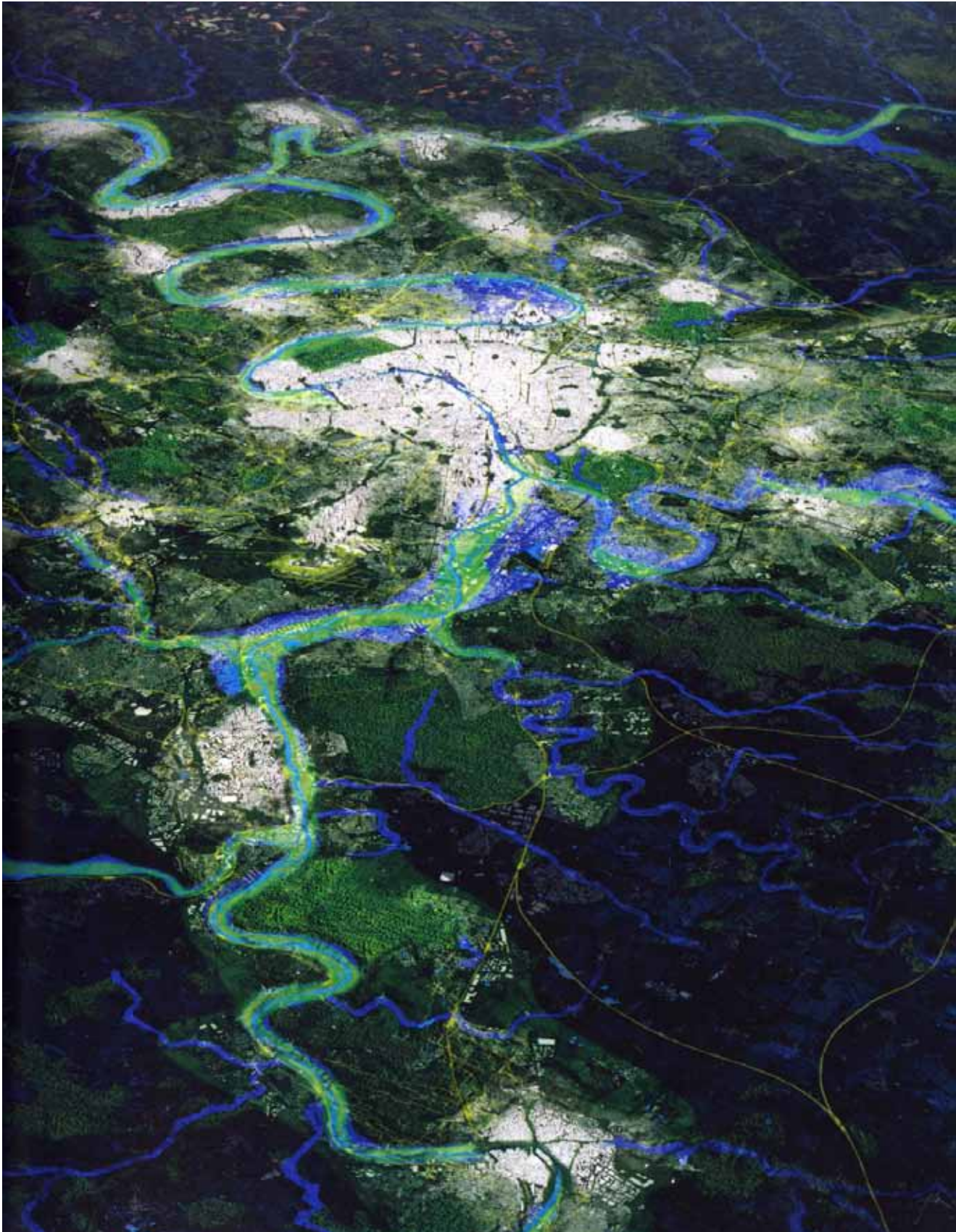
Le Grand Paris & Sydney:

why Sydney should look to the Paris
model of architect-led ateliers for
urban growth – that put ideas, not
politics at the forefront

Byera Hadley
Travelling Scholarships
Journal Series
2015

Tim Williams

NSW
Architects
Registration
Board





Tim Williams was awarded the Byera Hadley Travelling Scholarship in 2011.

Cover image: *Aerial vue of Grand Paris, The Soft Metropolis*, by Finn Geipel and Giulia Andi of LIN, 2009, one of the ten teams participating in the International consultation on the Future of the Parisian Metropolis.

The Byera Hadley Travelling Scholarships Journal Series is a select library of research compiled by more than 160 architects, students and graduates since 1951, and made possible by the generous gift of Sydney Architect and educator, Byera Hadley.

Byera Hadley, born in 1872, was a distinguished architect responsible for the design and execution of a number of fine buildings in New South Wales.

He was dedicated to architectural education, both as a part-time teacher in architectural drawing at the Sydney Technical College, and culminating in his appointment in 1914 as Lecturer-in-Charge at the College's Department of Architecture. Under his guidance, the College became acknowledged as one of the finest schools of architecture in the British Empire.

Byera Hadley made provision in his will for a bequest to enable graduates of architecture from a university in NSW to travel in order to broaden their experience in architecture, with a view to advancing architecture upon their return to Australia.

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A study into the architect-led ateliers for urban change in Paris – and the case for a similar approach to metropolitan planning in Sydney.

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Introduction	1
Le Grand Paris projects	2
Grumbach	3
Portzamparc	6
Team Jean Nouvel	9
MVRDV	13
Djamel Klouche	17
David Mangin, Groupe Descartes	20
Interview: Bertrand Lemoine	23
Castro Denissof Casi	26
Secchi-Vigano	30
Rogers Team	33
LiN	38
Reincarnation of Atelier International du Grand Paris	43
Paris Metropole Sur Seine	45
Pierre Mansat	46
APUR	49
IAU Vincent Fouchier	52
Paris Métropole: joining the dots	53
Sevran	59
Ministry of Culture	63
AMIF – Association of Mayors	67
SGP – Société du Grand Paris	70
Lessons & acknowledgements	74
Appendices – summary of Sydney outcomes	75
References & bibliography	89
Abbreviations & acronyms	86

By exploring the French model of architect-led ateliers on urban growth in Paris, this research and its widespread airplay locally aims to create a cultural shift in the metropolitan planning processes of Sydney.

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1

Introduction

In 2007, then French president, Nicolas Sarkozy, announced a visionary consultation that invited ten multidisciplinary teams – led by architects – to imagine Paris as a sustainable post-Kyoto metropolis of the 21st century. Paris is expected to grow from 11,000,000 to 15,000,000 by 2030 (Carte Contribution Etat Et Region Debats Publics).

The 10 projects were exhibited at the Cité D'Architecture et du Patrimoine in Paris in 2009. The consultation addressed issues of governance, transport, social equality, local and regional economy, green space and water, the ecological footprint as well as identity and sense of place. The ten teams (in no particular order) were:

1. Antoine Grumbach, who proposed Seine Métropole – a mega-city that had the Seine as it's main street, and makes Le Havre the Port of Paris.
2. L'AUC led by Djamel Klouche – did not propose any project, but analysed the city as a matrix of elements at the metropolitan and local scale, using Tokyo as a benchmark polycentric city.
3. MVRDV. Viny Maas – produced a beautiful video pushing the boundaries of Paris as a smaller metropolis, more intense more responsible.
4. Atelier Castro Denisoff, Casi, Roland Castro – proposed a city of significant places based on the geography of the city. Poetic places that gave character to the centres outside central Paris.
5. LIN, Finn Giepel, Giulia Andi – proposed a soft metropolis, no grand gestures but work on the finer grain; the local, micro centres. An isotropic transport grid and recognition of water as a federating element of the landscape.
6. Rogers Stirk Harbour +P – proposed ten principles to achieve a Grand Paris which is compact, durable, balanced and connected. A rational and coherent scheme.

7. Studio 09, Bernado Secchi and Paola Vigano – a bit like LIN, no heroic gestures. Theirs is a Porous metropolis where water, biodiversity, increased density, agriculture all follow three superimposed networks: 1. The base (landscape); 2. The sponge (places made by human activity); and 3. The grid, (transport).

8. Jean Nouvel – building on Parisian identity, this is a metropolis of mutation, transformation and greater intensity, even proposing towers for the old centre.

9. Christian de Portzamparc – explores more organic and less formal forms of development and proposes The Rhizome as an organisational analogy, recognising that there are connections and attractors beyond the city that have an effect on the metropolis.

10. Descartes, Yves Lion “what would be extraordinary would be to improve the ordinary” – he suggests that we should think of Paris as 20 cities. The centres should have autonomy and identity. He advocated for 20m² more per dwelling, half an hour less travel and 2°C less in the city thanks to more trees.

A studio funded by the federal government (AIGP Atelier Internationale du Grand Paris) has been set up to bring to reality many of the best ideas from the consultation. The ten architectural teams advise and work with the Atelier. The Atelier is a round table at which all levels of government are represented. The first major announcement was a new integrated transport system for the Metropolis. A €35 billion commitment has been made by the government to build the new integrated system by 2017. Other initiatives, such as housing, new places of employment, parks and special places will follow. See more interviews and images at the blog: www.twarch.com.au/blog/category/le-grand-paris/



Projects

Grumbach

Grumbles about Governance.

Posted on March 24, 2011 by tim



Antoine Grumbach led one of the 10 teams engaged in the initial consultation. As I worked for him, many years ago, he was a natural place to start. He was very generous with his time.

We met in his office, Quay de Valmy (on the Canal St Martin). He showed me some of the work they were doing, and I showed him some of mine. We did a bit of reminiscing. I also ran into Thierry, who is still working there after 20 years.

We adjourned to the café on the corner.

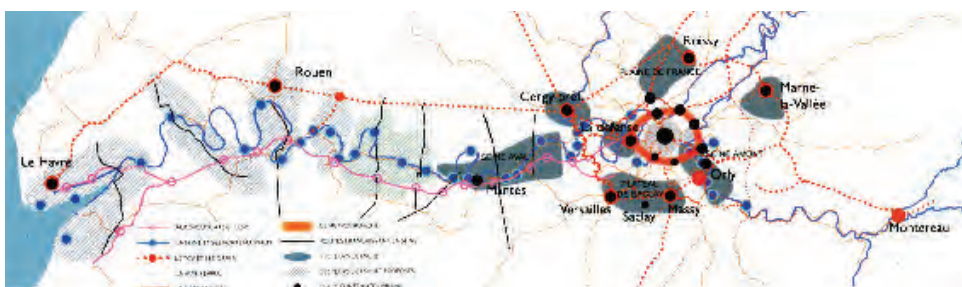
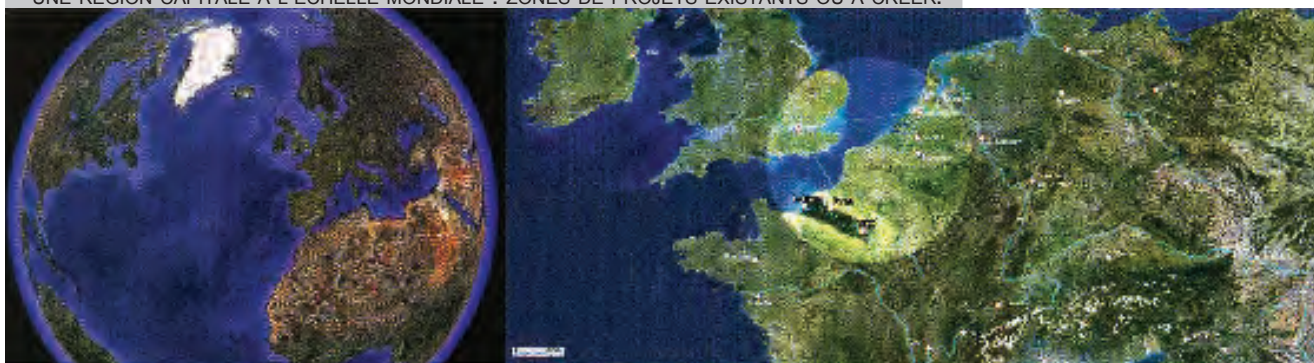
The first thing he told me, was how unhappy he (and the others) was with the AIGP (Atelier Internationale du Grand Paris) led by Bertrand Lemoine. It seems that it is not the organisation that they had hoped for.

Apart from the major achievement (understatement) of brokering a solution for the transport system between the Grand Huit (big 8) promoted by Christian Blanc and the orbital metro promoted by the region, it seems that nothing else has been generated by the AIGP.

This does not mean that nothing is happening. Not at all. 167 mayors have come together to form an alliance called Paris Métropole. They have commissioned projects that cover vast territories.

Other cities and councils have commissioned work separately. Many of the architects involved in the initial consultation have been given projects around Paris. Grumbach, for example, is working on a project for Le Havre, which is 40 km long and 30 km wide. He is looking at the port area and its interface with the natural assets of the area. He is also working on a similarly sized project from La Defense westward, another 40 km.

UNE REGION CAPITALE A L'ECHELLE MONDIALE : ZONES DE PROJETS EXISTANTS OU A CREER.



PORTE-CONTENEURS AU PORT DU HAVRE.





Café Chez Prune

Yves Lion is apparently working in the East, in the Marne La Vallée area. Portzamparc to the south, Castro in the North at Le Bourget etc.

The problem with the AIGP, according to Grumbach, is that it has no funds. The 10 teams, who provide technical and other guidance, are not paid. He is critical of Lemoine (whom he likes as a person), for not insisting that the government provide the means to allow the AIGP to be a real engine for Le Grand Paris.

Despite being slightly disappointed, Grumbach is philosophical. The fact that the work is now being generated by the mayors and collectives of Mayors, means that the outcome will be more democratic, more organic, and as he says, a bit like Christian de Portzamparc's idea of the rhizomes. Things will grow where they can,

where there are nutrients and opportunity.

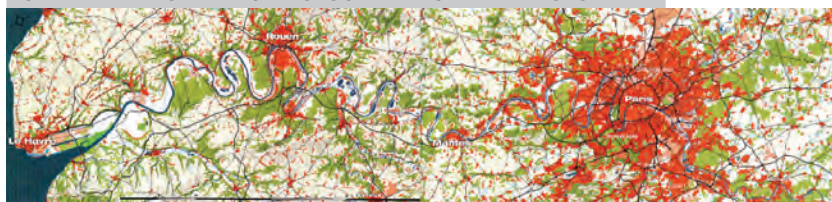
Le Grand Paris is many projects, most of which have little to do with each other. The metropolis is too big, the governance too complex for it to be conceived of as a whole, single project. The initial consultation was critical to provide the regions and the mayors with a vision of something they can be a part of. Now it's up to them.

Apart from major infrastructure, such as transport, where the government's involvement is essential, the resulting planning is left up to the communes.

New train lines and train stations will be built where there has been no major infrastructure before. Small villages suddenly find themselves in the position of having to imagine a future that will completely transform their way of life. Many are unhappy. Putting transport infrastructure in place in anticipation of future growth is characteristically French.

There are positives and negatives to the way the Grand Paris is or isn't being governed. If we were to adapt a similar process for Sydney, says Grumbach, governance, both of the metropolis and of the project must be thought through.

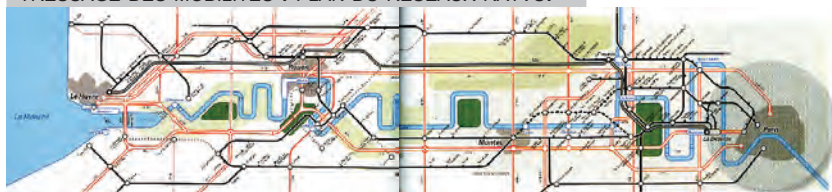
UNE VILLE Pensee DANS LA GEOGRAPHIE SEINE METROPOLE..



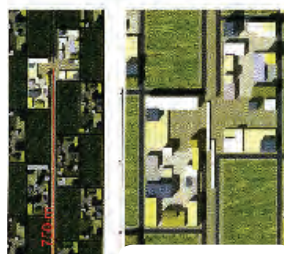
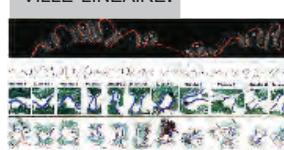
SEINE METROPOLE : LA METROPOLE DU XXE SIECLE.



TRESSAGE DES MOBILITES : PLAN DU RESEAU RATVS.



VILLE LINEAIRE.



Plan de deux îlots reliés par la plate-forme de station tramway, tous les 750m 1/500.



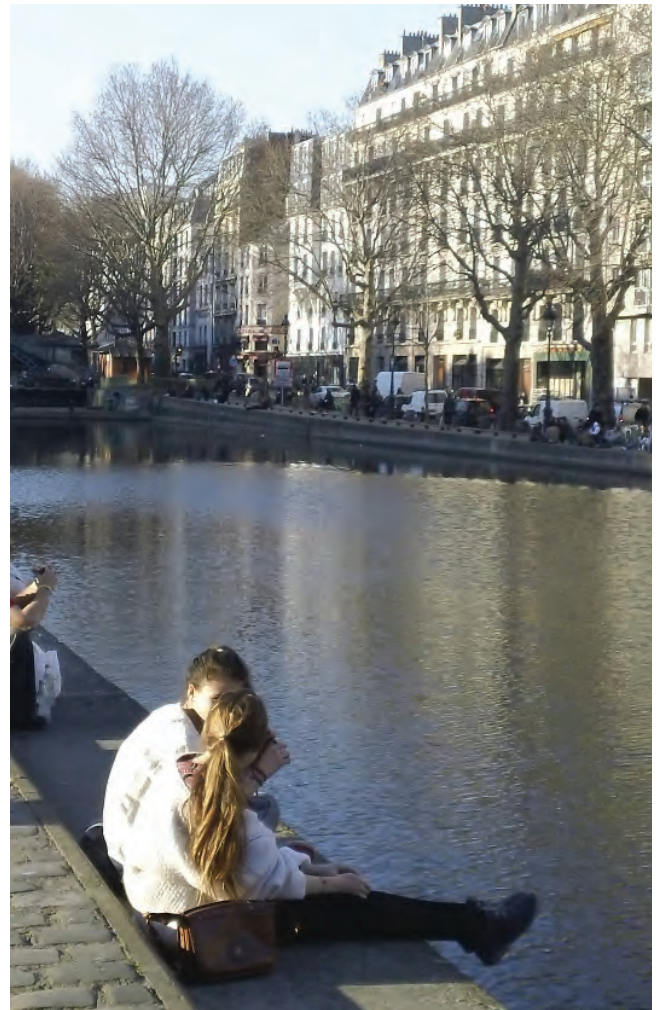
Coupe facades sur deux bandes d'îlots. 1/500.



Vue aérienne de la ville linéaire discontinue.

There are many issues that came out of the initial consultation that are not being addressed due to the piecemeal way in which the project is being governed. Housing and the environment for example, are issues common to all areas. These should be addressed by an organisation such as the AIGP.

Antoine kindly contacted Bertrand Lemoine for me. I have a meeting set up with him next week. I am looking forward to that.

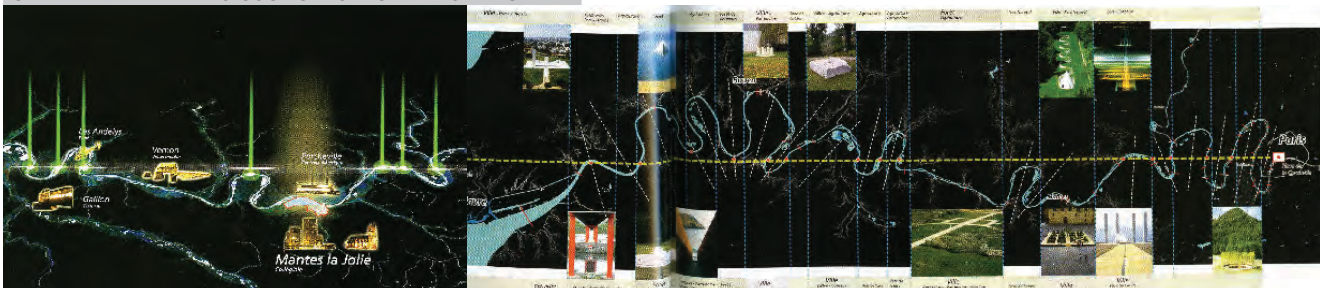


Quay de Valmy, Canal St Martin

PLATEAU - VALLEY - TALWEG.



UN AXE ET 17 HALTES SOULIGNES D'UN RAYON LASER.



"VILLE NATURE" ENTRE CIEL ET TERRE.



Portzamparc

The State, the Region, the Communes.

Posted on March 24, 2011 by tim



Didier Martin and me on the Portzamparc terrace.

Christian de Portzamparc's office is in a fabulous building in the 14th. A modernist studio built by a blind sculptor in the early 20th Century. Didier Martin is the coordinator of the Grand Paris Project for the Portzamparc Team. Interestingly, Didier is not an architect. By profession, he is an economist.

Christian's Team developed the metaphor of the Rhizome, a functional expression of how growth happens. It's not something you can make a plan of, says Didier. It occurs where there are nutrients and opportunity. More than clustering, it can be compared to the gravitational pull between bodies and the virtual lines that link them.

It seems, that after the exhibition, interest in the project was split into two streams.

a) An institutional stream, led by the state, and b) a non-institutional stream, generated by the communes.

A surprise to all, has been the way in which the councils, or communes, have embraced the concept of a Grand Paris, and seen the opportunities to play their part in a broader context. The sum of the parts.....

There is an important lesson, says Didier, to be learnt from trying to implement a centralised plan; It precludes the simultaneous consideration of the global and of the local . You need both scales, he says, the voice of the people must somehow be wedded to a centralised plan.

Didier maintains that Grand Paris can be seen from three points of view:

1. from the point of view of the State. Paris is the capital the central point of the centralised government. It is the symbolic and administrative centre of the

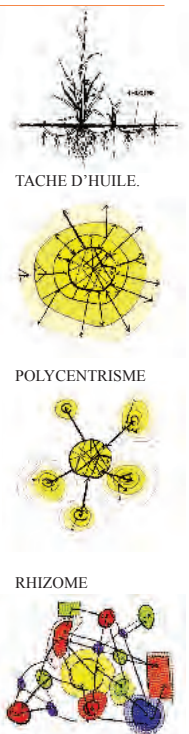
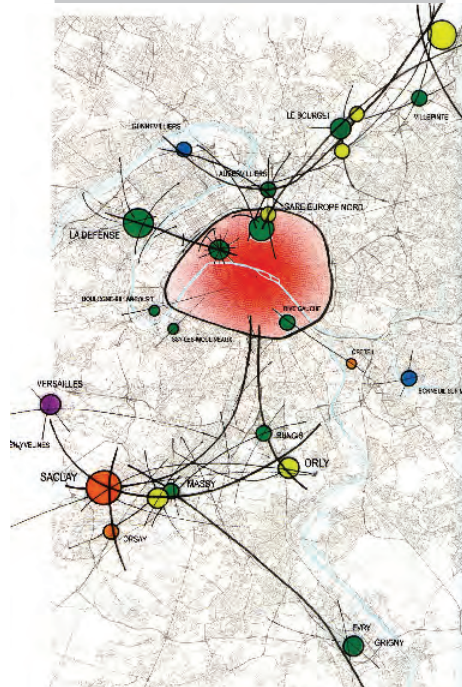
SYSTEME MONDIALE METROPOLITAIN.



PARCS CENTRAL ET ARCHIPELS
Les jardins de la Lirondes, Montpellier, 1991.



LE RHIZOME UNE FIGURE POUR AGIR.



country. It is normal that the state sees Paris as representing its authority.

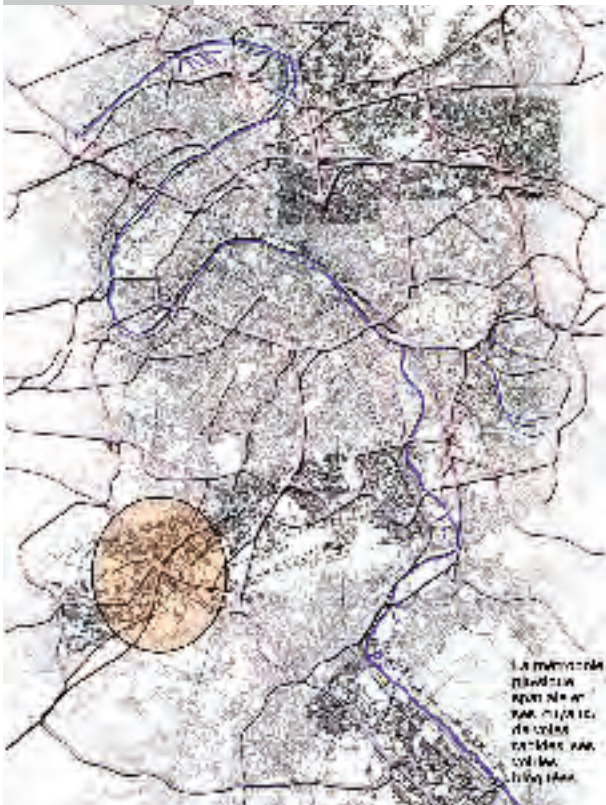
2. from the point of view of the Regions. The region of Ile-de-France had already developed a plan for the city. SDRIF (Schema Directeur, Ile de France.) Christian Blanc refused to endorse their plan or put it up to Parliament to pass as law. The region is predominantly Left, the state Right. Conflict is inevitable.

3. from the point of view of the City and its communes, (or councils). The mayor of Paris Bertrand Delan e, and the mayors of the communes around Paris have begun an association called Paris M tropole. Championed by Pierre Mansat, adjunct to the mayor, this club, or grouping of about 170 councils (growing all the time) has no legal status, but it is becoming the real focal point for the progression of a Grand Paris concept. They have chosen the word metropolis very consciously. They address real issues that affect their constituents.

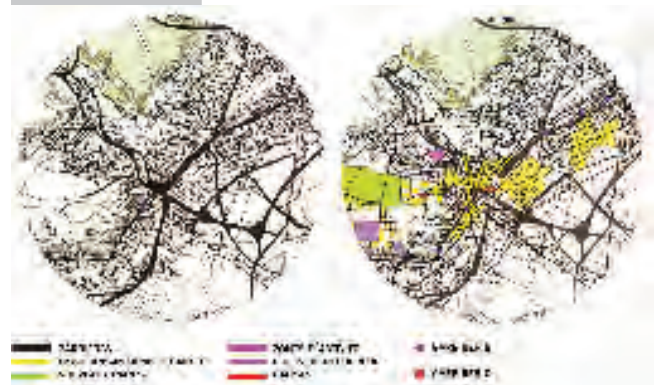


The office from Ave Ren  Coty

LA METROPOLE.



MASSY SACLAY



ARCHIPEL



PRINCIPLE ROAD



XXe siecle:
la ville des
pavillonnaires et
des impasses.

XXe siecle: le
rejet de la rue, la
ville des objets et
des tuyaux.

Quand les rues
sont dessinees et
forment des ilots.

Quand la ville
s'agrandit au
long de ses
routes.

Quand les routes
deviennent des
rues.

What work is the office now doing as a result of the Grand Paris project? I asked.

The list was impressive.

There are three main projects:

1. To the North of Paris, a grouping of the communes of Le Bourget, Drancy, Bonneuil, Le Blanc Mesnil and La Courneuve, has commissioned a study that looks at the transformation of these communes and their place in the metropolis. It's a 20 year plan, and is the most advanced of the three.
2. To the south, a conceptual framework for the area around the airport of Orly and nearby Rungis has been commissioned by the state as a project of national importance.

3. Le Grand Roissy, Is a project that looks at the economic and physical development of the area around Paris' major airport. It is being done in collaboration with specialist airport economists from Switzerland.

Didier and I discussed several other subjects, which may be discussed later. It was very generous of him to share so much with me. He suggested a few more people I should speak to. This could go on and on!

L'ANNULAIRE, UN MONORAIL RAPIDE SUR LE PHERIPHERIQUE ACTUEL.

Face a l'urgence, un anneau connectant peripherie a peripherie. Annulaire rapide 35km de long 22 stations.



BALISES/IDENTITE/ REPERAGE, S'APPROPRIER LA GRANDE DIMENSION.

Dans la peripherie des tours s'imagineront mais seulement la ou la pression financiere justifiera le surcout.

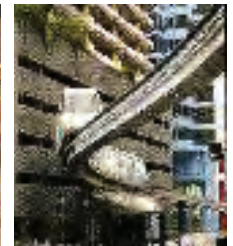
Des ponts habites par de nombreux commerces ouverts tard.

La gard du Nord Europe et un nouvel axe metropolitain d'Aubervilliers au Chatelet, une nouvelle balise, de jour et de nuit.



L'ANNULAIRE.

Paris intra-muros. Sous des formes differentes selon les troncons et les lieux, le projet exploitera le potentiel veritable 'balise' metropolitaine que constitue cette equipement exceptionnel, baliseconcue, techniquement et architecturalement, pour etre un marqueur fort de la metropole du XXIe siecle.



Team Jean Nouvel

The turning point of the 21st century.

Posted on March 28, 2011 by tim



End of interview photo

Interview with Jean-Paul Robert

We met at the Jean Nouvel office in the 11th arrondissement. It was a beautiful morning. Jean-Paul suggested we go to the cafe nearby called Plein Soleil. Laurent de Carnière (who worked in my office in Sydney) accompanied me in order to film the interview. It is clear to me that these interviews are extremely important and should be recorded.

URGENT!.... SEND TV CREW A.S.A.P..... HISTORY BEING MADE!

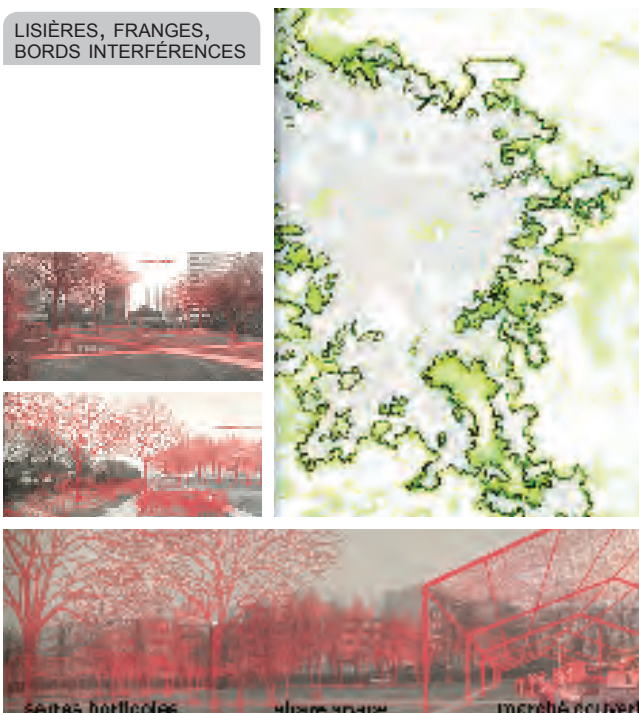
We exchanged the usual pleasantries. (He seemed to appreciate the chocolate covered macadamia nuts with clip-on Koala. Australians are so low-brow!) I explained my mission and showed him some plans of Sydney.

JP is the coordinator of the Grand Paris team for JN. He is an architect by training but has also been the editor of Architecture D'Aujourd'hui and teaches at a Paris University. His journalistic attributes gave the team a strong focus on communication. He made it clear that the account he was about to give was his own and did not necessarily represent the views of Jean Nouvel, or indeed the other members of the team.

He seemed to have prepared for the meeting and had a story to tell. So far, everybody seems to have both a **burning desire** to talk about the project and an **irrepressible passion** for it.

The exhibition, according to JP was not representative of the work that was really done. It was more a **peepshow**, indiscreet windows into the separate projects. But something was uniting them, the sense

LISIÈRES, FRANGES,
BORDS INTERFÉRENCES



VOIES , PISTES,
CHEMINS...





Interview with Jean-Paul Robert

that there had to be a change to the way things were done, the way the metropolis was imagined.

It is impossible to make a single project on such a great scale. The opening up of the subject of the metropolis was without precedent. Here was the opportunity to test ways of looking at the city. **“Grand Paris, is above all, a cultural and mental revolution. It marks the turning point from the metropolis of the 20th century to that of the 21st.”**

Nicholas Sarkozy's idea was brilliant. He took a risk, adopting a leftist idea as his own.

The ministries involved in the project are the Ministry De L'équipement (infrastructure), and the Ministry of Culture, who were responsible for running the project. Traditionally, these two ministries hate each other.

The AIGP he was set up to straddle the two ministries. The director, Bertrand Lemoine, is both an engineer and an architect and was seen as a good choice, a uniting force, as a director of the atelier.

The AIGP was set up as a roundtable for the ten teams, the architecture schools, (who are under the control of the Ministry of culture, and who must reduce research and doctorates,) the state and the region. Grand Paris is a platform for research, an opportunity to reconcile the conflicts between the needs of the state and those of the region, or (the SDRIF).

JP, The metropolis is not a place, it is a human condition. The project is the condition of the condition.

The metropolitan condition is one that overcomes constraints such as mobility. **The ability to move is synonymous with the Metropolitan condition.** The teams looked at this question differently but with similar objectives. A total grid, or set of connected networks, at all scales was a common theme to all teams.

The AIGP was the place where the critical issue of transport was able to be fleshed out. Where the opposing plans proposed by the state, under Christian Blanc, and by the region, in the form of the

RESEAUX,
CONNEXIONS,
MAILLAGETRANSFORMATION
TISSAGE
ET METISSAGE



Cité D'Angoulême. JN office down the end.

SDRIF, were resolved. This is an incredibly significant achievement. Not only in terms of transport, but more importantly as a demonstration that the AIGP, could in fact serve as the catalyst for the state, the regions and the communes to work together.

According to JP, The JN team under the guidance of Jean-Marie Duthilleul (AREP, x SNCF) made a significant contribution to the transport debate. His expertise as a rail engineer and his great ability to synthesise complex transport issues helped to articulate the key transport questions. The resulting plan was supported by all teams.

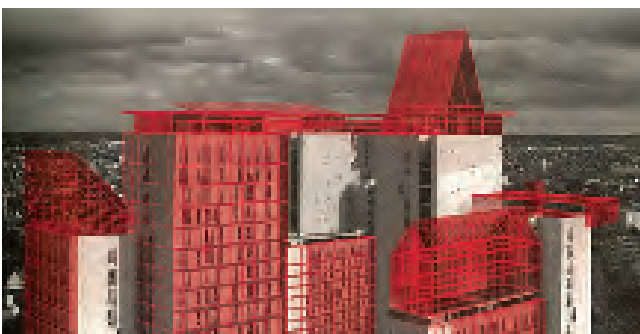
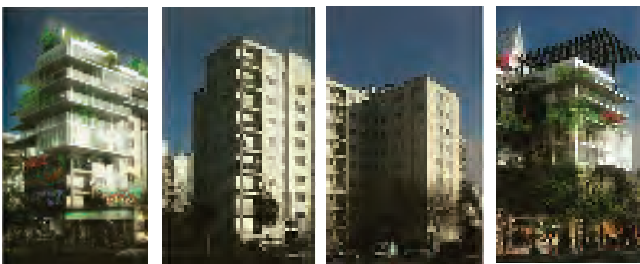
The AIGP had a reason to be. The conflicts were gone. Sarkozy's risk had paid off. Here at last was the round table. An embryonic representation of common needs.

Transport is surely not the only subject that needs to be addressed centrally? I asked . What other subjects are there, such as housing for example?

Housing is a complex administrative situation, explained JP. The secretary of state for housing asked the AIGP to look at the issue. There is considerable administrative inertia, however, that needs to be overcome. The administration must catch up to reality. The AIGP held a seminar on housing in January. Bernardo Secchi, produced a plan which was an accumulation of all the projects the teams were now working on. It showed a non-coherent collection of projects across Paris. **The idea of separate projects is not enough.** There are certain times when the state must intervene. Housing is one of them.

The goodwill of the architects pushing the issue has its limitations. So far, the grand Paris project concept has been left up to the teams. This is well beyond what was expected of them. Architects work where they are asked to work . The AIGP must bring them together but with some means.

QUARTIERS CITES GRANDS



HAUTS LIEUX



The strongest ideas that came out of the consultation include: **working with what is there, repairing and rediscovering lost qualities, preparing for the sustainable future of the Metropolis.** In all senses of the word, Grand Paris is a revolution. Eco-suburbs and cities developed in the 20th century are irrelevant.

The question is how to transform what is there.

I asked about their preoccupation with the edges of the city.

The question of sustainability is tied up with the relationship between town and country, city and nature, that is why we are concerned with the edges, the place when they meet. **Everything is connected to everything. That is what characterises our nine strategies for a Grand Paris**

The most important thing is the mental revolution. To integrate, to think of things together, it is a democratic question. There is cause and effect. All is connected and this is a very important point. **The metropolis cannot be thought of as separate networks and activities. It is the union all aspects of life conjugated in time, that makes a metropolis.**

We must change the production of representation. New forms communication must be invented. “It is language that speaks to us”. JP

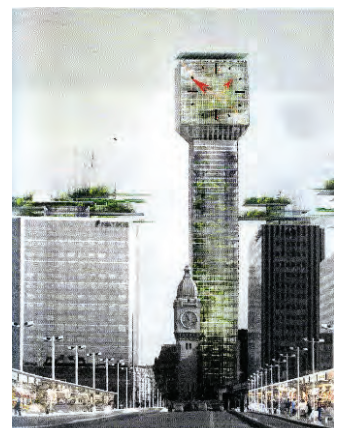
This is a poor translation of “c’est la langue qui nous parle” which means tongue as well as language.

The JN team has work on the Ile Seguin (old Renault factory, which has had more proposals than....) and is working with the Rogers Team on the railway precinct behind the Gare De Lyon..

LES QUATRE VALLÉES
SEINE
BIÈVRE
YVETTE & ORGE



PARIS CENTRE



Inten-city.

Posted on April 3, 2011 by tim



Bertrand Schippan and The Books

MVRDV 29th March 2011,

Meeting with **Bertrand Schippan**, Project coordinator for **MVRDV's Grand Paris**.

Gare du Nord to Rotterdam Central takes about 2 1/2hrs on the Thalys fast train, which stops at Brussels, Antwerp and Rotterdam on it's way to Amsterdam.

Their office on Dunanstraat, on an island south west of the station, occupies a whole warehouse building

(early 20th century), made out of those very small Dutch bricks that they still use everywhere. (even on footpaths, laid directly on sand.)

It was a beautiful day, we got some maps from the tourist office and visited a couple of new public spaces (such as the Schoubergsplein) on the way there and had a bite to eat at the Kunsthal. The meeting was at 2:00 pm.

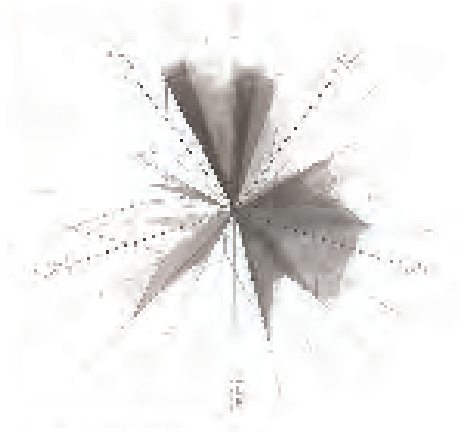
Bertrand started by showing us around the office and talking about the projects they are doing all around the world. They usually pursue 2 or three options for each project and have a **dedicated model making team** that works non-stop on blue Styrofoam models (amongst other things). It is inspiring to see such research being done on each project.

The office has a communal and democratic atmosphere. Everybody eats together at lunchtime at a huge long table, that seats up to 40/50 people. Behind the table is a constantly changing pin-up space that allows all the office to see the latest developments on all projects. We couldn't take any photos here because

LA GRANDEUR DE LA VILLE POST-KYOTO.



PERFORMANCES DE GRAND PARIS.



LE CITY CALCULATOR.



ECONOMIE - ECOLOGIE





The MVRDV Paris Books

it is the competition area.

Winy Mas and MVRDV are famous for their analytical approach to design. The forms they generate are often built expressions of constraints. They are working on an office building in Paris, which looks as if it has had thumbs pushed through it. (It is known as the “coup de Pouce”) this was to allow the neighbours to retain their view. Recognition of this need informed the building in a literal sense. Ideas about the building’s construction have followed on from there. The pushed-out bits will be like a construction section through the building.

And so it is with the Grand Paris, or as MVRDV would have it ...**Paris Plus Petit...**

In Making Paris Smaller, it needs to be **More Responsible, More Ambitious**. Their rigorous approach to analysis and uncanny ability to communicate graphically has allowed this team to really **grapple with the scales of a metropolis**. They **correct misconceptions**, de-mystify the process of design and interpret statistics objectively.

They have produced a series of graphically consistent A5 project books that summarise the concepts and ongoing research for each phase and research topic of the project. These 8 books are not published but are used to communicate between the teams and to the AIGP. They are an extraordinary resource and really should be made available. They could be **an essential resource for all urban design schools**.

Bertrand used the books as a visual support for his explanation of the project. He is very impressive. The substance of his presentation is too long for a blog. A report is being written.

Bertrand says.” There is so much good work that has been done, and is being done by all the teams, that **there needs to be a permanent exhibition space that shows the latest developments of the Grand Paris Project**. This does not exist at the moment. It would be a magnet for all who are interested in the city.”

CAPACITE DE GRAND PARIS.

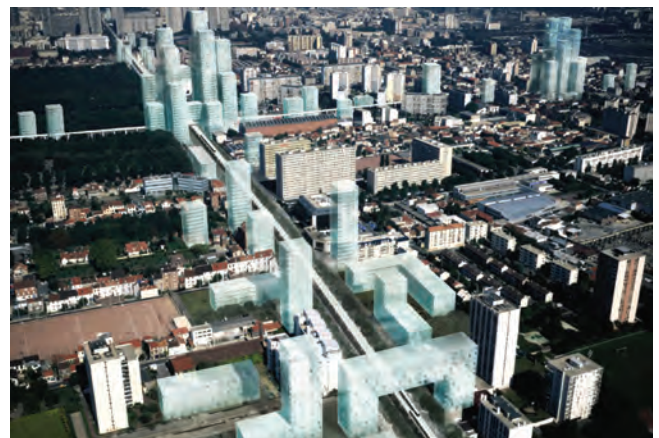


LES NOUVEAUX GRANDS AXES.



ET SI GRAND PARIS DEVENAIT LA VILLE LA PLUS COOMPACTE AU MONDE ? (LE CUBE)

ET SI GRANDPARIS DEVENAIT LA VILLE LA PLUS COMPACTE AU MONDE ? (LE CUBE)

218 KM2
6 X 6 KM



MVRDV office

This should be role of the AIGP.

A topic that I have been slowly coming to grips with is the Governance of the Grand Paris Project.

MVRDV have produced an **Organigram** of all the players in the Grand Paris project. It shows the elected representatives, those who organised the competition, the state, the region, and the councils, and how the AIGP currently fits within all of this. It shows how the 10 teams currently have no real status or power. It also shows how important the AIGP is, given the means.

MVRDV, as part of their research, developed a **City Calculator**. A Computer tool, which measures how well a city performs in terms of transport, energy, economy, carbon footprint etc. etc. it gives a score at the end.

Paris, being reasonably compact, especially in the centre, performs well in many areas, but could improve in others. **Sydney is used as a comparison** in many of the graphs. I'm afraid to say, **it doesn't look too good**, certainly not in the transport or carbon footprint areas.

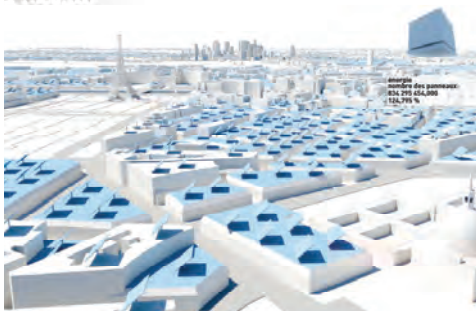
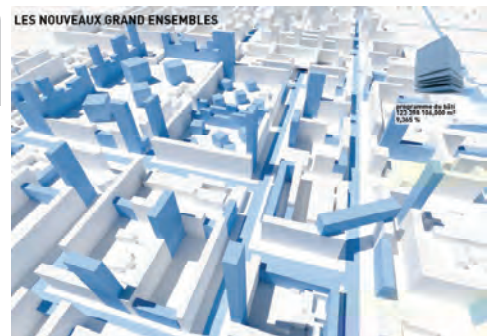
Bertrand spoke about rules and laws that prevent, or block, growth. **The zoning approach to planning, for example or heritage curtilage must change.** Density, a healthy combination of jobs and housing can only be achieved by blurring the idea of zones. It's **not** so much **densification** that is required **but intensification**. MVRDV have figures that show the percentage of **improvement** that can be achieved **by** various methods of **unblocking**.

We looked at various projects that were part of their consultation. How much power can be generated by putting **solar collectors on Parisian roofs** for example ? **24% of the needs of the metropolis** is the answer. they covered a staggering number of issues.

Mobility. MVRDV push inter-modality nodes and prioritise **access to transport as one of the critical aspects** of the metropolis.

SOLAR PARK

GP SOLAR PARK

HAUSSMANN
SOLIDAIRELES
NOUVEAUX
GRANDS
ENSEMBLES



Schoubergplein

They have formed a list of actions to prioritise the implementation of the plan. The stations are at the top of the list.

One aspect of the MVRDV work that is at odds with most of the other teams, is the proposal to **give Paris a 'through' station** (like Brussels, Amsterdam Rotterdam and most European stations) rather than the **all-line terminus** it is at the moment. MVRDV have demonstrated how much time is lost by having to change from one station to the other, i.e. from Gare du Nord, to Gare de Lyon. **Paris must see itself as part of a greater network**, rather than the ultimate destination that it considers itself to be. They have a point, struggling through the metro with luggage to change trains is currently 'inconvenient', to say the least.



Dunanstraat 10 Rotterdam

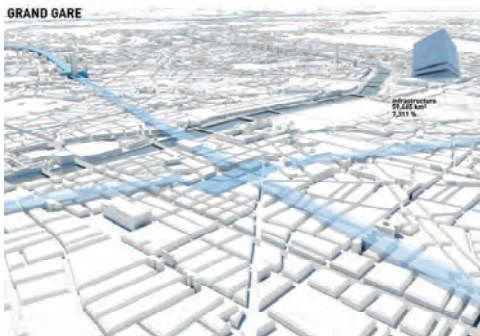
Most of the other teams propose TGV stations outside Paris, linked by a circular system.

MVRDV's proposal **for a grand station at Republique**, is unlikely to gain much support. Apart from the fact that Republique is just being refurbished as a Metro hub, the creation of a major new train station in the centre of Paris, reinforces the overwhelming dominance of the centre of Paris. It would not address the needs of the suburbs, which, after all, is one of the major reasons for the Grand Paris project.

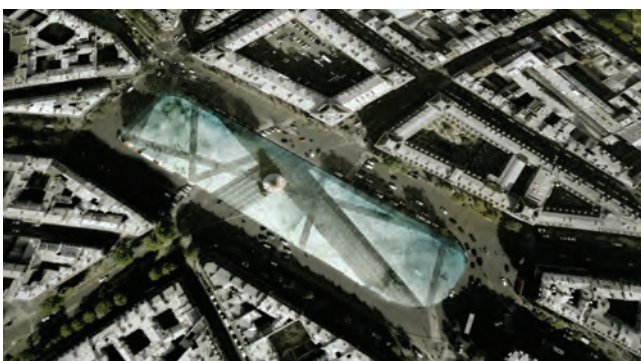
Walked out of the office at 4:15pm... Just enough time to catch the train...

Wow! Inten-city!

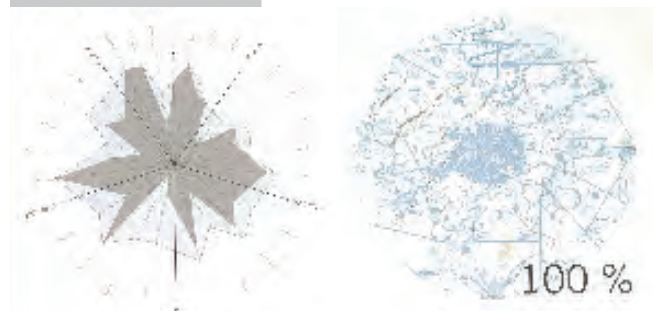
LA GRANDE GARE DE L'EUROPE.



SUPERSEINE.



QUEL EST LE SCORE ?



Djamel Klouche

Irreversible cultural change.

Posted on April 3, 2011 by tim



Djamel Klouche with me.

Djamel Klouche L'AUC

9 AM 31 3 11

Irreversible cultural change

The AUC office is in the 10th arrondissement on Rue Lafayette, which splits the Gare du Nord from the Gare de L'Est. It is near to the Canal St Martin. A cramped staircase or a tiny old-fashioned lift take you to the fourth floor of building H, a mid 20th Century building which is partly occupied by the office of AUC.

Busy, alert and active, Djamel wasted no time in launching into his experience of the consultation and into his take on the current situation.

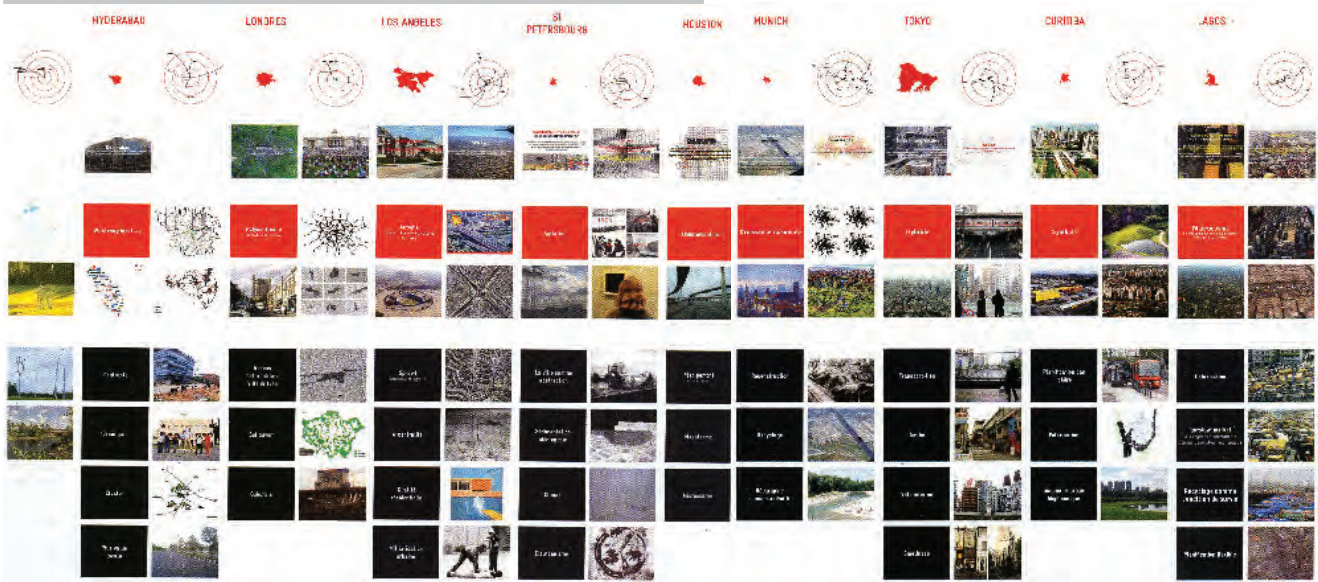
Djamel had **news**. It seems that the **City of Paris** have finally entered into an **understanding with the AIGP**. This has taken time, but has finally happened. The AIGP will now have a link to both the state and the region via the city of Paris. The adjunct to the mayor, Pierre Mansat, may have an even more pivotal role than he does already as the instigator of the Paris Metropole group of councils.

The AUC team distinguish themselves from the likes of Castro, Lion, Grumbach and Portzamparc who are the old guard from the 1968 revolution generation, when Djamel was just being born. He stresses this because AUC represent a new way of thinking about architecture and the city.

Djamel reflects on the experience of the consultation, which he describes as incredible and intense. He marvels at the solidarity between the teams. There was a consciousness that history was being made.

Djamel Klouche: irreversible cultural change.

M21AK (LA METROPOLE DU XXI SIECLE DE L'APRES-KYOTO) - MATRICE POUR UNE METROPOLE POLYPHONIQUE ET POLYMORPHE.





Djamel Klouche

This created a common bond. Despite having little in common with the 'oldies', Djamel sees the **melting pot of divergent views as a metaphor for the metropolis**. The metropolis is resolving multiplicity. **We must work with what we have and who we are.**

AUC have ongoing projects that respond directly to the grand Paris concept, especially in the north east of Paris around the area called **Pleyel** which encompasses St Denis, St Ouen and Aubervilliers. Djamel is enthusiastic about the possibilities for this region. A creative cluster of cinema (Luke Besson's Cinema City) and related activities such as digital imaging, seem to be naturally attracted to the area. The **economic chain reaction** is promising. Djamel understands the economic realities of the development of the region.

One of the key factors that needs to be addressed, according to Djamel, is the problem of **controls and rules, which stifle innovation and experimentation** on an urban scale. (Rules are there to be broken.)

Now is the opportunity for radical change. The Grand Paris project has seen a significant **cultural change by the elected representatives**. This change is **irreversible**. He says, there is now a new consciousness about the city, which has been embraced by the politicians. This means **change will happen**. They are culturally ready.

Other cities are developing their versions of a grand Paris. **Brussels** has a **2040** project, **Bordeaux** also has a major redevelopment programme called **50,000 dwellings**. (AUC are working as one of the teams on this project) this project is very different as it is being done as a PPP, **(with developers!)** a new way to make the metropolis. More real, more democratic, says Djamel. This variant, being a product of the **lessons learned from Grand Paris**.

Lille 2040 is another project that has been launched in the reflected image of grand Paris. This city of 1 million people is seen by Djamel as being of an ideal size. As city this size is more flexible, more open, more free. It has all the elements of a big city without the





L'AUC office 10th Arr.

complications of being too big.

Other cities embarking on such a journey include **Tokyo, Sarajevo and Budapest**. (Tom Hennegan informs me that the Tokyo schools of architecture are preparing for an exhibition that will coincide with the UIA Congress Sept/Oct in Tokyo this year)

AUC have also been involved in developing **new ways to engage with the public**. Experience in Bordeaux has shown them that it is important to take people out of their context, to show them how **their world is connected to other worlds**. This way, people are less inclined to **NIMBY-ism**. (A phenomenon which has resulted in a mediocre result for Paris at Les halles) which fosters anti-metropolitan views.

Single issue groups must not be allowed to hijack a debate.

Djamel's advice to a city preparing for a major consultation, is:

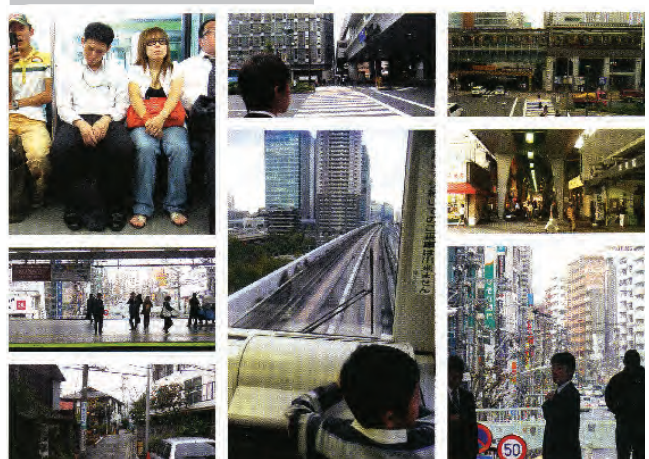
- To prepare the governance as well as possible.
- To make it a political platform so that all levels of government have a buy-in (and therefore a responsibility.)
- To pose specific questions and targets. such as dwelling numbers.
- To choose several teams with different approaches.
- To meet regularly at least once a month.
- To set up an effective body to carry the best ideas of the consultation forward.

To which I would add: Keep the public informed.

DPAP - 7 MODES DE FAIRE GRAND PARIS.



DPAP - LEARNING FROM TOKYO.



David Mangin, Groupe Descartes

Touch the metropolis lightly.

Posted on April 3, 2011 by tim



in the Seura office

David Mangin is a partner in the firm called Seura, David and his team are one of the key drivers in the Yves Lion team, otherwise known as the **Groupe Descartes**.

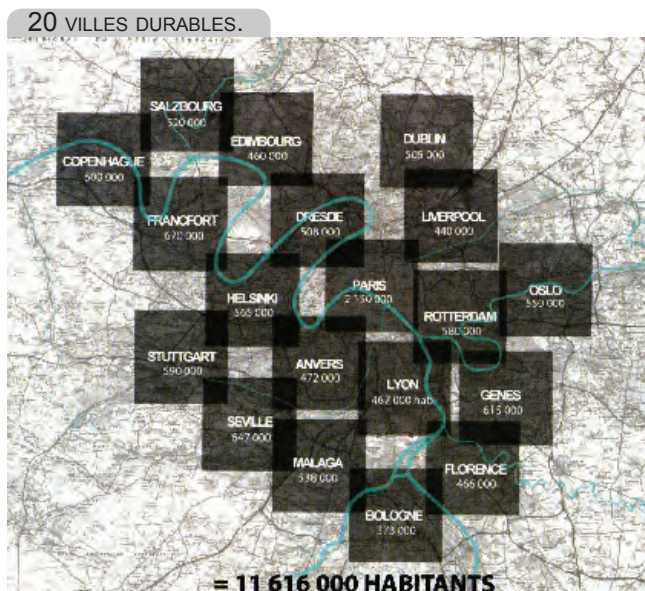
David has written and contributed to many influential books, including; **Projet Urbain**, with Philippe Panerai, **Infrastructures and formes de la Ville Contemporaine**, **La ville Passante**, and he now working on a new book called, 'Paris, une Métropole Européenne', (I think) which he showed me a draft of, and should be out in September or October. It is a fair

world reference on the subject. His contribution was a key part of the Descartes consultation but goes way beyond this consultation.

The office is not far from the Canal St Martin, in the Rue de la Fontaine au Roi. There seems to be more architects in this area than there are in Surry Hills! The meeting took place in the corner meeting room, which is beautifully lit by large windows on two sides. It overlooks the street to the south. Books line the walls.

David took us back to the beginning, before the Grand Paris, When it was the Region's SDRIF that was the Master plan, (a bit like NSW Metro Strategy). The **president's announcement** about a Grand Paris brought '**Bling Bling**' as David puts it, to the subject of the metropolis.

The idea of bringing together researchers from the various institutions, professionals and politicians to imagine a new kind of Metropolis **was at first, a little daunting**. There was the potential for a great deal of confusion, especially with **so many egos rubbing shoulders**. In the end, the most important lesson was



EVRY / GRENOBLE





David Mangin in the Seura Office

that of learning about a new scale. Paris, with its 12 million people, is not a metropolis but a megalopolis.

There were a lot of comparisons made with other cities. In the end, David says that a city such as Paris is lived in, in many different ways. **Each person has their experience of the city.** People tend to live within a restricted circuit. They have their homes, their families and their jobs within a certain area and tend not to move out of it very much.

The consultation was constructive, innovative and significant. However David says that **the exhibition was not up to the standard of the work that had been produced.** Journalists could not comprehend or

a synthesis of Grand Paris. They just tended to grab unrelated images.

What was frustrating to all the teams was the way in which the **outcomes** of the consultation were **hijacked by** the Secretary of State **Christian Blanc**.

In front of the assembled teams, at the end of the consultation, he unveiled his plan for a transport system which he had been working on in parallel with the research being done by the 10 multidisciplinary teams in the consultation.

They felt duped. The new transport plan was presented as a **fait accompli**.

The shock and disappointment was universal. **Paris is not just a transport plan.**

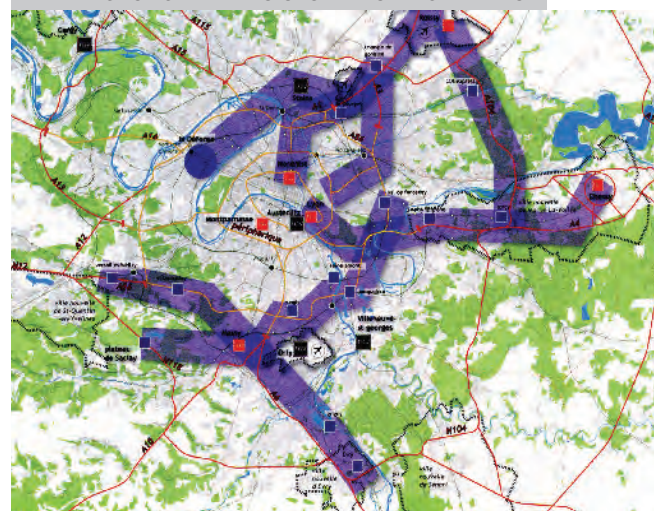
A long silence followed the exhibition. **Regional elections** appeared to **stifle public debate** and attention to the subject. A mutual agreement not to talk about grand Paris seemed a **convenient state of affairs for both sides** of politics.

As we have already seen, the AIGP eventually played a significant role in bringing together the 10 teams and the major players in the transport battle

DES LIEUX, DES FLUX, DES LIENS.



FAIRE FONCTIONNER DES SEGMENTS PRIORITAIRES.



described earlier, and managed to broker a hybrid plan that seems to suit most parties. David still has his reservations however, preferring **less emphasis on heavy infrastructure**.

David agrees that the transport seminar was successful and looks forward to the next phase of the current debate on housing. He thinks the **AIGP** would be **even more useful if it was open to other disciplines**. Engineers and other experts need to work together with elected representatives in order to go **beyond the rules**.

He gives an example of the inefficient taxi system in Paris. Why not have motorbike taxis? They could be everywhere. They are faster, use less fuel, take up less space and could provide more employment. **Thinking outside the square means changing the rules**. That's why you need elected representatives involved. The current rules would not allow motorbike taxis.

David agrees with the proposals of Studio 09 and L I N, who recommend a softer, **lighter level of intervention** in the metropolis. He speaks about the idea of **building on existing infrastructure** such as the A 86, which could accommodate other forms of public transport. (Sydney's monorail is a popular image of a lightweight infrastructure.)

David's team are currently working on an intercommunal project at Vitry, which covers 200/300 ha. This vast territory in the south east of Paris, along the Seine, requires the team to address all the complex issues of a metropolis. Transport, housing, employment, energy, the river, greenspace are all being considered along the meandering landscape of the Seine.

David had the following advice for a city embarking on a similar consultation:

- Make sure the teams are a multidisciplinary
- make sure you combine academic research with professional know how
- find people who understand 'active scenarios'
- use people with experience in systems analysis to help guide the process
- involve elected representatives

I look forward to his new book coming out soon.

ARCEXPRESS
A86
TANGENTE SUD TGV



SUBLIMER L'ASYMETRIE FRANCILIENNE : UNE VILLE DES FUSEAUX.



Atelier International du Grand Paris

Interview with Bertrand Lemoine.

Posted on April 9, 2011 by tim



Bertrand, not having a bad-hair day

Atelier International du Grand Paris Interview with **Bertrand Lemoine**.

The '**Atelier International du Grand Paris**' is a fancy title, the **Palais de Tokyo** is a fancy address, but once you're there, well it's another story. It has no sign. The person on the desk has never heard of it and wonders if I might be a confused tourist, or worse.

A phone call (with hand over mouth and some furtive glances) later we are directed to the security desk. Our names are taken, our bags checked and after another phone call, a young woman appears and says, "Follow me".

Through the hall and up some stairs, past some medieval armour, some lances, an array swords and other lethal weaponry, we arrive at an unmarked door, in a wall of what seems to be an auction house. A code is punched. The door opens. A space is revealed. There are two levels of empty offices, several sets of yellow stairs and on the right, a door opening to a large sky-lit space. We are ushered in. We are left alone. The space echoes ominously. We start to wonder when the 'Evil Master' will confirm our fate in this 'James Bond' scenario. He doesn't.

Instead, in walks the friendly **Bertrand Lemoine**. He is the perfect host.

We sit at the corner of the enormous trestle meeting table. He shows a keen interest in the plans I show of Sydney, listens intently to the questions I have for him and launches into his explanation of the role of the AIGP.

Bertrand is the author of some 40 books on engineering history, architecture and urban issues, has been the head of the architecture school of la Villette and many other things. He was an ideal choice for the role of Director AIGP, because of his ability to, not only straddle the world of engineering and that of architecture, but also the Ministry of Culture and the Ministry of Infrastructure.

He briefly described the consultation process and the enormous amount of work produced by a total of some **500 people** over the space of **a year**. There are **5000 to 6000 pages of documents**.

The culture of the project is to **rethink the city at the Metropolitan scale**. The **role of the AIGP is to extend research and action at this scale**. The AIGP also has the role of organising the **European housing ideas competition** which is run every two years. Its status is as a Groupement d'Interet Publique.

Bertrand says that he was given a **vague mission**, to be a **catalyst**, to make things work between the **State, Region and the Communes**, to be a source of **information** on Le Grand Paris and to be the place from which **media releases** are made.

Bertrand then described the aim of the AIGP to resolve the now familiar **territorial battles** between the state, the region and the communes, including Paris itself. Grand Paris also had to address generic issues such as transport, sustainability, resources and housing. But it has another aim; it has **the ambition to further the role of Paris as one of the important cities in the world**.



These were the aims, but, as we know, there was a **significant problem**, which is worth repeating.

The **SDRIF** (regional Plan) was **not validated**. It was seen as a little **outdated** and **lacking in vision**. The SDRIF plan included a new metro called **Arc Express**, which was in conflict with that of the state, developed by Christian Blanc. This **conflict slowed everything down**. The **law on Grand Paris** seemed to concentrate mainly on **transport** and on the **State's claim for development rights around the new stations**.

The **AIGP** found itself in a **political sandwich**.

A **Public Debate** on transport was held. These debates are a formal process which invites submissions from interested parties and events and opens the door to questions from the general public. The AIGP sought contributions from the 10 teams. **The stakes were high. The teams responded**. The AIGP put forward a plan for debate. There were more than **12,000 questions** and **262 submissions** assessed by an **independent commission**, with no opinion of its own, who organise the debate and address the questions. The process takes about three months.

A new transport plan was born. It aims were; to service the whole of the territory, to create an interconnected grid, and to use existing infrastructure where possible.

The published plan was seen as a **triumph**. The **role of the AIGP was justified** and **entrenched**. The **credibility of a Grand Paris** restored. The 10 teams had worked together. A public debate has resulted in a true synthesis.

A **32.5 billion Euro price tag** was pinned to the project. To be **jointly funded by the state, the region and the communes over 15 years**.

So the **state and the region were reconciled**. New **laws were passed**, based on **sustainability**. The outmoded SDRIF will be redrawn to follow these laws, and will be **debated in the Senate**. The SDRIF will be done.

As recently as last week, the city of Paris and the Association of Mayors called **Paris Métropole**, **voted to work with the AIGP**. A new era of governance begins.

The AIGP will be the place that reflects the inclusive round table approach to governance.

Bertrand wants the **10 teams** to work together for the next **10 years**, but admits that **European rules** regarding public tenders are **an obstacle**.

Housing is the next subject to be tackled. There is consensus that the price of housing is too high. To maintain a dynamic and vibrant city, social and other housing needs to be provided. **The challenge** is a significant one, **approaching post-war levels**. Between 1953 and 1973, 1/2 the population was rehoused. 80,000 dwellings built each year. Today, **60,000 to 70,000 dwellings** need to be built each year. **20 to 30 years of complacency needs to be overcome**. This is a big effort indeed.

There is **consensus** also that **sprawl must be stopped**, that intensification is what needs to occur.

"In which other areas can the AIGP play a role?" I ask.

Agriculture, was the first answer. In recent times, the business of agriculture has required significant



Transport Plan on the wall of the Atelier

landholdings in excess of 2000 ha. A critical mass was needed. The Plateau de Saclay is approximately 2500 ha. The question of whether this area should be retained for agriculture arises. **Other forms of urban agriculture need to be assessed.**

An evolution of design controls and urban rules need to occur. This includes the way in which floor space is calculated. Internal dimensions should be taken into account. Current rules discourage buildings with greater thermal mass or levels of insulation.

There needs to be a general change in culture. **A Metropolitan culture needs to emerge**, where there is a sense of shared interest in the metropolis. The notion of the **Banlieue is obsolete**. We are all from the Ile de France, **we are all Franciliens**.

The **AIGP** also has an **international mission** to promote better ways to plan cities. **Berlin** is undertaking such a project, as are **Brussels**, **Bordeaux** and many other cities. The AIGP should be an exhibition space shared by other cities.

Bertrand wrapped up by reflecting **on the role of the city in the 21st-century. It is a time for recycling, reworking, redoing the city, of linking communities by providing services.**

As the young woman led us from the empty offices, through the array of armoury and down to the main entry, I couldn't help thinking that the spears should be replaced with panels, the swords with video screens and the armour with models, all describing the ongoing work on Grand Paris and that of cities undertaking a similar process. The AIGP could live up to its name.

It needs more funding, more commitment from the politicians who created it to be the hub of thought on the metropolis that it almost is.

Castro Denissouf Casi

Leapfrog into the 21st Century.

Posted on April 10, 2011 by tim



with Sylvia Casi in front of the CDC plan

It was rather nostalgic visiting the offices of CDC. Their building is on the corner of the Père Lachaise Cemetery within sight of the building we (my wife and son) lived in for three years In the early 90s. Nothing has changed.

Laurent and I were met by **Sylvia Casi**, and briefly by **Roland Castro**, who was preoccupied. Sylvia energetically dealt with pressing office matters as we walked through the sky-lit ground floor office towards the meeting space, which was wallpapered with their vision of Paris.

Sylvia first reminded me of the early work that Castro had done on a greater Paris in the 1980s. The **Banlieue 89** project, which was done with **Michel Cantal Dupart**, focused on giving dignity and meaning to the suburbs of Paris by bringing together architects with Mayors. Some projects were realised. The **problem of territorial apartheid**, however, **remained**.

When President Sarkozy announced a Grand Paris project at the inauguration of the new wing of the CDG airport, most people were taken by surprise. The CDC team immediately put together a booklet about how the centre of Paris related to its suburbs.

A multidisciplinary consultation ensued, with the idea that the teams would work side-by-side. (A radical change from the usual design competition scenario.)





Entry CDC office

Constituting a team was the first challenge. Economists, geographers, sociologists, philosophers, transport engineers, ecologists, developers, hydrologists, researchers from the universities....were brought together.

(Each team has published a full list of its team members)

The brief, apparently, **was** refreshingly **brief**. Usually accustomed to kilograms of instructions and information, an open **4 page** brief was both exciting and daunting. It meant **a new way of working**. Everything had to be invented. **A new vocabulary** was established within the team.

The team met every Saturday morning to report on their progress. The **first conceptual task developed a theory of the metropolis**. The **second**, was how to apply it to Paris.

The team developed some principles, some of which they shared with other teams, i.e. a compact city, accessibility and mobility for all, connectivity, getting rid of the zoning approach to Planning, (They maintain, that the system of development control that forbids development in certain areas often goes against the logic of the geography, against the natural sense of place.)etc. But they also created some points of difference such as **working with the geography**, with what exists, and the **importance of the symbolism**.

(the Sydney Opera House is a go-to reference)

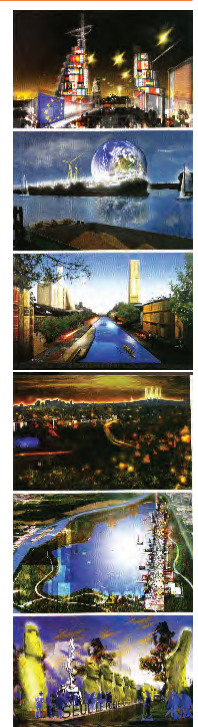
Sylvia spoke about the **duality of identities** that a place like Versailles has (it is both Versailles and Versailles-Paris). How does one centrality can have an influence over another? **La Defense**, for example, was just an office precinct on the edge of Paris until it became the home of the **CNIT and the Grande Arche**. **Now the place is a tourist attraction**. It has an identity of its own as well as being part of Paris.

LES LIEUX SYMBOLIQUES.

LIEUX DE VOYAGE, BELVEDERES, FORTS : UN AILLEUR METROPOLITAIN.



PARCS JARDINS ET PROMENADE : LA FLANERIE AUTORISEE.





in the CDC office

How to make a place understood, how to draw out the natural qualities and sense of place, are key factors in finding identity. Sylvia recapitulated some of their suggestions for giving identity to some other suburbs around Paris.

As for the **consultation itself**, Sylvia spoke of the **collegiate atmosphere** between the teams and how **some** of the teams embraced the idea **more** fully **than others**. Whilst there were many shared themes, there were also marked differences. **Paul Chemetov** said, apparently, at the end of a particularly strenuous work session, that there had been a “**positive contamination**” of ideas across the table.

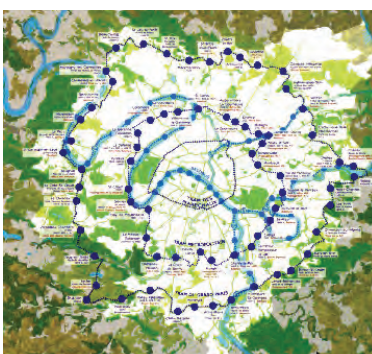
One thing they all agreed on was that **Paris was 20**

years behind in its development as a metropolis.

Grand Paris is a project of politics. A Capital for Man, a Capital for the World. There is room in this capital for many ideas, many projects. It is all very well to **give the Tour Montparnasse a new Frank Gehry hairdo**, or to build a new transport system over the Péripherique (as was proposed by TVK in 2008), but **what is important is to leapfrog the projects close to the centre** and to **reveal, realise major places beyond the centre**. These represent an **alternative to the natural development by absorption from the edges of the concentric city**. The decisions to **create or identify these new centres and to relate them to the old one**, is a conscious political action.

There are examples such as in the west of Paris where this is already working well. **This is not sprawl. It is about a compact and multi-polar metropolis.**

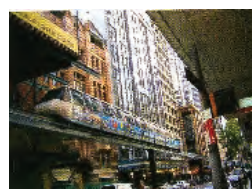
The **Leapfrog** allows us to jump **from the scale of historic Paris to the scale of a Grand Paris**. It means thinking **beyond the A86**, beyond the current **railway network**, beyond **administrative and institutional boundaries**. This will allow for vast improvements in the most disadvantaged suburbs. In a way, the **Leapfrog**, means **doing away with the banlieues**, (places of banishment).



LES TRANSPORTS POETIQUES.



LES TRANSPORTS RAPIDES.





King Kong Koala

In terms of how Grand Paris was progressing now, Sylvia recounted the same tale about the new transport system that had finally been agreed upon. She clearly communicated how surprised and disappointed they had been with the proposal of Christian Blanc. It has taken quite some time to get a sense of unity back into the Grand Paris idea.

In the meantime, the CDC team has been working on several projects that wear **the Grand Paris badge**. These include a study for the area around **Le Bourget**, north of Paris. The **commission** came directly **from the Mayors** of the area. This is a project that started

well but is now somewhat stifled by the traditional political rivalries that tend to put the brakes on things.

Another study is at **Orly-Rungis**. The CDC team had made some interesting proposals for the Rungis area during their consultation.

It seems as though several teams are benefiting from this particular OIN. (operation of national interest)

They also have a project at **Sarcelles**.

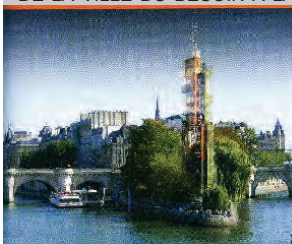
Sylvia is positive about the future of Grand Paris. It has taken hold at the grassroots level. **Grand Paris is a label**. Things are happening under its banner, whether centrally managed or not.

The **10 teams have no legal status**. They have **no formal commission** and find themselves in a precarious position with respect to common market rules. A **Grand Paris Foundation** should have been created at the beginning.

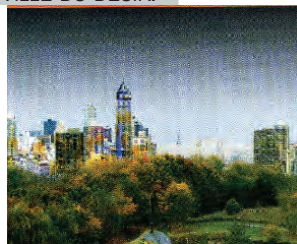
Maurice Leroy's appointment as the new secretary of state is seen as a piece of good news. He understands urban issues and has a conciliatory approach.

Let's hope he's good at Leapfrog.

DE LA VILLE DU BESOIN A LA VILLE DU DESIR.



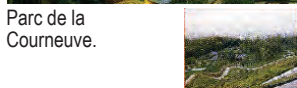
A Paris.



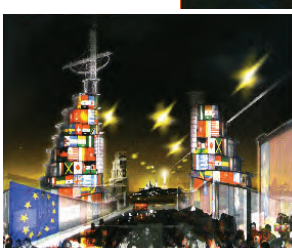
Parc de la Courneuve.



Promontoire de Gonesse.



A Vitry.



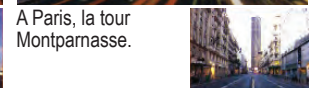
A Rungis.



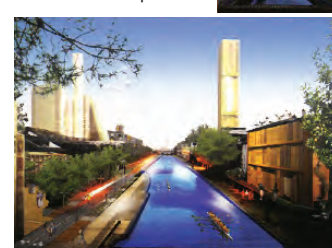
A Paris, la tour Montparnasse.



Canal de l'Ourcq.



Les berges du lac de Vaires.



Secchi-Vigano

The Project is the most important thing.

Posted on April 11, 2011 by tim



Paola Vigano and Prof. Bernardo Secchi at the Palais de Tokyo.

I met Prof, **Bernardo Secchi** and **Paola Vigano** at the **Palais de Tokyo**, after one of the meetings at the **AIGP**, a meeting I had requested to attend, but which had not been possible. Bernardo thought it was strange that I was not allowed to observe the meeting. After all, he said, **nothing is secret**.

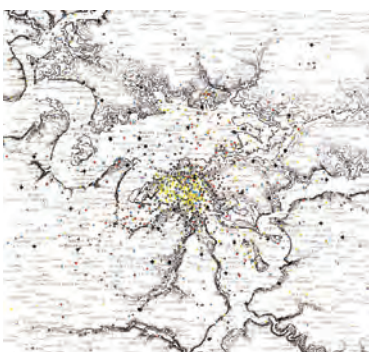
The interview was conducted in difficult conditions. A show was being bumped out. The noise of the trolleys on the metal ramps made conversation difficult. Time was short. We made the most of it.

The Porous Metropolis. The Studio 09, Secchi Vigano contribution to the consultation,

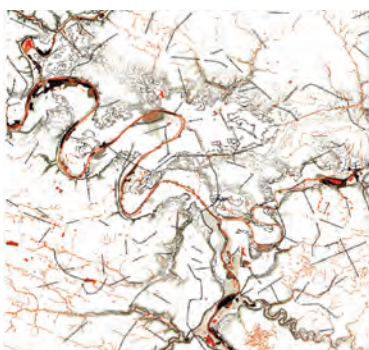
They started with terminology. (As did CDC and some other teams) this terminology was related to the ongoing work of Prof Secchi and Paola Vigano whose work on many other cities has developed a certain approach. The new team created for this project, extended the terminology.

Their approach does not recommend the same answer for each situation, but is rather a way to identify the specificity of the landscape and of existing networks. They recognise, however, that **during the 21st-century, all metropolises will need to resolve common problems**. The most important probably being the process of **inclusion/exclusion**, the politics of **mobility** and **sustainable development**. (Bernado was fascinated by the brief description I gave in Sydney)

Secchi Vigano **take the Kyoto protocol seriously**. A significant reduction in carbon emissions is imposed. **A more efficient environmental policy must be**

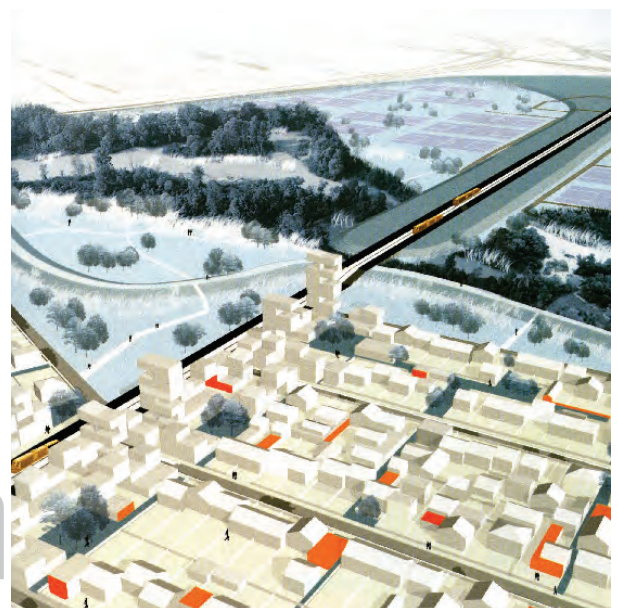


MONUMENTS : UNE NOUVELLE IMAGE POUR LA METROPOLE PARISIENNE.



VIVRE AVEC L'EAU : LES RISQUES ET LA BIODIVERSITE.

UNE VILLE POREUSE EST UNE VILLE QUI DONNE DE L'ESPACE A L'EAU.



Secchi-Vigano, The Project is the most important thing. The rest follows.

adopted. This implies new **energy consumption** policies for all buildings and more **sophisticated water management system**; attention to the levels of **biomass**, and in particular **biodiversity**; and **Priority for public transport systems**.

Growing social inequalities around the world, implies a **marked improvement** in the lifestyles of those parts of the metropolis that are **most disadvantaged**.

The metropolis must become more **permeable, accessible and comfortable for all. Accessible mobility** must not be compromised. Ease of access is an essential element in a democratic and open society, in a **Porous Metropolis**.

Such a metropolis, needs more significant places, more centralities.

People must be free to change places of work and the place they live. These days these changes are made more by necessity than real choice. This implies a new geography of central spaces and green spaces and a new attitude to agriculture as well as a concentration on public transport in all its forms.

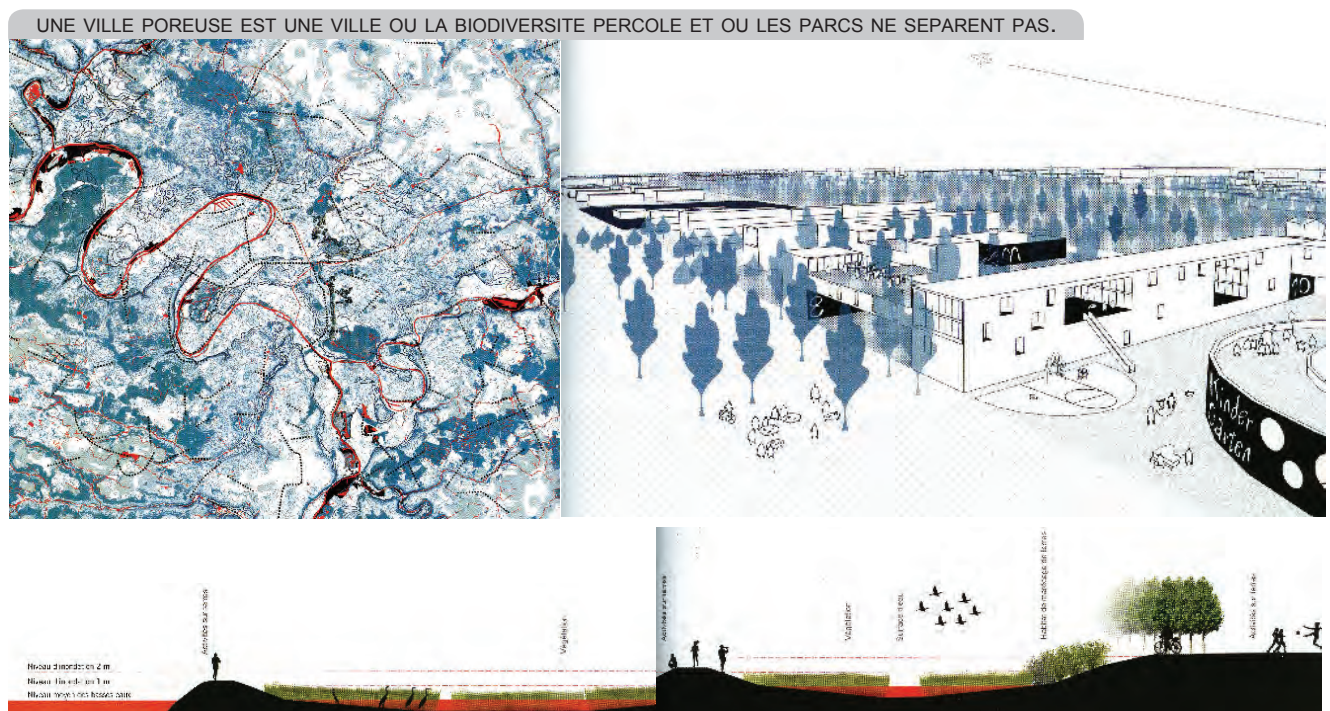
On The consultation

Regarding the consultation, Bernardo thought that **10 teams** was probably **too many**. The French, he said, tended to look for **one** scheme. Naturally, with so many egos on the job, **one scheme, was not going to happen**. The teams learnt to **work together**. Bernardo and Paola continue to attend the AIGP meetings, even though it is more complicated for them to do so than for some of the others. They have faith in the continuing exchange of ideas that are now focused on specific questions. **The process has changed the way people think**.

Bernardo compared some of the consultations being conducted by other cities. **In Brussels**, for example, there are only **three teams** (of which they are one). This is not enough, he says, there is **not enough** diversity of ideas or support for common themes. The ideal number would be between 5 and 10.

Risk-taking with respect to water is an example. There is a perception of risk, which restricts creative possibilities of how to engage with natural systems and to **live with water in the city**. They are also concerned about **heat islands**, a subject that few are taking seriously enough.

When questioned on what the **most important aspects** of the consultation were, Bernardo said “the



project, the project is the most important thing, the governance and the money will follow. Of course it is important to have a place where the project is made, and to continue **to work together.** “

There is a new global agenda for the city. A project like **Grand Paris is a beacon.** (light on the hill)

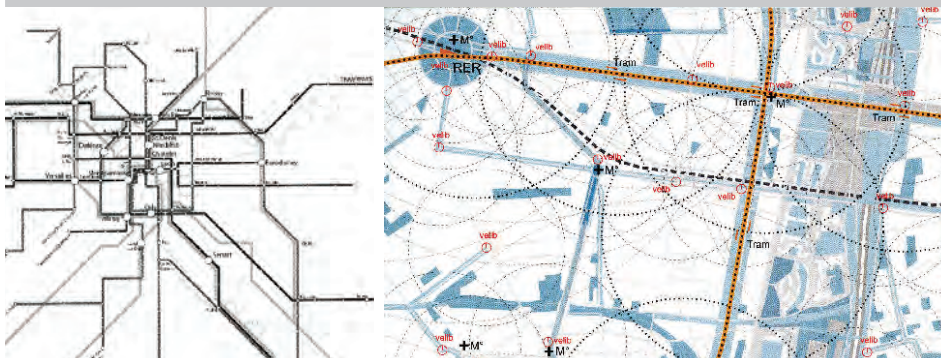
It is important that a city like Sydney undertakes a similar process.

Secchi Vigano (studio11) are currently working on the Orly-Rungis area (with most of the other teams it would seem) and are working on parts of the Seine. **The Porous City is a real project.**

I wished we'd had longer to chat, but they had a plane to catch. Prof. Secchi kindly offered to see me again at a later date. Amazing.

Secchi-Vigano, The Project is the most important thing. The rest follows.

MOBILITE : UNE ACCESSIBILITE GENERALISEE.



LA TRAVERSEE VERTE.



Rogers Team

Sustainable Cities, the Spirit of the Age.

Posted on April 14, 2011 by tim



With Stephen Barrett

Rogers Stirk Harbour Partners London 5th of April 2011

A trip between London and Paris, these days, is a painless affair. Eurostar from Paris Nord to St Pancras is just over two hours. You soon realise, however, that the UK is still not Europe. Passport controls and Pounds Sterling, are just enough inconvenience to make the point.

London is buzzing. There seems to be construction everywhere despite the GFC, despite the cutbacks. With new bridges, new stations, extensions to galleries

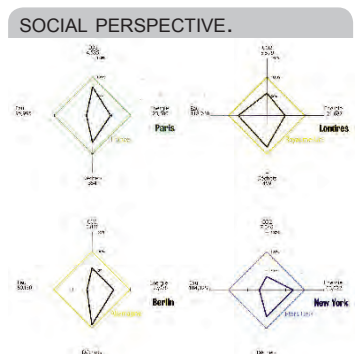
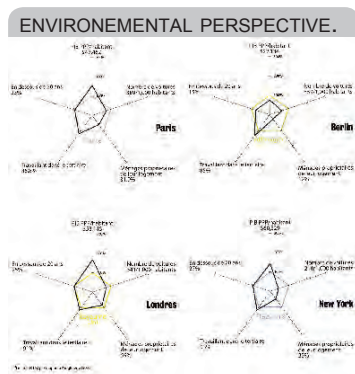
etc, the centre of London at least, seems prosperous.

Public transport in London has never been easier. The Oyster card system allows you to use all forms of public transport with the simple swipe of a card. It's all integrated and when you leave, if you haven't used all your credit, you get your money back! Jolly good show!

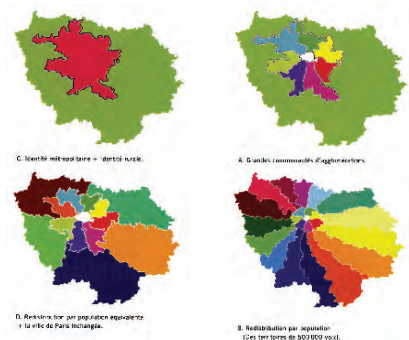
The trip to Thames Wharf to see RSHP requires a change from underground to bus at Hammersmith station. This is dead easy as the buses are integrated into the railway station. (Philippe Panerai, author of Paris Metropole 2008, considers **Hammersmith an excellent model for intermodal transport hubs.**)

It was **raining**, (of course) as I arrived at **Rainville Road** to meet **Stephen Barrett**, Project Lead for the Grand Paris project. Stephen is half French and has been with RHSP for 18 years.

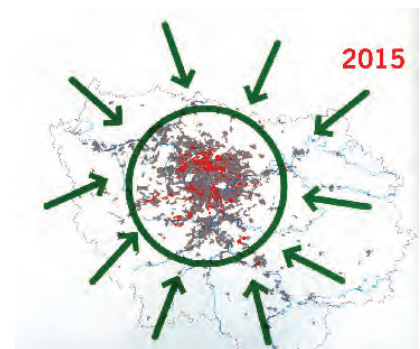
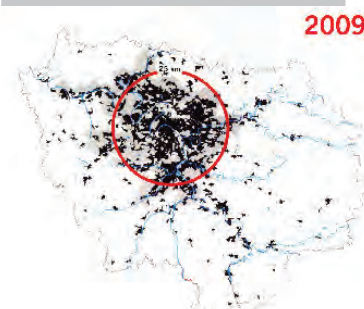
The Rogers Team worked with the **London School of Economics, Urban Age** and others. This was a team that had already been established for previous projects.



RESTRUKTURER
LA GOUVERNANCE
METROPOLITAINE
D'ILE-
DE-FRANCE



CONTRUIRE PARIS SUR PARIS.





Millenium bridge

He began by talking me through the process of consultation, which was divided into two parts. The first part was a theoretical appraisal of what a post Kyoto Metropolis of the 21st-century might be. Stephen is **full of praise** for the amount of **information** that the French authorities were able to provide. There seems to be **statistics and maps on everything**, if you know who to ask.

The second part was to develop a way to describe their approach. The Rogers team came up their **10 principles**. They had aimed to make as few as possible. In the end they settled on 10.

The fact that the consultation was specifically **not a competition** was new and exciting and, according to

Stephen, **incredibly clever**. It was very motivating. Each team busted their gut.

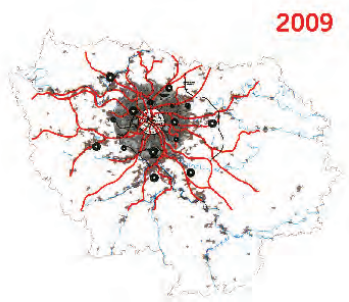
The Rogers Team did their research relatively quickly. The LSE have extensive experience in data collection and comparison. Theirs was a pragmatic approach. They tried to distil the information down to critical issues.

Stephen thinks this **data collection period was too fast** given the amount of ground that needed to be covered. There should have been **more checks and balances** with respect to the research. (Not that the Rogers team have any qualms about their own) Theirs is a satellite view of the city.

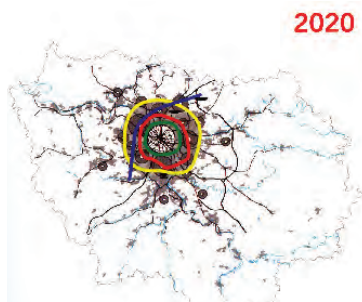
They were acutely aware of the **differences in French planning terminology** and in the **French predeliction for imagery**. The Rogers strategy was to say that the complexity of the metropolis **cannot be summarised by an image**.

All the teams enjoyed working together and a **huge** amount of **respect for each other's work** developed during the process. The strengths of each team coming to the fore with respect to different subjects. (Ricky Burdet, for example, from the LSE, is particularly skilled in communicating with politicians. A legacy of

COMPLÉTER LE RÉSEAU DE TRANSPORTS EN COMMUN DE LA MÉTROPOLE.

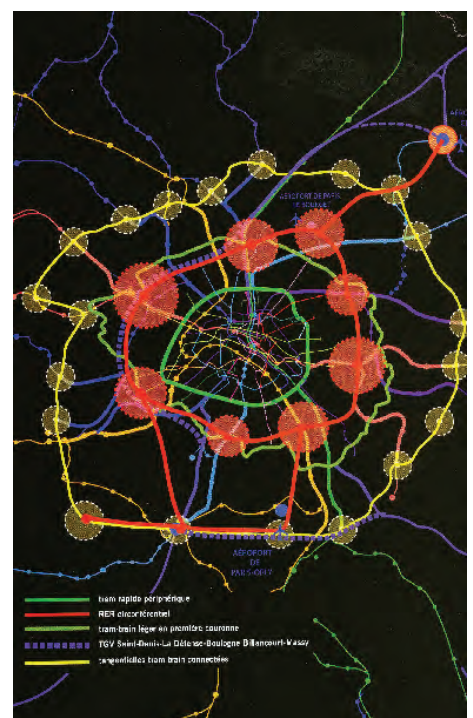


2009



2020

TRANSPORTS INDIVIDUALISE
TRANSPORTS EN COMMUN.





Rainville Road in the rain

the London Olympic games.) Paris can be jealous of London's centralised and integrated governance structure.

In Stephen's opinion, **public involvement in the project was very good**. The **presentations were to packed audiences** in large lecture theatres. This was sometimes daunting, but very impressive. People wanted to attend, **irrespective of their politics**. There were some lively question sessions.

Such a **project is inevitably very political**. In France, unlike in London where most development is private or public/private, the state is the main driver. The French have traditionally **built consensus around building big things**.

The **Rogers team are ever conscious of the environmental imperatives** and the **importance that**

infrastructure plays in a sustainable city.

There is a **growing legacy from Paris project**. Many cities around the world are undertaking a similar integrated planning approach. These include: Caracas, Damascus, Lille, Bordeaux, (the reinstatement of the tram system in Bordeaux is bringing this beautiful city back to life).

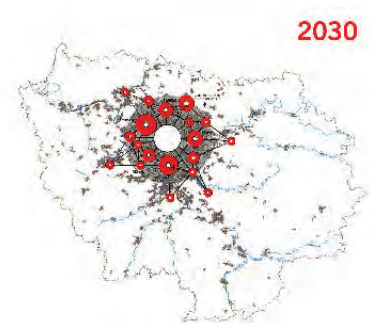
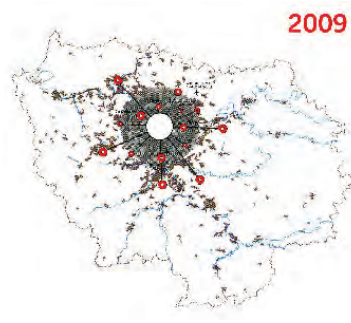
These projects seem to suggest a **zeitgeist, a new democratic process in urban design**. The numbers of people that rallied to the cause in France, is impressive.

Sarkozy's speech at the launch of the exhibition was **inspiring**.

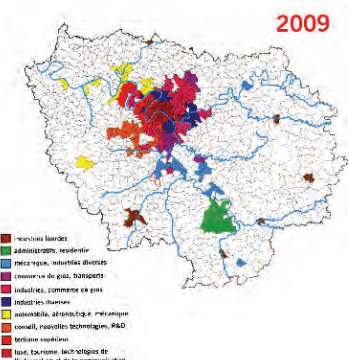
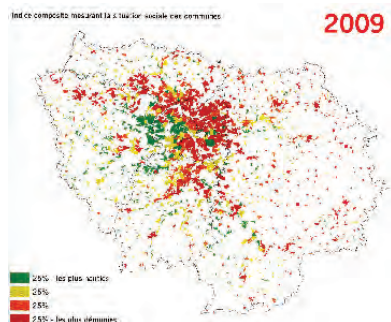
BUT

Now there is **frustration with the process**. In short, **no money**. Some money was spent on the question of mobility, but there seems to be little being offered for the next questions such as housing. The AIGP have a good director in Bertrand Lemoine, but there is not enough funding to move forward. **The last thing we (the 10 teams) want, is to be a figleaf**. The deliverables required and the timescale imposed for attention to serious matters are not reflected by the

CREER UN PARIS METROPOLE
POLYCENTRIQUE.



CONSTRUIRE DES COMMUNAUTES
EQUILIBREES.



REEQUILIBRER L'ECONOMIE
REGIONALE.



Lloyds building RSHP

funding.

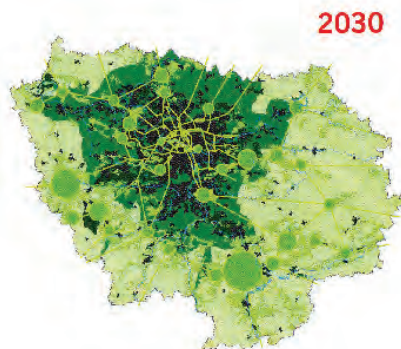
Stephen described the working weekend that was held by the AIGP to sort out the transport system.

It was held at the French football team's training centre in the country. This session brought out the differences between the teams. The Rogers team **attempted to reconcile** the differences by summarising the different positions and approaches. Significant **differences of opinion remained** however such as **expansion of the rail network into the plateau of Saclay**. (An as yet **undeveloped rural** part of Ile-de-France that is slated as a **major university area**) the Rogers team try to enable things to be neutral and remain able to work in all mechanisms (political contexts). This is seen by many as **unwarranted sprawl**. (Having visited the area myself, I tend to agree.)

As we know, a consensus was reached on a new plan.

I asked Stephen whether he thought the consultation was seen as **a threat** by the **city planners**. (APUR, IAU) they had, after all, been working on plans for the city for a long time. They quickly came on board, said Stephen, it was in fact a way for them to have a say as well. The **APUR do good work**. Their analysis is

INTEGRER LA NATURE A LA METROPOLE PAR UN RESEAU D'ESPACES OUVERTS.



2030



2030

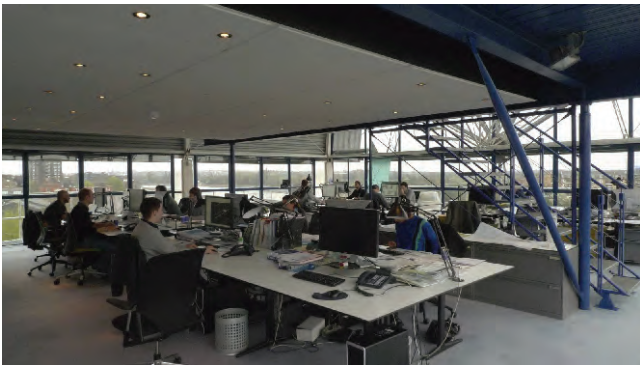
REDUIRE L'EMPREINTE ECOLOGIQUE DE PARIS METROPOLE.



2009



2020



The RHSP office

funding.

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The RSHP office entry

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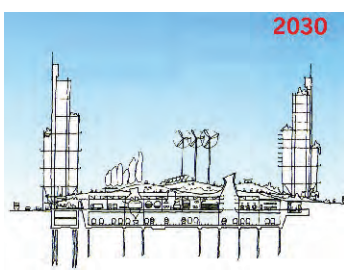
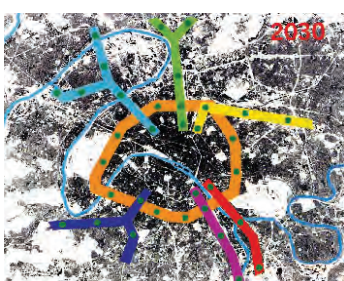
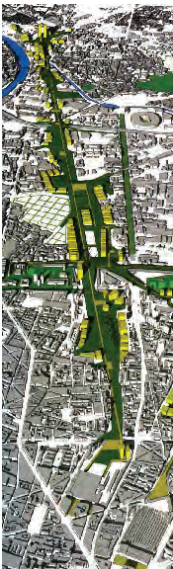
There needs to be a clear brief, that has consensus

The process needs to be supported politically

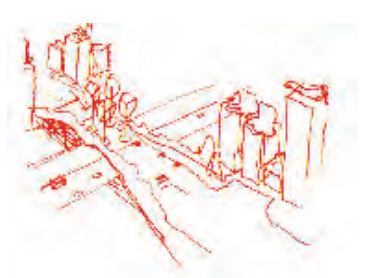
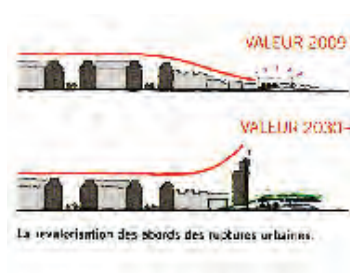
There needs to be adequate funding.

There should be clear targets and goals.

The Rogers team are working as lead consultants with the Nouvel Team on the area of Paris behind Bercy.



ARMATURES METROPOLITAINES



Micro mobility = Macro change.

Posted on April 19, 2011 by tim



Vesta, David, Tim, Finn & Giulia

Meeting with Finn Geipel, Giulia Andi, David Levain and Vesta Nele Zareh 6th April 2011.

In an effort to reduce the carbon footprint of my trip and with the desire to experience the train, I took the overnight sleeper from Paris to Berlin. The amount of carbon used for each trip is published when you buy your ticket. This 14 hour journey uses a fraction of the carbon that the 1 ½ hour plane trip does.

Feeling good about your carbon consumption however, hardly compensates for the way you feel when you

arrive at Berlin Central at 9:10 AM, having hardly slept, having shared a small stuffy compartment with five strangers and a stowaway cat and having stupidly forgotten to bring water. There is no food or drink available on the train!

The new Berlin Central railway station is a masterpiece of logistics and engineering. You can transit from the Inter-City train, to the local train or to the metro within the same structure. You can even see the trains crossing the void within the building. It is breathtaking. I'm glad I caught the train after all.

The **LiN office** is in a brick industrial building that occupies nearly a whole city block. My time contingency came in handy.

I was met by **Giulia Andi and David Levain**, who had prepared for the meeting with a slideshow, publications, water, chocolate and coffee. **Finn Geipel and Vesta** arrived a little later, straight from a studio at the University.

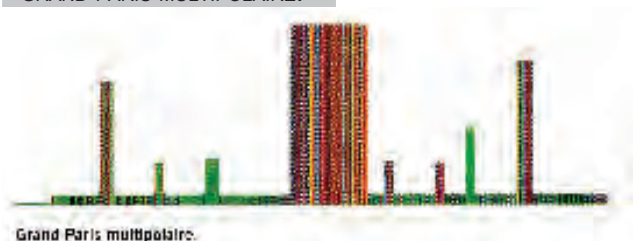
After briefly explaining my quest and showing some

PARIS ET SA PERIPHERIE AUJOURD'HUI.



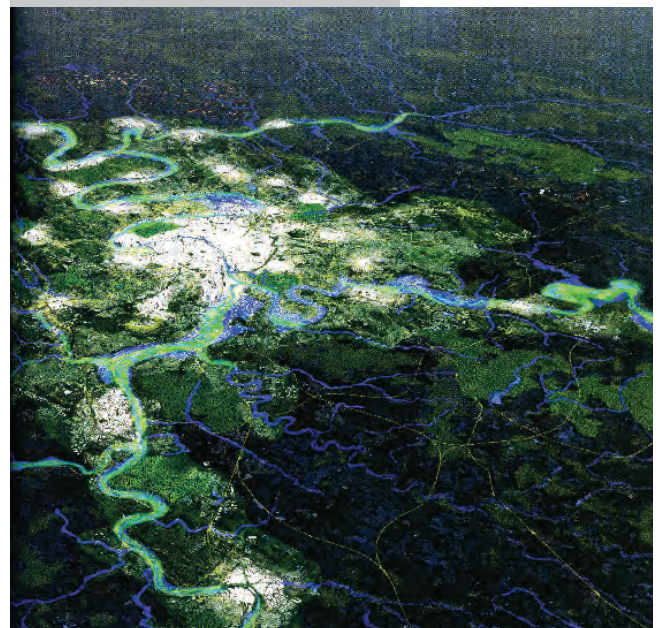
Paris et sa périphérie aujourd'hui.

GRAND PARIS MULTIPOLAIRE.



Grand Paris multipolaire.

GRAND PARIS METROPOLE DOUCE.





Japanese boy and his Mum on the Sleeper to Berlin

maps of Sydney (which never fails to amaze) it was clear that this would be a lively exchange. **The LIN contribution to the consultation had, I felt, developed ideas that are particularly applicable in the Sydney context.**

The first comment that Giulia made was about the scale of the project. This was a vast and complex project, larger than anything they had attempted. **The initial task was to discover the landscape and the meaning of the landscape.**

The first thing they realised was that Paris has a very dense centre with 210 dwellings per hectare whilst outside the centre the rate is about 28. This equates to roughly 12,000,000 people over 1700 km². (Even

with the relatively low densities outside the centre, this compares directly with Sydney's 4.4 million people over the same area) Paris is both **a dense city** and **a light city**. **Paris metropolis is already there. The main thing is to make it more legible**, to make its parts relate to each other.

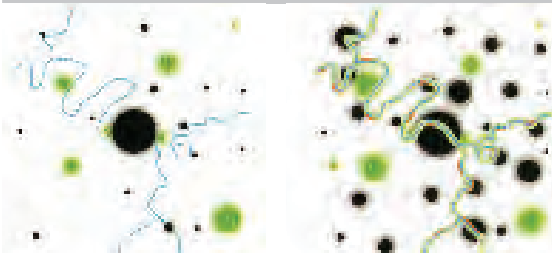
The LIN model is to make more intense, smaller centres that allow low impact local transport solutions and foster mixed use. **Jobs must be mixed with housing.**

LIN see great potential in smaller scale flexible suburbs. They are the most easily rebuilt, transformed or mutated to accommodate the idea of **micro-mobility**. The overall impact of micro-mobility is not to be underestimated. By providing very **low impact transport options to smaller centres will have a profound effect on the environment**, and on the sense of **community**.

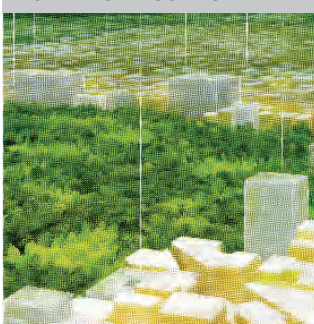
Even though the scale of the urban fabric can remain small, a certain density needs to be achieved in order to sustain such centres. (A figure of 1700 people was suggested as a minimum to support a micro centre shop)

Finn spoke **about the river. The Seine is a**

TRANSFORMATION DES POLES URBAINS ET VERTS EXISTANTES.



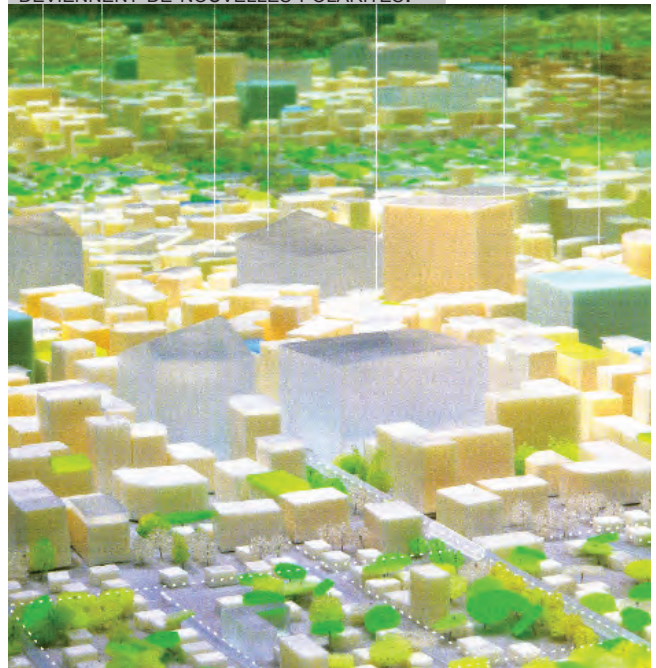
LES FONCTIONS URBAINES ET DES LIEUX DE GRANDES BIODIVERSITE COEXISTENT.



MICRO CENTRALITES DANS LA VILLE LEGERE.



LES NOYAUX EXISTANTS S'INTENSIFIENT ET DEVIENNENT DE NOUVELLES POLARITES.





Hauptbahnhof Berlin

fundamental structuring element of the city. It is the reason people settled there in the first place. It used to be more present. The city gradually turned its back on the River as it became more polluted and

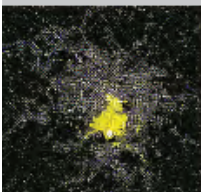
as people became more paranoid about flooding. Increased regulation has made **the river a no-go zone.**

A subject Finn is studying with his students, is, to see what happens when apparently incompatible things are put together, such as the **river and it's flood zones** with a more **intense urban environment**. Another urbanity develops that is at once **more intense** and allows the river to self clean, to have its **natural cycles**. This is possible with the Seine, he says.

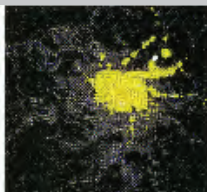
On the subject of the consultation, Finn and Giulia described the experience in parts. Despite a rather vague brief and the yet untried format of the consultation, they felt there was **great benefit in working together** (they made particular reference to **Mike Davis**, the man in red, from RSHP whom they consider to have been a significant contributor to the collegiate spirit of the teams)

The presentations, (which they also described as being intimidating,) were very impressive. **Inviting all the players**, even those who hate each other, provided for a testing but **surprisingly constructive outcome**. There was a real sense that (to quote Sarkozy) **“together, anything is possible”**.

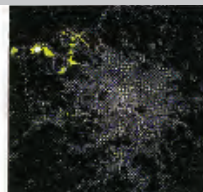
ACCESSIBILITE DE TROIS LIEUX “TEMOINS” AVEC LE SYSTEMES DE TRANSPORTS EN COMMUN ACTUELS EN 45 MN.



A partir d'Orly.

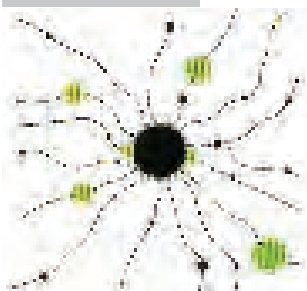


A partir de Charles-de-Gaulle.

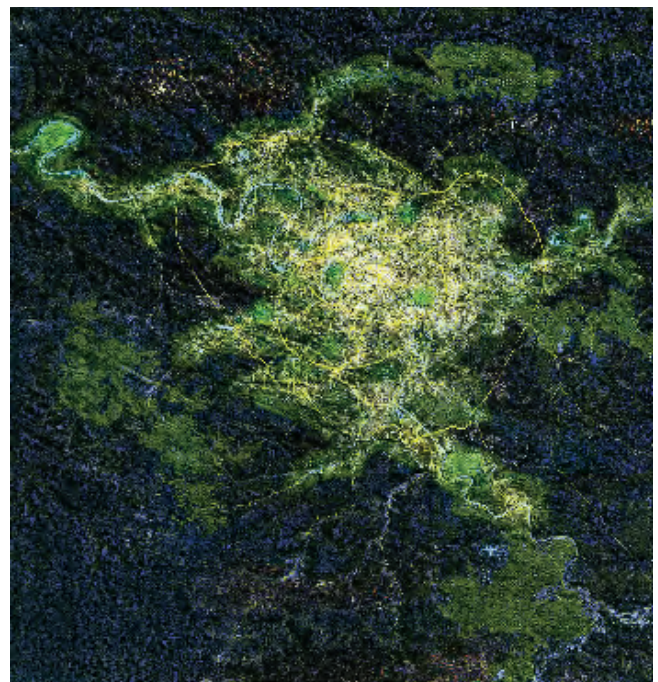
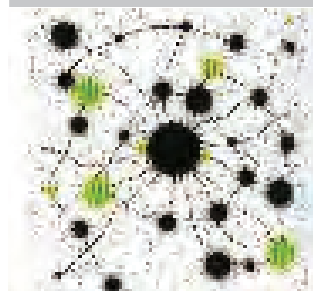


A partir des Mureaux.

RESEAU ACTUEL.



MACROMOBILITE ORBITALE ET MICROMOBILITE.





Helmholtzstraßer building

But the momentum was lost. After the exhibition, the whole subject went quiet. The wave had passed. The problem, according to Finn, was a **lack of leadership** at that moment. What was **needed** was a **strong personality, someone who could be outside the politics and unite all parties around the project.** (Finn sites Barcelona under Bohigas)

Even though, in as sense, time is being lost, projects are beginning to happen. **Grand Paris is a label** that is being worn by a growing number of projects. A new network has been created that results in projects. **The concept of micro mobilities is filtering through,** according to Finn.

According to Giulia, the **consultation** has **sparked** not only an understanding of Grand Paris, but **ways**



Finn Geipel

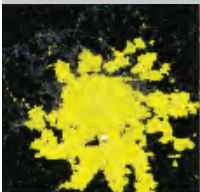
to approach similar phenomena in all cities. Ultimately **this is their most important motivation, to help mobilise the world.**

Nicholas Sarkozy's speech must not be forgotten.

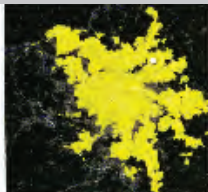
L I N are now working on the smaller city of Angers (on the Loire). The issues here are all the same; global warming, less industry, transport, and housing etc. We must carefully select the topics for synthesis to frame the solutions. **We must rethink the way we do urban Planning.**

Each city, say L I N, will find their own way. Berlin, for example, has established a special Berlin **IBA Studio**. As Berlin does not have the kinds of funds that were made available for the Paris consultation, a studio has

ACCESSIBILITE DE TROIS LIEUX "TEMOINS" AVEC UNE STRUCTURE COMPLETEE PAR UNE LIGNE DE BUS RAPIDE (BRT) TANGENTIELLE ET UNE TOILE DE MICROMOBILITE EN 45 MN.



A partir d'Orly.

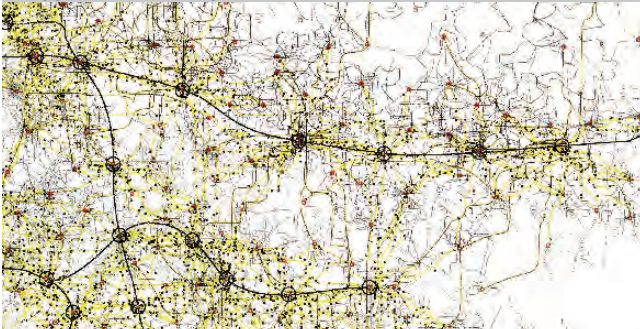


A partir de Charles-de-Gaulle.



A partir des Mureaux.

LA MICROMOBILITE COMPLETE LES CONNEXIONS RAPIDES ET DESSERT LE TERRITOIRE.



LES INFRASTRUCTURES DE TRANSPORT, LA MACRO ET LA MICROMOBILITE SONT INTEGREES DE MANIERE SOUPLE ET DISCRETE.





David Levain and Giulia Andi

been established that takes a different approach to the way expert advice and community involvement is sought. **Specialists are invited to talk and impart knowledge** on a diverse range of issues these include **contributions from developers and community groups**.

Exchange and communication are vital. Finn described the travelling show designed by **Rem Koolhaas** selling the idea of a united Europe. Some kind of **catalyst to open up discussion** should be found on this subject too.

“We still have to grow into Grand Paris, to communicate on a larger scale”

LI N are working on the extension of four metro lines.



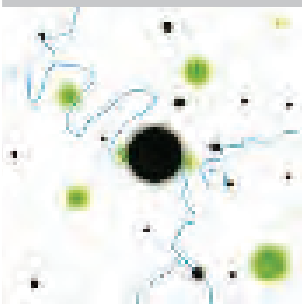
Vesta Nele Zareh explaining the IBA

Micro-mobility can only work when the macro mobility (an efficient transport system) is in place.

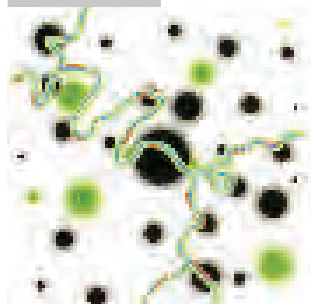
They were fascinated by the plans of **Sydney**. They expressed enthusiasm at the possibility of **one day** visiting. Lets get them there one day **soon**, I say.

Thank You L I N, for an unforgettable afternoon, worth every gram of carbon!

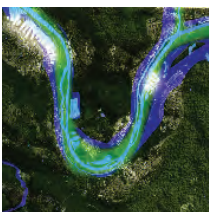
SYSTEME HYDROGRAPHIQUE



SEINE PARC



LES BATIMENTS-DOCKS SE DEVELOPPENT COMME UNE TYPOLOGIE INNOVANTE DE SEINE-PARC.



Seine Parc place les fleuves et les rivières comme des éléments importants et essentiels du paysage métropolitain.



Les constructions sur Seine Parc prolongent l'urbain jusqu'aux rives et transforment les installations monofonctionnelles en un système socio-écologique actif.



Pour étendre la ville jusqu'au fleuve, des nouvelles typologies compatibles des zones inondables doivent être développées par prototypes successifs.

Reincarnation of the Atelier International du Grand Paris.

Posted on July 11, 2011 by tim



It was last month, in June, that the AIGP (the Atelier International du Grand Paris) really came into its own as the official **Round Table** for all the key players involved with the making of the metropolis of Paris. The atelier is now a legal entity known as a G.I.P. (a Groupement d'Interet Public!)

All levels of government

This publicly funded body now represents all levels of government.

The State, who set up the Atelier in the first place and who appointed **Bertrand Lemoine** as the director, continue to fund and support the Atelier. Bertrand Lemoine remains the director, his extraordinary advocacy skills and powers of persuasion as demonstrated in the uniting of the ten teams of architects to resolve the Transport plan is recognised.

The Region, whose role it is to deliver the SDRIF see the benefits of participating in this round table approach and commit the resources of the **IAU** (Regional Urban Design Office).

The City of Paris, who, like the Region, commit their urban design office in this case called the **APUR** and who are offered the presidency of the AIGP.

The Association of Mayors. The region of the Ile

de France has over 1200 councils (and you thought we had too many in Australia) The Association of Mayors is their representative body. They have shown commitment to the idea of Grand Paris and many amongst them have commissioned urban design work in its name.

Paris Métropole, is a union of about 195 councils in the inner rings of the outskirts of Paris who have been lobbying for a metropolitan plan for some time. They were initially united by **Pierre Mansat**, the adjunct to the Mayor of Paris, who has now been elected to the presidency of the **AIGP**.

Many of the teams had suggested that this may come to pass. I am sure it put a smile on many of their faces.

This is due in no small measure to the fact that it allows for a new 5 year contract, a new mandate for the ten teams which will allow them to be paid. The good will they had shown over the last two years offering their services for the good of the metropolis must have been wearing thin, regardless of their altruistic motives.

It also allows for the inclusion of the two major public urban design offices, and of additional experts and thinkers on the city, who can contribute in this new phase.

The Tasks of the AIGP.

Pierre Mansat has hit the ground running. The major task he has before him is to deliver the new **SDRIF**, The Schema Directeur d'Ile-de-France. This is equivalent to the Metropolitan Plan in Sydney or the equivalent planning document produced by each state. In producing this document the AIGP will need to :

- * Bring out a collective conscience
- * Balance research with Action
- * Pro-actively tackle new issues
- * Communicate with the public and
- * Conduct debates

A series of 6 public debates are already scheduled.

Pierre Mansat had the following inspiring words to say on his blog to outline what he wanted the AIGP to be.

- * A place of dialogue for all the players making the metropolis
- * A forum where professionals can meet elected representatives
- * A force for propositions on the big picture issues
- * To represent the Grand Paris, to allow a true metropolitan vision to emerge
- * To help us dream and stimulate the imagination.
- * To raise curiosity and express passions
- * To be a place that reflects the effervescence of metropolitan dynamics.

Ambitious and inspiring aims, I am sure you will agree.

The AIGP is possibly the prototype of an organisation that can be the key to delivering the Metropolis.

Atelier International du Grand Paris.



AIGP

Pierre Mansat

‘The measure of the success of the metropolis is ...

Posted on September 1, 2011 by tim



PLace de L'Hotel de Ville 31 08 2011



17th Century Paris

BETTER SOCIAL EQUALITY'

Meeting with Pierre Mansat,

Adjoint au Maire de Paris chargé de Paris Métropole et des relations avec les collectivités territoriales d'Ile-de-France and **President of the Atelier International du Grand Paris.**

From a modest office in a corner the labyrinthine offices of the Hotel de Ville, (with a fabulous view of the Place de l'Hotel de Ville) **Pierre Mansat**, presides over the **crucible of the new metropolis of Paris.**

His ambition for the recently reconstituted AIGP (Atelier International du Grand Paris) is at once visionary, democratic but realistic. This organisation unites all levels of government around the subject of the metropolis. This is where the new Paris paradigm will be played out, where positions will be provoked and projects precipitated.

Typically early, I circumnavigated the Hotel de Ville, before submitting myself to security and swapping my identity for an electronic badge.

The waiting area, a narrow corridor with creaky oak parquet, has a 17th-century view of Paris on the wall. This fortified town was recognisably Paris. I wondered whether, in a corridor of the future, and image of the Paris metropolis would be as iconic.

Pierre greeted me with a penetrating gaze and a firm shake of the hand. We were joined by **Christelle Verines**, his technical advisor, who works with Pierre on AIGP related matters. It was straight down to business.

Nervously, I spoke a little too much about why I had requested this meeting and how impressed I was with not only the concept, but the reality of the AIGP. I was hoping he would stop me. But he didn't. I finally, somehow managed to transform my preamble into some sort of a question and the conversation began.

For Pierre Mansat, the grand Paris journey began in 2001-2004, when he began to talk with the elected representatives of some of the Ile de France's 1260 councils about their voice, their place in Greater Paris. The embryonic union of mayors, called **Paris Métropole**, was born. The central tenant of this grouping of Mayors was that they were **all equal**, that the voice of the smallest council had as much weight as the largest. The elected representatives became aware of the Metropolitan condition, of how their local issues were connected to everyone else's and that they were all part of something bigger.

As I have outlined in my previous postings, the AIGP was initially established by the state. Little by little, as the Mayors, the city of Paris and the region committed their support and their funds to the AIGP, it became inevitable that this organisation should become the hub of the development of the Paris metropolis. Pierre Mansat, it's logical president.

The regions, were at first, reluctant to join as they were concerned that their regional plan (The SDRIF) would not be ratified.

On the question of the **ongoing role of the 10 teams**, Pierre said that an expression of interest process was now underway to appoint an new advisory committee that will hopefully attract the 10 teams either individually or grouped together. It is hoped, also, that **new blood**, young blood will be included. The spirit of the initial consultation will hopefully have been captured and fostered through the new committee.

Is there any friction between the various groups that belong to the AIGP? I asked.

'It is still early days, says Pierre, but all decisions have been unanimous so far. There are no conflicts as yet. I am hoping that they will be soon. Differences of opinion are essential in order to stimulate debate and test assumptions. I am looking forward to meeting on 17 September', he went on to say, 'where we are anticipating **a confrontation between the 10 architects and the region** over the subject of the current **SDRIF**. We are looking forward to that exchange.'

Are you expecting the AIGP to take on the role of a centralised planning body for the whole Metropolis? I asked.

'No. Nobody wants that. Those days are over. The last thing the team want is to have a regulatory, watchdog kind of role. What we have now is a new paradigm where ideas can be generated and multiple realities facilitated. The AIGP will not be a super planning office.'

How will you prioritise the various important stakes in the metropolis, such as housing? I enquired.

'We are in a compilation stage at the moment', he replied. '**Bertrand Lemoine** (director of the AIGP) for example, is currently compiling a document

called "**living the metropolis**". This is a compilation, not a prioritisation. The conflict and confrontation of juxtaposed ideas that I mentioned earlier is necessary in order to prioritise.

How is the AIGP funded?

All levels of government contribute. The state contributes 50% The region and the councils put in the rest. At present the budget is only €3 million a year. It needs to be at least twice as much to do what we need to do. We think we will get €6 million next year.

How will Grand Paris be funded?

We don't know. Some of the funding is already in place. The transport plan for example, has €12 billion committed to it, and another €6 billion is also pledged state. This leaves a gap of course, to bring it up to €30 billion pricetag.

What about private investment?

'The **IAU** (regional Urban Design office) have calculated that the return from private investment around railway stations will amount to about 8% of the cost of the infrastructure, which will cover the stations but not much else. Despite the current economic situation, we are optimistic that funding models will emerge'.

How important has the role of the president been?

'History will show that it was his initiative'.

Would the metropolis have happened without him?

'The time was right, you can't change history.'

The presidential elections are coming soon. Is there a risk that the AIGP could be disbanded and the metropolis taken off the agenda?

No. The question of **the metropolis is beyond politics**. All sides of politics are involved in the process and contribute to the intellectual and financial investment in the metropolis. **The inertia and the imperatives are such that it will outlive any term of politics for the time being.**

What are the most important objectives for le Grand Paris?

The vision for France is represented by the vision for Paris. How we address the questions of economic and environmental sustainability are critical, but **the fundamental objective for me, is how we address the question of social inequality. This is the crux, the ultimate measure.'**

The conversation touched on several other issues. Christelle was not silent, demonstrating an obvious enthusiasm for the subject by interrupting her diligent note taking with insightful comment, especially with respect to the relationship of the city of Paris has with its suburbs.



Pierre Mansat in his office, Hotel de Ville

The obligatory photo opportunity and an offer to put me in contact with other important players brought the marvellous meeting to an end.

Atelier Parisien d'Urbanisme: Putting thought back into Urban Design.

Posted on September 2, 2011 by tim



Port de L'Arsenal looking south

Atelier Parisien D'Urbanisme, 1st September 2011.

With all the hype around the Grand Paris consultation, the role of the existing urban design agencies that work for the region and for the City, could be called into question. One of the aims of this current series of interviews is to understand the role they had during the consultation, and the role they have in the ongoing evolution of Paris as a metropolis.



Port de L'Arsenal looking towards Bastille

The urban agglomeration of Paris is home to over 11 million people. The territories they occupy have to be planned, governed and developed. In 1977 the government set up a hierarchy of urban design agencies to coordinate the planning of the cities. The Parisien office of urbanism APUR was established at this time. It provides the tools and information necessary for the orderly development of the city of Paris, by which I mean the centre of Paris, home to 2.2 million people and covering an area of 87 km². As Dominique Alba, deputy director of the agency

explains, the tools they create must change with the times. The Grand Paris consultation, with which they were intimately involved, heralds a new era in city planning where different information and more sophisticated tools are required.

Far from rendering the agencies obsolete, or secondary, the renewed recognition of the importance of thought focused on the design of the city, reinforces the role they play. Dominique says that the consultation has allowed for a quickfire catch up on planning research for the city, which has, through complacency and bureaucratic boundaries, fallen seriously behind. About 40 years behind, she says, eyebrows raised. The consultation has shown us our city. The physical, social and environmental realities we are confronted with are both sobering and motivating.



Pavilion de L'Arsenal with Admin centre in the background

The APUR offices are located in the city of Paris administrative building on Boulevard Morland, next to the city architecture gallery known as Pavilion de L'Arsenal, (an excellent adaptive reuse by Reichen and Robert circa 1990.) The admin building is a 1970s, 16 storey, international style building, the 16th storey of which is entirely occupied by the APUR team that comprises of about 100 staff. It's an ideal place for the city's planners. There is a 360° view of the city from well above Haussman height.

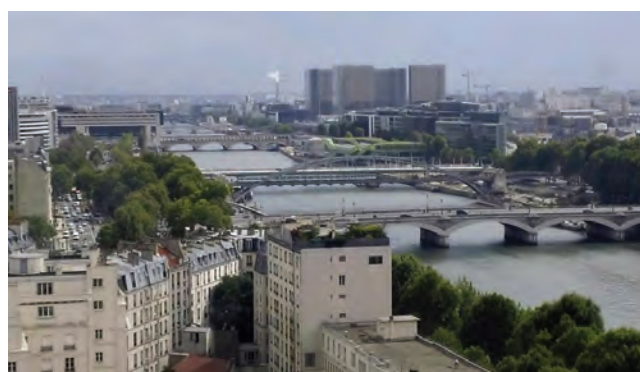


Velib station in front of the Admin building

The director, Francis Rol-Tanguy, with whom I had arranged a meeting, was called away at the last minute. Luckily, his deputy director, Dominique Alba was able to see me. She, along with Francis, has been involved in the Grand Paris adventure since the consultation. They were part of the technical committee that oversaw the research and development stages of the consultation. The APUR had made available a significant amount of background information and mapping for use by the 10 teams. Dominique spoke glowingly of the non-competitive consultation process which, she felt, had delivered an inestimably valuable amount of research and propositions for the city.

When asked about the role that the APUR has in the AIGP, Dominique responded guardedly, saying it was too early to tell and that the embryonic Alliance has yet to be tested. She went on to say that at present, the organisation lacked sufficient funding and clear enough terms of reference to be effective. She hopes that this organisation will continue to foster the freethinking research part of planning that has been lacking for so many years. She acknowledges that the AIGP have achieved some significant change already, such as some deregulation and of course the transport plan. She considers that the most valuable contribution the AIGP will make will be to put forward thinking on difficult subjects. It will put thought back into urban design.

The APUR will necessarily continue the cartography, mapping and tool-making (urban design controls) that they do so well, but they need to do it differently, at a different scale, so that they make sense in a metropolitan context.



Looking east from L'Apur offices



Looking west from L'Apur offices



Dominique Alba in her 16th floor office

It seems to me as if whole Grand Paris process has prompted all the players in the making of the city to re-examine their roles and objectives. They are all learning to work together better and have found new purpose in their own work.

The metropolis is complex and difficult. The AIGP provides a forum for the high level, difficult issues to be explored and addressed. Things take time, she says, the investment in planning at this level is essential. Surely an office of a few hundred people is a mere drop in the ocean for a metropolis of 11 million people.

The APUR, on behalf the city, are generating projects of their own. They are commissioning five separate multidisciplinary teams to look at ways to rethink the banks of the River. We don't just build objects any more, she says, we must make things live, its all about people and program. The brief we give these teams is very open. The outcomes may not be traditional architecture. We are very excited about this new way of working.

Lastly, she reiterated the value of the consultation. It has shown us that we need to focus on the city as a real project. The issues of the metropolis are complex and seemingly disconnected. We are finally starting to come to grips with how to address them and stitch them together.

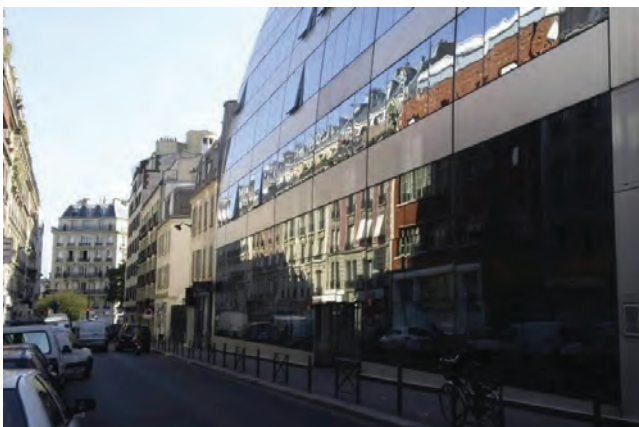
IAU - Vincent Fouchier

Learning to make planning.sexy.

Posted on September 5, 2011 by tim



Le Monde building with facades on two Streets



Rue Falguière 15eme



The cover of the 2008 SDRIF

The 'Le Monde' building, in the morning's shadow of Tour Montparnasse, was famous in the early 90's for its cheeky, literal interpretation of Paris' urban design controls. Its gently curving glass façade sleeves sleekly into the Haussman envelope. Originally built as the headquarters of the **Le Monde** newspaper, it's current occupant is the **IAU** (Institut D'aménagement et D'Urbanisme, Île-de-France), the agency charged with the task of producing the SDRIF (Schema Directeur

d'Île-de-France), the strategic plan and overall urban design controls for the Paris region. It was meant to be.

This building houses the 200 strong team of planners, transport engineers, architects, landscape architects, sociologists, geographers and cartographers that write the SDRIF (the Ile-de-France Region's Strategic plan), the 2008 version of which is approved by the Region, but not by the State. This same document is recognised the world over for its **rigorous, evidence-based strategic planning excellence and outstanding quality mapping.**

Vincent Fouchier from an OECD conference Catalogue



C. Lauté/IAU îdF

Vincent Fouchier
Deputy Director General
of IAU îdF
and vice chairman of the
Urban group of the OECD
and conference presenter

Vincent Fouchier from an OECD conference Catalogue

Vincent Fouchier, the IAU's Adjunct General Director, largely responsible for the contents of the SDRIF, is at pains to point out that this 50 year, **long term plan**, made in consultation with the 5 departments and 1300 councils of the Ile de France, not only provides the clarity and certainty that a proper strategic plan should, but that every part of it is engineered and costed. The plan took many years to produce and was on the verge of being approved by the State In 2008, when the current president appointed Christian Blanc as Minister of the City. A new, more Ambitious grand plan for Grand Paris was announced and the SDRIF mothballed.

Vincent, along with many of his colleagues was furious and frustrated.

Understandably so, this legal document, asked for by the state and produced by the region, had been painstakingly produced in consultation, subject to the **biggest public enquiry the country had ever seen**, and favoured by (almost) all, was now being steamrolled, on the grounds that it was dull and not ambitious enough.

'What a waste!' He said, although in colourful language, that doesn't really translate appropriately.

Instead of the plan moving ahead in a typically hierarchical cascade of gallic governance, Vincent finds himself being obliged to **'play the game'** and assist with this **'publicity stunt'** of a consultation, the objective of which, he suspects, is to bury the SDRIF once and for all.

Wow! Here is a point of view I have not come across before.....

I should point out that Vincent is no lightweight in the planning world. He is also the **French delegate to the OECD on the subject of the Compact City and now president of its Urban Group committee.**

Despite being bitter about the loss of at least five

years, Vincent, when quizzed on the outcome of the consultation, freely admits that the amount and quality of ideas generated throughout the process was exceptional. 'This is to be expected', he says, 'the ten teams had the benefit of the thorough mapping and other information made available by the IUA. We welcomed much of the work done. Most of it is consistent with our strategic plan. Some of it was new and a lot of it we had seen before. Although it is unfortunate that the work done by some of the teams does not acknowledge the IAU, even when they have directly used, or modified our graphics'.

So there are some positive aspects to the consultation, I suggested.

'We have learned, above all, about the importance of communication and keeping the public informed. There is no denying that the Grand Paris project did this very well. The **SDRIF**, worthy as it is, **will not grab the public's imagination the way the consultation and its exhibition has. Bringing the public along the journey is critical.** Just dealing with the elected representatives and the agencies, no matter how thoroughly is not enough.'

Vincent told a strangely familiar story of how the transport plan has changed repeatedly, without rhyme or reason, completely confusing the public to such an extent that it has translated into all time low participation rates at regional and cantonal elections. 'I don't blame them', says Vincent, 'there is a loss of trust'.

I shook my head empathetically..... *'in Australia we have to vote!'*

Even though Vincent maintains his rage about the political motives for the consultation, he admits that planning the city will never be the same again. **'What a shame this process did not occur five years ago'**, he says. **'They have performed a miracle in such a short space of time.'**

What role does the IAU have in the AIGP?



A greenspace map from the SDRIF

‘Well, we play the game, as we must,’ he says. We participate in the meetings. We are still not sure what their role will be. They do not have enough of a budget to be effective, which is probably just as well’, he adds, **‘we don’t see the point of creating yet another structure.** We should be doing this. We can keep it real. What they seem to want is a quick fix, but it just can’t happen like that. **It needs to be technically competent and properly costed.** The Grand Paris has announced crazy targets like 1M jobs over 15 years in the Ile de France. The National target is 1M jobs over 20 years! Our research shows that a target of 750,000 jobs over 20 years is achievable. It must be realistic. **They are selling thin air.**’

‘We now have to produce a **revision of the SDRIF.** There is the **new transport plan, which will be the backbone.** The **Arc Express** was the backbone of the 2008 SDRIF, the new version is a mixture that system and the **Grand Huit** project that Christian Blanc pulled out of his hat. It is now called **Grand Paris Express!**

‘The real subject is the governance. There has been an effort to decentralize over many years. Now there

is a danger that the Grand Paris project is an exercise in **re-centralising. Is that what we want?**’ He asks, rhetorically.

His personal opinion is that the City (l’**APUR**) are using the Grand Paris Project as a **Trojan Horse**, to breach the *péripherique*, in order to have planning influence over the region.

Clearly, there are some governance issues.

‘We have to learn to be sexy’. He concludes, ‘Compared to the way the consultation was run and to the imagery they produced, **our dry old strategic plan looks daggy. We look daggy. We are working on it.**’

A very brief description of Sydney, brought the conversation back to the OECD work Vincent does. **‘Maybe Sydney should be nominated as case study for the OECD’s Urban Group. It could fall under the Green City/ Port City/ Compact City Study area.’** Hmmm....



IAU Reception and public library

Paris Métropole

Joining the dots.

Posted on September 10, 2011 by tim

The union of Councils called **Paris Métropole** is playing a fascinating role in the development of the metropolis of Paris. Despite not having any official status, Paris Métropole, a federation of some 193 (and counting) councils (of all political persuasions) around Paris, have been evolving the metropolitan ideal in such a way as to now be an essential player in the AIGP.

A visit to the relatively modest headquarters of Paris Métropole in Paris, Avenue de Lyon, beyond Opéra Bastille, shows that **with limited resources**, energy and widespread collaboration, **many great things can be achieved**. But there are no self-congratulations yet. **The stakes are high, the funding difficult, the governance complicated, the metropolis far from being a reality.**

I was met by the **Director, Marie Deketelaere-Hanna** and **Pauline Malet, Geographer and Urbanist**, in

charge of the **'Call for Initiatives'** project.

The office has 6 to 9 people and a budget of €2 million.

Paris Métropole sprang from a loose association of councils in the first ring of suburbs around Paris, the Mayors of which had been approached by Pierre Mansat in order to collectively **consider issues common to all councils** that could be more effectively addressed from a metropolitan, or larger scale perspective. Councils of all political persuasions saw the common sense in what Pierre Mansat was proposing.



Opéra Café with the Opéra Bastille on the left



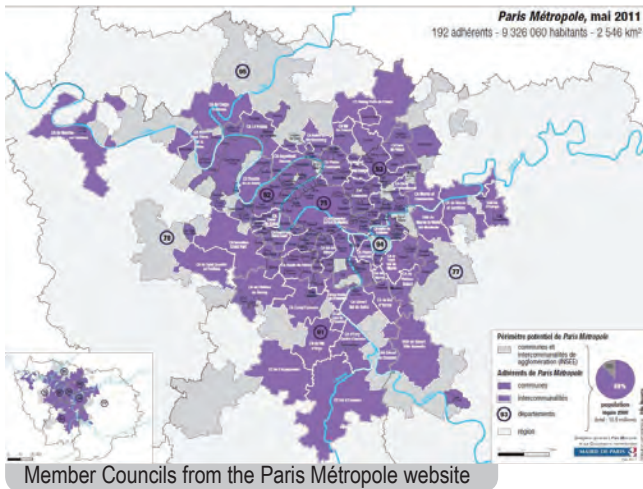
Promenade Plantée sign and map!



Viaduct gardens opposite the PM office Rue de Lyon



on the viaduct



Due to social, economic and environmental challenges facing the Parisian agglomeration transgressing administrative boundaries, a never-before-seen understanding was established, in 2001, between a number of Mayors. Paris Métropole was formally founded in 2009 to promote the development of a more unified and attractive metropolis.

Today, the numbers have swelled to 193 councils (representing 9 million Franciliens), each with an equal voice. The presidency changes every year. The numbers continue to grow.

The identity of the various communes of the Ile de France is not apparent. The centre of Paris dominates the identity of the region. The smaller centres are not like those of regional France that have a clear sense of place and identity. Part of what the Grand Paris project is trying to achieve, is a **stronger sense of identity for each part of the agglomeration within a larger entity known as the metropolis.**

Several of the 10 teams explored this idea. Castro in particular, said that one can belong to 2 places, One's suburb **and** Paris. The Department you live in immediately labels you in Paris. The differences are far more marked in Paris than in any Australian city. But things are already changing. The suburb known as Malakoff for example, advertises B&Bs as being in **Paris-Malakoff**. Why not? It is on the Metro line, the wonders of Paris are just as accessible from this

suburb, just outside the Périph.

The new transport network will allow for this mental change of identity to occur in many more places around Paris, even further out than Malakoff.

The mental leap across the ring road is beginning to look less daunting. At the **Porte des Lilas** in the 20th arrondissement, there has been a partial bridging of the Périph. A petition was prepared (Pierre Mansat being a major factor) to **unite the poor areas on either side with a garden**. A new precinct with excellent amenity has resulted. **It is a physical symbol of mental leap and cultural change necessary for Paris to be connected to its suburbs.**

The elected representatives that choose to be a part of Paris Métropole have understood that the ecological imperatives, as well as the acute housing, transport, employment, social and territorial issues they are facing, need to be addressed at a metropolitan scale as well as at a local one. **They can see that decisions made at a local level can have metropolitan consequences and vice versa.** They are all connected. This is why the **metropolitan ideal has put politics aside**. This is how they are starting to achieve long term change on such a vast scale.

But talk is cheap. In an effort to demonstrate that real change can be achieved and achieved quickly, Paris Métropole sought, in 2010, for a series of **initiatives** from its members to demonstrate change to its inhabitants. Any initiatives were welcomed, the only **criteria being that they be collaborative, participative and innovative and that they have meaning that both the local and metropolitan scales.**

74 initiatives were developed with real achievable short term projects. They came from every corner of the region. These initiatives range **from events to infrastructure.**

The members of Paris Métropole wanted to work together so that their specific area evolves in a balanced and coherent way across the region. At a time when there is much debate about the future of Paris, this call for initiatives responds to a need to act fast and in a meaningful way for the people.



In the offices of Paris Métropole Rue de Lyon

The call for initiatives draws on the experience of the **IBA** (International Architecture Exhibition) in Germany, a project-based planning approach that coordinates development in order to transform an area in a short space of time (such as that Rhur Valley). **Working together**, the **APUR** and the **IAU** studied this model and helped the Councils of the metropolis develop their own. The final version of which was defined by the elected representatives as well as **local and foreign**

experts including the teams from the Grand Paris consultation.

The initiatives fall into 5 categories

- 1. A Liveable Metropolis :** which promotes a better quality of life and solidarity amongst metropolitans including better housing, easy access to open spaces and services.
- 2. In the wings of the metropolis:** which brings together initiatives that act on the essential provision of services for the efficient functioning of the metropolis including energy, recycling, transport and an emphasis on activities relating to water.
- 3. Links to places:** this category focuses on transport, on connecting the different territories their people and their interrelationships. It looks at optimising current projects as well as an imagining innovative forms of transport and better use of existing infrastructure.
- 4. Attraction for all:** these initiatives participate in the economic dynamism of the area and its international influences. They range from attracting researchers and building on clusters, especially in the innovative areas around tourism, the creative arts, agriculture and new technologies.
- 5. Shared Cultures:** this category aims to make diverse heritage and culture available and valued by Metropolitans. Projects that develop cultural places, invite participation of the inhabitants, embrace artistic creativity and build on memory of place were presented.

These projects can be seen on the Paris Métropole Web site. They have a 2 year delivery timeframe.

Marie says that the **10 teams showed us that the metropolis is integrated and systemic** and that it is no longer a question of boundaries but a question of defining the dense areas.

‘Planning in the 21st-century is like joining the dots’, says Marie. ‘20 centuries of history is not enough. Now we have to ensure that the picture we draw projects us responsibly into the future.’

A **Green Paper on Governance** is currently being prepared. This is seen as one of the fundamental issues to be addressed at a metropolitan scale. It is early days yet, and the current governance is so complex that a model is yet to be imagined. It is not clear whether there will be a need to fundamentally change laws or whether the changes will be iterative.

What Paris Métropole needs to do is **manage the contradictions** says Marie, there is of course the question of time and money, both of which are in short supply but it is especially difficult to **address the spread of wealth** across the metropolis. It is incredible that all our members have agreed to address this fundamental issue. **We only move forward by the force of consensus**. This is hard work but it **legitimises the position of Paris Métropole. The voice of our members is heard**.

Pierre Mansat is the man of the hour. Says Marie. He is legitimate in the eyes of all and is in a position now, as president of the AIGP to work with the state, the region, the city of Paris and the mayors of the metropolis, (not to mention the open market) towards achieving a Grand Paris.

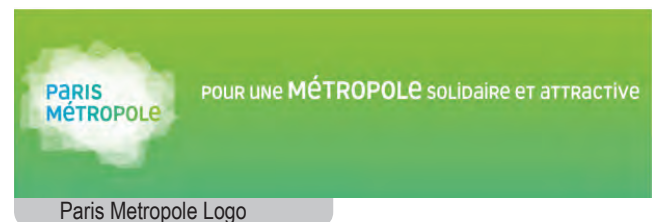
They were keen to hear about Australia! I gave them the NSW DOP’s Metropolitan Plan.

‘What should we be doing?’ Marie asked.

I was completely taken aback. ‘I have come to learn from you’, I said. ‘No one has asked me what I think.’ I thought about this briefly, realising it is only fair that the tables be turned. ‘I will have to give it some thought’ I said, and I will..... later. *‘But it seems to me as though an organisation like the AIGP is the key as a round table for action. Public engagement at the local level is also important’*, I said, *‘the metropolis is made at the grass roots level, as well as from the top’*.

They deserve a better answer. I really will have to think about it.

Whatever I said sounded redundant. Thousands of people across the metropolis are onto it. Thanks, in no small measure, to **Paris Métropole**.



Sevran

Turning disadvantage to advantage.

Posted on September 12, 2011 by tim

As luck would have it, **Sylvie Blocher and Francois Daune**, (with whom I am working as part of **Campement Urbain** on a project in Penrith) have done a project ('**je et nous**', a different kind of public space designed with the people of the housing estate of les Beaudottes) in the banlieue of **Sevran**, a disadvantaged area in the north east of Paris. Exactly the sort of area Le Grand Paris is intended to improve. Sylvie called on my behalf, explaining that it would be interesting for me to see Sevran and talk to the communications manager and the young dynamic mayor about how Le Grand Paris is changing things on the ground in this disadvantaged area. Strangely **Bruno Dumond, Communications Manager** at the Council, had been simultaneously trying to contact me via Pierre Mansat. Incroyable!

The next morning, I took the RER to **Sevran Livry** on the B5 line and wound my way through the town to the Mairie. The state of the Mairie building was ominous. A rusty looking building with peeling paint and frayed flags fools you into thinking that this banlieue is a forgotten place, a place with a **perilous future**.

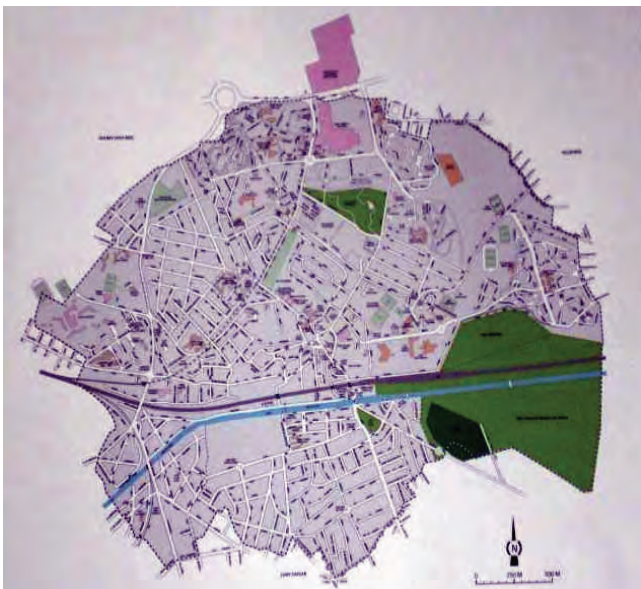
But nothing could be further from the truth. Behind the flaking façade is a sense of pride and optimism that heralds a **new era of opportunity for the town**.



Sevran Railway Station



Marie de Sevran



Map of Sevran

Sevran, is on the line of the new Metro '**Grand Paris Express**' the plan of which has been discussed in previous posts. This new transport plan is the backbone of the Grand Paris. The new transport system opens up many new areas of Paris for development. A number of **Territorial Development Contracts** (CDTs managed by the Société du Grand Paris) have been established to ensure that work related to the new transport network **synthesises employment, public space, housing, cultural facilities and commercial space in specific areas**.

Sevran has a huge advantage. **2 stations are planned within the LGA**, which will make it doubly attractive for development.



Grand Paris Express with Sevran circled

metropolitan **inequality**.

Some of the 10 teams of architects in the Grand Paris Consultation, focused on the eastern side of Paris where the difference between the haves and the have-nots are most marked. Bruno Dumond explains that **Fin Giepel and the LIN team** showed the suburbs in the area that if they looked beyond their boundaries, they could address issues with a territorial coherence that would bring benefits to all. For example, Finn pointed out that **there exists a greenbelt or corridor around the eastern edge of several municipalities that would be consolidated and used to structure future development in the territory.**

It is about time that this town had a **change of fortune**. About 20 years ago, the 2 factories in the area had need for workers. Housing estates were built around the old centre for the mainly Moroccan workers who arrived to man the Kodak and Westinghouse factories. No sooner had the housing estate is being built that the **factories closed**, leaving the town with the unenviable position of having a large unemployed population of immigrants. The middle classes left the town and the place has been in a **downward spiral** ever since. The estates quickly became **ghettos** and the town became synonymous with **drugs and gang behaviour**. During the 2005 riots, Sevran was an **acute flashpoint**. Added to this, the spatial organisation of the estates consciously separates them from the rest of the town. Ironically, and quite unfairly, Sevran has the **highest rates of local taxes** at 22% whereas the rich area of the Hautes Seine, only 3%. A striking example of

'It seems obvious to us now', says Bruno.



Popular Community Gardens at Les Beaudottes



the 'old' town

The establishment of the CDT's means that the planning must occur in the next one and a half years. This is a huge task and a huge responsibility. They are having to find new ways of working collaboratively in order to achieve a coherent plan.



Mayor of Sevran Stéphane Gatignon

The Mayor of Sevran, Stéphane Gatignon, (also on the regional Council) joined Paris Métropole early on, recognizing the value of a forum for common issues such as tax inequality across the metropolis, to be deliberated.

Bruno has concerns about Paris Métropole being centred in Paris. One of the obstacles, he considers, is the weight and power of Paris. Paris Métropole is a fine forum for talk but it makes no decisions. The success of PM is due to its surety via consensus. One questions its usefulness politically in the long-term, he says, although at the moment, it is still useful, as **there is now an accord across the metropolis for a common tax level**. They are also addressing the pressing issue of **territorial governance**.

As for the **AIGP**, Bruno says it **really counts**. They feel that the **voice of Sevran is finally being heard**.

'The plan for the Metropolis, is good for us, but is not perfect. Even though the vision is now more global and more metropolitan, **I fear that inequality will continue to exist**, the disadvantaged being displaced

even further away'. Bruno sites the **Seine et Marne** area, with its **low density, poor quality, underserved sprawl as the next frontier of disadvantage**. 'If the spatial organisation of the population as a result of the development speculation around grand Paris results in this, it will be very unfair.'



Future Sevran rugby stadium

As for Sevran itself, the coming stations will be accompanied by **1565 dwellings a year**, along with the necessary **schools** (a complete school group being required for each 400 dwellings) **cultural and community facilities etc**. The town is also looking at **sporting and cultural clusters**. In the Park, a **living arts programme** with residences will be created and at the **Beaudottes station**, a centre of cinema related industries will be established. A sporting facility called '**Terres de Foot**' will become the regional centre for amateur football training. We have also just received news', Bruno reveals proudly, 'that the site next to 'Terre de Foot', has been selected for an **80,000 seat rugby stadium**'. **Sevran is really going places**.

Tell me about Sevran's proposal under the Paris Métropole initiatives scheme.

'This is important to us. Several years ago, some young girls came to us and asked for a library. They used to go to Beaubourg, they said, as there is nothing in Sevran'.



The Sevran Canal 'Initiative'

The project integrates the canal into town and offers access to books in the form of a library on its banks. This 'folly' will have a library, a cafe, several exhibition spaces that will show the town's urban projects, and a space for passers-by to engage in artistic activities. The canal de l'Ourc reaches from the centre of Paris well out into the countryside. **It is a classic Metropolitan project.**

The project is important because it is symbolic of working together and of going beyond one's immediate boundaries. **The sense of abandonment is so strong that the value of a project like this cannot be underestimated.** It will be greatly appreciated'.

What is planned for the post-industrial sites where the factories were, I asked.

These areas are a huge problem. He says. They are seriously polluted and the cost of **decontamination is prohibitive.** We can't do anything except make them into car parks or other undervalued spaces. This is a problem all across the metropolis and has not been addressed, in my opinion, as it should be. In Germany,

says Bruno, they have considered this issue at a big scale. **It cannot be done at a local scale.**

There are some developers who would like to build an **eco-village** on one of these sites, but contamination has proved to be a dealbreaker.

Interestingly, Bruno is concerned about the **centre of Paris.** We are worried that Paris itself is not being reinvented. Businesses are leaving the centre. **It is becoming a museum city, a large theme park, a black hole.**

It is inspiring to see such motivation and energy in the LGA of **Sevran.** The centre of Paris may be resting on its laurels, but the Suburbs are taking **great strides into the future** as a part of the metropolis.

Ministry of Culture

Loosely holding the reins.

Posted on September 15, 2011 by tim



Ministry of Culture building

Ministry of Culture and Communication.

The Ministry of Culture is in the 1st arrondissement of Paris, Rue St Honoré, Parallel to the Rue de Rivoli. The façade, recently transformed by **Francis Soler** adds a contemporary Art Nouveau-ish stainless steel screen to the 19th Century building. The ministry also has a new wing that uses the same screen. The overall effect is decorative and has a slick, silven sharpness.

The interior, also by Soler is a typical French office, with endless corridors of separate translucent offices each with a name and title printed on the door.

Laurence Cassegrain, (Project director for Public Politics relating to le Grand Paris) was just moving into her new office on the 3rd floor. It was spacious.

Laurence has been involved with the Grand Paris Project since before the Consultation. **Le Grand Pari(S) de l'Agglomération Parisienne**, (the consultation) was run and funded by the Ministry of Culture, the idea having been proposed to the President. He made it his baby.

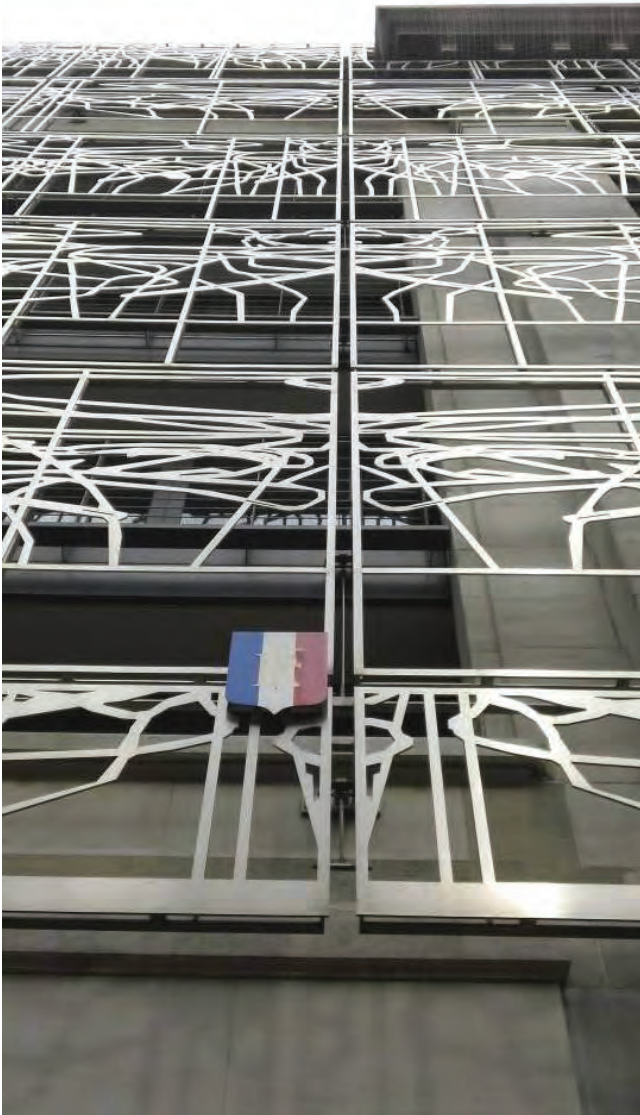
Architecture is under the Ministry of Culture. The question of looking at the city at the large-scale had occurred to the ministry sometime before. The Kyoto commitments and how they would apply to Paris were the catalyst needed to convert the thinking on the metropolis into the **consultation**.

Firstly, the idea was for the consultation to be **not a competition**. A change in culture from the very beginning with respect to the competition process, that generally has a winner takes all outcome.

The brief was to be **as open as possible**, in order to allow the teams the freedom to take their ideas in whichever direction they liked so that a breadth of thinking and application would result.



Corner element



The selection of the 10 teams was deliberate and calculated. Half of them were to be French and **half Foreign**. They were also to be **multidisciplinary**, capturing the breadth of research and knowledge on the metropolis. It was recognised that **research should be paid** for and not just expected as a byproduct of an architect's methodology.

The **exhibition** was planned from the very beginning. Bringing such high-level urban design issues to the public was at risk, but the fears were unfounded as an **unprecedented number of visitors**, many of whom would not normally visit an architecture gallery, poured through the doors.



Laurence Cassegrain in her new office

The consultation had taken 9 months, and cost about **€2 million** to the ministry and another **half €1 million** to the city of Paris. Laurence acknowledges that in retrospect, **the teams**, who had given so much of themselves, were **probably underpaid**.

After the exhibition, the President asked for the **AIGP** to be formed, which it was, in 2010. At 1st, it was solely **funded by the state**, but it was always intended that the other ministries (such as that of infrastructure and ecology) as well as other levels of government including the region and the communes be brought in, so that in the end, the state would only be funding one half.

Laurence was on a **pilot committee** that followed the process from the time of the consultation. This committee included the other ministries, the Association Mayors, the city of Paris, the region and their respective urban design agencies.

Local and regional elections came into play and slowed down the process somewhat. It was clear from the beginning, that **governance was going to be a major issue**. Streamlining a heavily bureaucratic system was not going to be easy.

The teams failed, in most cases, to come to grips with this prickly issue, however the idea of forming a place to **bring everyone together** was popular. That place being the AIGP.

The AIGP has now called for tenders to establish a new consultation team which they call a **scientific committee**. It is hoped that the 10 teams will submit tenders but it is also hoped that others, with differing points of view will also submit. The **tenders are due next month** and a new scientific committee will be announced in **January**.

The law on Grand Paris outlined the idea of the **CDTs** (territorial development contracts) which combines those communes that will be affected by the new transport corridors into **super project sites**. The CDTs will be given the necessary skills and resources to develop projects that address the key challenges that the consultation revealed.

The AIGP will give its opinion on whether the CDTs are achieving the objectives.

The main **task of the scientific committee** will be to continue to **generate the big ideas** and to ensure that

they are **translated onto the ground** via the CDTs. The agencies will develop the **tools** that will allow this to happen.

Laurence is modestly proud and openly happy with the impact the Grand Paris consultation has had. '**Cities around the world** have sought to understand, develop and apply similar processes. The list is growing quickly, as the cities of the world realise that they have to find a new way to address their issues'.

Big cities such as Moscow, Tokyo, São Paulo, Buenos Aires, Caracas, Berlin, Brussels..... She said she would send me the list..... have been to see her.

Smaller cities within France are also facing similar problems and urban agglomerations or '**intercommunalités**' such as Lyon/Grenoble, Marseille, Nantes/St Nazaire, and Bordeaux are developing their own versions of the consultation.



pest control display, Rue des Halles



last warm days



to be developed specifically for each place. But the **concept seems to be easily transferable and transformable.**

There is a clear program for the next 5 years. There will be a fresh crop of architects in the AIGP, the new SDRIF will be produced which will involve the **necessary confrontation between technical and conceptual thinking.**

Laurence finished off with the **current major challenge**, namely **housing.**

It is widely acknowledged that the rules in Paris are out of date and that **more experimentation and innovation** needs to be brought into housing stock especially **social housing.** The areas around the new stations will allow such experimentation to occur. The ministry has just announced changes to the rules to **promote innovation.**

I'm amazed, as I am led back through the maze of individual offices, that such a work environment can allow for the level of communication and consultation necessary to get a little project like Grand Paris off the ground!

The Association of Mayors: Revolution not evolution.

Posted on September 19, 2011 by tim



Pompidou Centre in the AMIF building windows Rue du Renard

The office of the AMIF is in the Rue du Renard, opposite the Pompidou centre. Rogers'-Piano Blue, white and green pipes are reflected in the generous art nouveau windows of their turn of the century building. A central location for the members.

The General Director, **Thierry Staron** agreed to see me and invited Charles-Henri du Boisberranger, who is working on Le Grand Paris for l'AMIF, to join us.

The AMIF looks after the day-to-day issues of the Mayors. These are the mayors of the **whole region**

not just those in and around Paris, but also those smaller more rural ones that may not feel involved in the Grand Paris Project. **The AMIF represents them all.** They see themselves as **complimentary to Paris Métropole.**

Thierry was able to give me, what seemed to be an unbiased view of Le Grand Paris. His candour and openness like that of someone not afraid to lose their job.

He was also optimistic and practical about the job at hand, rolling up the sleeves on behalf of the mayors. Thierry runs a business as well as the AMIF.

He started by running through the history of the Grand Paris, to put the Mayors in a context. He told the story of Paris Métropole, that we now know well, but added a new element, in that initially, only a handful of right wing mayors joined and it was not until Sarkozy asked them to join the union more whole heartedly that they did.



shadow on the Archives building

Less interested in the design aspects of the consultation than the politics, Thierry then proceeded to tell me about the Minister of the City appointed by Sarkozy, a sort of Haussmann figure, in the form of **Christian Blanc** (who we have also previously discussed) whose job it was to **stymie the SDRIF** and its transport system Arc Express in favour of a new, **more ambitious plan, Le Grand Huit**.

Christian Blanc's plan was **not hatched in isolation, but in silence**. He approached each of the Mayors whose area was to be affected by a new rail line and station personally. A kind of accord was reached before the project was announced.

Thierry said that officially, the leftist mayors fought against the Grand Huit, but that in private it was another story!

'**Paris Belongs to France**', Thierry says, 'it is symbolic of the centralised French system. **Ile de France is the only region where the region itself does not determine its future**. The State has the final word. Consequently, the mayors end up with a lot of power, taking up the bureaucratic no man's land of the region. It is normal that the state takes a direct interest in its capital'.

The interest, in this case, revolved primarily around the alternative transport systems of the Arc Express as promoted by the region and the Grand Huit as promoted by the State. (We have discussed this at length) But the other challenges that were known and highlighted by the ten Teams were equally important. It is because of the housing, environmental, economic and social problems that the transport solution had to be found. Stakes of this scale need a **Revolution not an Evolution**.

France seems to do its best work in times of crisis. Revolution is the way forward. **Haussmann's** transformation of Paris was a revolution under Napoleon 3rd in the **1850s**. The **Paris Metro was put down in the 1900's** (and was only just recently

paid off!). **Paul Delouvrier plan** was the decentralising revolution of the **1960's** under De Gaulle and **Le Grand Paris is the Revolution of the 2010's**.

We mustn't underestimate the profound nature of the change. For the first time there is a solution. The CDTs (Territorial development contracts) are the Haussmann **mechanism** of today. They accelerate the building of the transport network and of the densification around the new stations. The mayors are forced to build. Sometimes it places them in a difficult position due to the fact that some constituents resist change. Some centres will be denser. Strangely enough this is often to protect the single dwelling suburbs (the pavilionaire.)

The CDT's are development areas built around **clusters** (an idea originally proposed by Christian Blanc including a **creative cluster around St Denis**, Business cluster at La Defense, Research cluster at Saclay etc.), and oblige the Councils to prepare for the arrival of the new rail lines and their stations with social and private housing targets, schools health and community services and employment zones. The roll out of the rail line and the stations is the responsibility of the **Société du Grand Paris** and the **STIF** (operational arm of the region.) and the rest is the responsibility of the mayors and the regions. This is an enormous task and requires excellent coordination across all agencies.

One area of difficulty is the provision of land for building, especially for Housing. **The Consultation had unanimously agreed to stop sprawl**, a principle that has wide spread acceptance but which requires **more of an effort** than the mere release of more land.

The rules of the game have changed. For social harmony across the metropolis, a fairer system is needed. The tax system is a case in point. Local taxes are made up of three sources. Professional tax, where businesses pay based on revenue, habitation tax and land tax. Naturally, the areas with the highest rates of employment source the largest percentage



Charles-Henri du Boisberranger and Thierry Staron

of their income from Professional tax and the least from habitation and Land taxes. In areas of high unemployment the reverse is true meaning that those that can least afford it pay the highest rates of land and habitation tax. The Mayors have agreed to address this imbalance, largely due to the initiatives of **Paris Métropole**. A trust has been set up to draw higher taxes from those areas that can afford it to distribute to the poorer ones. Thierry calls this **périquation**.

The revolution is one of re-balancing the Metropolis. The 17 CDT's that involve more than 300 Councils around the new transport network address the imbalances and build on the synergies that are possible when things are considered at a metropolitan scale.

The Mayors are part of the revolution whether they like it or not.

The Société du Grand Paris: delivering the transport network.

Posted on October 12, 2011 by tim

Meeting with Alexandre Missoffe 15th September 2011,



Alexandre Missoffe at the SGP

Convinced by now that the **AIGP** was playing a pivotal role in the development of the metropolis Paris, it occurred to me that it was now time to find out by **who and how this collective grand vision was to be delivered.**

Thierry Staron, from the AMIF recommended that I contact the **Société du Grand Paris, the organisation charged with the delivery of the new public transport network that would be the backbone of the new metropolis.**

I had left the decision to approach the SGP very late; one day to go before my return to Australia. A phone call and an e-mail later, a meeting was arranged. **Alexandre Missoffe, the Director of the office of the Directorate of the SGP** (the best translation I can manage) agreed to see me.



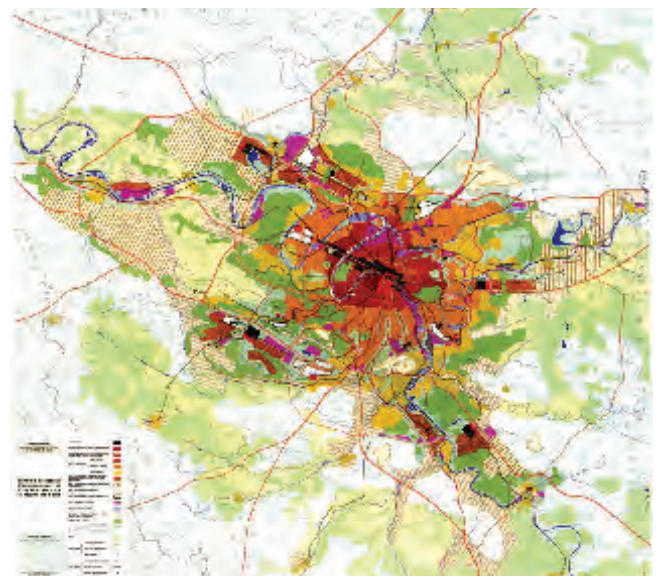
Bldv Voltaire opposite the SGP

The SGP, a public corporation, came into being on **3 June 2010 as part of the Law on Grand Paris.** Their role is to deliver the 155 km of railway and 57 stations that will encircle Paris and complete the network, as recommended by the 10 teams, the region and Christian Blanc. The SGP will cease to exist upon its completion. Expected to be around 2025.

A small portion of the network is to be delivered by the STIF, the region's transport arm.

Alexandre speaks with some pride about the **national significance** of the project he will help to deliver, the scale of which has not been seen for **50 years**, since 1965 when, **under DeGaulle, Delouvrier** outlined the plan for the Villes Nouvelles outside Paris and the RER rail system that would link them to the centre.

Alexandre refers to **the importance of the Consultation** and of the vision(s) that the ten teams brought to the subject of the metropolis. The fact that Paris needed a new transport system has not just been discovered, The SDRIF had already planned their Arc Express and Christian Blanc had developed his Grand Huit as a response to well understood imperatives. But **the Consultation brought an understanding of the metropolis not just as a well-oiled and dynamic economic machine, but as a place with an excellent**



Delouvrier Plan 1965

quality of life that respects the environment and treats its inhabitants equitably.

The common themes that came out of the consultation, he says are:

- * **building the city on the city**, (i.e. no sprawl and no wiping the slate)
- * **a dense and polycentric city** (with a high performance transport system that connects the isolated suburbs),
- * **creating an open city** (in harmony with it's natural environment),
- * **adopting a regional governance structure** (that adapts to local practicalities and character),

These are also the outcomes that a transport system can help to deliver.

Even the specific, or **unique propositions** the consultants developed, are of **great value**. **Christian de Portzamparc's Rhizomes**, for example, describe a more vibrant and open system that goes against the radio concentric system adopted, but which shows that there are other ways to see the metropolis, that can bring clarity on opportunities beyond the boundaries. **Antoine Grumbach's Seine Métropole** is another example of this.

The final route of the transport system, aims to allow for as many of the collective benefits possible out of the consultation schemes.

As mentioned above, **the transport plan is the product of many players:**

- * **The region**, via the IAU, developed the Arc Express scheme to accompany the SDRIF.
- * **Christian Blanc**, (previous Prefect of the city appointed by President Sarkozy, and also ex RATP, Air France, peace negotiator in New Caledonia nick named "mission impossible man") is often cited as the bad guy in the story of Grand Paris, but who, probably rather clumsily it must be said, revealed a transport

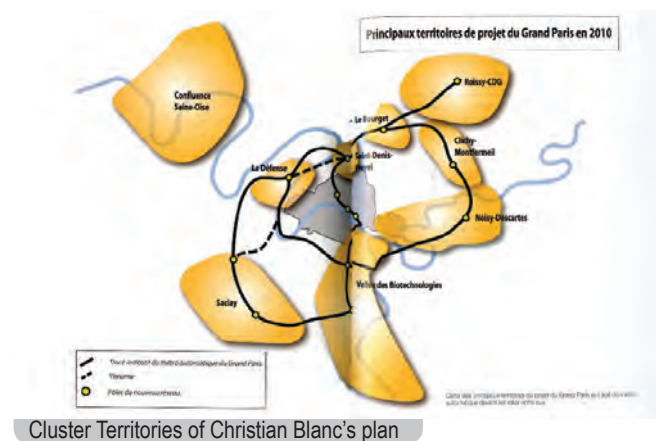
plan that is not too far from the one we have before us now, at the time of the consultation. This plan was based on the creation of specific activity clusters around the city that would be linked by a new high-speed transport network.

* **The mayors**, especially those of the southern arc around the city, who had been preparing and lobbying for a new rail line for many years. and Paris Métropole

* **The public debate** on the two main transport options.

* **The AIGP**, who brought the ten consultant teams together to synthesise the best of both schemes

The New Train Network



Cluster Territories of Christian Blanc's plan

The route of the new lines will **connect** to the existing **RER and Metro** lines as well as to the major **train and TGV** stations. They are also aligned to a version of Christain Blanc's clusters idea, but with some modifications to include some disadvantaged areas such as the Sevrans area, which we have discussed earlier. The final options for the line are still under investigation in certain areas such as the research area of **Saclay, which is one of the more controversial parts of the network**.

The stations are largely located in underutilised or post-industrial areas that offer the possibility of **urban regeneration**. They are intended to be **commercial, civic and cultural** hubs. The Law on Grand Paris of

the 3rd June 2010 gives the **development potential of the land in a 400m radius around the stations to the State.**

The proposed **technology** is an **automated** system that will move at an average of **65 km/h** including stops. The **platforms are to be 120m** long in order to cater for future demand. (80m would probably suffice at the moment). The trains will be wider too at **2850 wide** and will have a high carrying capacity.

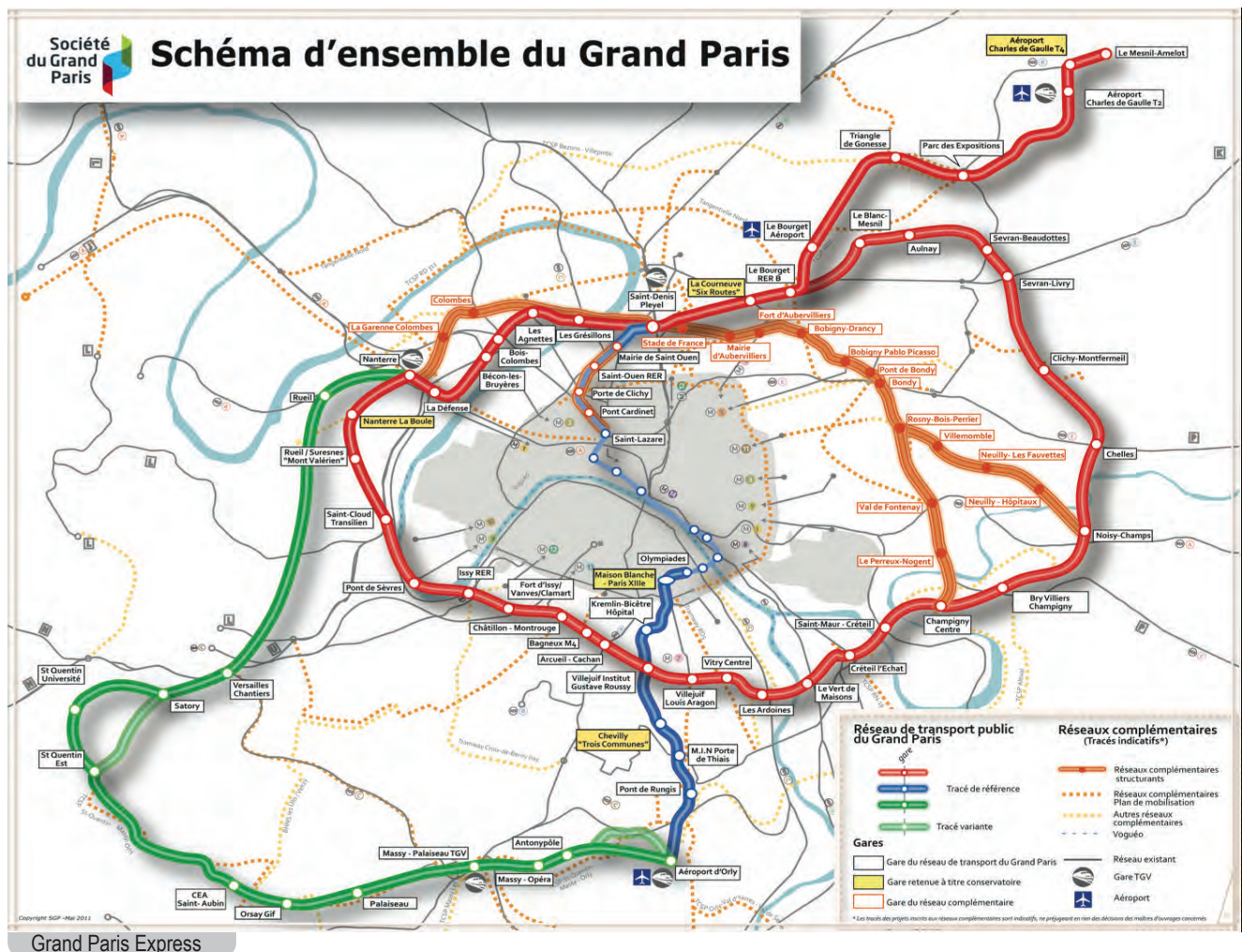
(the RATP have just announced the production of double-decker trains like we have in Sydney, in order to increase carrying capacity on the RER.)

The carrying capacity of the most recent **#14 line**, which is to be extended in this plan, is already at

capacity, modifications will need to be made for it to be compatible with the new network. It is a key north/south link.

The new transport network will reduce travel times across the metropolis dramatically. **The number of areas that will be accessible in less than 50 minutes from any other will provide an estimated 400,000 job opportunities.**

A striking example of the economic importance of this relates to Sevran, which will be within easy commuting distance of Roissy CDG. FEDEX, who employ over 9000 people there, were considering moving to Frankfurt because they could not attract sufficient employees to the airport. The new transport system has convinced them to stay put. The social benefits are enormous.



The network will cost **20.5 Billion Euros**. The SGP have 4 Billion in Capital, will have 400 M euros of fiscal revenue per year, anticipate return on the increased value of real estate and a return on commercial and advertising space in the stations as well as the usage fee.

The network is to be **rolled out by 2025** with the first slice , the southern arc from **Noisy-Champs to Pond de Sevres, delivered in 2018**. It's all happening now and it's all happening fast. The 17 CDT's that are the responsibility of the local mayors, are to be buttoned up in 18 Months!

I later discovered, when reading a book by **Christian Blanc**, called "**le Grand Paris du XXI^e siecle**", (which was given to me by Antoine Grumbach and features his Seine Métropole on the cover)in which Christian describes his vision for Paris, that Alexandre is acknowledged in the credits as having made a

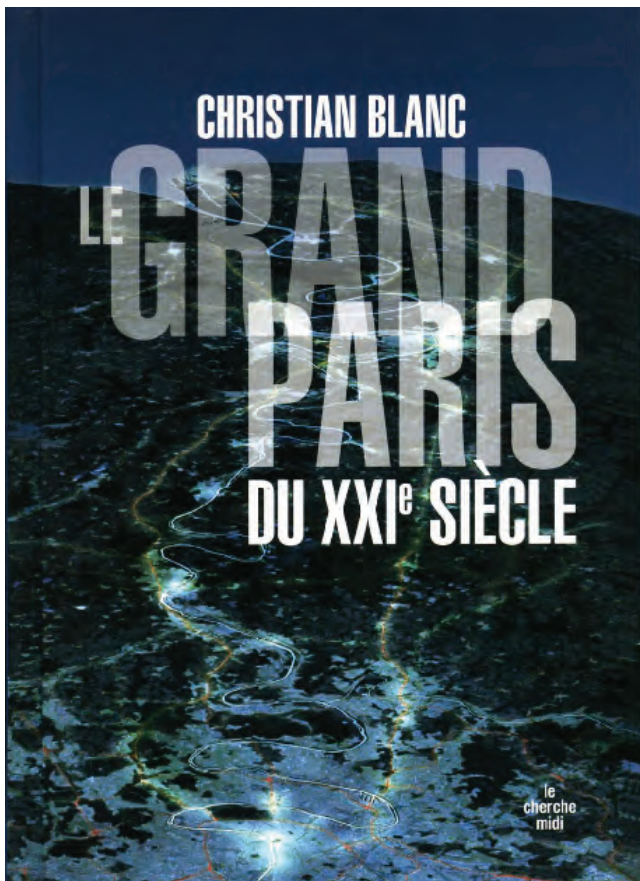
significant contribution to the book. Not only that, but his family seem to have been involved in the planning of Paris , in one way or another, for generations.

This is an excellent book. The history of Paris is particularly well researched and written. Christian Blanc's Vision is rational and broad.

Christian Blanc asks the following questions.

" Can we make Grand Paris a world city that places France at the forefront of global competition? How can we play our part alongside New York, London, Shanghai or Mumbai without denying our history and our soul? How can we be both attractive and competitive amongst global metropolises without sacrificing our environmental standards and our social pact?"

Not without this train, I guess is the answer.



Christian Blanc's book, published by Le Cherche Midi



Lessons & acknowledgements

Being awarded the Byera Hadley travelling scholarship, at mid-career, has changed my life. It has enabled me to pursue a passion and develop an expertise that has empowered me to join in the conversation and take my place at the table.

The motivation was to help address the environmental imperatives that are manifest in our urban condition. The Grand Paris consultation launched by Pres. Sarkozy captured my imagination as a way of putting holistic visions of alternative futures in the public's cone of view.

What I did not expect to discover, was that the critical aspect of any meaningful change is that it must be based on conversations. Conversations must be had with the people so as to understand what is important to them. This seems to me to be a basic 1st step in any planning process. Super Sydney explored a potential process for doing this.

Conversations must also be had between all levels of government and all of government around the important issues. Only this way can we hope to deliver efficient, integrated and necessary change. The festival's roundtable discussion with Pierre Mansat showed a potential forum where this might occur.

Conversations must be had with the future custodians of our environment, our school and university students, to share our experience and hopefully inspire the next generation to better than we are, because they will have to. Super Sydney Studio students have had a hands-on experience that reflect this approach. Their enthusiasm in being part of the conversation and their imaginative initiatives are a reassuring sign that they may well.....do better.

Thank you to all the wonderful people I interviewed during my travels, to the Sydney Architecture Festival committee, to all the people involved in Super Sydney, to my wife and family who had to put up with my absences, to Peter Poulet, to Patrick O'Carrigan and Margaret Petrykowski who endorsed my application for the scholarship. Thank you to Kate Doyle and the Board of Architects of NSW and to the Byera Hadley Travelling Scholarship Trust.

Appendices

Blog

Throughout my travels, I maintained a blog (le Grand Pari(S)ydney) which recorded the interviews made with and observation on each of the 10 multidisciplinary teams involved in the non-competitive consultation launched by Pres. Sarkozy.

I continued the blog when I returned to Paris to interview key members of the government agencies responsible for initiating the consultation as well as continuing to implement the outcomes and furthering the evolution of Grand Paris.

I include the contents of the blog as an annex to this report. It contains reports on all the interviews undertaken.

Talks

The initial research on the Grand Paris consultation was done in 2009/10. This research was presented at the Alliance Française during the **2010 Sydney Architecture Festival**. The topic of the presentation “**Le Grand Pari(S) design led solutions proposed Kyoto metropolis**” proved to be very popular and the talk had to be repeated. I also repeated the talk to The **Government Architect’s Office** and to the **Department of Transport**, concentrating on the transport infrastructure outcomes of the Grand Paris Project.

In early 2011, I made 2 presentations on behalf of the Department of Planning’s Urban Renewal Task Force team. These forums were an effective way to communicate aspects of the Grand Paris project to a broad but interested audience.

After my travels to Europe, I set about finding opportunities to share the findings of the research.

In September 2011, I gave a keynote address at the **4th International Urban Design Conference** entitled “**Making the 21st-century metropolis, how Paris is showing the way**”. The delegates found the address very thought-provoking and stimulating. I had many follow-up conversations with people who had been surprised to learn about the project. I could see that I still had some work to do to communicate the work being done in Paris. Many of the delegates also thought that it was an inspiring model but that my desire to have a similar model adopted in Australia was doomed to failure.

During the **2011 Sydney Architecture Festival**, a follow-up talk was given, again at the Alliance Française, which outlined the outcomes of the consultation and which described the roles and structures of the various government and other agencies involved in making Grand Paris a reality.

After the 2011 Sydney architecture Festival, I set about offering to speak to as many organisations as possible about the Grand Paris Project. These included a Tuesday night talk at the **Institute of**

Architects, a similar talk for the **Planning Institute of Australia** including a subsequent workshop. A presentation to the **UDIA**, another one to the **Warren Centre** and further presentations to **Landcom** in Parramatta and **Lend Lease**, filling the presentation room on the top floor of the Bond.

In January 2012 I gave a two-hour lecture on the subject to the **masters of urban design students at the University of New South Wales**.

In March 2012, I was invited to be a keynote speaker at the **IPAA conference in Melbourne**. The Institute of Public Administration unites senior level officers in Public administration from around the country. The topic of the conference was “how government makes the city”. My co-presenters were the Commissioner for Integrated Design from South Australia, Tim Horton and the Government Architect from Victoria Geoffrey London.

My topic “**Local Initiatives and Metropolitan Governance**” was the 1st iteration of a topic I have been developing that specifically addresses both the top-down and bottom-up approaches to metropolitan governance and planning. This talk describes the ideas consultation in Paris as well as the collaborative process undertaken by Paris Métropole and compares it to the “*shared responsibility*” public engagement process developed for the “*Future of Penrith, Penrith of the Future*” project I had been involved with as part of Campement Urbain. (Which subsequently won the 2012 Australian award for urban design for large-scale policies programs and concepts).

In September 2012, I again presented a paper at the **5th International Urban Design Conference**, this time developing the theme introduced at the IPAA conference and adding the **Super Sydney (SAF)** Project as an initiative that has grown out of both the Grand Paris project and the *Future of Penrith, Penrith of the Future*. My talk was specifically referred to during the summing up session of the conference as a fresh way to engage meaningfully with the public on broad Metropolitan planning issues.

Meetings

In addition to the talks given in public forums and to targeted audiences, I have had meetings with Representatives from all levels of government in Australia.

In each case, I have discussed aspects of the Grand Paris consultation that might appeal to that level of government and advocate for change with respect to the planning process.

In 2011, I made two presentations to the **NSW Metropolitan Planning Team from the Department of Planning**. These presentations sparked a good deal of interest amongst the team and stimulated thought about ways to engage with the public on Metropolitan planning issues. I was promoting the idea of a grand Paris style consultation for Sydney.

The general consensus, however, was that neither the will nor the culture existed within the Department to promote an open ideas consultation process such as in Paris.

Also in 2011, I had meetings with senior representatives from the **Victorian Department of Premier and Cabinet and from the Victorian Department of Planning**.

Both these groups seemed more open-minded than their counterparts from New South Wales, however apart from follow-up information provided to the Department of Planning, there has been no ongoing involvement.

Numerous attempts were made to present the project to the City of Sydney however each meeting was either cancelled or postponed or the nominated person was not available. In the end, I was able to make a presentation (somewhat disorganised as the room had not been prepared and we had to adjourn to the lunchroom) to a lunchtime gathering of City Projects staff.

I had more success with the **Federal Minister for Transport and Infrastructure**. The meeting was

held with several senior officers of the Department including Dorte Ekelund, Sara Stace, Anne Hurni and Ben Cebuliak from the Major Cities unit and with the general manager for policy John Austen and the Executive Director for Planning Stephen Alchin. Many aspects of the Paris project were discussed and I left them with a copy of my presentation. Whilst clearly, numerous aspects of the Paris Project hit a cord with the group, it was explained to me that no federal government could be seen to be favouring one capital city over another and that therefore, their role was to promote general issues only.

During the 2nd half of 2011, I sent numerous letters and e-mails to State and federal members of Parliament including the Premier of New South Wales, Barry O'Farrell and the Minister for Planning and Infrastructure, Mr Brad Hazzard. Responses to these requests eventually came.

In 2012, I approached the Member for Penrith Mr Stuart Ayres, whom I had met at the launch of the *Future of Penrith* project. I met with Mr Ayres in his office at Parliament house. He seemed genuinely excited about the Paris Project and asked if I had shown it to the Premier. "Not yet" I said and explained that I had a request to see him in the pipeline. He said he would be able to speed up the process, which he did.

Kate Doyle (New South Wales Architects Registration Board Registrar) and I met with the **Premier** and Stuart Ayres in his office at Parliament house. Our time together was short due to divisions in the house, however I was able to communicate an abridged version of the Paris story and present my "**7 steps for Super Sydney**" concept which outlines a version of the Paris process for Sydney, identifying the roles to be played by each relevant government department or agency.

His response was very positive and he requested that I make the same presentation to the Minister for planning and infrastructure.

Conferences

Conferences, 22 september 2011 :

- Kennote presentation 4th International urban Design Conference.

Public Lectures :

Sydney Architecture Festival, 25 october 2010 and 29 september 2010, at the Alliance Francaise de Sydney :

- Le Grand Paris : Design-led Solution for a post Kyoto Metropolis.

Talks to gouvernement departments , 2010

- Development Transport New South Wales.
- Development Planning New South Wales.

Sydney Architecture Festival, 24 october 2011 :

- Le Grand Paris : Realizing the visions of Le Grand Paris.

2011 :

- Urban Renewal Task find Development design, Customs house / Paramatta.
- Development Planning Metropolitan & Regional Strategies development.
- Federal department Infrastructure & Transport Major Cities unit.
- Victorian Department Premier & Cabinet.
- Victorian Department of Planning.

Presentations to professional Bodies :

2011 :

- Planning Institute of Australia.
- RAlA New South Wales Chapter.
- UDIA.

Presentations to Other Organization :

- Land lease.
- Landcom.
- City of Sydney.

Lectures at Universities : "Making the 21 st Century Metropolis" :

Bond University, Soheil ABEDIAN and School of Architecture, 22 september 2011 :

- Guest lecture to whole school : "The Grand Paris Experience" Making the 21st Century Metropolis, 1hr lecture.

University of New South Wales, Faculty of the built Environment, 17 january 2012 :

- Masters of Urban Development & Design, Case Studies in Urban Development. Le Grand Paris(s), 2hr lecture.

In the meantime, the NSW Government Architects position had been filled by Peter Poulet. Peter's ideas for a changing role for the government architects office aligned perfectly with that described in the 7 steps for Super Sydney proposal.

From then on, we have been working together to reinforce the need for a Central design coordination office such as the AIGP in Paris.

We both attended the subsequent meeting with the Minister for Planning and Infrastructure, Mr Brad Hazzard along with Stuart Ayres, the minister's media adviser and Norma Shankie-Williams from the Metropolitan planning office. The 7 steps for Super Sydney Project was presented once more, with an emphasis on the role of the government architect office as a design integration office for the Departments of Planning, Transport and Infrastructure.

The Minister was extremely enthusiastic about the presentation and stated "It's the 1st time since I've been in this position that I've been excited about my job"

He instructed those present to organise a high-level meeting between himself, Peter Poulet, Stuart Ayres and the Directors General of Transport (Les Weilinga), Planning (Sam Haddad) and Infrastructure (Paul Broad).

This meeting took place in the Minister's office on 27 June and lasted a good 2 hours. The Director-General for Transport was the only one who did not attend.

The outcome of the meeting was for a further meeting to take place under the direction of the Director-General of Planning, Mr Sam Haddad.

The outcome of that subsequent meeting was for the government architect to prepare a proposal for how such an office of integration might work in New South Wales.

This was done as part of a response to the Green Paper on a new planning system the New South Wales. I helped draft the government architects response and launched one of my own entitled *"Capturing the Imagination"*.

I continue to meet regularly with the government architect and am currently drafting a proposal for a permanent version of the "round table" that I initiated on his behalf as part of the Sydney Architecture Festival.

I have also been invited to 2 roundtable events by the Minister for Planning and Infrastructure. The 1st of these was a meeting of about 30 people to discuss methods of engagement. The governments Green Paper on a new planning system places community involvement front and centre of a new system. I did not miss the opportunity of conveying the benefits of a Grand Paris approach.

The 2nd Roundtable event was with approximately 400 others! This event was of a more general nature and allowed questions from the audience. I was able to ask a question relating to the apparent "cart before the horse" situation of releasing transport and infrastructure plans prior to a stated vision on what we are going to achieve which must surely come from a new planning system.

The Sydney Architecture Festival

In late 2011, I had the honour of being invited to join the Sydney Architecture Festival Committee. The 1st task of the committee, early in the New Year, was to develop a theme for the Festival in 2012.

The committee was looking for ways to build a co-operative and collaborative culture with respect to shaping the future of Sydney. A theme that expressed a more generous and proactive attitude towards building relationships outside usual jurisdictions or limitations needed to be found.

The parallels between the lessons learnt from the Grand Paris experience and the directions being articulated by the committee were striking.

Beyond Boundaries

Beyond boundaries was settled upon as expressing this intent. The theme lends itself well to an architecture Festival as it has spatial connotations as well as relational ones. Contributors to the festival embraced the theme, which gave the whole festival a sense of curatorial cohesion.

Super Sydney

The committee was keen to undertake its own Project or event that would explore the theme, Beyond Boundaries, to be a focus for the festival. Andrew Burns and I agreed to develop such a project.

After some deliberation, it was decided that a project which combined the building of a metropolitan community, (such as had been possible in Paris through the work of Paris Métropole), with a public engagement strategy that could be deployed across the metropolis (as had been developed with Campement Urbain for the *Future of Penrith*, *Penrith of the Future* project,) was worth attempting, despite the potential scale and complexity of such a project.

The concept was to conduct one-on-one interviews with individuals from every Council area in the metropolis and to publish the interviews on a website that would be freely accessible.

The aims and objectives of the project were as follows:

- to build a metropolitan consciousness
- to show that anybody, can make a valuable contribution when given the right conditions to express themselves
- to learn what is important to people about the future of their metropolis
- to allow architects demonstrate their desire to engage in meaningful conversations about the future of the city
- to help inform planning processes
- to provide a media friendly focus for the Festival
- to provide an ongoing legacy for the Festival

A subcommittee was formed to run the project and the event. One of the initial tasks was to find a name for the project. The name I had been using to express a Sydney version of Grand Paris, Super Sydney, was instantly seized upon as a catchy and appropriate name. It has proven to have the media friendly simplicity and universal acceptance that it is hard to remember what any of the alternatives might have been!

The project took many months to achieve and in many ways is still incomplete or has the potential to run much further.

The 1st task was to engage with the right project partners in order to streamline the organisational aspects of the project. The Local Government and Shires Association seemed a natural fit in terms of their access to local government. The Department of Planning and Infrastructure also seemed like a natural fit, however this did not prove to be the case. The Board and the Institute both committed funds and person power towards the project, as well as the necessary moral and intellectual support, without which the project would not have been possible.

The running of the project is a saga of its own. Here is a brief summary of the activities undertaken.

- Contacting all the councils in the Sydney metropolitan area and finding the appropriate person who could source interviewees. This was mostly done by Andrew and I
- Recruiting volunteer interviewers from the architecture fraternity as well as some from planning and related industries. This was done through the Institute and the Boards online newsletters and announcements made at the Institute. Over 40 volunteers offered to become animators.
- Launching the super Sydney concept and interview period during the VIVID Festival at the Museum of Contemporary Art on 8 June. Apart from explaining the concept to a broad audience, a series of 10 many interviews were conducted in front of the audience. The success of the launch event gave us a lot of confidence for future stages of the project.
- Developing a councils and animators kit of parts that explains the aims, the process, the questions to be asked, the formalities that need to be undertaken etc.
- Conducting an animators workshop which took place at Sydney University where the volunteer animators were given lessons on camera and interview technique. This was a good teambuilding exercise and reflected the spirit in which the project was to be undertaken. Animators were matched up with council areas.
- Helping to connect the animators with the council offices there had been approached all with councils that had not responded yet proved to be a frustrating and time consuming task. Each council was sent a letter of request and copies of the kit of parts and intent documents.
- Aligning student volunteers with animators was another task but had to be done as the students were to act as assistants during the interview process in order to make the interviewing process more streamlined.
- The interviews took place over a three-month period, mostly in July and August but some in September.
- A website suitable for the purposes of showing the amassed videos needed to be designed.
- The interviews then needed to be edited down to an appropriate size for the website. Editing is an exacting and time-consuming occupation at the best of times. Coordinating the edits of hundreds of interviews and having them delivered in the appropriate form to be uploaded was an extremely time-consuming task.
- Publicity and media opportunities were sought, interviews with myself and others were organised by the festivals media officer, Kym Elphinstone.
- The launch event needed to be organised and appropriate material prepared for the event.
- The launch of Super Sydney occurred at 6 PM on 24 October 2012, immediately prior to the launch of the Festival.
- Pierre Mansat, Deputy Mayor of Paris attended the launch and addressed the audience.

Super Sydney Studio

One of the initial stated outcomes for the scholarship was to run a university course based on the lessons learnt from Grand Paris.

I was delighted when Dr Lee Stickells from the University of Sydney's Masters of Architecture and Urban Design stream agreed to run a studio that would be streamlined with the Super Sydney project.

I immediately set about writing the contents of the studio, which involved the students in the interviewing process as well as allowing them to develop initiatives that reflected the contents of the interviews as well as their own research into the selected council areas.

Students were allocated to an animator and assisted them with the filming and editing of the interviews. This also allowed them to participate in an exercise that both takes them out of their comfort zone and exposes them to the notion of meaningful engagement with the community. Most of the students said they gained an enormous amount from this exercise.

10 focus council areas were selected, where we felt confident that the interview process would be successful and which represented typical Council areas from the far West, the South, the Centre, the North and the beaches.

One of the milestones for the studio was to produce posters of their projects to be exhibited during the launch of the super Sydney project and of the architecture Festival. The 40 or so projects on display at the Institute work compelling and added significantly to the Super Sydney project.

The final presentations of students work took the form of a preprepared film or narrated PowerPoint. The quality of the research, the sincerity of the interviews, the sophisticated nature of many of the films made the final crit day most memorable. Students have been overwhelmingly positive about the unusual studio.

Pierre Mansat

One of the central figures in the Grand Paris Project is Deputy Mayor of Paris, in charge of Paris Métropole and the relationships between the city and the councils of the region of Ile de France, and president of the AIGP (the International Workshop on Grand Paris) Pierre Mansat.

I had been fortunate enough to have a lengthy meeting with Pierre during my 2nd visit to Paris in the spring of 2011. It struck me at the time, as I wrote in my blog, that he was a key figure in the change of culture that had been necessary to begin the planning revolution that is taking place in Paris at the moment.

In 2001, he began the process of building a Metropolitan consciousness by approaching councils on the outside of the Ring Road of Paris in order to construct a spirit of cooperation and collaboration between the centre of Paris and the outlying suburbs and between the suburbs themselves. This process continues to this day and the group Paris Métropole has become an indispensable player determining the future of the metropolis of Paris.

Pierre's efforts are an inspiration. I had kept in contact with him since visiting him and had spoken about the possibility of one day inviting him to Sydney.

I was absolutely delighted that the committee agreed for me to invite him. I was thrilled and rather taken aback when he said yes!

His participation in and contribution to the festival and to super Sydney in particular was a wonderful opportunity for us all in Sydney to be exposed to some of his wisdom.

Media

Several events were designed around his participation.

1. The launch of Super Sydney. One of the principal reasons for his visit was to learn from the Super Sydney project. Whilst collaboration between councils was being built in Paris, engagement with the public remains problematic. The model shown by Super Sydney was of significant interest in this context. At the launch on 24 October, Pierre looked at the students work, participated in the proceedings and addressed the audience on his initial reaction to Super Sydney which was very encouraging and complimentary.
2. A design excellence Forum talk was negotiated with the City of Sydney. This event allowed Pierre to tell his story about Paris Métropole and its role in the evolving planning revolution in Paris. Part of my strategy for having him speak at the town Hall was to the City of Sydney 2 the generous and outward reaching methods of the city of Paris towards its suburbs.
3. The 3rd event that involved Pierre was a round table discussion with senior public servants and politicians from New South Wales State government as well as representatives from local government, academic bodies, the private sector and the community. Peter Poulet, the Government Architect, and I arranged the agenda and the invitees. This roundtable was held at the Alliance Française in the same room that had seen my presentations on Paris during the 2 previous architecture festivals. The purpose of this roundtable was to, by emulating the participants and format of the AIGP in Paris over which Pierre Mansat presides, demonstrate the potential of a collaborative conversation across government departments and levels of government around an important subject such as the future of the metropolis. The government architect's office is ideally placed to act as a hub of design integration on subjects such as transport and infrastructure, housing supply and other critical issues. Several of the participants have expressed their support for an ongoing iteration of this Forum.

The BHTS has given me numerous opportunities to engage with the Media.

These include:

Radio

- Radio National, 15 min interview On By Design with the late Allan Saunders about le Grand Paris,
- SBS Radio Two 20 min sessions in French about Le Grand Paris and Sydney 2011
- Eastside Radio prior to the Festival about the Festival and Super Sydney
- SURGFM with Gordon Leibowiz about Super Sydney
- Monacle 24 Interview about Super Sydney

TV

- ABC Breakfast news live cross About the Festival and Super Sydney

Print

- Sydney Morning Herald (SMH), article about le Grand Paris by Elizabeth Farrelly in 2010
- SMH Oct 2012 Super Sydney mentioned by Elizabeth Farrelly
- SMH Nov 2012 Super Sydney mentioned by Dr Tim Williams in article in Opinion pages.
- Time Out Sydney, Feature article Re the Festival and Super Sydney.

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Abbreviations & acronyms

AIGP	: Atelier international du Grand Paris
AMIF	: Association des maires d'Iles-de-France
APUR	: Atelier parisien d'urbanisme
AUC	: Atelier Djamel KLOUCHE
CDC	: <u>Consumer Directed Care</u>
CDG	: Aéroport Charles-de-Gaulle
CDT	: Territorial development contracts
DOP	: Metropolitan plan
IAU	: Regional urban design office
IBA	: International architecture exhibition (in Germany)
JN	: Atelier Jean NOUVEL
LGA	: Local government area
LIN	: Atelier Finn GEIPEL
LSE	: London school of economics
MVRDV	: Atelier Winy MAAS
OECD	: <u>Organisation for Economic Cooperation and Development</u>
PPP	: Public private partnerships
RATP	: Régis autonome des transports parisiens
RER	: Réseaux express regional
SDRIF	: Schema directeur de la region iles-de-france est officiellement denomme schema directeur de l'ile-de-france (SDIF) mais l'abreviation SDRIF est le plus couramment utilisee. Celui de 2007 realise a l'initiative de la region Ile-de-France qui l'a arrete le 15 fevrier 2007, mais il reste non encore approuve par l'Etat qui a demande des modifications.
SGP	: Societe du Grand Paris
SNCF	: Societe nationale des chemins de fer
STIF	: Syndicat des transports de l'Iles-de-France
TGV	: Train à grande vitesse

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A publication of the NSW Architects Registration Board 2015
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