



# WORKSHOP 2

## Resilience in the Oise valleys

### Inventive analysis of valleys

Thourotte, CC2V - Thursday 07 February 2019

### Workshop Presentation

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Within the framework of the Interreg project, the main objective of the Oise-les-Vallées urban planning agency is to propose to develop the territory of the Oise Valley with resilient projects. These should be based on a co-construction method that satisfies all project stakeholders.

These workshops show the will to bring together all the actors of the territory. They are an opportunity to conduct concrete exchanges and express opinions on "how to envisage the development of floodplains with the realities of the territory and all its stakeholders? ».

The workshops will provide food for thought and prepare the seminar on 22, 23 and 24 May with the support of our European partners.



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## Flod risk and projects in the Oise Valley

The Oise has its source in Chimay, in the Ardennes, and flows into the Seine at Conflans-Sainte-Honorine. Everything in the valley has been built along the river: villages, transport infrastructures, activity sites... The main points punctuating the valley are, from upstream to downstream: Noyon, Thourotte, the Agglomeration of Compiègne, the logistics platform of Longueil-Sainte-Marie, Pont-Sainte-Maxence and the Agglomeration Creil Sud-Oise.

In 1992/1993, the floods were a real trauma for the valley territory. This catastrophic event led to the development of the first generation of Plan de Prévention des Risques Inondation (PPRi) in 1996. Three PPRi are currently being revised (Compiègne amont, Compiègne-Pont and Brenouille-Boran).

The Oise Valley is also home to many projects that have a more or less direct impact on flood risk, such as the structures of the Entente Oise-Aisne or the future Seine-North Europe Canal (CSNE) between Cambrai and Compiègne and the Mise A Gabarit Européen de l'Oise (MAGEO) between Compiègne and Creil.

In addition, the Oise Valley, represented by its urban areas and accompanied by the OLV agency, participated in the National Workshop "Changing territories exposed to risks" launched by the Ministries of Ecology and Spatial Planning in collaboration with the OBRAS Design Office. This approach was synthesized into a roadmap in September 2015 and was applied on a smaller scale with local workshops and project sheets.

## Reflections on flood risk, intervention of L. FAYTRE (IAU)

Flood risk is first seen as a constraint, so we avoid talking about it. Since the 2000s and the floods of the Somme, actors have been increasingly involved in the subject, particularly in crisis management. Flood risks are often the result of a management problem and not a water problem.

The Ile-de-France (IdF) Region has its own characteristics and very important challenges. No need to wait for a 100-year flood to deal with the flood risk. Elaborating a disaster scenario makes it possible to highlight the great vulnerability of networks (electricity, metro...), but without electricity, the entire capital is affected (operation of hospitals, waste management...). Water is a factor of development, if the master plan limits urban expansion, then it is necessary to rebuild on the city, to work on the mutable spaces located along the waterfront. In other words, building in high-risk areas, which seems contradictory. How are these territories developed in contact with water?

Flood risk management, through Water Environment Management and Flood Prevention (GEMAPI), is delegated by the State but is not yet fully acquired by local authorities. This competence is sometimes transferred to a Territorial Public Basin Establishment (EPTB), in this case the Entente Oise-Aisne.

Resilience must be achieved on any scale, there must be territorial solidarity to anticipate, manage and recover from a crisis as quickly as possible. Resilience is above all a process and not an objective since we cannot be resilient to everything. The culture of risk is a culture of the unknown, it is a working tool.

Being resilient means first understanding the risk, then accepting it and then collectively setting certain objectives. Choices have to be made and they are mainly motivated by social and economic factors. We continue to build and we will continue to build, but today, it is a question of building differently, building WITH floods (rising groundwater, slow flooding...), in other words, knowing how to adapt to the territory and the risk.



## How to develop flood-risk sites in the Oise Valley?

5 sites were chosen at the level of the Compiègne High Risk Flood Area (TRI), 4 others were located at the level of the Creil TRI during the first Workshop on Thursday 31 January 2019. These sites can be based on the proposals of elected officials but also on the potential and interest they represent (specific issues, strategic location, project ideas, etc.). The choice of sites can be discussed, amended and completed.

The 4 sites already selected in Creillois:

- Old Sugar Factory (Saint Leu-d'Esserent)
- Community Gardens (Creil)
- Pont-Brenouille Industrial Zone (CCPOH)
- Sarron Ecodistrict (Pont Sainte-Maxence)

### RIVER STOPOVER \_ Longueil-Annel

**SITUATION** : The site is a vast open and agricultural space, bordered by woods or individual houses. It is the link between the lateral canal of the Oise and the original Oise river. The site and its global context have 2 advantages: a vocation to build around water with the heritage of boatmen and inhabitants who have a knowledge of water life and have already experienced flooding. Most of the houses are raised.

**PROJECT** : The elected representatives express their desire to redefine the entire central district of Longueil-Annel because, on the right bank of the canal lateral à l'Oise, there is the *musée de la batellerie*.

The project is divided into 3 phases:

1/ Moving the museum. After 20 years of existence in an old house along the canal, a global reflection on the future of the museum was carried out. The museum, which had become too small, would be moved to replace the current La Poste, near the lock (a public postal service would be partially preserved).

2/ Rehabilitation of the current museum into a training centre for boatmen.

3/ Creation of a river stopover (parking for recreational boats and services).

**ISSUES** : In the PPRi regulations, the site is classified as a violet zone, to allow its development to be considered.

Elected officials know that this highly impacted sector represents an opportunity. They do not necessarily wish to build in flood-prone areas and are in favour of experimenting with a new type of urbanization.

The site is concerned by the CSNE project. The municipality is waiting for information on the impacts of the future canal on the flood risk (probably not very significant). The project can also open up the Beau Rivage neighbourhood.

**REFERENCES & PROPOSALS** : With a larger space, the museum could address broader topics such as flood risk or the theme of resilience. The community of municipalities wants these public facilities to address several topics, including communication with the inhabitants.

In Romorantin in 2016, a flood strongly impacted the city and its public facilities, including a school, a museum and a MJC. The damage was considerable. Following this, the mayor proposed to do things the same way with the same program. Éric Daniel-Lacombe intervened and proposed that these public facilities evolve and be exemplary in terms of resilience and pedagogy.

The museum, a public building in the heart of the city, would be an ideal refuge in the event of a flood.

Each public facility should have its flood mark visible.

This floodplain does not necessarily require much development, it should be seen as a multifunctional open space, as for example, an agricultural space can become a wetland... It is necessary to keep flood expansion zones (ZEC).

## STATION POLE \_ Compiègne/Margny-les-Compiègne

**SITUATION** : The station POLE is a strategic PLACE located between the railways and the Oise. Taxis, city buses and other mobility services focus on this area built as a landfill. The flooding of the area is therefore mainly located in the northeast of the area, between the railways and the Oise. It is in a purple zone in the current PPRi. Close to the city centre of Compiègne, the station centre also hosts some residences dating from the post-war reconstruction with shops and restaurants on the ground floor. Geodis, a logistics activity, is also present on the site.

**PROJECT** : The site is already the subject of a project plan-guide for the creation of a ZAC and also of an *Orientation d'Aménagement et de Programmation* (OAP) within the PLUi project. A global reflection of the Multimodal Exchange Cluster is underway in order to develop the station cluster for more connectivity and to promote residential development. The aim is to create a two-sided station to facilitate access, connect and enhance the two municipalities on either side of the station. The station area represents a major project.

**ISSUES** : This rehabilitation project must be exemplary: density does not mean distance from nature, and neither ex-nihilo construction. The State has authorized the construction of 250 housing units for overall operations. If part of the site is already out of water, the floodable parts must deal with the flood risk.

**REFERENCES & PROPOSALS** : The Paris/Maubeuge line did not operate during the 1993 and 1995 floods. How can the station district work even if train traffic is paralyzed?

**Operations could be based on a high-track principle to ensure greater resilience to floods.**

**We should think about a gradual transformation of the neighbourhood: what can a resident do for his existing house? What technical solutions can be provided? How can existing homes be made more resilient? It would be a slow mutation but where resilience must be ensured in a sustainable way and could be translated into a guiding plan to avoid increasing the risk.**

## CLEMENT BAYARD STREET AREA \_ Compiègne

**SITUATION** : Located along the left bank of the Oise River, the Clément Bayard sector is mainly made up of shops, services and public facilities. On the other side of the boulevard, Le Clos des Roses is classified as a Priority District of the City (QPV) and is part of the program of the Agence Nationale de Rénovation Urbaine (ANRU). The university residence has already been demolished.

**PROJECT** : The area is already the subject of an OAP under the PLUi of the ARC. Majoritairement soumis à un risque inondation moyen, les terrains sont constructibles sous conditions. The main aim is to re-qualify the sector in relation to the potential relocation of car dealerships.

In the event of a change, the sector will be the subject of mixed operations with economic and artisanal activities on the street side and housing on the river side.

**ISSUES** : A relatively low flood risk but a strategic situation. If the sector remains constructible, its transformation must be ensured in an overall view. The departure of the car dealers currently present on the site can take place at any time, the probability that it will become fallow is not insignificant.

Find North/South links so that this district can take advantage of the proximity of the Oise river and facilities.

**REFERENCES & PROPOSALS** : The transformation of the sector would provide an opportunity to transform rue Clément Bayard and avenue du Général Weygand, a real gateway to the city centre. This will help to calm road traffic and move towards more rewarding traffic.

Rehabilitation of the urban avenue and the Oise/Forest axis.

**It might be more interesting to work across the river on the other side of the Oise, on the right bank. The agglomeration had planned to make an allotment at the lock wharf. The project was quickly suspended due to the high construction cost and the restrictive PPRi. Much of the area is owned by the ARC. Reviving the project by presenting it as exemplary in terms of resilience**

would represent an opportunity to also work on the subjects of the reappropriation of the shoreline and of the island. It would also be an opportunity to reflect on the future of current industrial activities that can leave at any time.

## EXTENSION OF THE TERTIARY AND SCIENTIFIC PARK \_ Lacroix-Saint-Ouen

**SITUATION** : The sector is located on the southern outskirts of Compiègne, in the commune of Lacroix-Saint-Ouen. This park is intended to host tertiary and R&D activities. The land is large and the density is low in the area.

**PROJECT** : Project to extend the tertiary and scientific park. Allow an East/West link to relieve congestion in the Mercières sector.

**ISSUES** : The site is considered as a flood expansion area and the flood risk is considered as medium. The sector is also concerned by: a runoff axis resulting from the first sketches of the rainwater zoning.

The inhabitants do not live very well the development of this area since until now they were quiet. In addition to this question of co-visibility, there is also work to be done on entering the city.

**REFERENCES & PROPOSALS** : The sector appears as a relegated area. Unlike what currently exists in the tertiary and scientific park, it might be more qualitative and interesting to introduce more urbanity. There could be a more mixed programme, for example by extending existing housing and developing a public space that makes a smooth transition from tertiary activities. The extension could represent another way of developing and living workplaces with living spaces for companies through more mixed activities and spaces.

In order to manage the visibility of the sector since the D200 and control the development, the scope of intervention could be reviewed and expanded (the CRA owns many properties).

With the proximity of the forest and its edge, the landscape comes naturally. However, it also evokes the fragility of the relationship between natural environments and urban environments.

## RAILWAY STATION AREA \_ Verberie

**SITUATION** : The station district, located on the outskirts of Verberie city center and close to its business district, no longer welcomes passengers. It has become a wasteland with old station buildings and other activities. Some dwellings are located on the site. The existing rail network is still operated by freight trains. It can only be crossed by pedestrians. There are almost no more activities in the area, which has already been the subject of project outlines.

**PROJECT** : Requalify the station district and reconnect it to the city centre.

**ISSUES** : In addition to the flood hazard, the station district is very constrained by environmental issues such as flood expansion zones (ZEC), wetlands (ZH).

Once rehabilitated, the district would represent an extension of the city that is a little far from the centre. If the bus network (ARC Express) makes a stop 200m from the site, it will nevertheless be necessary to seriously consider establishing a link to the city centre to get closer to it.

It is imperative to secure the crossing for motorists, but it is complicated and costly. In addition, the railways, even if there is little traffic, serve as a rear base for the maintenance of the railways in the Ile-de-France region. The RN2/RN31 link project will thus be considered.

**REFERENCES & PROPOSALS** : Building individual and resilient housing is complicated, but building resilient collective housing more than a kilometre from downtown is also difficult.

It is also possible to integrate a soft lane.

As in Lacroix-Saint-Ouen, it is not only a question of the neighbourhood, it is also a question of entering the city.

The site is currently a little isolated. Care should be taken to facilitate evacuation in the event of flooding.

## Focus on the issue of networks in flood-prone areas

The question of networks and in particular source stations in flood-prone areas is essential, because it is the basis of life in a district or territory.

ENEDIS is already engaged in a global reflection on climate change, which also concerns the risk of flooding. However, the company must prioritize risks. It therefore intervenes above all on the most frequent and recurrent risks such as wind, storm or snow. The risk of flooding therefore appears secondary to other climatic events.

Source workstations must be protected or built outside of flood risk areas. Protecting workstations is an expensive investment. We must also be aware that a territory cannot be resilient in the space of 3 years

During the 1993 floods in Choisy-au-Bac, citizens took turns day and night to protect the source station. Generators have been provided and earth trucks have been brought in to protect some areas of activity from flooding.

There is still a lack of experience, we no longer want to live on dikes or slabs, these systems have their limits. Even pilings can create a rupture with the ground, with nature. The Compiègne territory is no longer in this desire to build a dike or over-digue, but rather to manage the spill of the flood. It should be noted that sometimes, when putting substations and networks out of water, there may be difficulties for concessionaires to intervene.

## Complements and continuation of the workshop

CALENDAR REMINDER :

**Phase 1** / Selection of sites and first diagnostic elements up to the workshops. September 2018 / January 2019

**Phase 2** / Further diagnosis and elaboration of proposals. February / beginning of April 2019

**Phase 3** / Adjustment of proposals and production of 12-page workbooks.

Presentation of the work at the seminar at the end of May. April / May 2019.

**Phase 4** / Finalization. June 2019.

In future proposals and scenarios for the development of these sites, cost-benefit analyses would have to be carried out. The subject of fences in flood areas should also be studied, particularly in relation to the issue of Roms.

It is proposed to make an assessment of the sites and their hypotheses in order to share the conclusions.

Two other workshops will be held on April 2nd afternoon for the Compiègne TRI and on April 4th afternoon for the Creil TRI (locations and times yet to be determined).

