

# Valenciennes - Development of public areas in the Faubourg de Cambrai district

Urban redevelopment project



**Country**  
France

**Client**  
Ville de Valenciennes

**Date**  
2005-2010

**Cost of works**  
€5.17m exc. VAT

**Sogreah's services**

- ▶ Design services and project supervision
- Roads and utility networks (excluding lighting)
- Sewerage



**Context**

In the context of the Valenciennes urban redevelopment project, the town council wished to launch a renovation process in the Faubourg de Cambrai district. Surrounded by the railway line to the west, the A2 motorway to the south and the Georges Pompidou expressway to the east, the Faubourg de Cambrai was isolated from the rest of the town. Its isolation was gradually stifling activity in the district and causing problems for its residents.

Developing and regenerating the district thus involved opening it up but also taking advantage of its geographical position within the town.

The district needed to be not only a place people passed through, but also a dynamic residential area where people would stop to take advantage of the services, activities and businesses on offer, and a place where it was pleasant to live. The project therefore aimed to improve living conditions for residents by

implementing a programme that ranked public areas with a view to renewing the district's economic, social and aesthetic dynamism.

**Description**

- Service roads.
- Distributor road and an esplanade.
- Complete sewerage using alternative techniques and connection to utility networks.

SETS/JLN/ebd/0207



### Roads and utilities

Landscaping was a major consideration in developing the distributor road and esplanade. It forms the main access route into the district:

- 3 m wide deactivated concrete cycle path, bordered by a bank connecting with the surrounding slopes and running along the edge of the housing estate.
- The cycle path is separated from the road by a 3 m wide landscaped runnel planted with maple, willow and ash.
- The roadway is widened to 5.5 m to ensure greater traffic fluidity.
- Car parking areas beside the esplanade, planted with tall trees, improve the parking facilities in the district.
- A 2 m wide footpath runs along the car parking areas.
- Street lights are positioned throughout the area, improving safety at night.

The development of the service roads and housing estate follows similar lines to that of the distributor road.

- A landscaped runnel planted with trees runs alongside the roadway. Driveways cross it at regular intervals to provide access to houses.
- The roadway is kept to a minimum (5 m).
- Speed tables are placed at the entrance to each street to indicate that it is a 30 km/h zone.
- A 1.50 m pavement is provided for pedestrians at the same level as the roadway, to give an impression of width.
- The problem of parking is solved by providing reserved parking spaces on each plot.
- Street lights are positioned throughout the area, improving safety at night.

### Sewerage (alternative techniques)

2000 lm of 200 mm pipe were placed to collect wastewater. Runoff water from the roads is recovered and temporarily stored in the runnels by means of dams made of billets. Stormwater from roofs is stored in retention structures placed in each plot. This water is used in each house for watering and flushing toilets. A network of 300, 400 and 800 mm dia. pipes collects and temporarily stores overflows from the cisterns.

The project also called for the construction of a buried storage tank. This watertight tank was made from polypropylene caissons surrounded by a sealing complex (geotextile + geomembrane).