

Bordeaux (France)

No 1256

Official name as proposed

by the State Party: Bordeaux, Port of the Moon

Location:

Aquitaine Région,
Gironde Department

Brief description:

The city of Bordeaux is a port city located in south-west France, in the Aquitaine basin, on the river Garonne, some 100km from the Atlantic Ocean. The founders were Gallic tribes, but its development from a minor settlement into an important market town came after the Roman conquest in 56 BC. From the late 12th century, Bordeaux had a new stage of development due to commercial links with Britain and the Low Lands. The city retained its generally medieval aspect up to the early 18th century. The age of Enlightenment provided the framework for the principal urban development of Bordeaux in modern times. This is also the period that produced its best known architectural and urban features. Louis-Urbain Aubert, Marquis de Tourny, arrived in Bordeaux in 1743, staying there until 1757. He undertook major projects for the renovation and opening up of the city's medieval urban form. This consisted especially of the façades to the quays along the Garonne, the vital artery of the commercial life of the community. These operations also paved the way for new housing, which contributed to the classical townscape of Bordeaux. At the end of the century, a number of new public buildings were built. In the 19th century, there were several large-scale constructions, such as the first bridge built in stone across the Garonne (1810-1822). The old harbour on the left side of Garonne was not renovated, but an industrial one developed on the right side of the river in the 20th century.

Category of property:

In terms of the categories of cultural property set out in Article 1 of the 1972 World Heritage Convention, this is a *group of buildings*. In terms of the *Operational Guidelines for the implementation of the World Heritage Convention* (2 February 2005), Annex 3, § 14, (ii), the property is an *inhabited historic town*.

1. BASIC DATA

Included in the Tentative List: 1 February 2002

International Assistance from the World Heritage Fund for preparing the Nomination: No

Date received by the World Heritage Centre: 30 January 2006

Background: This is a new nomination.

Consultations: ICOMOS has consulted its International Committee on Historic Towns and Villages (CIVVIH).

Literature consulted (selection):

E.A. Gutkind, *Urban Development in Western Europe: France and Belgium; International History of City Development*, vol. V, New York, 1970.

Charles Delfante, *Grande Histoire de la ville*, Paris, 1997.

Sir Banister Fletcher, *A History of Architecture*, Oxford, 1987.

M. Delaunay, *Les Jardins de Bordeaux*, Périgueux, 1985.

R. Galy, *Les Rues de Bordeaux des origines à nos jours*, Bordeaux, 1997.

B. Manciet & V. Monthiers, *La Façade des quais*, Bordeaux, 1994.

F.G. Pariset, *Bordeaux au XVIII^e siècle*, Bordeaux, 1968.

C. Taillard, *Bordeaux à l'âge classique*, Bordeaux, 1997.

Technical Evaluation Mission: 29 November-
3 December 2006

Additional information requested and received from the State Party: None

Date of approval of this report: 21 January 2007

2. THE PROPERTY

Description

The city of Bordeaux is a port city located in south-west France, in the Aquitaine basin, on the river Garonne, some 100km from the Atlantic Ocean. Bordeaux is the capital of Aquitaine Region. The metropolitan area of Bordeaux has a population of *ca* 1 million inhabitants, while the town itself has *ca* 215,000 inhabitants and *ca* 66,000 within the nominated property. Bordeaux wine takes its name from the city, around which wine has been grown from the 8th century.

The founders of Bordeaux were Gallic tribes, but its development from a minor settlement into an important market town came after the Roman conquest in 56 BC. Major trade routes linked it to Spain as well as to Toulouse and Marseille. At Bordeaux, the Garonne forms a bend, surrounded by hills. This area became a natural harbour, later called "*le Port de la Lune*" ("the port of the moon") due to its form. The Roman *castrum* (450 x 700m) is still reflected in the centre of the town. Nevertheless, few structures have survived, mainly the remains of the antique amphitheatre, the Palais Gallien (Gallien Palace).

From the late 12th century, Bordeaux had a new stage of development due to commercial links with Britain and the Low Lands. The commerce was based particularly on wine export. The town was enlarged, and a number of monastic ensembles and churches were constructed. These include especially: the Basilica of Saint-Seurin, Basilica of Saint-Michel, and Saint-André Cathedral, all inscribed on the World Heritage List as part of "The Routes of Santiago de

Compostela in France” (1998). While founded in earlier centuries, these buildings had major renovations or constructions in Gothic style. Some vestiges also still remain of the city walls built in the 13th and 14th centuries. From the 16th century, its economic development slowed down. In fact, the city retained its generally medieval aspect up to the early 18th century, even though some civil buildings and churches appeared in Classical or Baroque style in the 17th century.

The age of Enlightenment provides the framework for the principal urban development of Bordeaux in modern times. This is also the period that produced its best known architectural and urban features. The first important Classical work of this period, started in the 1730s, was the Place royale (Royal Square, today Place de la Bourse, Stock Exchange Square), designed by architect Jacques Gabriel (1667-1742). Chronologically, in reference to Paris, it follows Place Vendôme (Vendôme Square) and anticipates Place de la Concorde (Concorde Square).

Louis-Urbain Aubert, Marquis de Tourny (1695-1760), arrived in Bordeaux as administrator of Guyenne in 1743, staying there until 1757. He undertook the major renovation projects and opened up the city’s medieval urban form. This consisted especially of the façades to the quays along the Garonne, the vital artery of the commercial life of the community. The construction of the Allées de Tourny (Tourny avenues) was initiated in 1744, constituting the first grand town-planning intervention in Bordeaux. Tourny’s programme included the replacement of the medieval gates with new classical architecture (e.g. Ponts des Capucins, Dijeaux, Bourgogne, Aquitaine, and Monnaie). He redesigned the façades and urban spaces associated with the gates, giving the environment a new and coherent appearance. The urban squares created by Tourny include the Place Dauphine (Gambetta nowadays), Place d’Aquitaine, Place de Bourgogne and Place Tourny. In order to link the new urban spaces, Tourny opened new streets, as well as creating a public garden in the French style, later transformed to reflect the English garden style. In his work, Tourny referred to examples of Parisian architects, such as Jacques-Ange Gabriel and Soufflot.

These operations also paved the way for new housing development, which contributed to the classical townscape of Bordeaux. In the last decades of the century, Bordeaux was a vast building site. A number of new public buildings were built. These included the Grand Theatre (1773-1780) by architect Victor Louis, whose main work was the quarter of the Îlot Louis, the new business centre of Bordeaux consisting of homogeneous classical architecture. Another great public building was the Palais Rohan (today the Town Hall), built in 1772-1784 as a new residence for the archbishop. The initial design was by Joseph Étienne but the building was completed by architect Richard-François Bonfin. A large number of distinguished private residences were built at the same time. In the 1790s, during the early years of the Revolution, several decrees enabled the replacement of over nine hundred old buildings, thus continuing the urban renewal in classical style.

In the 19th century, there were several large-scale constructions, such as the first bridge built in stone across the Garonne (1810-22). The ancient fortifications were

demolished in the 1830s to provide space for new facilities (abattoir). From 1818 to 1828, the site of the former Chateau Trompette (Trumpet Castle) was transformed into a vast urban square, Place des Quinconces, the largest in Europe. By the mid 19th century, the city had grown to the limits traced in the 18th-century urban plans. The railway arrived from Paris to Bordeaux in 1852. The railway station was built in Bastide, on the right side of the river. A new railway bridge (1859-1860) was built to serve the left side with the Tourny urban plans. The bridge was built under the direction of Gustave Eiffel to the design of La Roche Talay and Regnault.

The old harbour on the left side of the Garonne was not renovated, but an industrial port developed on the right of the river in the 20th century. During the Second World War, the German occupation forces built here a strong military harbour. After the war, the harbour went through a period of renovation and modernisation.

Traditionally, Bordeaux has based its economy on agricultural products. Wine production became particularly important, starting from the 8th century AD. Wine was one of the reasons for the development of British commerce in the Middle Ages. However, it was mainly the age of Enlightenment that saw the introduction of famous vintages. In 1725, already more than a dozen chateaux produced renowned wines, such as Pontac, Haut-Brion, Margaux, Lafite and Latour. The Bordeaux wine was given a special privilege as “*vins bourgeois*”, still possessed by some fifteen families at the end of the *Ancien Régime*. In 1852, the crops amounted to 1,263,000 hectolitres. After some difficulties in the early 20th century, wine production has been re-established and amounted to some 6,609,000 hectolitres in 2001.

History and development

The origins of Bordeaux are generally dated to the 3rd century BC, at the time of the foundation of Lutetium. Its establishment as Burdigala would have been due to the Celtic tribes of Bituriges. There are relatively few archaeological remains from the earliest period, but it is known that tin was imported from Great Britain in the Bronze Age, in the early 1st millennium BC. After being occupied by the Romans, in 56 BC, Burdigala developed around its port as a market town and it retained this function for the centuries to come. It also already had a university in 286 AD.

During the early Middle Ages, the site of Bordeaux was subject to a number of invasions, such as those by the Vandals, the Visigoths, and the Franks. It was conquered by the Carolingians in the 8th century. At this time the name of Seguin also appeared, the first Carolingian count of Bordeaux, appointed by the king. In 848, the town was destroyed by the Normans, and the population killed.

From 1154, due to the union of the possessions of Aliénor (duchy of Aquitaine), Count of Poitiers, and Henry Plantagenet (duchies of Normandy, Anjou, Maine and la Touraine), Bordeaux was linked with England for three centuries. In 1214, the burgers of Bordeaux were exempted from taxes on their wines. In the 13th century, Bordeaux started developing its first municipal institutions, resulting

in the establishment of the municipality of Bordeaux in 1253.

In the 14th century, Bordeaux was an important political centre, and capital of a vast territory. In the 15th century, due to hostilities between France and England, it had to defend itself against the French, but finally, in 1453, it was conquered by the French army under King Charles VII. In the following centuries, the economy of the town was weak as it had lost an important market in England. In the 16th and 17th centuries, the economy started improving, but citizens' rights were gradually reduced under royal rule, creating some opposition.

During the 18th century, Bordeaux was the seat of various important institutions, including the parliament, the military government, administration, university, and others, which surpassed its needs. The Chamber of Commerce was established in 1705, and the Academy of Sciences, Literature and Fine Arts in 1712, assisting in the economic and intellectual revival. During the French Revolution and following decades, Bordeaux closely followed the political evolution of affairs.

By the end of the 19th century, Bordeaux had developed into a regional metropolis. During the First World War, it was chosen as one of the French bases equipped for warfare. During the Second World War, it was occupied by the German army from 1940 to 1944, but did not suffer serious damage.

3. OUTSTANDING UNIVERSAL VALUE, INTEGRITY AND AUTHENTICITY

Integrity and Authenticity

Integrity

According to the State Party, due to its port, the city of Bordeaux has retained its original functions since its creation, as a city of exchange and commerce. Its history is easily legible in its urban plans from the Roman *castrum* to the 20th century. The most substantial change, which occurred in the 18th century, was the shift from a city still enclosed within its medieval perimeter in 1733, to a city open to its surroundings by 1790. Since then, the city has continued developing following the ideas born during the age of Enlightenment.

ICOMOS considers that the nominated property has retained its overall integrity. ICOMOS questioned some areas included in the original nominated core zone, such as the area of Saint-Jean railway station, which does not have particular quality. As discussed further (below), the revision of boundaries of the core and buffer zones, dated December 2006, includes this area in the buffer zone. ICOMOS therefore considers that the proposed core zone preserves all the essential physical components that express Bordeaux, Port of the Moon.

Authenticity

The nomination dossier does not include a specific statement on authenticity. It states that the history of Bordeaux is easily legible in its plan, since the stages of

topographic formation of the town coincide with the history of the city itself. The Roman plan and the successive extensions of the 13th and 14th centuries are still legible. The comparison of plans dated 1733 and 1790 testify to the transformation of Bordeaux during the 18th century. The hitherto old, closed town became the open city that evolved up to present times according to the plans of the Enlightenment planners. It is understood that the city has retained its authenticity in the historic buildings and spaces created in the 18th and 19th centuries.

ICOMOS considers that the successive 18th century plans, for example, by *Intendant* Tourny and the architects Gabriel and Victor Louis, have been well maintained in the urban context.

In conclusion, ICOMOS considers that the conditions for integrity and authenticity are met.

Comparative analysis

The nomination dossier states that there is no other port city in France (including Rouen, Nantes, Marseille) which has respected its urban and architectural unity over two and a half centuries like Bordeaux. In the nomination dossier, comparison is made with other European World Heritage towns: Florence, St Petersburg, Naples, Sienna, Porto, Salzburg, Riga, Tallinn, Lyon, Urbino, Bruges, Aranjuez, Liverpool and Le Havre.

It is stated that the comparison with Naples, inscribed in 1995, is the most pertinent: the city has conserved rich testimonies of its long history and its royal past, an active harbour and a cultural and political centre during several centuries. Even if Naples illustrates the exceptional evolution of a great city-harbour, it does not present the architectural unity of Bordeaux or the exemplary legibility of its urban form. Liverpool, commercial rival of Bordeaux during the 18th and 19th centuries, is inscribed on the World Heritage List based on its role as pioneer of modern harbour technology. If Liverpool is a port attached to a strong maritime culture, Bordeaux is at the same time a territorial city related to wine production and bearing a strong urban and architectural identity, framed by its economical, cultural and intellectual development.

From this comparison, which includes exceptional European urban ensembles (ports or commerce centres), Bordeaux emerges as a unique ensemble of a harbour city, at the same time fluvial and maritime, a capital of both wine and business, and a town that succeeded in developing an urban and architectural ensemble representing the age of Enlightenment, expressing universal ideals. Besides, if compared with other European ports which are not inscribed on the World Heritage List (London, Barcelona, Hamburg, Stockholm or Athens), Bordeaux, Port of the Moon, has its own identity based on the coherent scale of its urban form and the homogeneity of its civil architecture.

ICOMOS considers that the main themes of the nomination refer to Bordeaux as a major international wine exporting port and as an example of urban planning and architecture from the age of Enlightenment. The comparative analysis in the nomination dossier is made in reference to an *ad hoc* list of European historic cities on

the World Heritage List, which are not all relevant to the case of Bordeaux. As international ports, Liverpool and Valparaiso would appear more relevant. However, taken specifically in relation to wine export, Bordeaux certainly emerges as significant. Regarding the architecture, the Place de la Bourse (Stock Exchange Square) and the Place des Quinconces (Quinconces Square) emerge as significant, comparable to other plans in France, such as Place Vendôme (Vendôme Square) in Paris or the public squares of Nancy.

In conclusion, ICOMOS considers that, despite the observations cited above, the comparative analysis justifies consideration of this property for inscription on the World Heritage List.

Justification of the Outstanding Universal Value

The nomination dossier includes a statement of Outstanding Universal Value, based on the following qualities:

- the importance of the port in international trade over two millennia, and its unrivalled fame as the world's capital of wine;
- its audacious urban planning, in the form of moon crescent, which transformed Bordeaux in the age of Enlightenment;
- its contribution to the development of ideas, being the seat of an ancient university, and having been associated with many renowned cultural personalities of France;
- its continuity of classical and neo-classical architecture from the 18th century to mid 20th century and its particular role in political history.

ICOMOS considers that, besides the importance of the port in regional and international trade activities over the centuries, the significance of some classical and neo-classical architectural and urban ensembles representing the 18th and early 19th centuries are recognised in the history of architecture. The spirit of this architecture continued in Bordeaux, which is today characterised by great homogeneity in its townscape. It is noted that Bordeaux has been the seat of various events related to French political and cultural history. Nevertheless, ICOMOS does not consider that these, *per se*, constitute a justification for its outstanding universal value. The role of the university, claimed to have its origins in antiquity, has not been clearly demonstrated.

Criteria under which inscription is proposed

The property is nominated on the basis of criteria ii and iv:

Criterion ii: The State Party justifies this criterion on the basis that Bordeaux bears testimony of a considerable exchange of influences between people of the land and people of the sea. The city owes its prosperity to its vineyards, the most celebrated in the world, to the strong will of its luminary people, to its natural port and the

Garonne River, which have provided the opportunity to exchange influences with the rest of the world over the centuries. These exchanges have provided this cosmopolitan town, in the age of Enlightenment, with an unparalleled prosperity that created an exceptional urban and architectural transformation that continued through 19th century up to present time.

ICOMOS considers that criterion ii is justified since Bordeaux, Port of the Moon, illustrates exchanges of cultural values over the centuries. In articulating this criterion, it is necessary to stress the traces of those influences on the urban form and architecture of the city.

Criterion iv: The State Party justifies this criterion on the basis that Bordeaux represents an outstanding urban and architectural ensemble, created in the age of Enlightenment, whose values continued up to the first half of the 20th century, with more protected buildings than any other French city, except Paris. Bordeaux is exceptional for the unity of its urban and architectural classical and neo-classical expression, which has not undergone any stylistic rupture over more than two centuries. Its urban form represents the success of philosophers who wanted to make towns into melting pots of humanism, universality and culture.

ICOMOS considers that this criterion is justified as Bordeaux, Port of the Moon, is a city whose urbanism and architecture demonstrate its successive stages of evolution, and particularly the ideas of the age of Enlightenment.

ICOMOS considers that the Outstanding Universal Value has been demonstrated and that the nominated property meets criteria ii and iv.

4. FACTORS AFFECTING THE PROPERTY

The nomination dossier includes the identification of factors affecting the property. The city of Bordeaux is subject to pressures that affect any large historic town today. The State Party states that, as in all large urban agglomerations, Bordeaux has issues of population growth, real estate pressures, air pollution and dirtiness. The nomination dossier includes a list of these issues and outlines the policies and programmes in place to deal with these situations.

ICOMOS considers that these factors are commonly experienced in many large cities and that, in this case, they do not jeopardise the values and integrity of the property.

ICOMOS recommends that special attention be given to projects that could affect the city's qualities, and considers the significance of the historic areas of Bordeaux as testimonies of the development of the city over two thousand years and the unity and coherence of classical and neo-classical monumental ensembles.

Being a port town not far from the Atlantic, Bordeaux has been subject to storms and problems related to water. The city has actively developed a system of defence against such hazards. This includes a comprehensive defence system (RAMSES), which anticipates storms and their

consequences. Bordeaux also has a Plan for protection against the risk of floods.

In order to foresee the potential risks from the development of a large urban agglomeration, the Project Bordeaux 2002-2012 has been conceived. It aims to ensure that Bordeaux continues to be a beautiful, agreeable and safe city that guarantees a high quality of life. Urban policies cover quality of life, urban infrastructure and the search for equilibrium among the different urban functions.

ICOMOS considers that the main risks, such as those related to floods and storm, have been adequately taken into account in risk prevention plans. Efforts must be made to preserve the city's urban and architectural qualities, its outstanding universal values, integrity and authenticity in the face of the unavoidable pressures of a living city.

In conclusion, ICOMOS considers that the main risks to the property are related to urban pressures, and recommends that special attention be given to the management of future development in order to assure the protection of the cultural heritage values of Bordeaux, Port of the Moon.

5. PROTECTION, CONSERVATION AND MANAGEMENT

Boundaries of the nominated property and buffer zone

The core zone is defined as an area within a ring road built at the end of the 19th century, thus including practically the entire historic city. The buffer zone extends to the more recent urban areas in the surroundings. Even recognising the logic of the choice of the boundaries, the extent of both core and buffer zones could cause problems for effective management of such a vast area.

In December 2006 the State Party provided supplementary information on the boundaries of both the core and buffer zones. The boundaries were revised to define an area that, while expressing the proposed outstanding universal values of the property, can be well managed. Both the core and buffer zone have been reduced from those in the original proposal. The core zone includes the essential parts of historic Bordeaux and the perimeter of Saint-Jean railway station with the Pont Eiffel (Eiffel Bridge), an urban extension of the 19th century in the continuity of the city. The technical railway and industrial area of Bercier has been excluded from the core zone and included in the buffer zone.

The buffer zone has been reduced to the west and slightly extended to the east. It encompasses the entire perimeter of the classical town (urban fabric corresponding to development of the city from the 18th century to the 1950s, an area protected in the Local Plan on Urbanism, PLU), areas of concentrated protected elements and the natural boundaries of the right bank of the river (protected in the PLU), indispensable to guarantee visual qualities from the left bank *quais*.

Summarising, the modified perimeter corresponds to the north to the entrance of Bordeaux by the Aquitaine Bridge; to the east by the green limits of the slopes; to the south by

Jean-Jacques Bosc Boulevard and its future prolongation by a bridge and, to the west, by the railways that form the boundaries for the extension of the urban fabric of the town beyond the boulevards.

ICOMOS considers that the revision of the boundaries of the core and buffer zones are adequate to include the main components of the historic town and ensure its proper management.

In conclusion, ICOMOS considers that the boundaries of the core and buffer zones as proposed in the supplementary documents dated December 2006 are adequate to express the outstanding universal value of the property whilst allowing for its protection and management.

Ownership

The nominated property is mainly in private ownership, most of them individuals but also some juridical bodies, such as enterprises and non-governmental associations. Public buildings and plots are owned by the City of Bordeaux, the Gironde Department, the Aquitaine Region, the autonomous port or the State; all guarantee proper management of the property. The City of Bordeaux has the power to implement measures in response to specific necessities and projects.

Protection

The City of Bordeaux has 347 listed buildings, referred to the law of 31 December 1913. Of these, 64 are listed as "*Monuments historiques*" (historic monuments), and 283 are listed on the "*Inventaire supplémentaire des Monuments historiques*" (historic monuments additional inventory). In addition, 31 ensembles are protected as industrial heritage. The historic town is protected by the "*Plan de sauvegarde et de mise en valeur*" (PSMV), approved in 1988 and revised in 1998 and 2002.

The historic town is also subject to the following plans (summaries are included in section *Management*):

- "*Convention Ville d'Art*";
- Land use plan (*Plan d'occupation des sols*) (POS);
- Local Town plan (*Plan local d'urbanisme*) (PLU)
- Global Project for urban renewal (*Projet global de renouvellement urbain*), 2002, consisting of strategies and operational objectives;
- Plan for urban transportation development.

More detail about the ways in which these mechanisms provide protection for this property is provided in 'Conservation' and 'Management' below.

ICOMOS considers that the protective measures for the property are adequate.

Conservation

History of Conservation

The nomination dossier does not include specific information on the history of conservation. Detailed explanations of different protective and conservation structures and instruments however summarise some aspects of conservation history. In a sense, the history of conservation of Bordeaux, Port of the Moon, is related to the history of the conservation of historic monuments in France. Many buildings have been included in the existing register of *Monuments historiques* or in the *Inventaire supplémentaire*, classical protection structures established in the country in the 19th century. It is interesting to verify that some buildings were protected as historic monuments as early as 1840.

More recent actions are related to the conservation of urban areas exhibiting urban and architectural qualities. The PSMV was approved in 1988 and reviewed in 1998 and 2002. According to this plan, a protected sector is an area presenting some historic or aesthetic character that justifies its conservation, or the restoration of all or a part of an ensemble of buildings. Currently several plans are intended for the conservation of Bordeaux not only as a group of significant buildings but as an ensemble of urban and architectural coherence and unity. Detailed information on current plans and projects is included in 'Management'.

Present state of conservation

According to the State Party, the City of Bordeaux presents a satisfactory general state of conservation. A great number of monuments, especially the famous Façade, have been or are being restored. After the creation of the *Monuments historiques*, the State has always shown a special interest in Bordeaux, as, after Paris, it is the French city with the largest number of protected buildings. This has provided an especially dense protection. Each protected building has a buffer zone of 500 m around it.

The City of Bordeaux is very active in favour of its heritage, thanks to the PSMV. Special efforts were made from 1996 onwards for the restoration of historic monuments. In association with the State and the regional Council, the City now emphasises regular maintenance over protective interventions.

ICOMOS considers that the overall state of conservation of the nominated property is satisfactory.

Active Conservation measures

The heritage programme is divided into two main themes: conservation and preservation before other types of intervention, and the development of a cultural policy favouring heritage (raising public awareness of the town's heritage).

Urban policies seek to reduce motor traffic and pollution by the construction of tramway lines and underground parking areas. These works allow improved vistas of important monuments like Place de la Bourse, the Cathedral and Palais Rohan's surroundings.

The urban project includes:

- rehabilitation of *quais* by demolition of hangars and the construction of cultural facilities;
- refurbishment of preserved hangars, taking into account their heritage, architectural and cultural dimensions;
- a plan for lighting several sites and monuments, including the project of the two shores, stressing the north-south axis of the Garonne River;
- studies of the infrastructure along the borders of the right bank of the Garonne River;
- rehabilitation of the historic façade of the Palais de la Bourse, including lighting and its dedication to pedestrian uses;
- a campaign for the restoration of the *quais*'s façade, along with a programme for the improvement of housing (OPAH).

Other measures include studies and recommendations on urban furniture and a signage system in sympathy with the heritage character of the town.

In conclusion, ICOMOS considers that the state of conservation of the property is satisfactory and that active conservation measures are adequate to guarantee the maintenance and improvement of the city's urban and architectural qualities.

Management

Management structures and processes, including traditional management processes

Management structures for the protection and conservation of the nominated property include the shared responsibilities of national, regional and local governments. Interventions on buildings declared *Monuments historiques (classés)* must have the support of the Ministry for Culture. Interventions in an area of 500 m surrounding historic monuments must also be reviewed by the Architect for the Buildings of France (*Architecte des Bâtiments de France*). Buildings registered in the *Inventaire supplémentaire* also require authorisation for alterations and must be reviewed by the Architect for the Buildings of France.

Concerning protected areas (*secteurs sauvegardés*), established by the *Loi Malraux* (1962), both changes to existing buildings or construction of new ones must have special permission and be submitted to the Architect for the Buildings of France.

Management plans, including visitor management and presentation

The nomination dossier includes a detailed list and explanation of current plans aimed at the conservation of the property. The plans are:

- "Convention Ville d'Art" (1978): Its aim is to present and enhance the monumental heritage of

the town, with the support of the National Office of Historic Monuments;

- Land use plan (POS) (1983, last revision 2003): The Plan, managed by the City of Bordeaux, establishes general rules on land use. The Mayor has the responsibility of granting urban approvals. Since February 2002, a Local Plan on Urbanism (PLU) is under development by the representatives of the Urban Community of Bordeaux.
- Plan to protect the City of Bordeaux (1988): The Plan is developed by the Ministry of the Culture and the Departmental Section on Architecture and Heritage (*Service Départemental de l'Architecture et du Patrimoine*) (SDAP) of Gironde and includes a document on urbanism;
- Urban Project for the City of Bordeaux (1996): The Plan deals with policies for major public works and takes into account heritage matters;
- Global Project of urban renewal for the historic centre of the agglomeration (2002): The project includes a remarkable number of strategies and operational objectives;
- Plan of protection from the risks of floods (PPRI) (2003): The purpose of the plan is to establish risk preparedness through reinforcing or constructing protective works;
- *Management Plan*: The City of Bordeaux is responsible for the implementation of the management plan (POS/PLU, PSVM) for the nominated property. Codes of the Urban Community are applied in the buffer zone. The City is also responsible for the management of public buildings, protected or not. The Ministry of Culture intervenes on behalf of the national government in the case of buildings declared *Monuments historiques*. Responsibilities are shared with regional agencies: Regional Direction for Cultural Affairs (DRAC), Departmental Service for Architecture and Heritage (DGAC) and the General Direction for Urban Planning of the City of Bordeaux (DGAU).

The Management Plan is based on four main aspects: preserving the historic and heritage character, allowing the controlled evolution of the historic centre, unifying the various planning rules and contributing to the international significance of metropolitan Bordeaux. To achieve those objectives, six main actions have been implemented: measures for the preservation and enhancement of heritage, promotion of ambitious, good quality architecture for new construction, strategies to improve public spaces, landscape and greenery as basic elements of the urban project, implementation of policies of communication and exchange and reliable institutional partnerships.

In relation to visitors, the Tourist Office estimated that in 2002 two million people visited the city; the average visit duration is 2.6 days. The City of Bordeaux has a Tourist Office, installed since 1970 in a historic building.

Information stands are located in the railway station and, in summer, at the airport. The Office has 22 permanent employees and some 20 guides are employed in summer. Information is available for visitors; the Office publishes 700,000 documents per year.

ICOMOS considers that the management is adequately established and implemented for the nominated property.

Involvement of local communities

Several associations, together with the General Direction for Cultural Affairs and the Section for Heritage, act to promote Bordeaux's heritage. Among them, the main organisations are Recollections of Bordeaux (*La Mémoire de Bordeaux*), European Cities Renaissance, *Cap Archéo* and Grand Saint Michael Promotion (*Promotion du Grand Saint Michel*). These organisations, along with the rich cultural life of the city, detailed in the nomination dossier, verify that the local community is involved in the conservation and promotion of Bordeaux's cultural heritage values.

Resources, including staffing levels, expertise and training

The City of Bordeaux provides the necessary budget for conservation of the nominated property. Supplementary resources are provided by the State and territorial associations that assist on specific operations. Historic monuments have special grants; the participation of the State is generally 50%. Other public associations can also participate, especially in the case of monuments owned by communities. In these cases the State provides 50% of the budget, the Department 25% and the City 25%.

Required expertise for the conservation and maintenance of protected buildings are provided by State agencies. The nomination dossier includes a detailed list of involved agencies. Local governments can also provide specialised studies, offices or adviser architects.

In conclusion, ICOMOS considers that the financial resources, staffing levels, expertise and training are adequate for the proper protection and management of the property.

6. MONITORING

The City of Bordeaux has established a system of monitoring, particularly for listed historic buildings and the area of *Secteur sauvegardé*, including public spaces. There are plans to extend monitoring to various social and economic functions, the residential quarters, accessibility of services, etc. Key indicators related to historic monuments are: protection, studies prior to restoration and restoration works. Indicators related to the protected area are: the number of restoration and rehabilitation of buildings. Currently there are no indicators to monitor public spaces.

The City of Bordeaux has commissioned a study to prepare a set of indicators, which will include: maintenance and location of industrial, commercial and handicraft buildings; improvement of the image of the quarter;

increasing cultural and tourism activities; qualitative uses of public spaces; improvement of accessibility to services; housing quality and improvements of the environmental quality in the historic centre.

ICOMOS considers that the basis for a monitoring plan is adequate, though special attention is required for monitoring public spaces. ICOMOS recommends that time periods for the monitoring measurements be established.

7. CONCLUSIONS

ICOMOS considers that Bordeaux, Port of the Moon, demonstrates outstanding universal values, based on its long tradition as the capital city of a world-famous wine production region, an active harbour city related to world trade and a city that exhibits testimonies of two thousand years of history. The renovation of the city from the early 18th century onwards that included construction of big open spaces, boulevards and civil buildings, make Bordeaux an outstanding example of a classical and neo-classical urban and architectural ensemble, which bears testimony to the universal scope of the ideals of the age of Enlightenment.

The proposed boundaries of the nominated core zone are adequate to express the outstanding universal values of Bordeaux, Port of the Moon, and its integrity and authenticity. The buffer zone, as revised in December 2006, encompasses urban areas surrounding the historic city that have the required levels of protection.

Recommendations with respect to inscription

ICOMOS recommends that Bordeaux, Port of the Moon, France, be inscribed on the World Heritage List on the basis of *criteria ii and iv*:

Recommended statement of Outstanding Universal Value

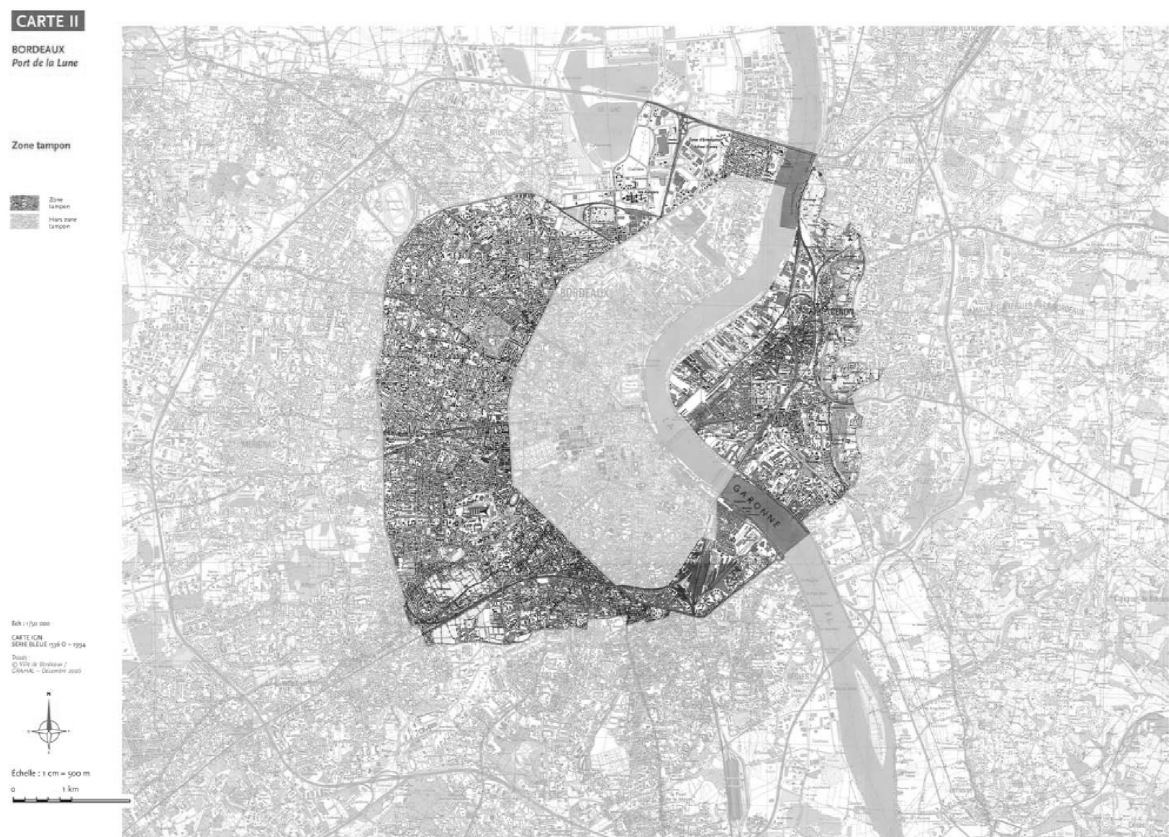
Bordeaux, Port of the Moon, is an outstanding example of the exchange of human values over more than two thousand years, due to its role as capital city of a world-famous wine production region and the importance of its port in commerce at regional and international levels. The urban form and architecture of the city are the result of continuous extensions and renovations since Roman times up to the 20th century. Urban plans and architectural ensembles stemming from the early 18th century onwards place the city as an outstanding example of classical and neo-classical trends and give it an exceptional urban and architectural unity and coherence.

Criterion ii: Bordeaux, Port of the Moon, constitutes an exceptional testimony to the exchange of human values over more than two thousand years. These exchanges have provided this cosmopolitan town, in the age of Enlightenment, an unparalleled prosperity that provided for an exceptional urban and architectural transformation that continued through 19th century up to present time. The different stages of construction and development of the harbour town are legible in its urban plan, especially the big transformations carried out from the early 18th century onwards.

Criterion iv: Bordeaux, Port of the Moon, represents an outstanding urban and architectural ensemble, created in the Age of Enlightenment, whose values have continued up to the first half of the 20th century. Bordeaux is exceptional in the unity of its urban and architectural classical and neo-classical expression, which has not undergone any stylistic rupture over more than two centuries. Its urban form represents the success of philosophers who wanted to make towns into melting pots of humanism, universality and culture.

ICOMOS recommends that the State Party gives consideration to the following in order to optimise the management system for the property and its buffer zone:

- Special attention should be given to projects in the city and its surrounding area that could affect the city's qualities, and in particular the significance of the historic areas of Bordeaux as testimonies of the development of the city over two thousand years and the unity and coherence of the classical and neo-classical monumental ensembles;
- Identify and apply indicators for the condition and qualities of public spaces as an essential component in monitoring the nominated property over time.



Map showing the boundaries of the nominated property



General view of the town



Cailhau's Gate



The Royal Square by Gabriel



The Mairie



The Gobineau building