MM 002
dunkerque

môle manhattan
MM, Môle Manhattan

Strategy:
The strategy of MM is to retain the present qualities. On the one hand to keep collective memories alive and on the other hand to maximize the potential of the current resources. The atmosphere of breezy emptiness, the omnipresence of the water, the views on the harbors and the city and the existing buildings add to a unique environment. Furthermore, it is not hard to distinguish the current potential: the proximity of the city centre, the connections to infrastructures, the relative solitude, the amount of space and the presence of large buildings halls. Therefore MM proposes firstly to leave as much untouched as long as possible and secondly to define a generic frame for possible colonization and development.

The initial program is spread throughout the whole môle. Supported by low ambition additions and the construction of underground utilitarian infrastructures, colonization of the môle is catalyzed. Consequently, MM will take the time needed to develop to a mixed use environment alike the existing city centre.

First Phase:
The frame defines plots. These plots contain the existing buildings. Four programmatic nodes will catalyze developments of the môle.

Firstly next to the Halle Aux Sucre is designated a square is designated. This square faces the city centre and the Princes Elizabeth, is connected to a potential boulevard and the bridge that connect the môle to the city centre. The square and the islands in front of the môle are suitable for public event-spaces.

Secondly, the Fructosé project consists of a building ensemble designated around a public space in the southwestern part of the môle, connecting to the Chaussée des Darses and the neighbourhoods behind. Fructosé incorporates several existing buildings of sentimental value.

Thirdly the Chais aux Vins is designated to be ‘squatted’ by the students as a communal base. By implementing the underground utilitarian infrastructures of the môle in this phase, students are invited act as pioneers and colonize the plots with furnished freight-containers as homes and make temporary use of these infrastructures. Colonization of the students over the môle creates the liveliness throughout the môle.

Fourthly MM incorporates the marina completely on the northwestern side of the môle leaving views to the city centre untouched, bridging activities to the next môle to be developed and connecting to the only strip where cars are allowed. The amenities are proposed in the centre of the marina at the northern corner of the môle and acts as a new beacon. Parking is possible in the existing halls next to the strip.

The remaining parts of the plots are defined by low-cost additions on the surface such as lawns, forests, and sand dunes to start bringing in a supplementary green quality in the harbor area. Civilians and companies are invited to colonize these plots through a variety of functions and means. These interventions create a lively and inviting temporary environment, condition and catalyze future developments without demanding large additional communal funds.

Second Phase:
Slowly, without scenario, the plots of MM develop to a more permanent stage. The frame will guide the maturation of the môle. Programmatic and quantitative guidelines are given to ensure that the môle eventually functions as a district with the qualities of an urban environment. Contrasts between frame and content, public space and plots, will become more and more visible. The frame will remain untouched, is generic, refractory, public and consists of the current stone paving and rails. The content is continuously changing, specific, (semi)-private and has lush green features. Programmatical MM will have a mixed character. Plinths contain a variety of functions and floors above consist mostly of different types of dwelling.

- The Halle aux Sucre and the Fructosé project are permanent functions and remain at the same spot. In the adjacent plots, related companies are able to develop in the plinth. Ateliers, workshops and other related functions that aren’t bothered by polluted winds are able to develop in the plinth on the western side which ends in the beacon containing amenities for the marina. Parking related to these functions is incorporated in the same stretch of blocks.
- A block containing student houses is developed at the southeastern corner of the môle and will replace the temporary housing in the freight containers. The communal student services are now designated in the Local de service Ecluses.
- The car-free ambitions are reflected in a shared car program for the inhabitants of the môle. The Chais aux Vins is the parking for this service.
- The plinths facing the water on the eastern side of the môle are made suitable for shops, cafes and restaurant to create conditions for a strolling area or boulevard at the waterside connected to the Chaussée des Darses, the event spaces, the islands and bridges and the marina.
- Other plinths and the stories on top of the plinths consist of different types of apartments. Lush green spaces are an important part of these developed plots.
- A strip on top of the plinth next to the marina is reserved for single family housing. A stretch of winter gardens is protecting the dwellings, and thus the môle, from polluting western winds. The guidelines elaborated above will prove that with a minimum of interventions and means a functionally mixed environment is conditioned that can be exemplary for other môles to be developed.
MM, Môle Manhatan

Strategy

The strategy of MM is to retain the present qualities. On the one hand to keep collective memories alive and on the other hand to realize the potential of the current resources.

The atmosphere of breeze empties, the spaciousness of the water, the views on the harbours and the city, the existing buildings all add to a unique environment. Furthermore, it is not hard to distinguish the current potential, for the proximity of the city centre, the connections to infrastructures, the relative solitude, the amount of space and the presence of large buildings holes. Therefore MM proposes firstly to leave as much untouched as possible and secondly to define a generic frame for possible colonization and development.

The initial program is spread throughout the whole môle. Supported by low ambitio additions and the construction of underground utilitarian infrastructures, colonization of the môle is catalysed. Consequently, MM will take this time needed to develop to a mixed use environment alike the existing city centre.

First Phase

The Chais aux Vins is designated to be ‘squatted’ by the students in phase 2, square Halle aux Sucres to be developed a square is designated.

Firstly next to the Halle Aux Sucres to be developed a square is designated. The frame defines plots. These plots contain the existing buildings. Four additional communal funds.

Secondly, the Fructôse project consists of a building ensemble designated around a public space in the southwestern part of the môle, connecting to the Chaussée des Darses and the neighborhoods behind. Functions incorporate several existing buildings of sentimental value.

Thirdly the Chais aux Vins is designated to be ‘squatted’ by the students as a communal base. By implementing the underground utilitarian infrastructures of the môle in this phase, students are invited as pioneers and colonize the plots with furnished freight-containers as a communal base. By implementing the underground utilitarian infrastructures, colonization of the môle is catalysed. Consequently, MM will take this time needed to develop to a mixed use environment alike the existing city centre.

Fourthly MM incorporates the marina completely on the northwestern side of the môle leaving views to the city centre untouched, bridging activities and remain at the same spot. In the adjacent plots, related companies are invited to colonize these plots through a variety of functions and means.

Third Phase

Slowly but without ceremony, the plots of MM develop to a more permanent stage. The frame will guide the maturation of the môle. Programmatic and quantative guidelines are given to ensure that the môle eventually functions as a whole public environment. Contrasts between home and centers, public space and plots, will become more and more visible. The frame will remain untouched, is general, reflecting public and consists of the current stone paving and rails. The content is continuously changing, specific, semi-private and has lush green features.

Programmatically MM will have a mixed character. Plots contain a variety of functions and floors above consist mostly of different types of dwelling.

- The Halle aux Sucres and the Fructôse project are permanent functions and exist at the same spot. In the adjacent plots, related companies are able to develop in the plinth, workshops and other related functions that aren’t bothered by polluted winds are able to develop in the plinth. Ateliers, workshops and other related functions that are not bothered by polluted winds are able to develop in the plinth on the western side which ends in the beacon containing amenities for the marina. Parking related to these functions is incorporated in the same area of beacon.

- A block containing student houses is developed at the southeastern corner of the môle and will replace the temporary housing in the freight containers. The communal student services are now designated in the Local de service Ecluses.

- The car-free arteries are enriched in a shared car program for the inhabitants of the môle. The Chaussée aux Vins is the parking for this service.

- The plots facing the water on the eastern side of the môle are made suitable for shops, campground and restaurant to create conditions for a strolling area or boulevard at the waterface connected to the Chaussée des Darses, the event spaces, the islands and bridges and the marina.

- Other plots or streams, on top of the plinths consist of different types of apartments. Each green spaces are appetizing part of these developed plots.

- A strip on top of the plinth near the marina is reserved for family housing. A sketch of winter gardens is protecting the dwellings, and thus the môle, from polluting western winds.

The guidelines elaborated above will prove that with a minimum of interventions and means a functionally rich environment is conditioned that can be exemplary for other môles to be developed.
MM 002. MÔLE MANHATTAN. DUNKERQUE

Phase 2 - section A-A'

Phase 2 - section B-B'

Phase 2 - section C-C'

Phase 2 - section D-D'

Phase 2 - section E-E'

Phase 2, ground floor, possible plot content

Phase 2, first floor, possible plot content

Frame: generic, public, stone paving and rails

to-specific, semi-private, lush green winter gardens

Appartments

340 dwellings

Plots: specific, semi-private,

Shared parking program

200 pp (0.4 car per household)

Fructôse

Ateliers, Workshop and Offices

9000m²

Student housing

80 appartments

Student services

300m²

Restaurants, Shops and cafés

7000m²

Halle aux Sucres

Single family housing

150 dwellings

Permanently preserved edifices, Identity môle

Public parking

190 pp
Program:

phase 1:

- Student containers: 80 units
- Student hall: 1100m2
- Halle aux Suces: 12000m2
- Fructose project: 8000m2
- Marina amenities: 200m2
- Public parking: 120pp
- (marina, Fructose, Halle aux Suces)
- Marina: 420 moorings

Program:

phase 2:

- Student housing: 80 units
- Student services: 300m2
- Halle aux Suces: 12000m2
- Fructose project: 8000m2
- Marina amenities: 200m2
- Restaurants, cafes and shops: 7000m2
- Ateliers, workshops and commercial space: 9000m2
- Apartments: 340 units
- Single family houses: 150 units
- Shared car program: 200 cars (0.4 per household)
- Public parking: 190 pp
- (a.o. marina, Fructose, Halle aux Suces)
- Marina: 420 moorings