

SESSION BOOK - Second Edition

α les ateliers
maîtrise d'œuvre urbaine

DUNKIRK, A TRANSBOARDER COSTAL CITY

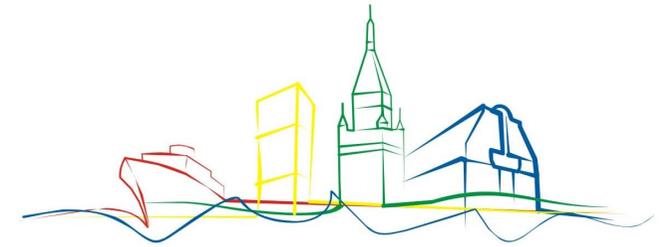
INVOLVED IN METROPOLITAN EXPANSION.

From July 3rd to 17th, 2010

INTERNATIONAL WORKSHOP OF URBAN PLANNING AND DESIGN



Objectives of the session



Context of the workshop :

This international urban planning workshop takes place within the framework of the decentralized cooperation between the Urban Community of Dunkirk and Vitoria (Brazil), which has been investigating the field of urban planning since 2007. In 2008, the president of the Urban Community of Dunkirk and the mayor of Vitoria, sought the French association “International workshops of urban planning” to organize a crossed workshop session on the theme of “territorial solidarities and urban development “. A first session already took place in Vitoria, Brazil, in Autumn, 2009, followed by a participation in the World Urban Forum in Rio de Janeiro in Mars 2010.

How to approach the questions of metropolitan development in Dunkirk? A first overlook on the territory reveals external signs of metropolitan assets on the territory: 3rd French port after Le Havre and Marseille, 1st nuclear power plant of Europe, and cultural facilities : a National Theatre, museums, a regional fund of contemporary art, a university ...

However, physical limits seem to hamper Dunkirk’s development: the border with Belgium, with England by the sea, and the rural hinterland, which welcomes among these last years more and more inhabitants attracted by a comfortable life and looking for more space.

The era of the “open world “, decentralization’s episodes, European integration,... make development strategies lies gradually more at a local level. It is a question of building its own development tools, but also of thinking in wider and more competitive spaces. Where is it necessary to have a look at, in order to speak about metropolitan development ? How to get rid of limits and with which perspectives: that of competition between territories or that of cooperation who calls for various territorial forms of solidarity? By welcoming the 6th European conference on sustainable cities in 2010, the Urban Community of Dunkirk commits to defend a model of development able to answers the climatic and environmental social stakes.



The workshop gathers 21 international participants (Vietnam, Algeria, Brazil, Croatia, United States, Colombia, France) but also a double « steering team » composed of the team of les Ateliers and of the local team of Dunkerque.

Summary

PROBLEMATIC..... 4-15

Reminding the problematic
Comparison Dunkerque - Vitoria
Lights on the territory

INTRODUCTION DAYS..... 16-23

Opening Ceremony
Visits
Conferences

PROJECTS..... 24-57

Equipe A - The Voice of Dunkerque
Equipe B - Connections in Dunkerque
Equipe C - Westward Shift

THE JURY.....58-61

Composition of Jury
Deliberation - (see 2nd edition)

ANNEXES..... 62-79

Facebook
Images
Partners

Les Ateliers

PRESENTATION

les ateliers is a non-governmental organization that gathers universities, decision makers and professionals dedicated to planning, development and urban design. Since 1982, **les ateliers** has been organizing international workshops on topics defined together with local authorities for city or regional planning. The method consists in gathering students or professionals of different nationalities and different specializations (landscape designers, architects, engineers, economists...), and make them work in different teams that finally present their proposals to an international jury composed of local authorities and international experts.

Each workshop offers to local authorities new and innovative urban development proposals, assessed by the members of the jury and transcribed into a synthesis delivered 2 months after the workshop. These workshops are also a source of training for all the participants, whether they be local or international experts.

At the beginning, **les ateliers** focused on planning issues for the Paris Ile de France Region. Then, they developed a very high knowledge in Asia (we held 10 workshops there: Tokyo, Doi Tung, Canton, Shanghai, Ho Chi Minh, An Giang, Can Gio, Phnom Penh, Bangkok) and recently diversified their fruitful work combining workshops along the Mediterranean Sea (Casablanca, Marseille and Alexandria of Egypt) and in Africa and South America (Benin, Senegal and Brasil).

Workshops in project

2010 Paris region, The rural-urban interface of great metropolis.
2010 Porto Novo - A new neighborhood along the river.

Recent workshops

2010 Cao Lanh, Vietnam – Promoting a sustainable urban
2010 Saint Louis, Senegal – Towards an equilibrate regional metropolis.
2009 Vitoria, Brazil – Metropolitan development and territorial solidarities
2009 Cergy-Pontoise, France – The River, Future of a territory
2009 Huludao, China – Designing an Eco-City.



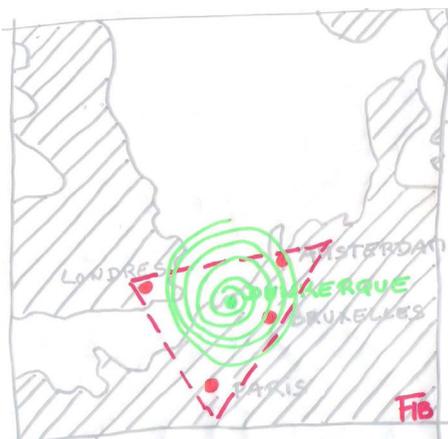
ISSUES

Questions are numerous and stakes complex

What is the blood influx of this littoral and industrious agglomeration situated in the heart of the zone of European wealth, opened by its port on the world continents?

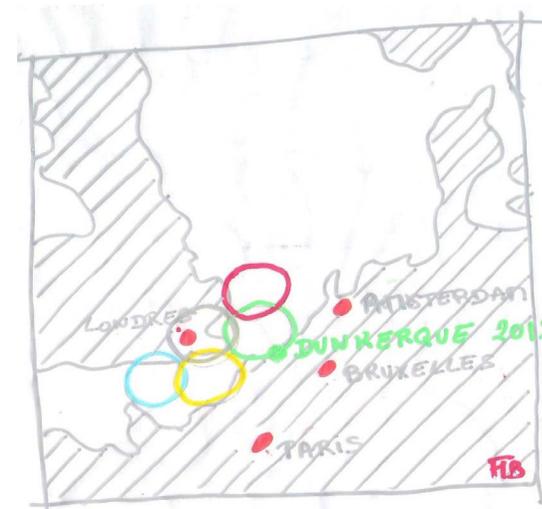
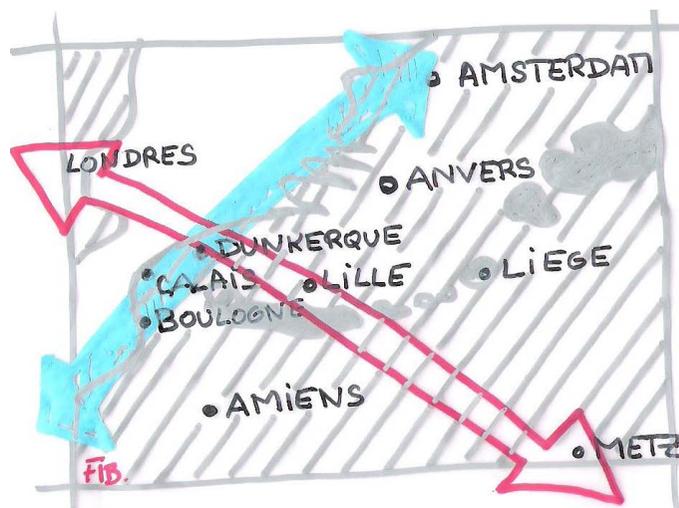
Which will be the population's acceptance threshold of industrial risks and industrial pollution. How to set up processes of coproduction with the inhabitants? How to keep and attract?

How to get all the activity's signal: health and open air appetite, which strengthens the residential and tourist attractiveness for the seaside, engine of development of health economy, sport and leisure; so maybe the new craze for united practices, opened to the world, cultural and innovative, to encourage and facilitate, as the likely entrepreneurial desires of a population? How to protect the solid mechanisms of solidarity and to release energies? How to make of this solidarity, a development tool, and creativity?



Challenges for the next decades

How to renew the perception of the Dunkirk's location, by thinking in the big littoral connection and with the Lille metropolis. How to take advantage of the dynamism and the geographical unity and of this euro-region? What is Dunkirk location in the big littoral connection of the Côte d'Opale? The question of CUD reports- Member municipalities: how to think connections centrality - Suburb in particular in the relation CUD - municipalities? How the development approach, urban planning and dunkirk architecture can adapt itself as much as participate in these transformations, exactly on all the lived spaces: big space, interface and fringes zones, structured districts?



How the West part of the agglomeration, the maritime front door and the direct road towards England, opening besides on Calais and Boulogne, can participate in coherence and in community dynamism? What exchanges with the rural associations of local authorities, today in outer-urban growth? The qualitative development projects of the city center can participate in a more intense and attractive practice of the seaside. Fed by the future Seine-Nord canal, how could the continuation of the historic movement of industrial activity development release certain harbour influences near the city center for innovative activities? And will the port growth know how to propose a new balance - city-port-industry?

The pilots
Florence Bougnoux and Mathilde Vanderrusten

INTERNATIONAL COOPERATION between Vitoria (Brazil) and Dunkirk (France): shared or symmetric topics



VITORIA, an internal port, protected by the topography and surrounded by housing, the future development of which is on the sea, with a possible movement of harmful activities – out of the bay and an environmental reconquest of the bay.

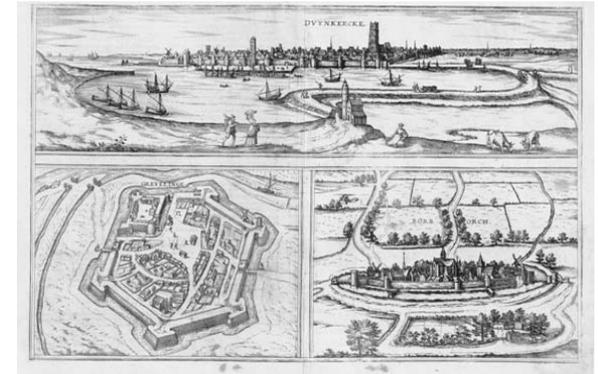


le port de Vitoria



Dunkirk and Vitoria, gathered in an international cooperation presents territories with common dynamics (mining hinterland, multinationals and joint ventures on their territories, links between local authorities to be built or questioned, territorial solidarities, city-port synergy) but also an urban dynamic based on ports moving and the ageing of old city centers, affected by ports evolution in a similar movement between Vitoria and Dunkirk.

VITORIA, an internal port / DUNKERQUE, a port on the seashore



Source : Le Monde des Fleuves,

DUNKIRK, a fortified port which developed along the coast westward, enclosing the housing with the development of water siderurgy and whose future development is inland through intermodal connexion.



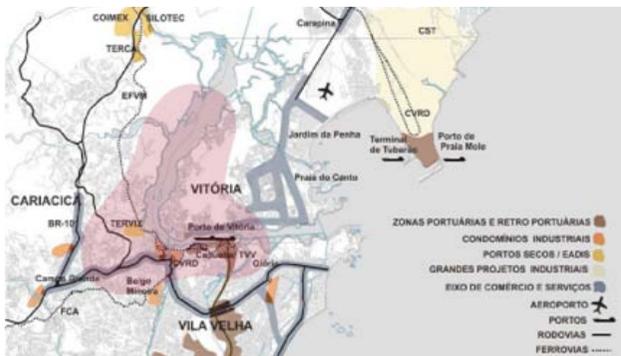
Arcelor Mittal et le port de Dunkerque

Two ports that have developed through the mineral wealth and have involved in diversification as a stability proof.



Ouro Preto

VITÓRIA, et la province du MINAS GERAIS(Ouro Preto)



The weight of manufacturers (multinational companies) to examine their ability to offset declining revenues, investing in territory and human resources, in international relations and boosting the imaginary around travel? To Encourage concern of decontamination – of lands - water - air?

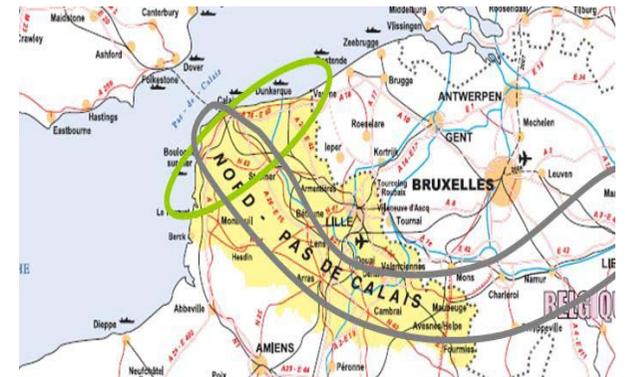
But also their ability make the small industries network developing in circular economy and to encourage independent partnership; The circular economy can have drawbacks on strong dependence on powerful groups, but at the contrary may help the maintain of a virtuous site at the expense of another on the north side Atlantic.

two intermunicipal scales are to build:

Around the Vitoria's bay, along the Dunkirk coast with the ports of Calais and Boulogne, cross-border and in harmony with the hinterland to regain.

For Vitoria, the ability to federate the cities of Cariacica, Vila Velha, Vitoria and Serra

For Dunkirk, the ability to federate the ports of Boulogne and Calais and create a 'BCD' metropolis (500 000.00 hts to meet the requirements of forthcoming French legislation on metropolis) bridgehead mining corridor that could connect across borders to the Belgian Flanders but also to Wallonia using the mining corridor and the Belgium Hainaut (Liège, Namur, Charleroi, etc)...



l'ancien extraction minière de Rieulay (Douai)

DUNKERQUE, et le BASSIN MINIER (Lens, Douai, Valenciennes)

Unbalanced territories metropolitan communities that work or have worked on spreading richness within the territory, but must deal with social housing spaces and in fact, great disparities within the territory, with the paradox of a city entirely devoted to cars but whose inhabitants have a relatively low rate of car ownership and low mobility. With a budget strictly reduced by the French government for the Urban Community of Dunkirk

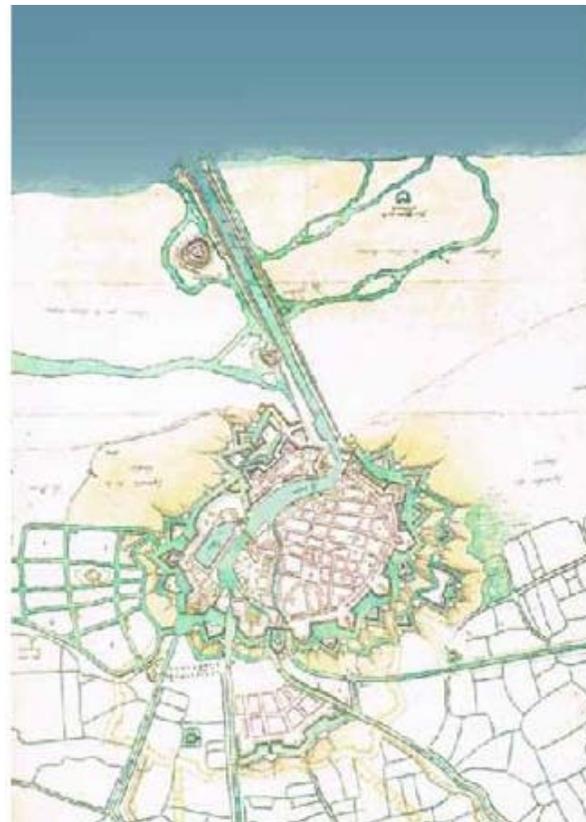
Weak environmental balance:

Mangrove and delta, polder, waterings, canals and then the rain...

Dunkirk and its region: European and global position

Historical approach

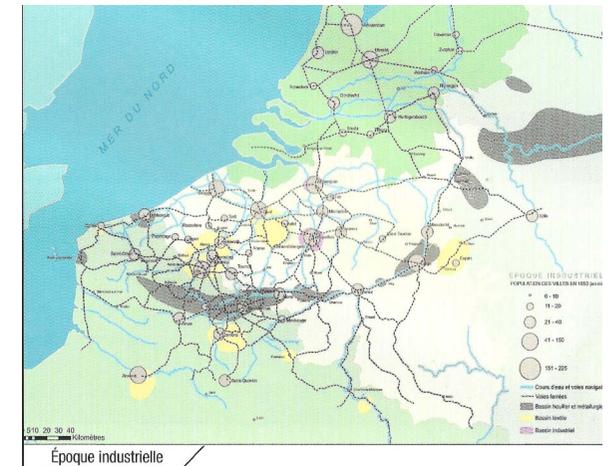
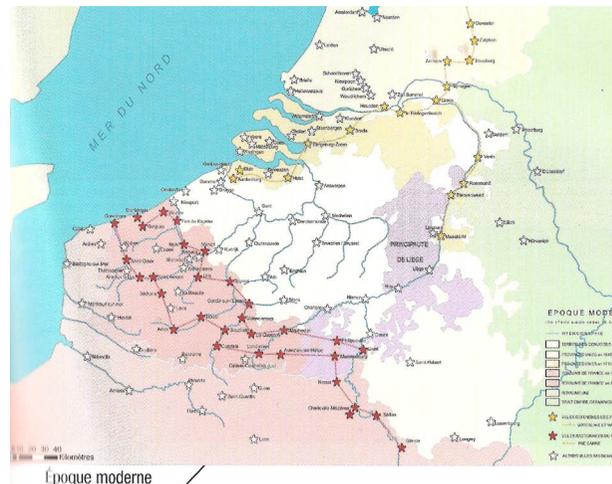
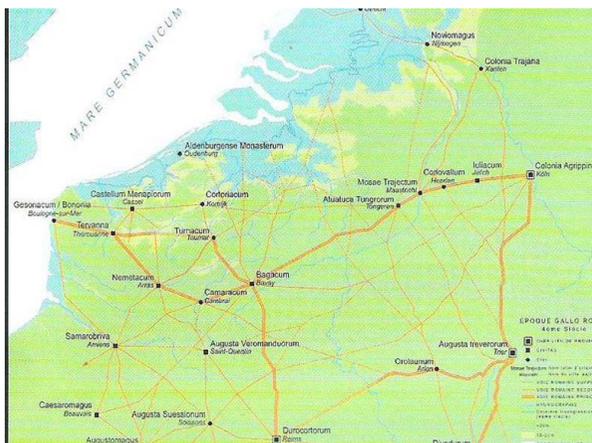
Dunkirk is one of the crossroads of Europe, meeting point of Latin and north European cultures because of its position, northernmost in France « top left », the gate of the Northern Europe and its proximity to one of the marine busiest straits in the world. Some historical events show the strategic role of the city in the region: July 25th, 1658 when Dunkirk was part of the Spanish, French and English territory in just one day and during the World Wars when Dunkirk got a geostrategic position (Operation Dynamo)



WATERWAYS OF FRANCE

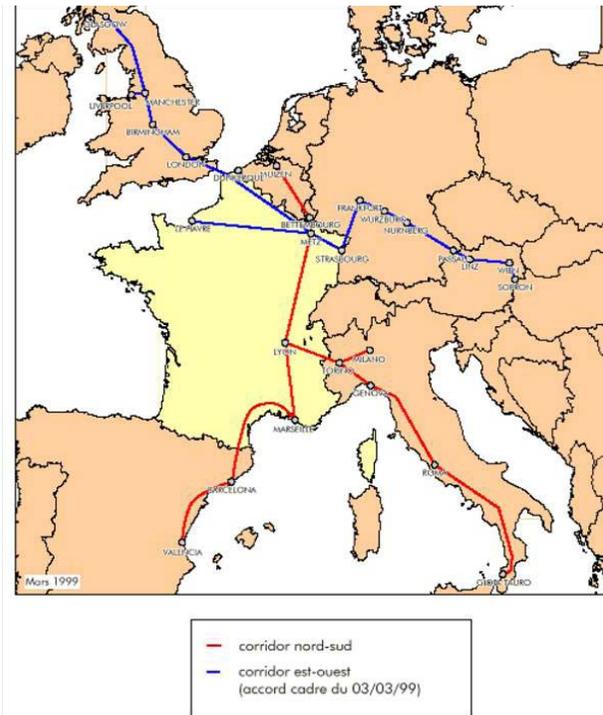
Economical approach

As a commercial and military stronghold designed by Louis XIV Dunkirk develops an important activity of exportation. Then the city becomes in the gate of the mining corridor in the XIX century because of its maritime links and this situation lets Dunkirk play an important role in the development of the steel. Later, in the XX century after de Second World War, the creation of a industrial port platform and an independent harbor it's the result of a state capitalism leading to a policy of establishing state enterprises in the shipyards.



Source : CAUE du Nord

DUNKIRK, “Church inside the dunes” has seen its harbor demolished and reconstructed several times. The last development has given to the city a strong industrial image because of the implementation of shipyards and the steel water. The renewal of the metropolitan area it's possible because the growth to the harbor to the West developing different and more sustainable activities and the changes in the East harbor and down town. Finally Dunkirk presents a controlled growth to the West improving environmental and urban mix.



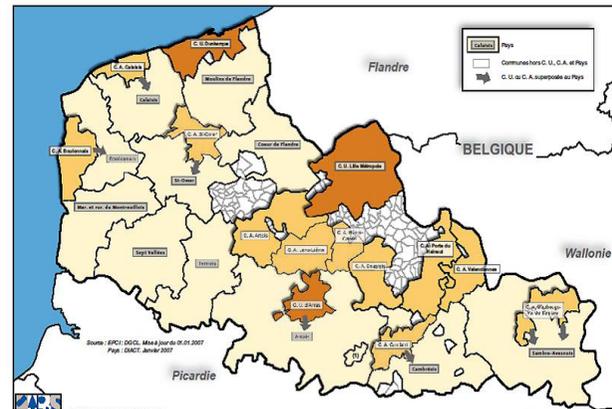
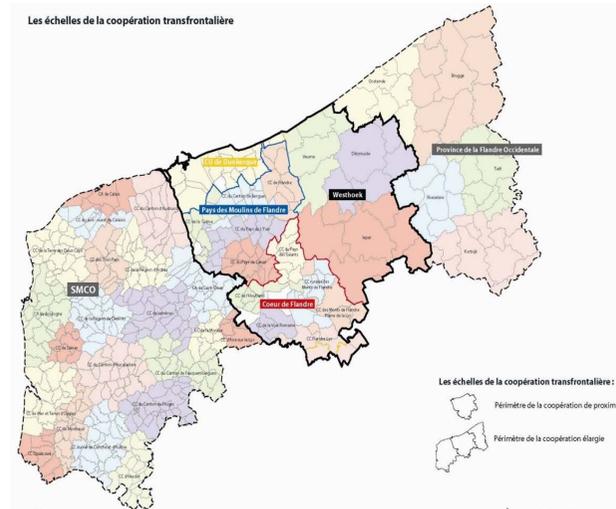
More than 50% freight traffic is done by train

Institutional and political approach

Local politicians have organized themselves trying to manage the economic benefits and establish a dialogue with the State. Nowadays, this geographic area has an important political, economical and institutional life represented by the Dunkirk Urban Community joined in a metropolitan area of over 2 million inhabitants.

Dunkirk Urban Community is the result of a local awareness of a common destiny and the necessity to organization in the metropolitan scale and at the same time the will to follow European and French regulations leading to metropolitan and inter-territorial approach.

Source : CAUE du Nord



Institutional map vs geographic map

Demographic and human approach

Dunkirk makes part of the metropolitan area of Flanders - côte d'Opale – based on a network of cities over 200.000 inhabitants with Kortrijk and Bruges. After a long period of strong demographic growth linked to the development of the steel - from 100 000 inhabitants to 250 000 inhabitants between 1959 and 1975 – there is a loss of population. Nowadays Dunkirk has less than 200.000 inhabitants.

Presenting a large difference between the municipalities of the Agglomeration the population is characterized by the wage employment, an important quantity of industrial trades and a low proportion of women in the work force.

It is possible to see these differences in the territory: the municipalities of the West are marked by social difficulties, the East municipalities are spread out in the area and the richest municipalities are placed in the south near highways (A25 and A16)

Even if the geographic continuity between France and Belgium is very clear there are some differences in the border at the economical, demographical and socio-cultural areas like a different language, a difference in unemployment rates 6 points in favor of Belgium, a Belgium demographic growth and more economical develop in neighbor country.

Issues for Dunkirk: Anticipating the aging population, renew the workforce, reduce unemployment



DUNKIRK from the air





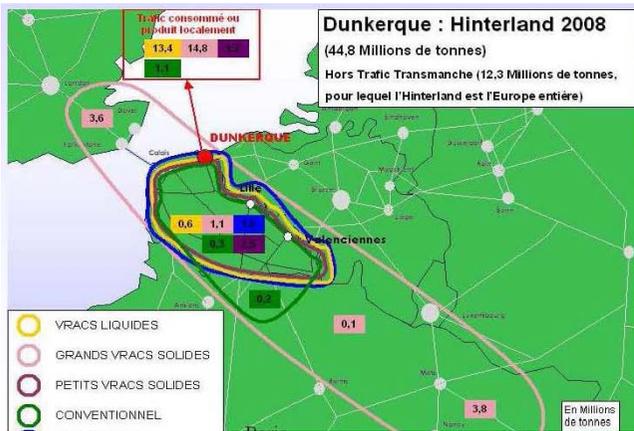
0 Mètres 2 000

The Port

The port, Dunkirk's economic force

The activities of the harbor produce in a direct and indirect way around 27 000 employments and nearly 810% of Dunkirk value added.

Seen for a long time as an industrial harbor, Dunkirk is at the same time a commercial harbor: 45.4 millions of tones were imported in 2009.



The harbor provides advantageous deepwater compare to the other competitors ports: it has the capacity to receipt oil tankers moving 300.000 T and ore vessels taking 180.000 T.

This harbor located less than 1 h 30 from the most used sea lane in the world also has large land reserves, interesting situation from the foreign enterprises (from Belgium and Holland mainly) which port land is saturated.

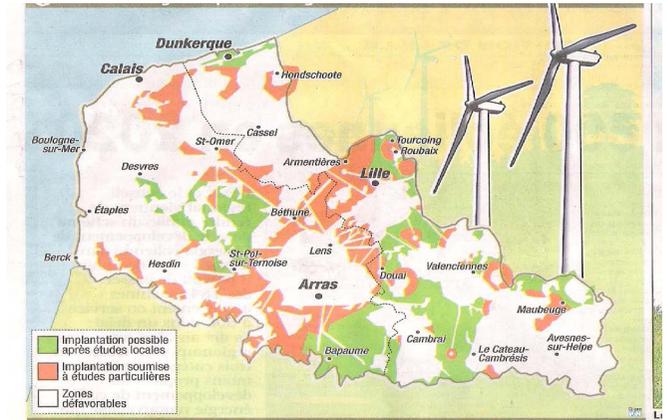
Modal share of freight are: by train 52%, by car 38%, by river 12%



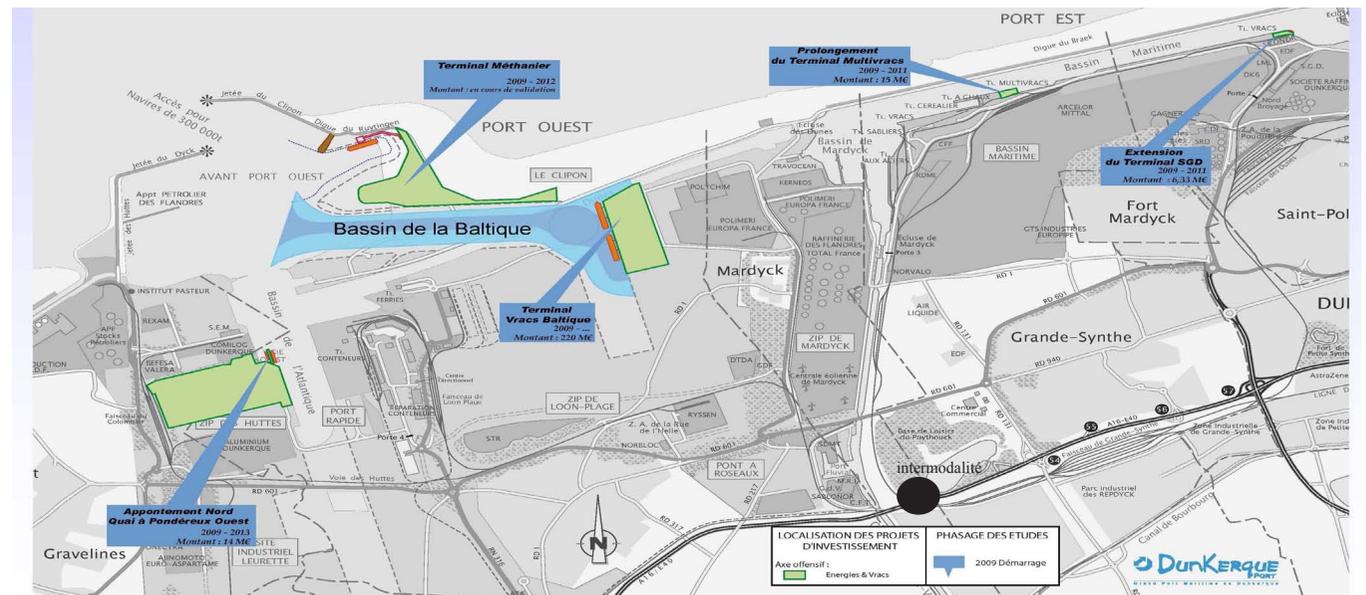
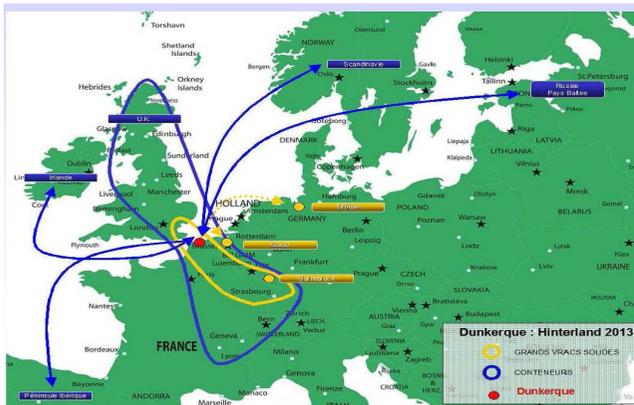
A third age for the port?

How to become an attractive maritime and industrial platform for the Northern European countries?

- Staking to the Canal – Seine Nord
- Staking to the energetic potential
- Staking to the western port for logistic and news activities



Dunkirk should be being a large industrial harbor, a privileged place because of its energetic activities, diversifying its traffic as a commercial harbor, mainly for the development of logistic platforms.



THE ENVIRONMENT

Water, a structuring element of the territory

Territory of polder after XVII century, water is everywhere in the area: between the constraints, landscaping risks and benefits, the sea and the canals make part of the identity of the territory.



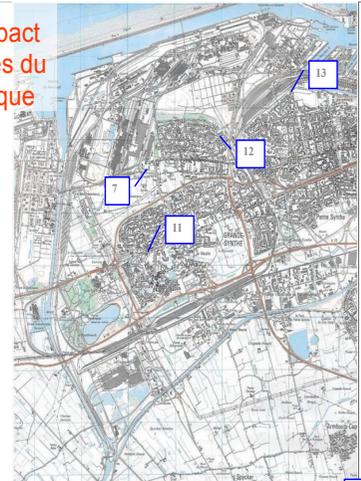
This natural environment has been weakened by air pollution. It is as well the origin of constraints and risks: inundation risk, dependency of drinking water... How to anticipate the consequences of the global warming and manage an eventual situation of rising waters in Dunkirk? How to reconnect the urban, industrial and port areas with agricultural and natural spaces?

Soil, water and air pollution

Plan de surveillance : Impact des émissions de dioxines du site ArcelorMittal Dunkerque

Cartographie des points de prélèvements dans les **sols**

Prélèvement et analyse :
1 campagne
tous les 5 ans



Even if the limits of pollution are checked every 5 years and the latest samples are under the acceptable thresholds, nobody knows the effects of cross pollution; SEVESO limits are also important in the area.

Environment has an import place in the documents of urban management. The graphic below shows an extract of the SCoT with a schematic representation of the green infrastructure in the Agglomeration.



Industrial and residential infrastructure could become into the green spaces areas managed with phytoremediation

Mineral urbanization in the different municipalities and the activities of the harbor has artificialized most of the space in the sea side. In the other side, the rural hinterland is characterized by gardening, horticultural and agricultural activities.

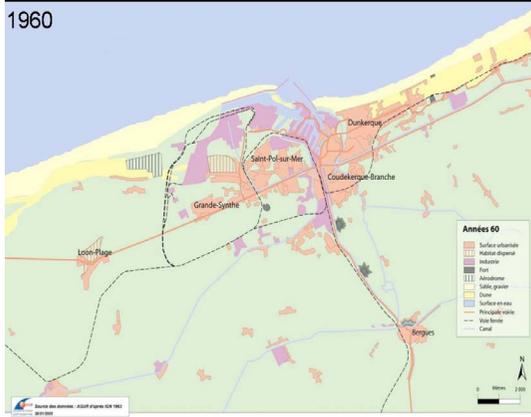
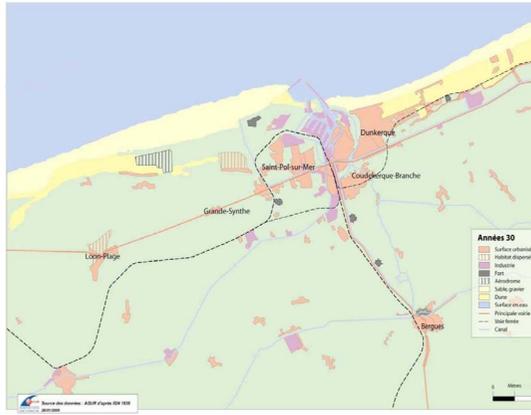


Les Wateringues comme ici près de Les Moères ont été conçus pour la culture dans les polders, terres situées sous le niveau des hautes marées. Irrigation system of water boards essential for agriculture development and inhabitants and industries security

Source : Le Monde des Fleuves, supplément du National Geographic, avril 2010.

Source : Le Monde des Fleuves,

Urbans Forms



A territory constantly rebuilt



Unbalanced territory

During the reconstruction years, after de Second Word War, the harbor developed in the West, resorts activities in the East and residential in the south of the agglomeration.

Thus, in some municipalities like St-Pol sur mer and Fort Mardyck already isolated from the sea by steel water the separation was widened. The municipalities in the West of Dunkirk are mainly the juxtaposition of different activities: housing states, subdivisions, major social housing making difficult the implementation of soft mobility

In Dunkirk the down town and the south areas has a lot of deteriorated buildings. These constructions, result of the reconstruction times have a particular way of property, mixture of privet and joint ownership, making difficult the intervention by urban renovation.

Downtown:

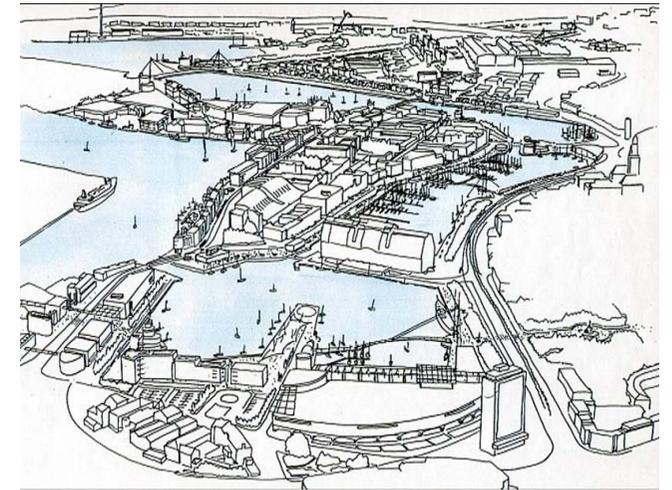


The downtown of Dunkirk is characterized by diversify but old buildings and a low economic activity. New projects propose residential and commercial densification around two important poles: the theatre pole - musée des beaux arts - and the Marine Gare pole. The objective is reducing urban and social differences between downtown and the borders of the city. This project is part of the main objective of the Dunkirk Urban Agglomeration: “make the city strong and sustainable” and transform downtown in structuring centrality with an attractive and appealing character.

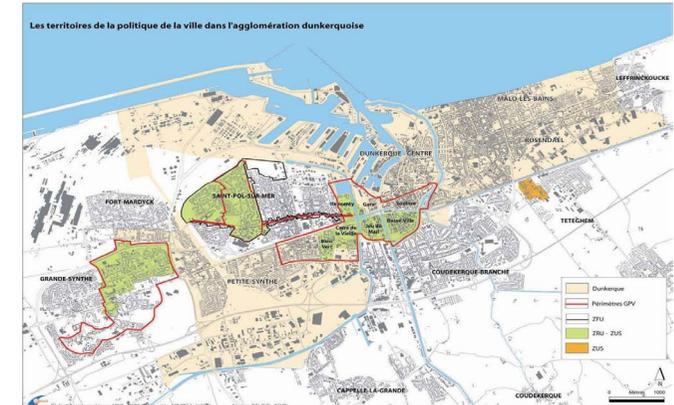
An agglomeration stretched from East to West

There is no radio concentric urban structure: Dunkirk Urban Agglomeration is a stretched area from East to West in 30 km from Gravelines to Bray-dunes, with Dunkirk, Saint Pol sur Mer, Coudekerque-Branches and Grande-Synthe in the middle. That’s why car has an important place in the area: because of the difficulty to communicate the municipalities and cross “National Roads” – highways, canals, embankment roads-. Using the car is induce by the not enough efficient transportation system (serving a very wide scope without centrality)

Neptune project: opening the city to the sea



Looking for open the center of the agglomeration to the sea, it was propose en 1991 the reuse of the brownfield shipyards building a new neighborhood (today in process of construction) called “Le Grand Large”. However, despite of the character of the Dunkirk agglomeration, harbor doesn’t contribute to the liveliness of the city.



Population

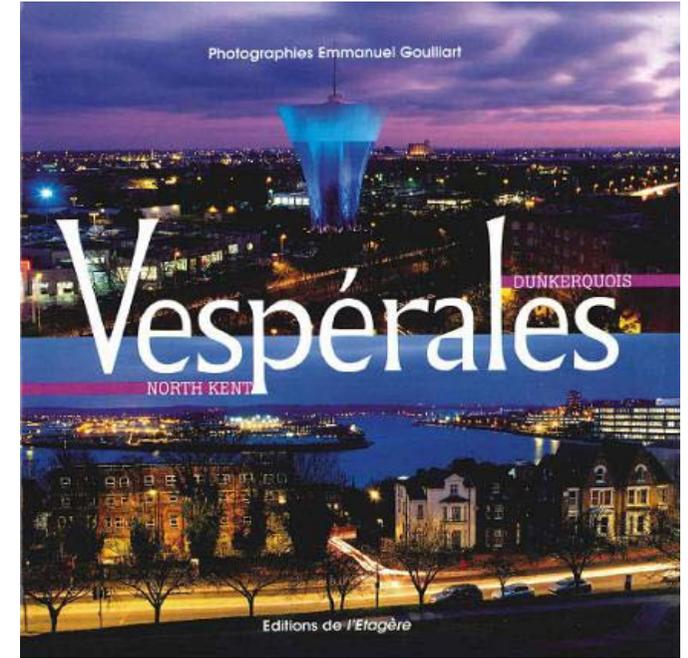
Cultural and social life

The territory is marked for the feeling of fresh air, excessiveness and freedom. Conviviality and solidarity makes part of the inhabitants' lifestyle. Useful is almost beautiful and even if the beauty of Dunkirk is not seen at first sight a lot of artist has been fascinated with it. Unusual makes part of the contemporary art.

Dunkirk is characterized by an exceptional associative dynamic with an abundant but no coordinated series of cultural events.

After around twenty years there are a lot of cultural and artistic organizations in the city like Scène nationale, Palais du Littoral, centre culturel de Gravelines...

Cultural and Sportive activities and equipments have been characterized by their high quality. The question is: how mix excellence and innovation poles with the patrimony, sometimes unusual (urban, industrial, natural, artistic...) to get an image and an identity?



Citizen Participation

Citizen participation has been developed as a place to dialogue and participation of the community in different scales (neighborhood, municipalities, agglomeration) and by different ways (workshops, district council, citizen forum, association). However, the articulation between the different actors and different levels do not correspond to Dunkirk Urban Agglomeration's speech, focused on globalized actions and urban development, but not effective enough to build a real "urban citizenship"



INTRODUCTION DAYS

Opening Ceremony - Pertuis de la Marine

Interventions :

- Nicolas DETRIE, Director of les Ateliers.
- Florence BOUGNOUX, Architect urbanist, Pilot of the workshop.
- Michel DELEBARRE, Mayor of Dunkirk, President of the Urban community of Dunkirk, former minister.

« This territory is limited by the sea and the proximity of Belgium, and in competition with the nearby rural towns, which offer a better quality of life. It is a land of contrasts, between the beaches and the heavy infrastructures, and between its industrial activity and its engagement towards sustainable development. »

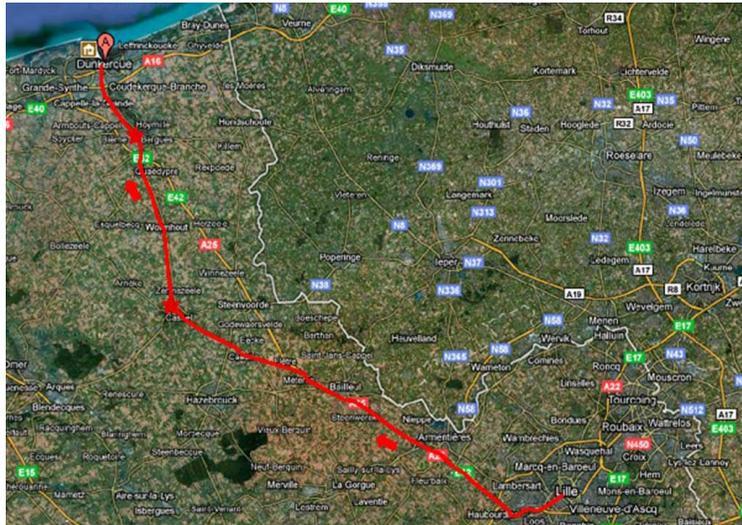


« Be imaginative and feel free to make proposals, but you must assume your own choices. Imagine that you will have to present your project to the inhabitants concerned. Would you be able to do so ? »

Michel DELEBARRE, Mayor of Dunkirk - Opening speech.

Hinterland flamand

Between Lille and Dunkerque...



From Lille to Dunkirk, the highway A25, the only main highway between Lille and Dunkirk and has multiple lanes heavy with trucks and automobile traffic. Road marked out by typical belfries of Nord-Pas-de-Calais. Short break in Cassel and Bergues.



The fortified city of Bergues: structuring stage on Flanders territory shows the border between Flanders and maritime Flanders.



Armentières' Belfry - Contrary to churches bell towers, belfries have no religious meaning, they symbolize the power of a city and testify the past trading of Flanders under the Spanish, Burgundian, Austrian, French successive dominions ...



The fortified city of Cassel: one of the peaks of our region.

The Port (east) and City Centre

A city center marked by the reconstruction's architecture



City hall square : reconstruction's buildings (the city has been destroyed at 80 % during the Second World War)



Architecture of the post-war reconstruction: les «îlots rouges»

Revitalisation of the city center



Dunkirk's city center did not evolve while the population of the agglomeration exploded in the years 50/60. «Dunkirk 2020 Coeur d'agglomération»: strategy of intensification of the agglomeration center for offering to Dunkirk agglomeration a city center suited to the population of more than 250 000 inhabitants.

1991-2007: Neptune project: since 1989, just after the closure of chantiers de France, Dunkirk municipality and the Greater Dunkirk Council (CUD) made a commitment in a large-scale urban project: the Neptune project. Defined at first by the architect Richard Rogers, it is question of turning the city on its port and urbanizing little by little former industrial sites and port platforms close to the center in order to enlarge the city center while creating structuring links between this sector, the train station and Malo-les-Bains.

Open the city towards its port



Grand Large district, new city center district: «from the city to the sea »
The closure of shipyards in 1988 left uncultivated a 42 hectare territory situated in the North of Dunkirk city center, close to the sea resort of Malo-les-Bains. Within the framework of the will of urban renewal and reconquest of ponds, the ambition is to make of this fallow land a new city piece. The objectives being to strengthen the links between city center and sea resort. So as the Grand Large project becomes integrated into the global strategy of the Neptune project.

West: Growing Port, Industries, Working Class Neighborhoods

East Port : Miscellaneous and liquids



Visit of the Port by the dike of the Break. Long of 7km, lines on one side steel mills and with the other one a space of fine sand. In spite of the dangerousness of the place (7 Seveso factories adjoin her(it)), it is frequented by numerous beach managers and sliding sports lovers. The dike, considered as a work is forbidden to population's traffic.

The « Braek » and the « Clipon »



The « Braek » dam, forbidden but popular...



The natural zone of Clipon

West Port: logistic zone devolved to storing and distribution.



Visit of the Port by boat Texel



Gravelines: fortifications of Vauban

Urban renewal of western districts.



Grande-Synthe. The lake Puythouck lake frequented by people from Grande-Synthe



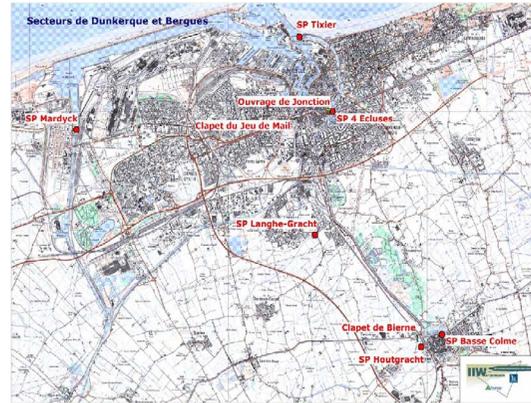
Courghain District: example of districts urban renovation

East : Beaches and Polders

The « Wateringues »



Example of irrigation channel like wateringues system
The Furnes canal which connects Dunkirk to Belgium
receives waters from wateringues and cross-posts them
into the sea.



Canals Map to forward water to the enforceable.

Zone maraîchère



Truck-farming zone

Digues et Plages



Bray-Dunes Dike. Residential municipality, Upper-class-housing.



La Panne Sea resort (Belgium). Appreciated on both sides
of the border for its beach and a dike with its numerous
shops.



Conferences



Dunkirk's agglomeration's natural environment.

Emmanuelle LEROY, architect and urban planner, Local pilot of the session
emmanuelle.leroy@tud.fr

The Port's strategy.

Stephane RAISON, Directeur du developpement du Grand Port Maritime de Dunkerque



Inhabitants' implication in the decisions of the city.

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Transports and mobility at the scale of the "Opale Coast"

Nicolas JONQUEL, Responsable for Strategy and Planification
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A land, people, a city's adventure.

Gerard BLANC, Director, AGUR (Urban Planning Agency of Dunkirk)
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Institutional and metropolitan challenges.

Patrick Chevre, General Director of the CUD (Urban Community of Dunkirk)
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Dunkirk's territory's mutation.

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THE PROJECTS





TEAM A « THE VOICE OF DUNKIRK »

(left to right)

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Architect Urban planner
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 Architect / Urban Design
 Architecte Urbaniste

Brazil
 Colombie
 France
 Croatia
 Brazil
 Croatia / United States
 Brésil

A

1. BUILDING OF OUR APPROACH

- How to improve the Agglomeration of Dunkerque's (CUD) external connections and how to consolidate its role in northern Europe?
- How to consolidate CUD's role in Nord – Pas-de-Calais region?
- How to improve opportunities with Flandre-Côte d'Opale-Belgium Flandre metropolitan area?
- How to reinforce the cohesion of the 18 municipalities within CUD, in order to make its role more clear?

THE FOLLOWING POINTS DESCRIBE THE APPROACH:

HISTORY AND TRADITION!

To capitalize on the potential of: the Dunkerque city center of and other historic cities within the Agglomeration (CUD); the existing port infrastructure; the traditional events, such as Dunkerque's carnival...



DUNKERQUE PORT AND ITS

CONTRADICTIONS! To reinforce the good aspects of the port and to minimize the environmental and social of such activity...

ALTERNATIVE AND COMPLEMENTARY ECONOMIC OPPORTUNITIES!

To develop economic strategies and potential beyond the sea and the port that would add value to the region and bring together the north (urban) and south (agricultural) parts of the Agglomeration: (eco) tourism, (organic) agriculture, ('nautical' and rural) sports, arts and culture, entertainment, education...

SUSTAINABILITY AND CLIMATE CHANGE!

To provide models for sustainable development in terms of morphology, water preservation, storm water drainage, research and production of renewable energy, etc ,

MOBILITY!

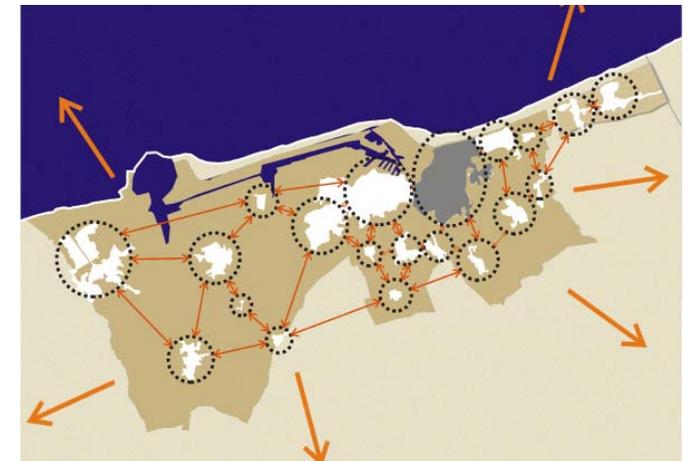
To improve the Agglomeration's multimodal transportation system, in order to respond to the contemporary needs and to support the current and future investments...

CITY BRANDING!

To develop the image of the Agglomeration through the integrated sequence of projects and policy changes that clearly communicate concepts of "Dunkerque as a gateway to Europe", "North France as a desirable destination for live-work-play and vacation", "Port as a sustainable activity, something to be proud of"...



International connexion



Internal connection



2. THE BOTTOM-UP METHOD

Presented with great ambitions and challenges of such strategic territory, our team chose to start the project by getting the input from the people from the Agglomeration, as a means to develop a **bottom-up strategy**. A series of interviews were made at different municipalities. They aimed to provide the team with more sensitive elements, and to bring together the “foreign” approach and the real needs and demands of the population.

Such approach does not provide any scientific accuracy to this proposal. Although we were careful about choosing people with different profiles and from different municipalities – each one having its particular problems and potentials – there was no work on a sample that could be representative of the whole population.

The questions asked were aimed to provide the information about the relationship between working and living areas; the role of Dunkerque as the center of the Agglomeration (that provides specialized commerce, services and cultural activities); descriptions of the positive and negative urban aspects of the municipalities; expectations on new projects; etc. We also emphasized reactions and comments about the sense of identity within the Agglomeration, and the points with which people have an emotional connection.

ON THE QUALITY OF THE URBAN SPACES: “There’s no quality close to the industries. Saint-Pol is not beautiful” (Saint-Pol-sur-Mer); **“Grande Synthe is wonderful because there is a lot of flowers...”** (Grande Synthe); “Jean Bart square is one of the best places in Dunkerque. All the shops, the market, and the manifestations...”; “Can you image such a square, with so many cars, just by old the city walls? This is the most important place of the city, and yet...” (Gravelines); “*There are too many cars driving too fast in Dunkerque*”; “*I wish there were more places to sit in front of the beach and in the parks. Also, I think Malo dunes are dirty and insecure*”; “I love to live in Dunkerque. There is a lot of young people and sport activities like the skate park and the beaches”; “I love the port, especially during the summer, because of the festivities and the ships”; “There’s not much to do in Dunkerque. But I love the sea, the beach, the digue, and the churches” (Bourbourg). **ON THE POTENTIAL INTEREST FOR TOURISM:** “I like it better to walk along the canal than to go to the beach. Did you know that this canal was illustrated by important painters, like Nicolas de Staël?” (Gravelines); **“There are great churches in St-Omer. Bergues is also a very interesting city”;** **“I love Bourbourg because it’s peaceful and quiet. I feel I’m always near the nature”;** **“I usually run and walk in the dunes. It feels great to relate to such an untouched nature”** (Zuydcoote). **ON THE OFFER FOR URBAN SERVICES AND CULTURAL ACTIVITIES:** Most of the people appreciate and benefit from the offer of specialized equipments and services in Dunkerque (theater, museums, port, casino, commerce, health, administration...); “If I want to go out at night, I go to Belgium, usually to Oostende” (Coudekerque). **SOME EXPECTATIONS:** “*I wish there were more bicycle lanes. I also find it very difficult to reach Belgium*” (Dunkerque); “If you depend on the bus system, it’s hell” (Grand-Synthe); “*This industrial pollution problem in Dunkerque has been in the media for a while... Nothing seems to be done by the authorities, except on the health policy towards cancer*”; “I love Bourbourg because it’s peaceful and quiet.

At the end, it was possible to reach some conclusions:

- The inconsistent perception about the unity of the region and a lack of recognition with either a centralized or the localized identity. In order for the Agglomeration to change its current image, to attract the future investment and maintain and increase its population, the port and its industry have to change. With phasing out of the heavy industry and big pollutants, there is an opportunity to reposition the port industry, capitalize on the current needs of the global market and include all levels of sustainable development and energy production.

- In order to change their image from “working and industrial areas”, many cities of the Agglomeration could benefit from different levels of place making techniques that would encourage social interaction.

- The project (s) should focus on the following themes, frequently raised by the people: **quality of the urban spaces;** development of potential areas for tourism and activities; densification /infill of urban spaces and services; environmental and sustainable issues;

- The detection of the lack of the sense of identity and integration between the municipalities of the Agglomeration does not necessarily reads as a demand for big scale interventions. It’s not all about sophisticated infrastructures and transport systems... **SPREADING LOCAL/ SMALL SCALE INCREMENTAL AND COMPLEMENTARY PROJECTS IN THE TERRITORY MAY THEREFORE OFFER A “LOW HANGING FRUIT” AND A POSITIVE START :** “From an urban point of view, the sense of unity within the Agglomeration is increasing, because we feel that things are happening everywhere”.



3. THE CONCEPT

Our concept is based on the following aspects:

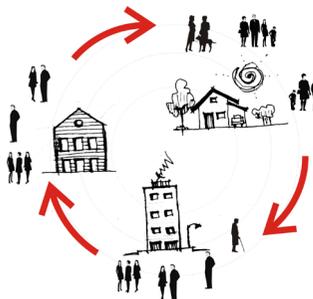
- Consolidating Dunkerque as the center of the Agglomeration;
- Taking advantage of the existing West-East connection axis as the spine of the Agglomeration, to be treated differently, in order to respond to the different roles it plays;
- OPENING NEW NORTH-SOUTH AXIS IN THE TERRITORY, towards both the sea and the hinterland.

From these conceptual guidelines, we have developed our proposal in three main areas / axis, all of them with great potential to promote social interaction and a reinforcement of public spaces through the link of the existing networks of beaches, dunes, green areas, protected sites, canals, historical centers, agricultural areas etc.

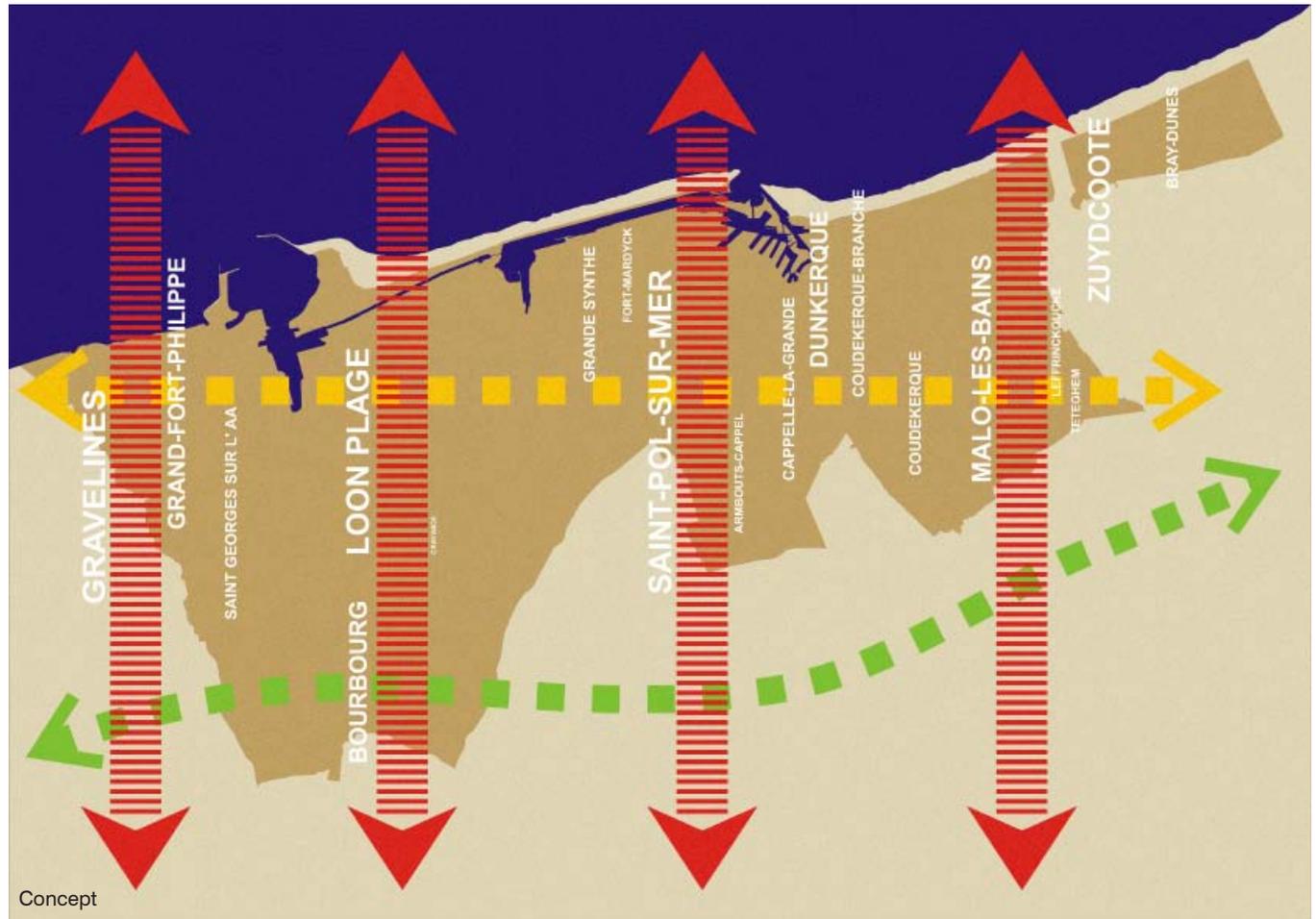
The implementation would not only depend on a phasing strategy that would range from a short to a long term period, but also on a series of policies and practices to be shared both by the private and public sectors, on all levels (federal, regional and local).

a. CENTRAL AREAS INFILL AND RETROFIT:

The cities of Agglomeration can very easily improve attractiveness by reinforcing the improvement of public space and by encouraging mixed land use in central areas. Economically, this can be possible by densification strategies that include not just more units, but diverse typologies and residential models (need based on demographic and social change of the population, the change in the size and structure of the families, need for the student housing etc.). Beside densification, a special focus should be given to walkability and pedestrian experience, to complement effective multimodal transportation strategies.



Circle of housing potential



Concept

We strongly encourage densification by small scale urban interventions in central areas of the cities of the Agglomeration, especially in Dunkerque. The triangle between the old port, train station and the University presents a great opportunity for development, the first phase expansion of the central city. **Such development should be (or appear to be) developed incrementally, to sustainable standards (LEED or other), with a strong accent on historic preservation of existing structures, and provide mixed land use with variety of pedestrian friendly experience (plazas, urban parks, amphitheatres, water experience etc). Greening of the streets is very important for increase of the permeability, decrease of the heat-island effect, and improvement of the city'sophilic design attributes.**

b. CULTURAL AND EDUCATIONAL POLICIES: We believe in the key role of the University as a means to retain and to attract young people to the Agglomeration. **In addition, continuing education has immense importance, especially for re-qualification of the existing work force, in order to support changes and re-structuring and economic re-positioning of the port activities and the support for the new economic development policies.** Ongoing cultural investments from CUD should also be maintained and reinforced (such as FRUCTOSE).

c. LOCAL ECONOMIC DEVELOPMENT POLICY: We find that there is a great need to diversify economic strategies within the Agglomeration, which would allow for decrease in

dependence on the heavy industry. Tourism should be recognized as an important industry, due to Agglomeration's strategic position, and easy connections within the region (Lille and the whole Nord-Pas-de-Calais Region), as well as its position defined as a gateway towards Belgium and England. The tourism should be developed and marketed with the accent on variety of offers, from the beaches and parks, historical sites and cities (such as fortified cities of Bergues and Gravelines), navigable canals, to AGROTOURISM experiences in the countryside (farm lodging, experience of visitors with animals and enjoyment of farm-made food), and all in combination with variety of sporting activities (kayaking, biking, triathlon, horseback riding, etc).

Of course there is a great deal of effort needed in order to make this possible. Integration within the Agglomerations, due to its large and spread-out nature, is the key element for the successful promotion of tourism, especially agrotourism. A comprehensive transportation strategy (multimodal) should be developed, in order to connect the destination points both physically (efficient mobility) and economically.

The unified marketing strategy should bring all components together (attractions, events, products, local merchants and farmers,) and represent a rich, diverse product to attract the consumers in a today's very competitive market.

Beside East-West connections, strengthening of the North-South axis (as proposed in our projects bellow), is crucial for the success of the integration.

Last, but not least, we are recognizing that the successful implementation is possible only by integrated involvement and input of all stakeholders . The support of all levels of Government is particularly important to identify or provide financing mechanisms, encourage and develop private-public partnerships in the areas of construction, support research and education, technological support , etc. There are many successful models that exist in the US, Brazil and other countries that can be shared and utilized.

4. MAIN PROJECTS

THE PROJECTS BELLOW ARE PROPOSED UNDER THE CHANGING PERSPECTIVE THAT:

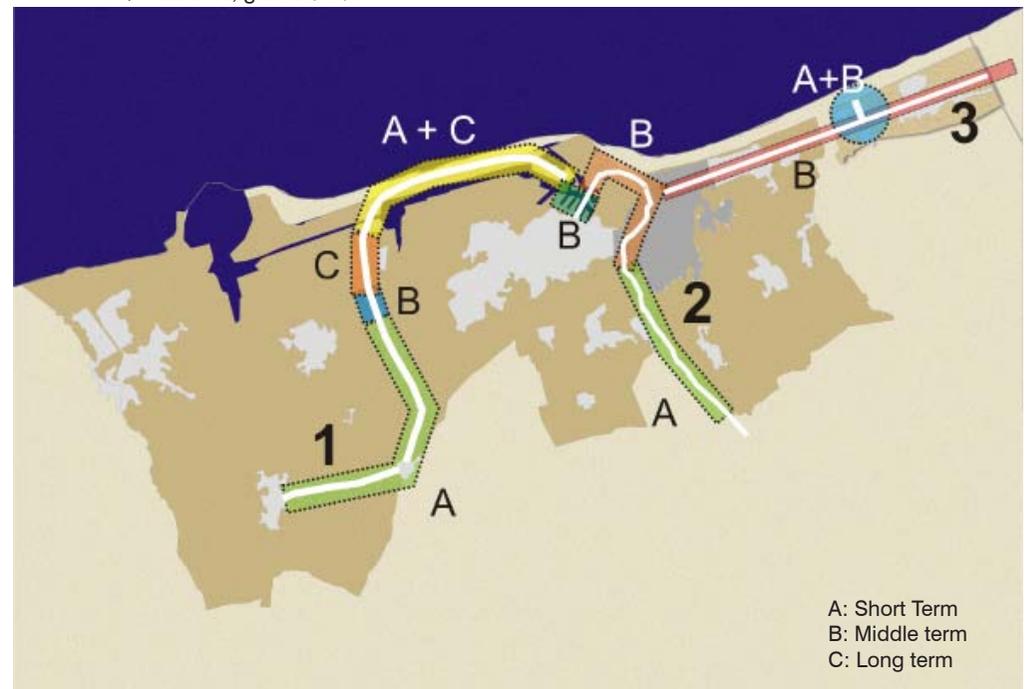
- In a short term, the East Port will maintain its activities, while preparing a master plan for its future development strategies that focus on sustainability of the region
- In a medium and long terms, East Port will gradually go through a de-phasing of its heavy industrial activities while incorporating INDUSTRIAL BASE TURNED TOWARDS SUSTAINABILITY, INNOVATION, AND TECHNOLOGY (starting with brownfield clean-up).

There is a special need and a deficit in the technological research in today's market for energy production (wind, tidal wave, solar, geo-thermal) as well as research, assembling and production of components needed for that market.

Densification of the industry and consolidation of the port activities is essential.

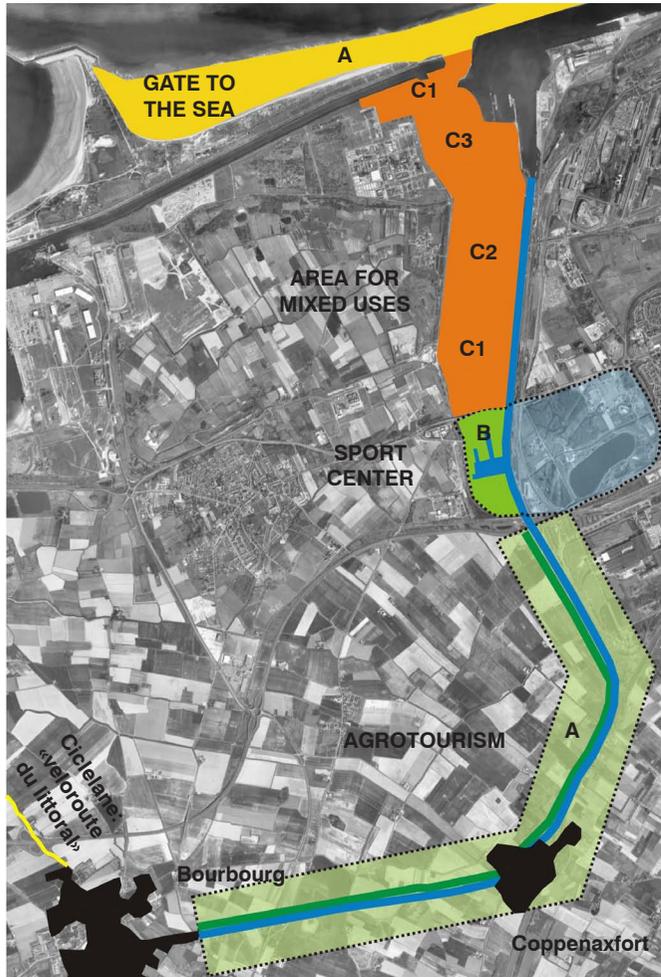


Bicycle lines, road lines, green areas

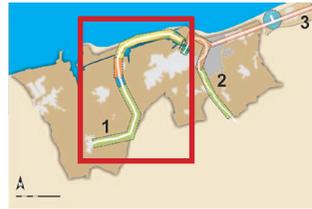


Projects an facing

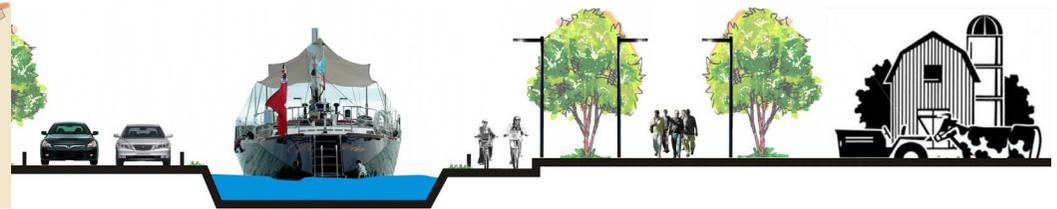
PROJECT 1: BOURBOURG-CANAL-PUYTHOUCK LAKE-TOTAL- MARDYCK CANAL-ECLUSE-BRECK DIGUE



Project no. 1



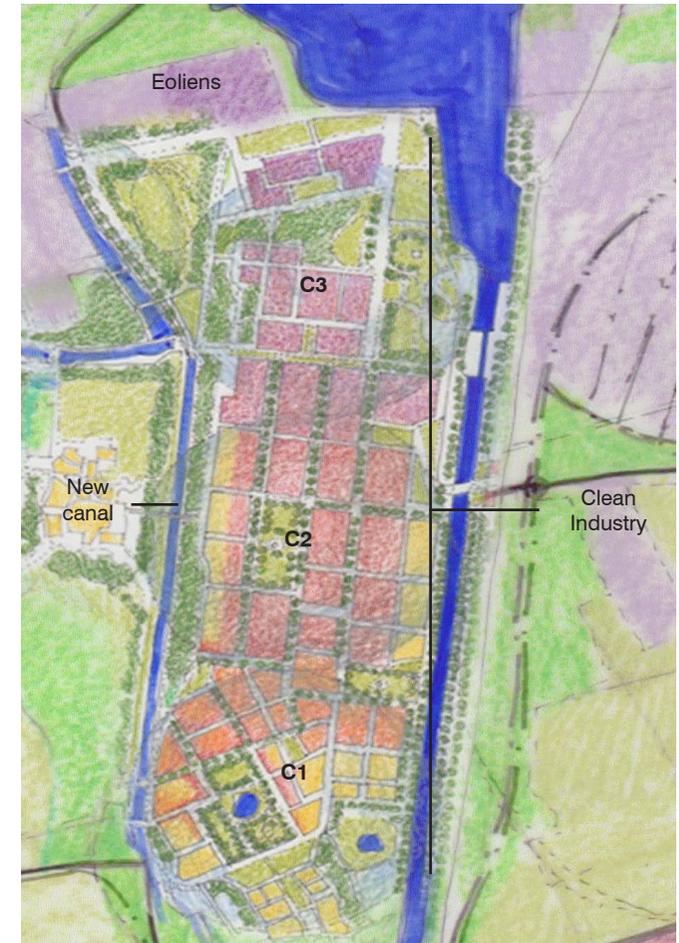
Project area



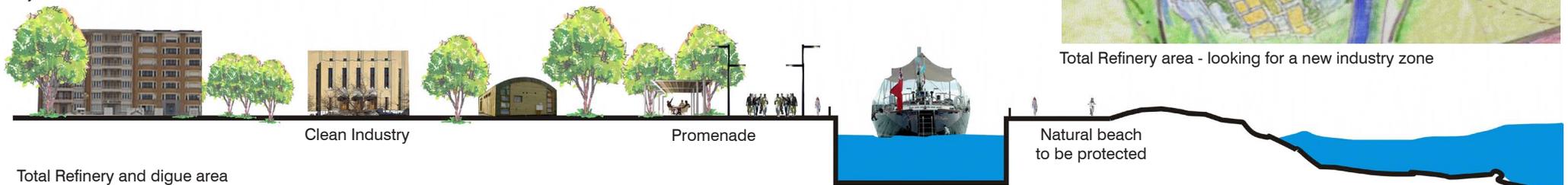
Agrotourism section

WE PROPOSE:

- To promote agrotourism opportunities through improvements in the Bourbourg Canal and links with the existent and planned bicycle lanes (such as Veloroute du Littoral)
- To make improvements in the Lake Puythouck area: camping facilities, small port (like Watten);
- To introduce new forms of clean industry (pharmaceutical industry, medical research centers, IT technologies, food production and packaging, etc.) at the Total Refinery area and to extend the urban tissue in order to reduce the isolation of Mardyck and Grand Synthe. We also find extremely important to include and link the green spaces and to open connections towards the sea for those municipalities that currently don't have any direct access (Loon Plage, Grande Synthe);
- To propose a sensitive and soft approach for the levy, providing an easy access, while maintaining its current 'natural dune-like features. Based on the community members' input, we feel that it is important to leave the levy as the quiet and poetic frontier between the port landscape and the seafront.

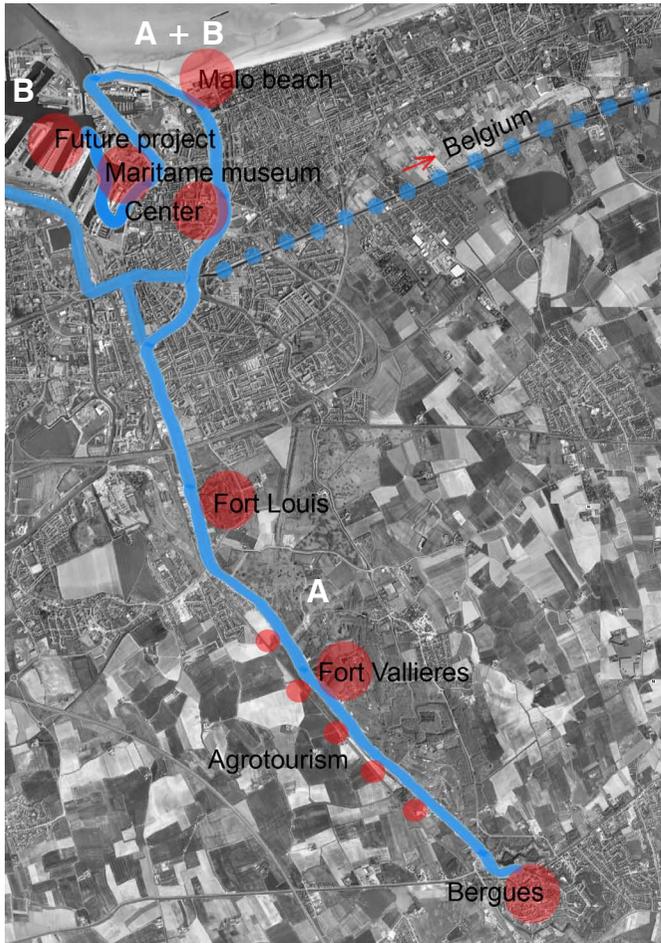


Total Refinery area - looking for a new industry zone

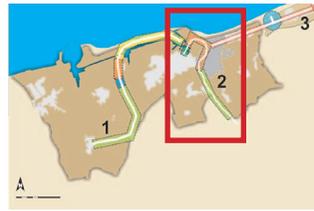


Total Refinery and digue area

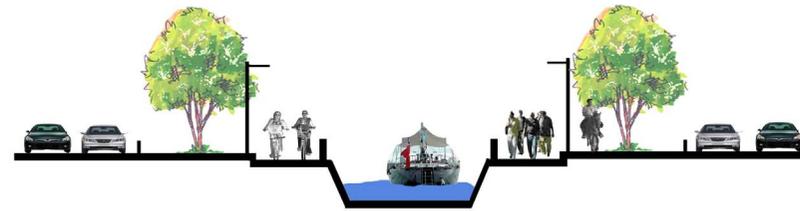
PROJECT 2: BERGUES-AGROTOURISM-BOIS DES FORTS-FORT LOUIS-DUNKERQUE CENTER-MALO-MOLE AREA



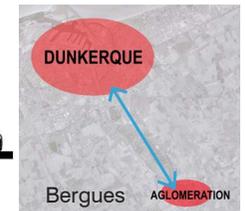
Project no. 2



Project area



Canal section



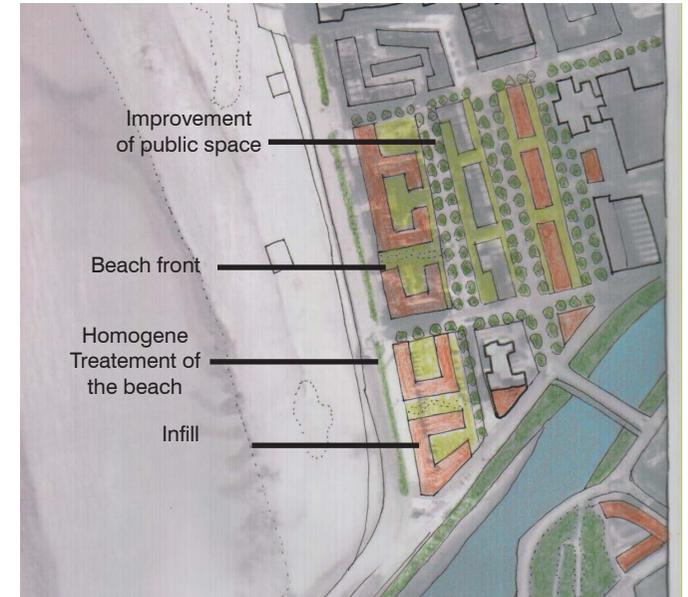
WE PROPOSE:

- a. To reinforce and improve the urban quality of the canal between Bergues and Dunkerque, providing a soft link, through which people can walk, cycle etc.;
- b. To encourage boat rides along the canal, as a means both to develop an alternative for urban transportation and to add value to tourism in the Agglomeration;
- c. To strengthen the link between the rural and urban spaces, profiting on the existent historical sites and large green areas (Bergues, Bois des Forts and Fort Louis);
- d. To make urban design improvements in the sea front at Malo Beach in order to allow new opportunities for the appropriation of the public space;



Canal detail

- e. To propose a direct connection between the Old Port (Mole area), Dunkerque Center, Grand Large neighborhood and Malo for pedestrian and cyclists;
- f. To gradually develop new opportunities for the Old Port (Mole area), that could first relate to the implementation of a green area (phytotreatment), be somehow complementary to the SCOT guidelines.



Intervention in Malo Beach

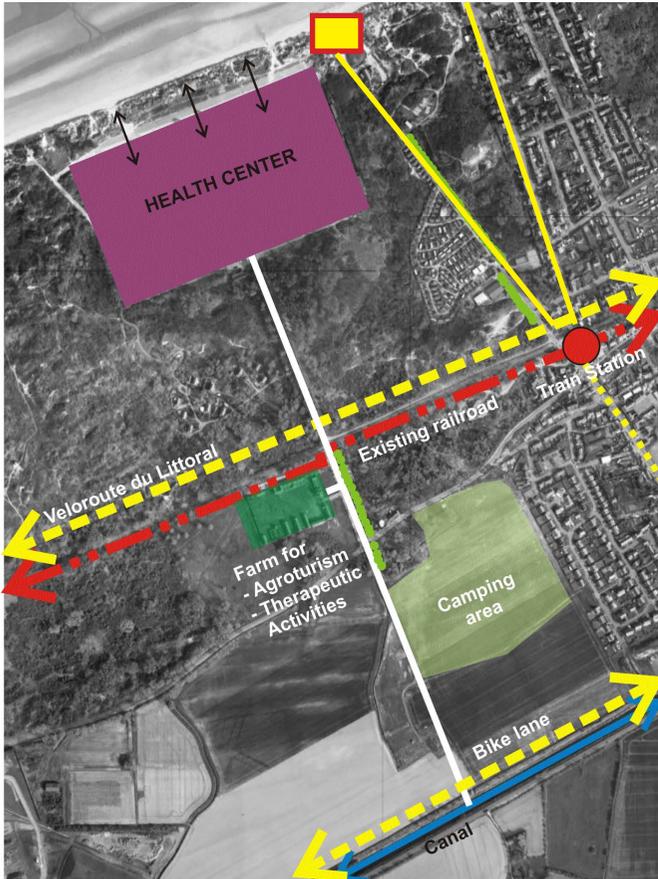


Homogene Treatment of the beach



Section of the Intervention in Malo Beach

**PROJECT 3: NEW TRAIN STATION-
ZUYDCOOTE CENTER-OLD FARM AREA-
ZUYDCOOTE HOSPITAL**



Project no. 3



Project area



Veloroute du Littoral and railroad section

WE PROPOSE:

- a. To strengthen the tourist potential of the East part of the Agglomeration through working on an alternative destination for the French and even for the Belgians , possibly in the context of the metropolitan cooperation of Flandre-Côte d’Opale-Belgium;
 - b. To respect the natural environment at Zuydcoote area, especially regarding the preservation of its dunes and historical sites;
 - c. To reinforce and densify the Zuydcoote Center in order to preserve its character and to curb its development in order to prevent the urban sprawl; reinforced by re-activating the train line (Dunkerque-Belgium) and proposal of the rail-station close to the main square. ,Densification of the existing urban fabric should appear through infill strategy and creation of attractive public spaces.
 - d. To re-qualify the public and green spaces at Zuydcoote, and reinforce the connections between the town (central square, station), the farm, the hospital and the sea;
 - e. To promote the historic nature of the sanatorium ; maintaining its green areas, and re-developing the newer buildings of sanatorium within their existing building footprints by adding additional floors and opening the ground-floor connections towards the sea.
- By modernizing the existent health facilities, and promoting thenew complementary services, like spas and thermal therapie, this hospital that is already valued

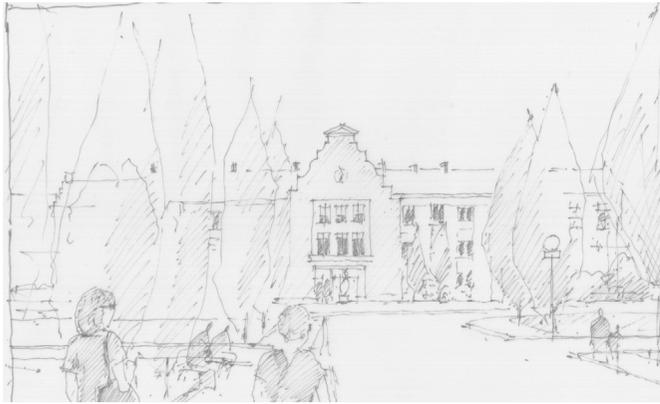
- f. For its specialization, can grow into a national (and international) specialized medical center connecting with the Dunkerque’s proposed research and pharmaceutical industry.
- f. To preserve the historical buildings of the old hospital farm, and to provide opportunities for new developments in the area (health research facilities, complementary touristic services etc);



Infill at Zuydcoot (in black)



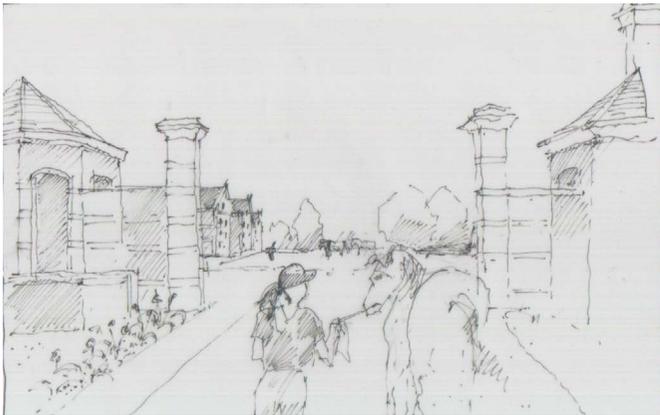
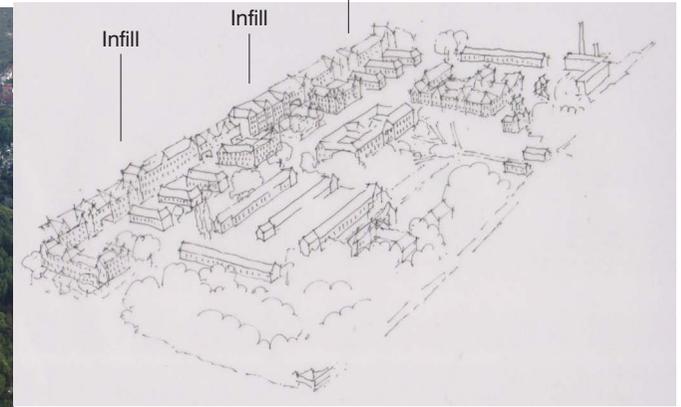
Greening of the site



Existing aerial view of the hospital



Proposed view - reprofit in the same place



Pedestrian experience at the farm



Hospital farm



Revitalization of the farm with extended uses



THE VOICE OF DUNKERQUE

team a





EQUIPE B « Connections in Dunkerque »

(from the left to the right)

Iva DOKONAL

Sam Minh TUAN

Erika Cristine KNEIB

Leonardo Leal SCHULTE

Beatriz RUFINO

Luiz NUNES

Jasmina BOGOVIC

Architect & Urbanist

Architect

Doctor of Transport Engineering

Transport Engineer

Architect & Urbanist

Architect & Urbanist

Landscape Architect

Croatia/United States

Vietnam

France

Brasil

Brasil

Brasil

Croatia

B

Connections in Dunkerque

1. INTRODUCTION – CONCEPT

The city of Dunkerque has experienced the challenge of reconstruction several times. Many of these efforts were imposed on the population without regard or direct consideration of their opinions, thus the changes which have transformed the city were never part of the local dynamics and were not recognized by the population. Today, the city is going through new challenges, and there is a certain fear about the future. Large scale internationally run industry is leaving the city. How will the economy be maintained? How will the city avoid an increasing loss of population? How can we help to transform the image of the city of Dunkerque (which is linked to distance, darkness and pollution), to a more pleasant one? How can a disparate number of municipalities, organized into a single entity, form stronger connections? Two major challengers have been identified: how to improve the quality of life, and how to increase the attractiveness of the area – in order to attract population and business opportunities (Figure 1).

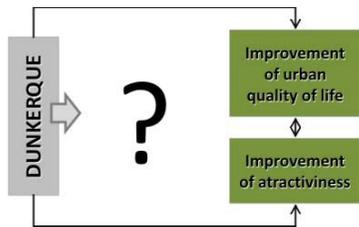


Figura 1: Esquema ilustrativo sobre as indagações para Dunkerque

Only if Dunkerque takes care to integrate its urban development with the port, can it be recognized on an international level. On the other hand, the port, because of its dimensions, potentialities and challenges, is a very complex interface with which it is difficult to connect. The port is part of this story, and it cannot be detached from this process of transformation in the region. It represents the major element in legitimizing the CONNECTIONS. Dunkerque must grow in order to enter the international arena.

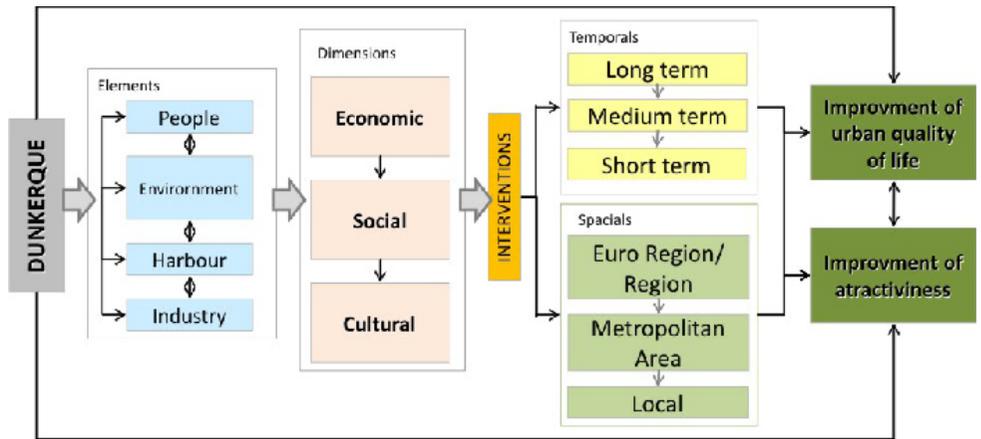
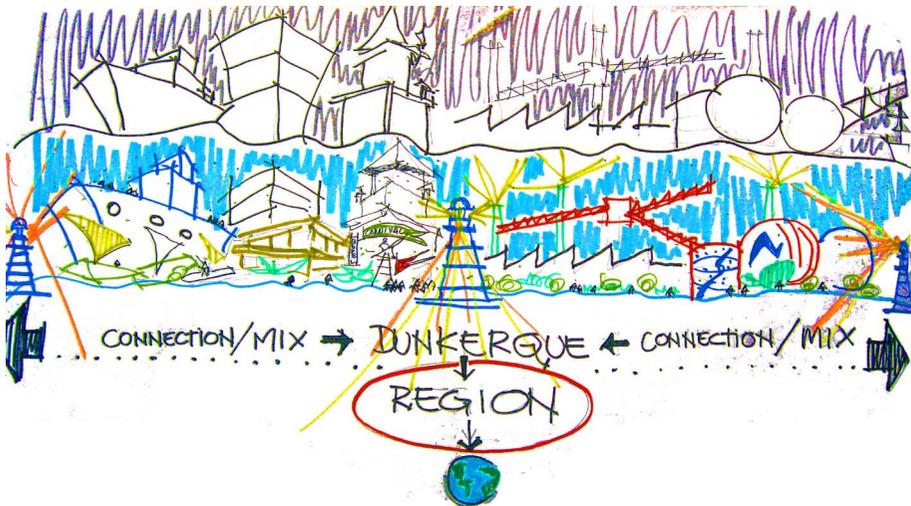


Figura 2: esquema de conexão de elementos e dimensões para Dunkerque

2. METHODOLOGY

The organization of the proposition for Dunkerque begins with the definition of the connection elements (people, environment, harbor, industry), dimensions of transformation, economic, social and cultural, and the identification of the main guidelines that must be reached considering the temporal and spatial scale.

The temporal scale connects different territorial economic transformations with specific interventions in distinct temporal horizons.

The spatial scale was defined from the need to expand the integration of the region into the European and World (scale 1 - Euro-region), to strengthen the articulation of the various municipalities in the establishment of a dynamic metropolitan area (scale 2 - Metropolitan Area), and to look at the specifics of each area for the development of pilot projects (scale 3 - Local), which may enhance the connections between the territories and its attractiveness on a local scale.

DIMENSIONS (guidelines)

Economic

Strengthening the economy of Dunkerque is central to the development of the territory. The link between the port and industry, and the availability of different modes of transportation, provide great potential to Dunkerque. If the port, the industry and the various transportation modes are integrated, they can be a catalyst for the territory forming a supply chain, which may be transformed into a center of research and development about the dynamics of port activities, leading to an advantage of expertise for the area and contributing to international recognition and an endogenous economic development (Figure 3). In addition, there is great potential in tourism: particularly for historical attractions and the prevalent use of the coast for sports activities.

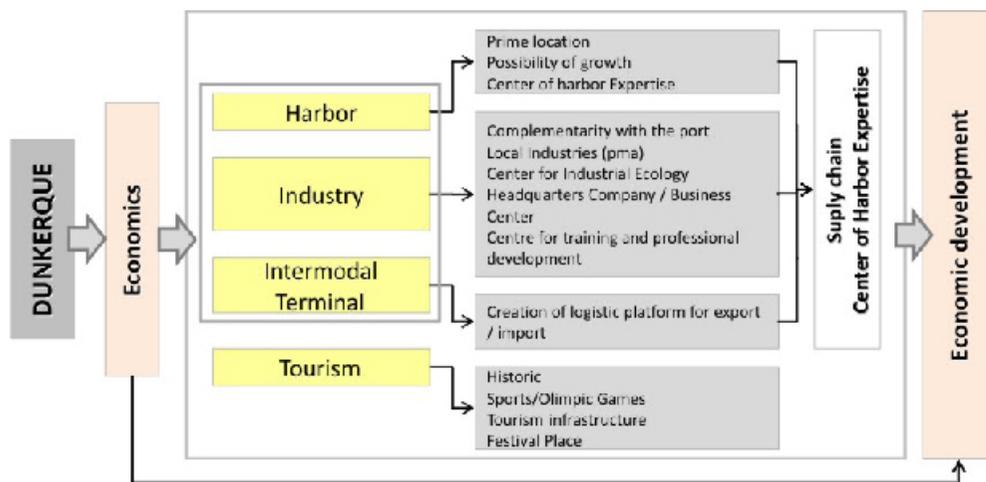


Figura 3: Estratégias para o desenvolvimento econômico de Dunkerque

Specific guidelines for endogenous economic development:

- Strengthen the Port, through the connection of a network of complementary services for port activities, promoting a liaison with the regional ports (Calais and Boulogne Sur Mer);
- Encourage the promotion of the port, emphasizing the different stages of its expansion (Ages of the Harbor) and the need for diversification of industrial activities, especially those which offer products and services complementary to the activities of the ports of Dunkerque and the region. Prioritize aspects of sustainability and alternative energies.
- Strengthen local, regional, national and international connections, taking advantage of its location as a way of boosting historical tourism and water sports. Prioritizing the opportunity to host Olympic activities in the medium term.

Social

- Promote projects for training and for workers to re-integrate into the process of modernization of industry and the port;
- Strengthen local centralities through the diversification of uses and the articulation of public facilities for culture, education and social life.

Cultural

- Recognize the various ages of the port and the possibilities for connecting port areas to the urban fabric;
- Strengthen maritime identity, recognizing the importance of the coastline and its potential attractiveness for the local population and both regional and European tourism, mainly associated with the practice of nautical sports;
- Increase the share of international business in developing equipment for service and training activities;
- Encourage the relationship and integration between the northern and southern region (identities between the sea, town and country).

Interventions

Based on the guidelines, physical interventions have been developed along with public policy proposals which consider the different spatial and temporal scales for implementation (Table 1).

Quadro 1: Matriz de intervenções físicas

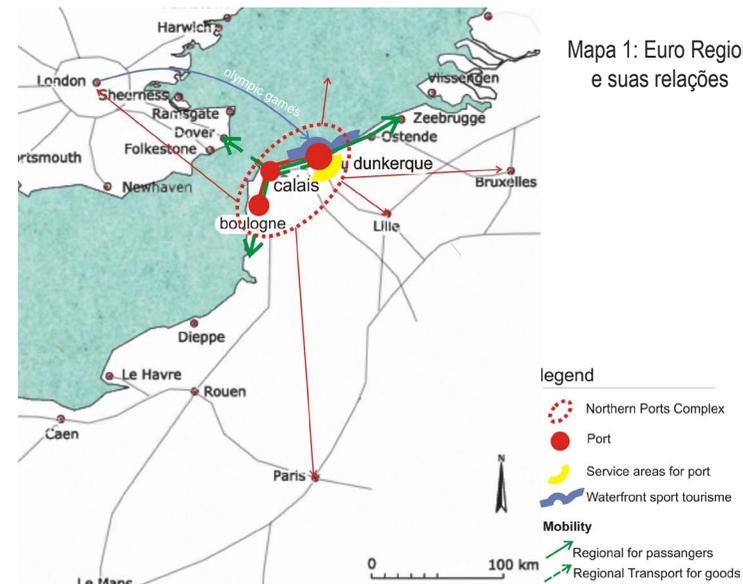
	Short term	Medium term	Long term
Euro-region/Region			
Social and economic development		North Port Complex - Diversification of Port Activities	
Regional Mobility		Sports tourism Regional Passenger mobility	
Metropolitan area / CUD expansion			
Economic development		Intermodal Logistics Terminal – Cargo Connections	
Mobility		Structural System of Transportation - Connecting centralities	
Identity		Terminal Intermodal Logistics - Cargo Connections	
Local			
Pilot project of connection 1	Saint-Paul/Dunkerque		
		Line Coastal Region - Landscape Design	Historical Tours

4.1 SCALE 01 - Euro-region/region

4.1.1 Economic Development

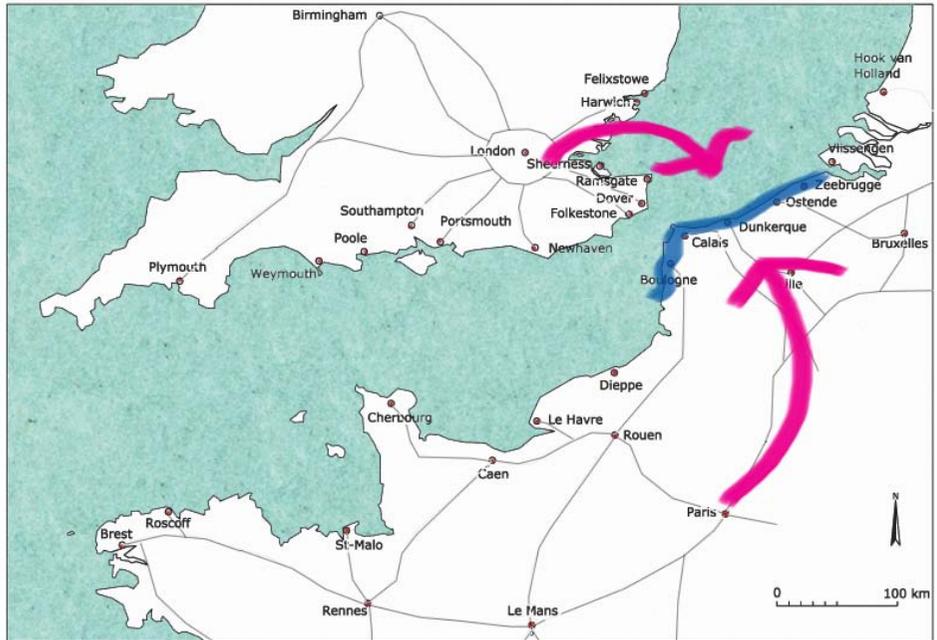
A. Complex Ports North

The Port of Dunkerque has the long term challenge of diversification of its activities and the attraction of new types of cleaner industry. Currently, the port is heavily based on its industrial sector, but it has a competitive advantage over other French ports in the wide range and excellence of its auxiliary services.



Connections in Dunkerque

This condition, and its strategic location near the ports of Calais (Passenger / Commerce) and Boulogne sur mer (fishing) allows Dunkerque to exploit its excellent location on the North Port Basin, and the superior organization and efficiency of its services to become a base and link for all the ports in the area. Additionally, this wider relationship, with create a network of port differentiated services which will be located in the center of the major metropolitan areas of London, Paris and Brussels.



Mapa 2: Euro Region e Turismo Esportivo

Sports Tourism

The Dunkerque coast already offers a wide variety of sport facilities. The proposal strengthens the use of the sea for these activities and provides amenities for the regional level. The upcoming Olympic games in London will provide the opportunity for Dunkerque to become a center of activity and training for the support of these games, especially in water sports.

4.1.2 Regional Mobility Cargo

Dunkerque is located in a strategic position, in proximity to three major European capitals. It has a rich infrastructure that can accommodate various modes of transport: sea, river, road and rail. It was observed that there is no positive relationship between these modes. If this relationship is made and reinforced, Dunkerque will be able to position itself globally as a regional center of logistics. To this end, we have proposed an intermodal terminal, located in a strategic position, which seeks to articulate road, rail, and water transport, and improve the coastal links between Calais, Lille and Belgium.

Passengers

The regional connection for the transportation of passengers is well defined to Lille, but interaction with Calais and Belgium is weak. A strengthening of these connections will add Dunkerque to the main route which exists between London, Paris and Belgium, thus taking advantage of the tourism potential of the coastline and La Panne Brugge. Therefore, it is necessary to strengthen the rail link with Calais; implement a quality rail link towards Belgium, strengthen the regional east west axis, and further reduce the number of vehicles passing through Dunkirk (which is detrimental to the city, as has been proven in various research studies), thus contributing to improvement of urban traffic.

In order for the rail link to be implemented successfully and to become viable, Dunkerque must capitalize on its tourism potential. The main mobility axis which is proposed will provide the infrastructure and services necessary to attract people to the most important points of interest in the area, and will transform the primary thrust of movement of passengers from the periphery to the center of the city. This proposal seeks to improve the quality of life for residents, and in parallel, increase the connections between places of attractiveness for both residents and tourists.

In this sense, the proposals developed by the urban group B, which seek to provide the Dunkirk urban infrastructure needed to improve the quality of life and, in parallel, offering online and inviting places to be explored both by residents and by tourists.

4.2 Scale 2 – Metro/CUD expanded

4.2.1 Economic Development

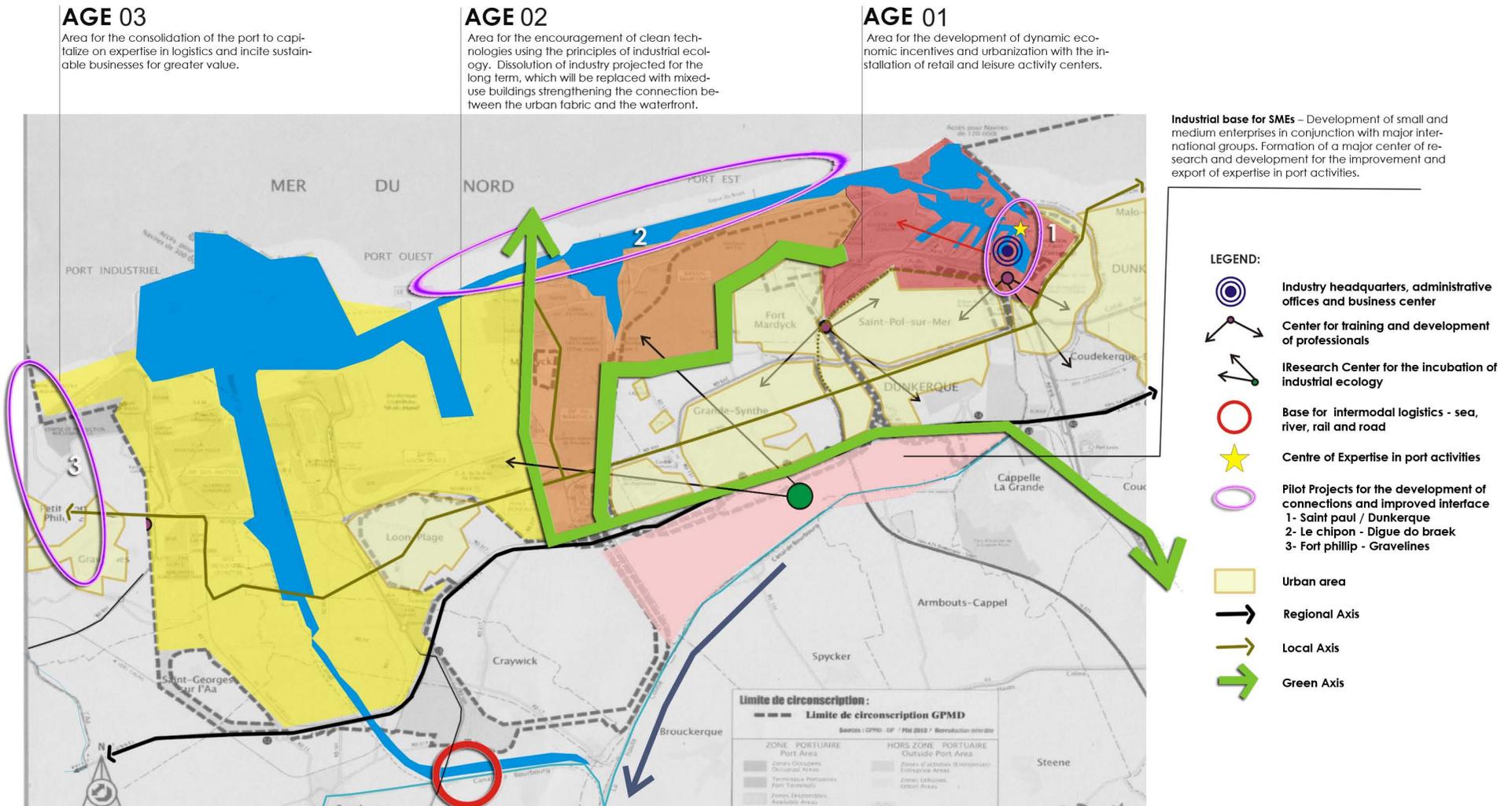
Ages of the Port and perspectives of connections with the city

The port of Dunkerque is the great engine of development in the region, representing more than 80% of added value produced within the Urban Community of Dunkerque. As a whole, the port represents different perspectives of development. At the same time it has always represented a territorial barrier which limited the articulation between the city and the coast. The proposal articulates the different perspectives of port development with urban development, taking into account the different ages of the port, which are related with different port technologies and industrial development. The proposal also emphasizes the necessity of continuous transformation of this area as a condition for improved competitiveness.

The Age 01 area, consists of the historical portion of the port. Therefore, there is present a strong process of displacement and reclaiming of the area for the city. This allows for the possibility of urban renewal, that might consider historical heritage and better connections with the waterfront. The area has a strategic position; it is a privileged place for the extension of the central area, and for the insertion of strategic equipment that facilitate consolidation of the Dunkerque center, as a center in the metropolitan scale. The Age 02 area represents the strong industrialization process (of the 1970's) which consisted of the insertion of large scale industries with high potential of pollution. At the same time, this area was responsible for the great economic development of Dunkerque in the 1970's. Today, this area contributes in a negative way to the associative image of the city. It is a heavy polluter and is responsible for the fragmentation of the urban area. The Age 02 area proposition is to promote clean technologies and in the long term, a progressive displacement for the sub-institutions for urban and productive activities, and the reintegration with the waterfront.

The Age 03 area represents the most dynamic pole of development of Dunkerque. It has great potential for economic development in the coming years, and offers the possibility of a more harmonic organization between port and urban areas. The mark of this difference in the territory are relevant for the work of city image – a more balanced development must consider the insertion of green elements for the marking of this difference. At the same time, we propose the gradual implementation of more leisure activities along the waterfront, as the industry begins to recede. In particular, water sports and adventure activities.

The whole area is connected with the zone of small and medium enterprise which are located to the south, and which provide auxiliary service and provides differentiation of port activities. The improvement of this complex chain of activities, could constitute an area of opportunity. Dunkerque has elements of infrastructure which facilitate the constitution of an intermodal logistical base. These areas must be also connected with the urban areas with the dispersed centralities and with the perspective of implementation of a mobility system, which allows for different ways of transportation which privilege the more sustainable ones.



Mapa 2: Idades do Porto e perspectivas de conexões com a cidade

4.2.2 Institutional Connections – Socio-economic projects

Dunkerque has a large number of institutions and enterprises organized as a network, that we activated with better articulation. The large weakness of the territory is the large number of international companies that do not develop specific projects for the city. For this kind of enterprise, the proposal is to promote development with support of public entities for training and development of workers and the infusion of a younger populace – centers of training and development. The organization of this enterprise must also be stimulated for the organization of business centers and office space in strategic areas, ie industry office. In an effort to stimulate residence in the city of the business leaders in the port. At the same time this territory also has a network of medium and small size enterprises that can constitute a differential in terms of industrial ecology – research center of industry ecology. As a whole, the articulation of these activities allow Dunkerque to be constituted as an expertise center of port activities. The exportation of this knowledge might be leveraged as an engine of productivity and expertise.

4.2.3 Mobility

Urban transport in Dunkerque is based on untenable logical prioritization of the car, contributing to pollution, urban decay and loss of quality of life. Studies have shown a great concern of the population to reverse this logic, and the prioritization of public transport and non-motorized. The proposal for improving mobility in Dunkirk seeks to reconcile the problems of urban displacement and regional development, with the desires of the population from public transportation routes, fed by non-motorized transport (it is expected to use the mode walking routes up to 500m and cycling for journeys of up to 2500m) as the scheme of Figures X and Y. This power is favored, since it is a city flat, where the population already has a culture of bicycle use, and, since studies show that 86% of motor displacements occur at distances up to 3km, or That is, short shifts that can be performed by non-motorized modes. It is expected a great focal point, in the east west, which can be further consolidated as a broad axis of urban development, complemented by secondary routes in the north-south direction. Territory is organized from a large central (Centro de Dunkerque Traditional) connected to the secondary centralities, forming a connected network. As for the prioritization of public transport and non-motorized and restriction of the car, expected to be conducted in phases, aiming at a gradual change patterns, avoiding a rupture with the current standard (Figure Z).

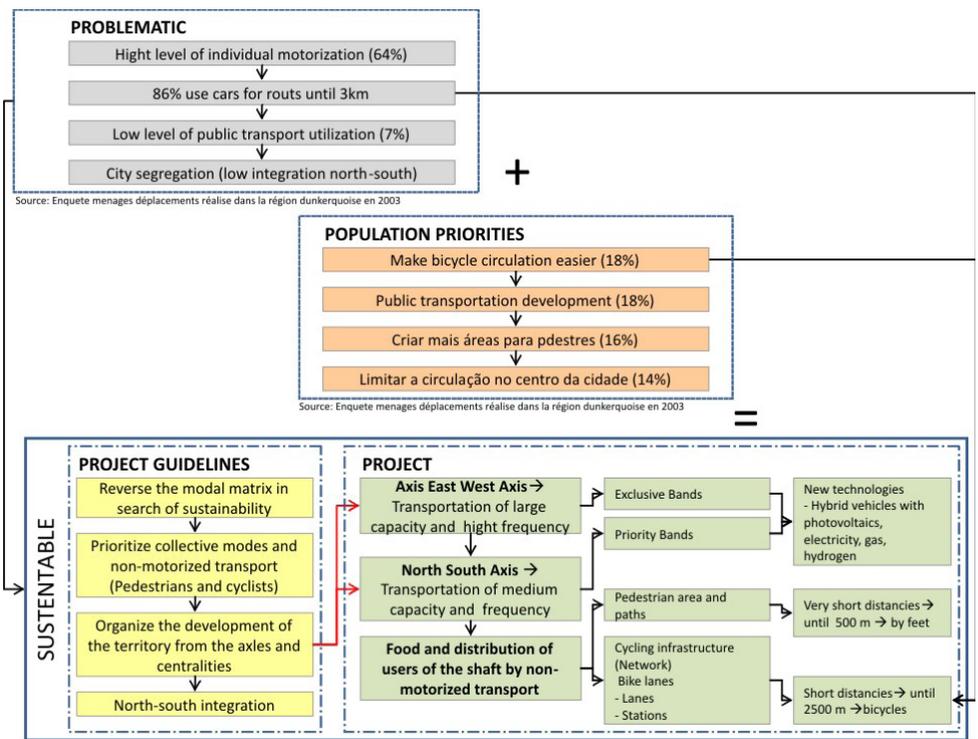


Figura 4: Esquema conceitual do projeto de mobilidade

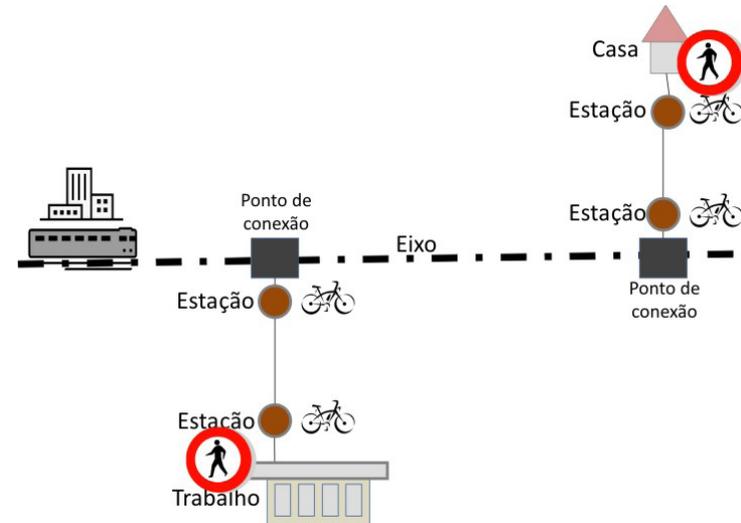
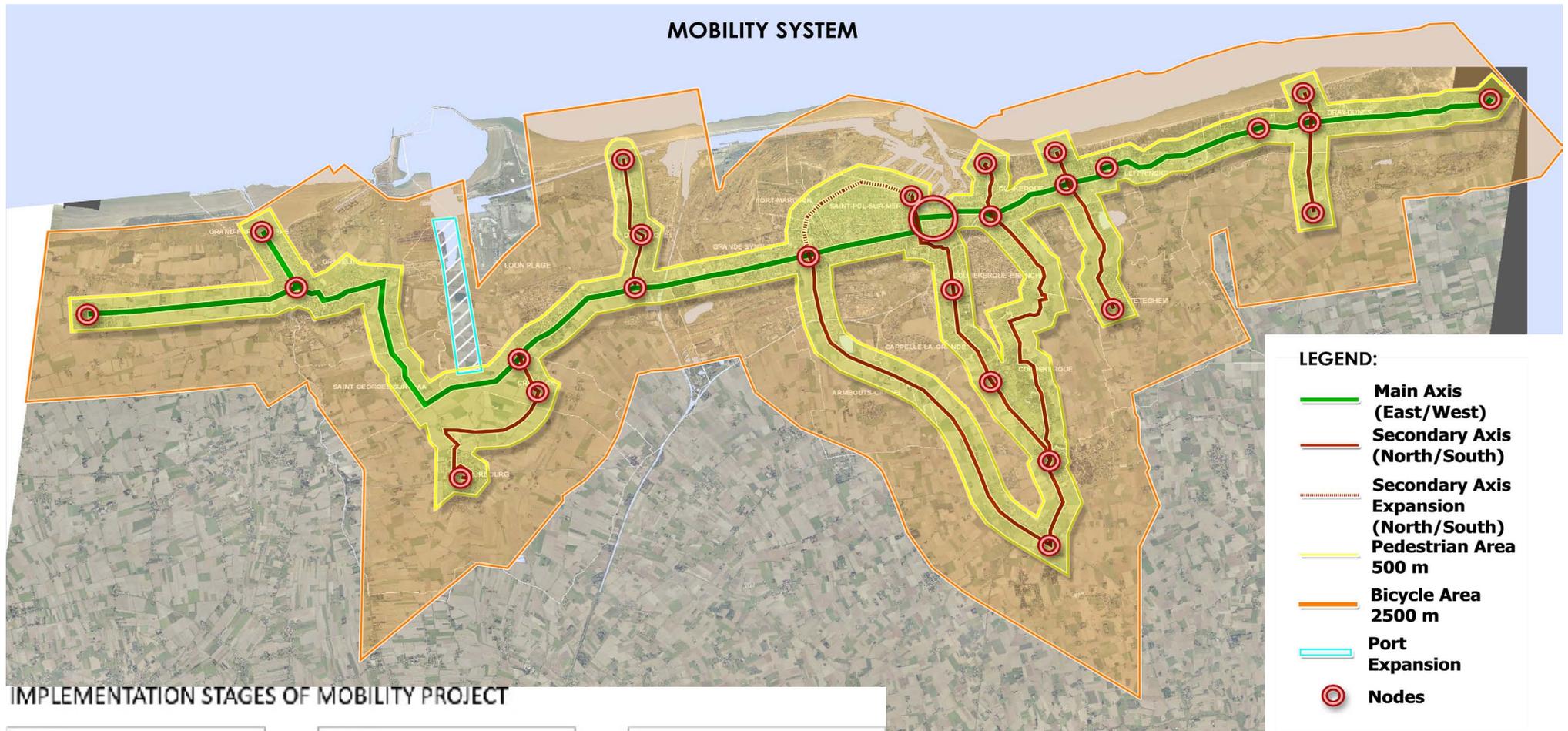


Figura 5: Esquema ilustrativo da relação entre o eixo de transporte coletivo e alimentação por modos não motorizados

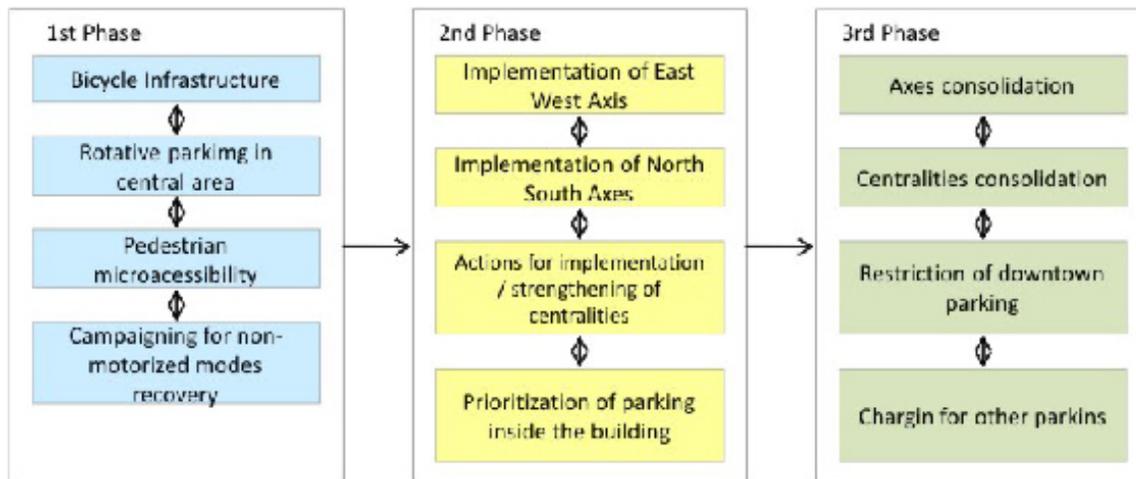


Passagem cicloviária em desnível

MOBILITY SYSTEM



IMPLEMENTATION STAGES OF MOBILITY PROJECT



Priorização dos estacionamentos subterrâneos

Figura 6: Fases para priorização do transporte coletivo e não motorizado e restrição do automóvel

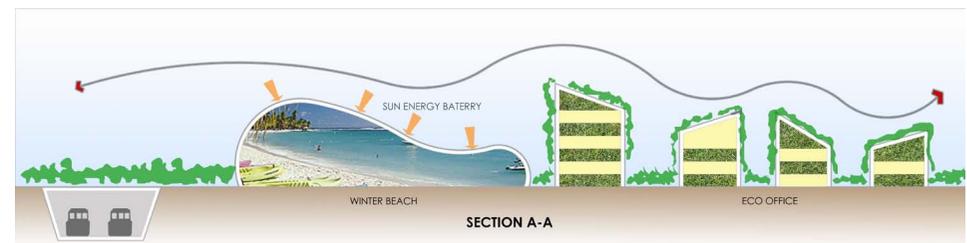
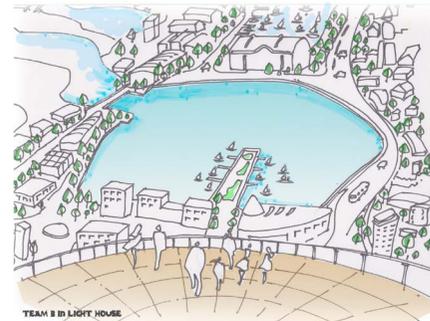
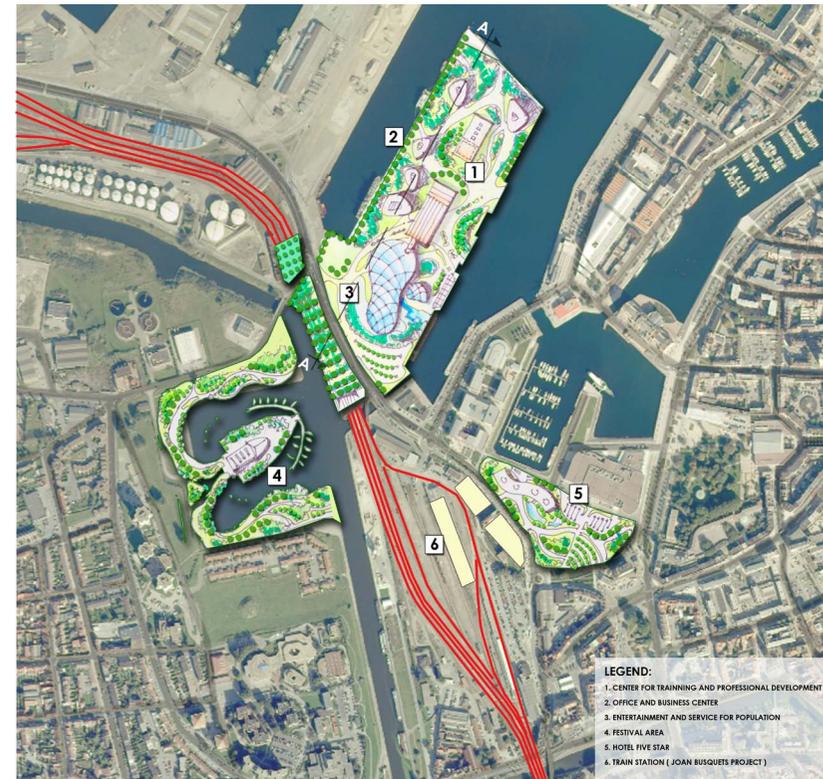
Connections in Dunkerque

4.3 Scale 03 – Pilot Projects

The ideas developed in the previous scales are also examined in more detail. We identified strategic areas for development of urban projects that could function as catalysts for development in our territory, in social, cultural and economical sectors. The proposal considers: the necessities for connection of the border and defragmented urban fabric, the improvement of mobility, diversification of land use and appreciation of historical and natural elements. These pilot projects are also related to different phases of intervention. It was decided to develop projects in Saint-Paul and Dunkerque (pilot 01), the project Le Clipon/Digue du Braek (pilot 02) and Fort Phillip and Gravellines (pilot project 03). The objectives of these projects are: consolidation of stronger metropolitan area, preservation of natural dunes environment and promotion of tourism and reinforcement of historical heritage.

4.3.1 Pilot Project 01 - Saint-Paul and Dunkerque

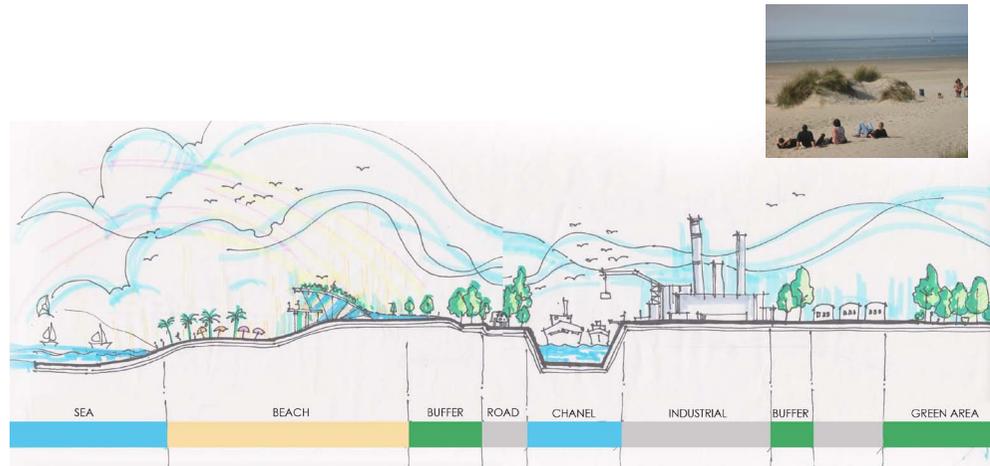
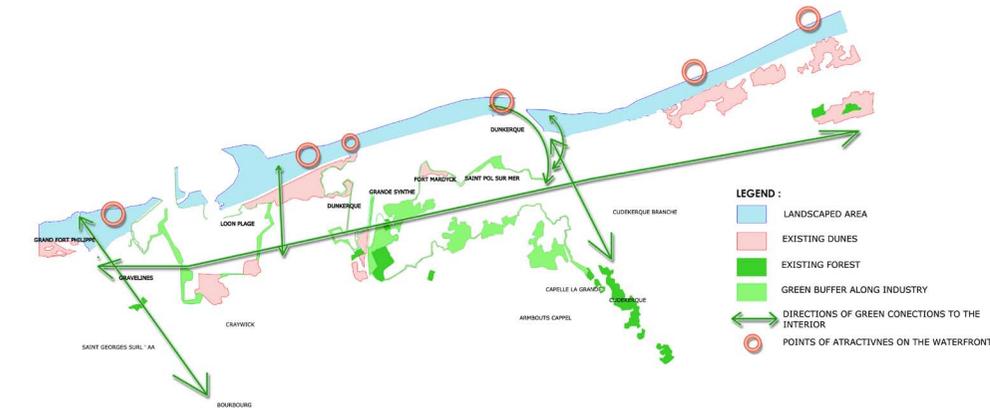
Saint-Paul/Dunkerque pilot project aims to connect the city of Saint Paul to the port area of Dunkerque. Proposal provides the creation of access points to the sea with the idea of creating more dynamism in areas characterized by emptiness. The project is developed in order to complement existing projects, such as Neptune and Busquet. Reinforcing the connections to consolidate a unique centrality. In this project we propose the creation of huge spaces for parties, like the festival square, and a large hotel. Reconstruction of wharf A with diverse equipment related to companies, providing entertainment services and training for workers.



Connections in Dunkerque

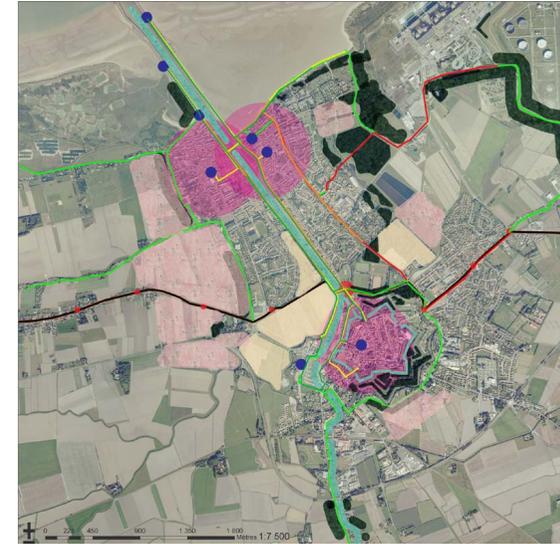
4.3.2 Pilot Project 02 – Le Clipon/Digue du Braek

The pilot project for Le Clipon and Digue du Braek improves the connection between the waterfront and the interior. It is part of a strategy for a continuous connection along the coast, on both the regional and metropolitan scales. The towns of Loon Plage and Mardyck are connected to the Dunkerque center via two bridges and the Digue du Braek. A connection for cars, bicycles and pedestrians is longitudinal and is located on the southern edge. An extension of a natural dune vegetation area is proposed for the west side.



4.3.3 Pilot Project 03 - Fort-Phillip/Gravelines

The pilot project for the towns of Fort-Phillip and Gravelines examines two important connections: that of the smaller municipalities of the CUD with each other, with the port and with the center of Dunkerque, and the connection between the urban fabric and the waterways. Transportation considerations connect the city and the countryside, increase interaction between Gravelines and Fort-Phillipe with two bridges, propose the extension of existing bike paths and pedestrian paths with important points of interest. Economic considerations include the proposition of a new supermarket, hotel and training center, and cultural considerations include improvements to the interface of the city and the water with a new landscape design with a floating pier for closer interaction with the water and improved pedestrian activity.







EQUIPE C « WESTWARD SHIFT »

(left to right)

Miguel FERNANDES
 Claudia VILELA
 Michel GAILLARD
 Florence POZNANSKI
 Antenor COELHO
 Ana Claudia Dias PEYNEAU
 Bachir BELOUAHEM

Transport Engineer	Brazil
Architect Urban planner	Brazil
Architect Urban planner	France
Sc. Po / Ing. Pub Works	France
Architect Urban Planner	Brazil
Architect Urban Planner	Brazil
Architecte-Urbaniste	Algérie



WESTWARD SHIFT

West rush, a straight talking

To the east, the beautiful Malo-les-Bains beach, so beloved by my grandfather, breaks down when the wind turns. Further east, Belgium happy beaches are so far way. Even further east, the harbor mole is sad due its storage role. At East there is TOTAL and maybe ARCELOR who send their men at the streets, even though they gave their lives to hard work.

Eastward, used oil goes to new cans. Eastwards, empty houses wanted to receive new occupants. Eastwards, the reconstructed city is not elderly enough to seduce young eyes. Eastwards, sellers with old habits close their stores at midday and complain client's ingratitude who go to west looking for ephemeral news.

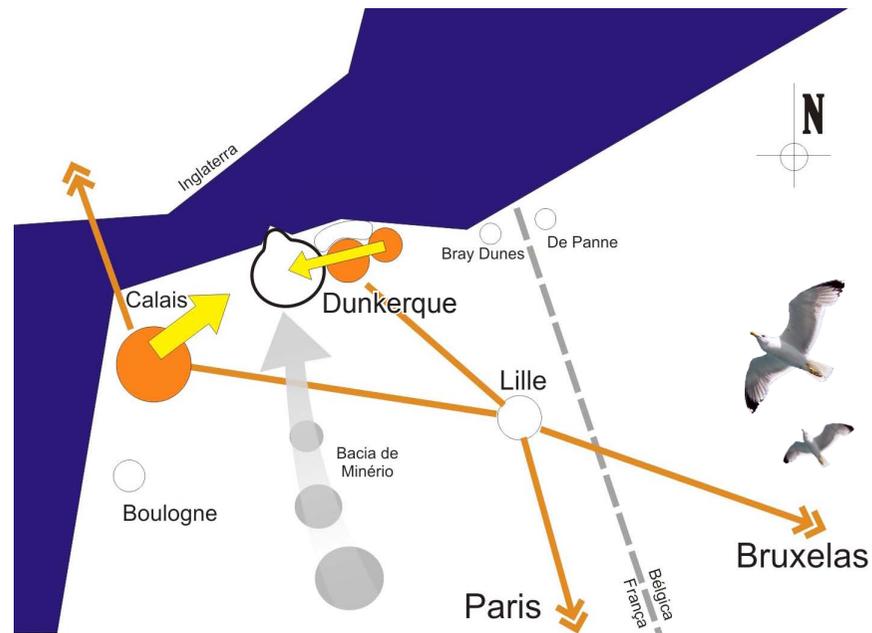
Everything goes to west, towards the gaping hole of new shores of Perfidy Albion*. Embankments were built, but they should be done closer!

If we don't go fast to the gates of these new industries, others will take everything from us. Especially if the Flemish, who are enclosure in their homes, they will soon arrive. They don't speak French...

More than this, every one of those coming from these deep waters will arrive with supplies, working team and managers! Where will they live if it already smells bad in here!

Here we are almost in Calais! So, what will Dunkirk do at East?

* French expression that refers to England.



MAIN GOALS

Delimit the doors of the agglomeration

The agglomeration center is defined and surrounded by a natural network. Four doors suggest identity references to the area (North Door in Gravelines, South Door in Bergues, in the East Door and Bray-Dunes West Door Bourbourg).

Reorganizar as ligações rápidas e valorizar as ligações suaves

- To adapt public transportation to new centralities created by the west shift and to maintain the agglomeration attraction
- Small villages and the coast area are connected by green and blue pathway which links the inner land to the sea. This center is regarded like neighborhoods connected by a coherent urban fabric. Many spaces can be invested to build a city more intense.

Emphasize cross-border links through its identity

The triathlon sail-wheel is a link ludica border that could establish closer relations between France and Belgium.

West rush

Due the migration of the harbor activities to west, the city balance needs to be rethink. The center will open to west and the expansion of secondary urban areas (Gravelines, Bourbourg, Loon-Plage, Capelle-la-Grande) needs to be planned.

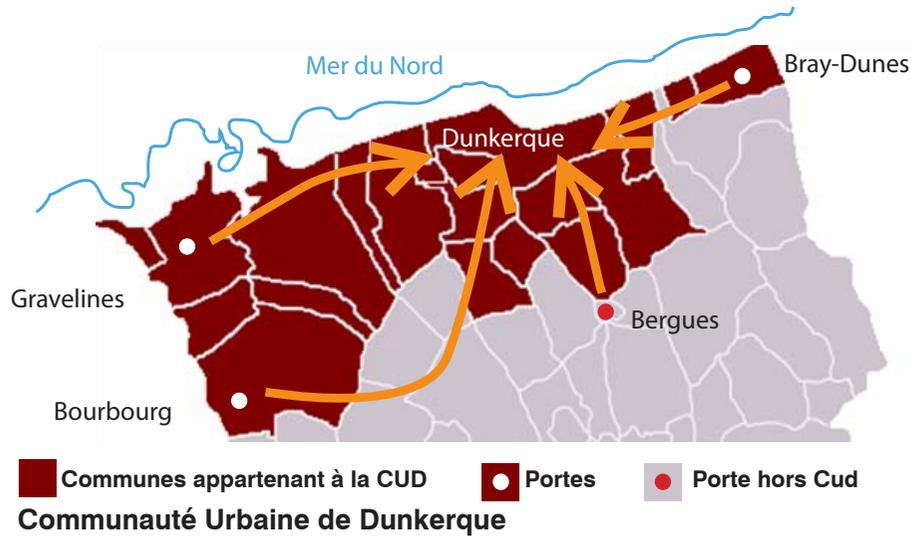
West Avenue

The highway RD601 becomes the axis that link the boundary areas to downtown of Dunkirk, and also between the harbor and municipalities like Petit-Synthe and Saint-Pol-Sur-Mer.

Urban sewing to a coherent city

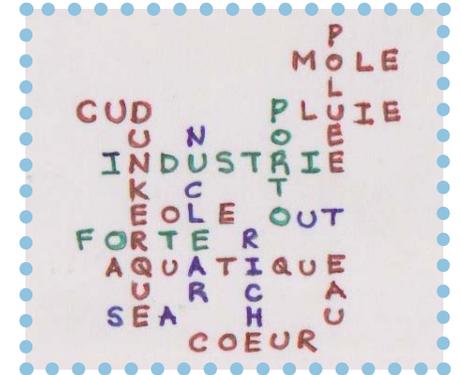
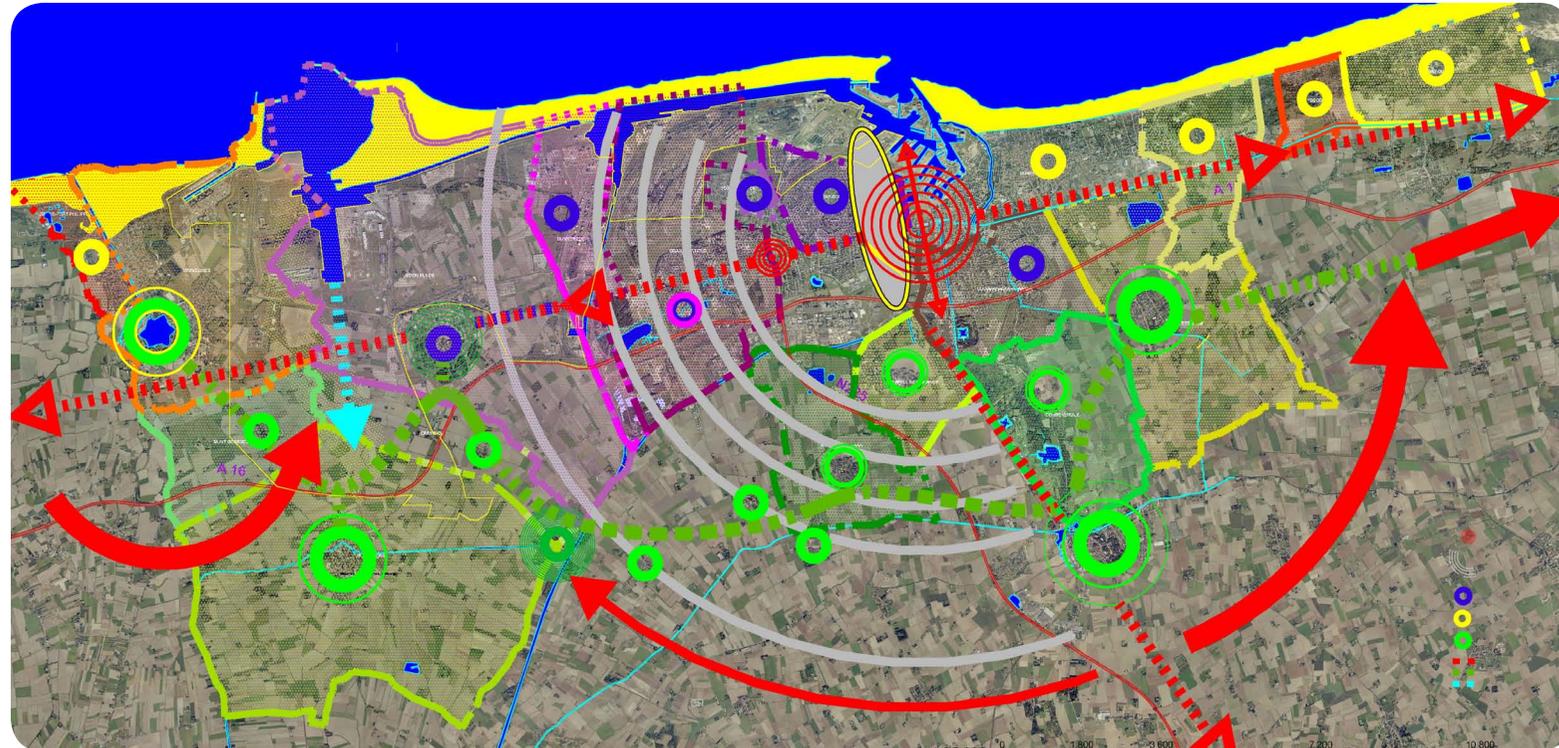
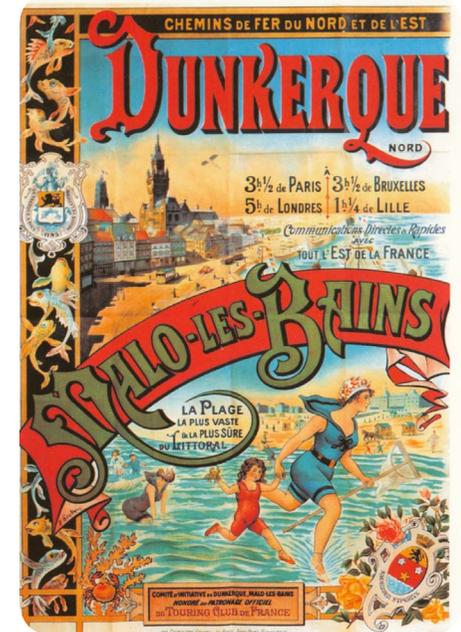
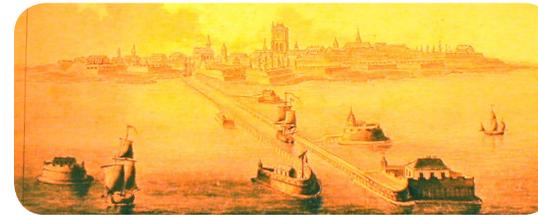
The heart of the agglomeration is thought of as a set of interconnected neighborhoods and connected by a coherent urban fabric. Some activities around it and industrial center are bound to evolve in the medium term. Many spaces can be reinvested to build the city intense. 5 development projects are proposed to achieve this goal.

Summary Map



The map below gives a summary of issues:

- East-west axis needs to be reinforced
- The phenomena of the west shift is causing the expansion of the center
- The phenomenon of consolidation to West needs for smooth connections to make a territory cohesion



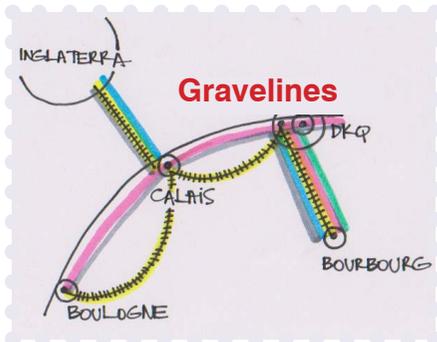
Agglomeration Doors

The agglomeration entrances welcome the visitor.

Imaginary or physiques, these doors are located in small villages which have singular characteristics and they make an urban mark.

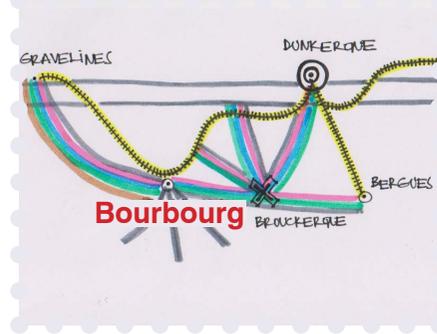
*It's typical from North! Giants from North * Ch'ti * Bier * Flemish * Welsh * Maroilles cheese * Beffroi * Old industries*

North Door - Gravelines



Canal of compte, culture door, nautic station, 3 flowers in flower city competition, old fisherman city, lighthouse, museum of drawing and engraving.

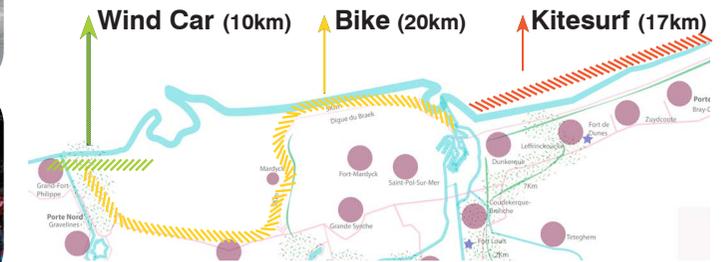
West Door - Bourbourg



village of swamp, bars, bier, navigable canal links to Aa river

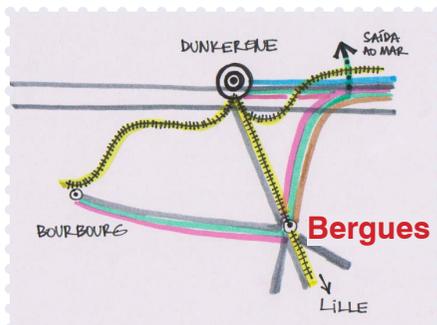
Triathlon

Wind-



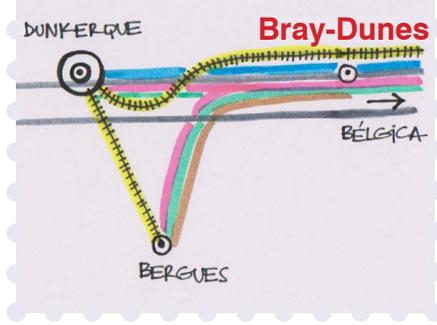
The Triathlon can be a paralel event with the Olympic Games England 2012, the first one in 2011 and after one each year.

South Door - Bergues



green colline, important turism due the movie Ch'tis, fortified by Vauban, that can flood, golf courses

Est Door - Bray-Dunes



the most northern city from France, place of the song Un baiser (A Kiss), Dunes of Flandres, horse turism, proposition of direct conection to Belgium

The inhabitants of Belgium and from North of France (more precisely Dunkirk) don't have too much connection, even though they have the same Flemish origin. To develop their relation through a soft way we propose a Triathlon "Wind and roads", an event to be part of Dunkirk and Belgium calendar.

Departure point will be De Panne and arrival at Petit Fort Philippe, a circuit that links the North coast passing by some municipalities from CUD.

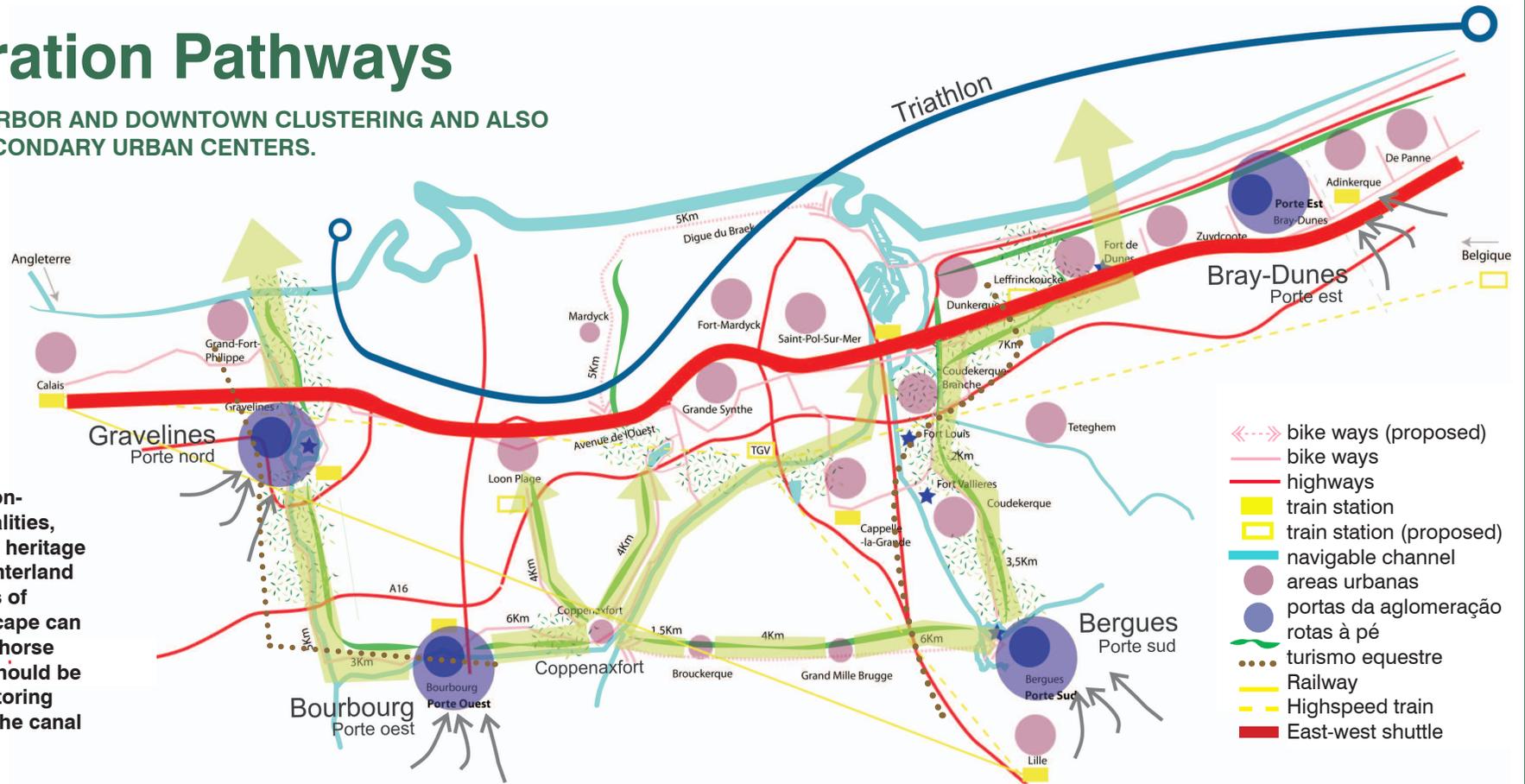


Agglomeration Pathways

THEY CONNECT THE HARBOR AND DOWNTOWN CLUSTERING AND ALSO THE PORT AND NEW SECONDARY URBAN CENTERS.

The transit fast connections in ensure the functionality of the town for access to the port (employment area) and center (service area). They must ensure travel time less than 30 minutes to be effective and have a good performance comparing to cars.

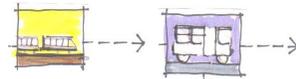
From the doors, soft links connect secondary urban centralities, increase value to the natural heritage places and identity of the hinterland and connecting the windows of natural coastline. The landscape can be crossed by foot, bicycle, horse and navigable canals, that should be made more attractive by restoring and giving new designs for the canal banks.



FAST CONNECTIONS

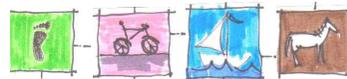
SNCF railway line

In peak hours, it must offer service a regional train between the poles of agglomeration. Three stations already exist, another three should be built. They must be accompanied by bus stations and bicycles secure parking.



Fast connections

- Short distances:
 - East west express shuttle bus
 - Tram
- Direct buses to regional train stations
- Long distances:
 - High speed train
 - Calais-Belgique-Pays-Bas



Soft links: leisure path

East-West express shuttle bus

Preferably reserved lanes, they allow direct links along the West Avenue, main axis of the city. To the east bus lane can be implemented on the old desaturated railway ligne.

The future high speed train line

Linking Calais, Dunkerque and cities of northern Europe linked also to Rabat, it must be planned to assure the access to the port and the city to developers and thus maintain its economic competitiveness. Location (center or periphery) is strategic.

SOFT LINKS

North Path – GRAVELINES

Invites visitors coming from Boulogne, the English coming from Calais Harbor, arriving through Gravelines by the coast. Path linked with the Ocean, nautical sports and fortifications at the coast, the phar connecting the agglomeration towards the Aa river valley.

West Path – BOURBOURG

Follow the West bascule from Bourbourg, characterizes by North-South connection passing by green ways, creates green windows following the navigable channels towards the Aa river, links to the highway, the axis of urban concentration. Path with rural references, leisure, boats and arrival of products by water paths towards the harbor.

South Path – BERGUES

Entrance for those coming from highways and trains. Path by the main agglomeration's green area, the park "Bois de Forts" (Coudekerque) which has a golf course and wood areas, differently from the agriculture landscape. Soft parcours are offered far from expressways. Paths with rural reference, forts, forests and biological corridor.

East Path – BRAY-DUNES

Entrance to the sea, links North of France and Belgium by the coast. The French beaches have calm beaches, with dunes and good conditions of wind and see to nautical sports. Path characterized by sports like kitesurf, windsurf... dunes, beaches houses and family friendly.

Reinforce urban secondary centers to West

Goals :

- Connect the city to itself
- Center of agglomeration moves towards west
- Materialize an urban city entrance
- Introduce the concept of intense city
- Open north / south intercommunity connections between the hinterland and the moles

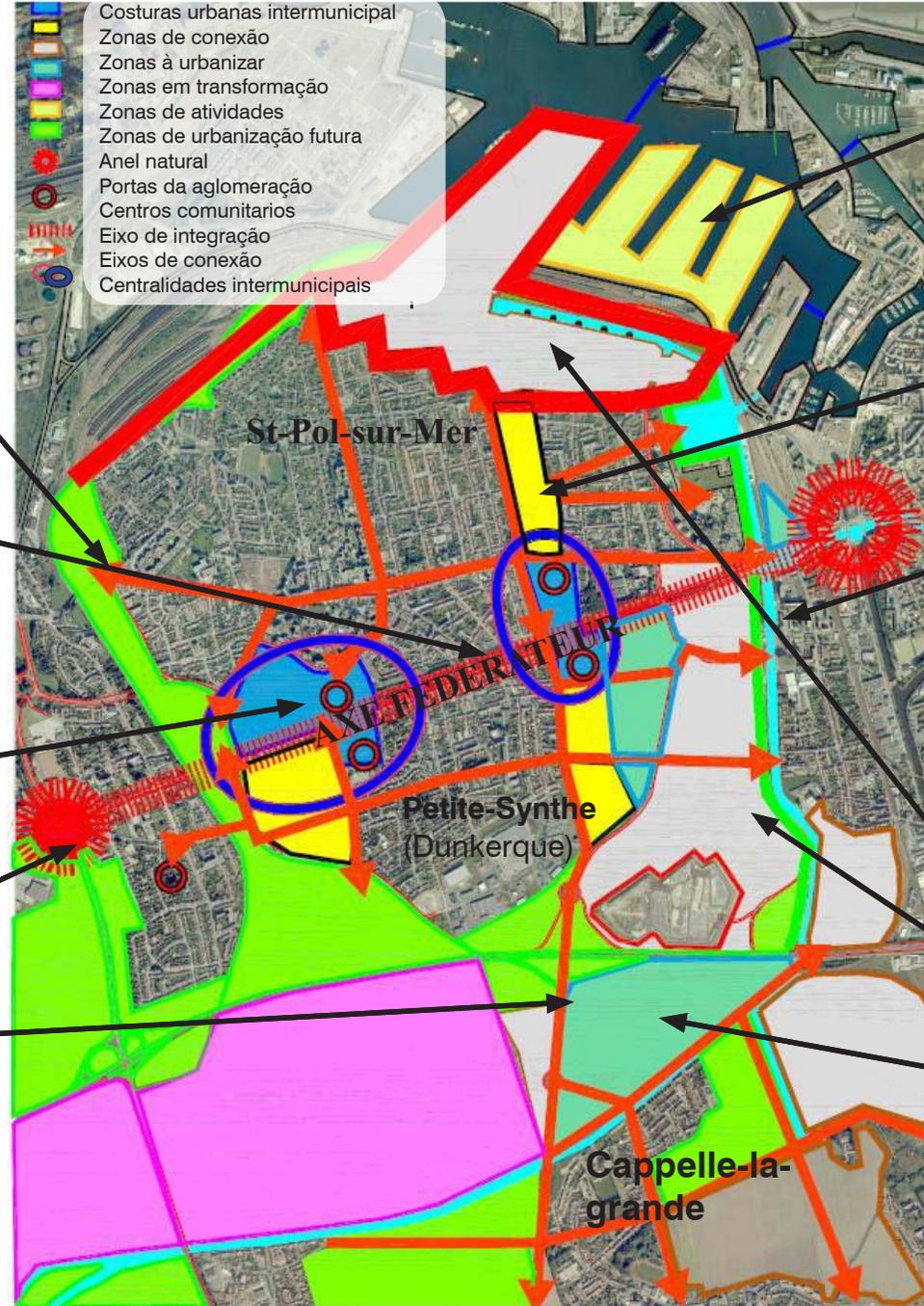
The **natural ring**: valorize and connect the green existing spaces and extend the the soft connexions (bikes, pedestrians)

The **western avenue (RD 601)**, reinforce the urban and federator axis between the rail station area and the city entrance

Urban sewing, intermunicipal joint over the western avenue: getting over in Petite-Synthe and St-Pol, in order to connect the local centers

The **city door**: opening a green ring and the main inter municipality facilities (swimming pool) and access to the important spots (Jacobson part and Petite-Synthe fort) with soft connections

Transposition of the A16: open access Cappelle-la-Grande to the South



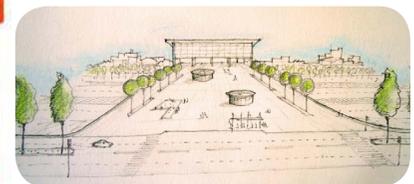
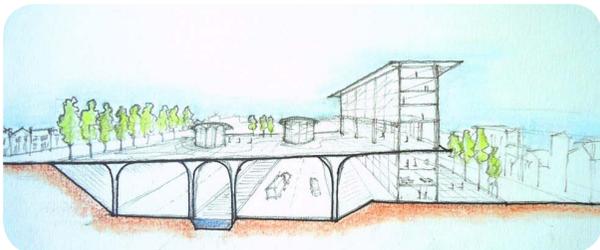
Prepare the transfer of economic activities from the moles 2-4 into industrial and port activities, compatible with urban life. Expand fishing activities of Boulogne's port.

Enhance the interface **port - city - hinterland**. Create structuring ways with soft connections.

The **canal**: open the city to the water (Bourbourg canal and water station), work on views and walks on the bank

Requalify urban periphery activity areas to create an urban net more continuous:

- Excellence pole of tertiary sector and research
- Mixed areas with housing and artisanal activities
- Sport center of high level

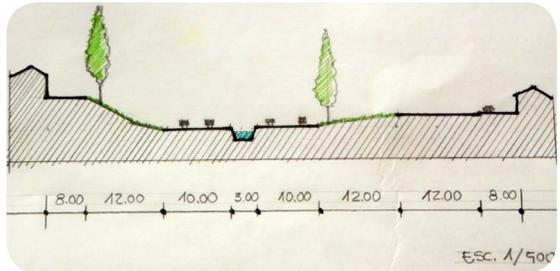


5 projects to create an intense city



Intercommunity Urban sewing in West avenue

RD 601 cut - West Avenue



Av Petite-Synthe / cut de la RD 601 / vue côté St-Pol

The existent RD 601 cut sharply the urban fabric between St-Pol-sur-Mer and Petite-Synthe, and restrain the development of community centers and access to key areas of activity.

The gaping hole is disturb life quality both audio and visual pollution.

- Rebalancing urban functions between municipalities
- Develop the land of each side of the avenue (tertiary sector)
- Changing areas of activity peri-urban to urban functions
- Continue the urban transformations initiated in Petite Synthe (ANRU ...)

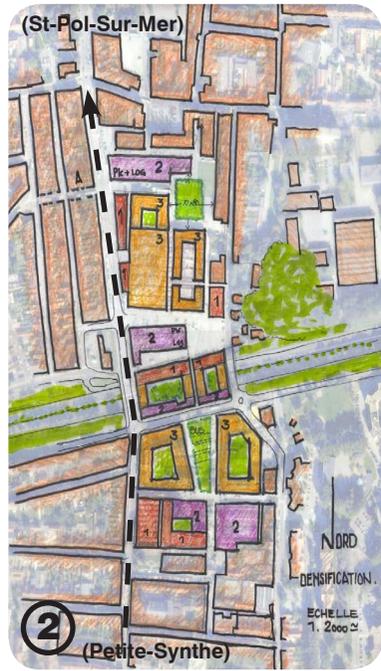
Mobility near to stations



Access to the station is now congested and poorly organized.

- Remove one-way traffic, pacifie and distribute traffic on both sides of the canal, according to the directions (A or B) through roundabouts
- Encourage the combined train-bus-bicycle-taxis, near the train station with access roads and specific output / hubs

Maurice Berteaux place, or "BABOU" square

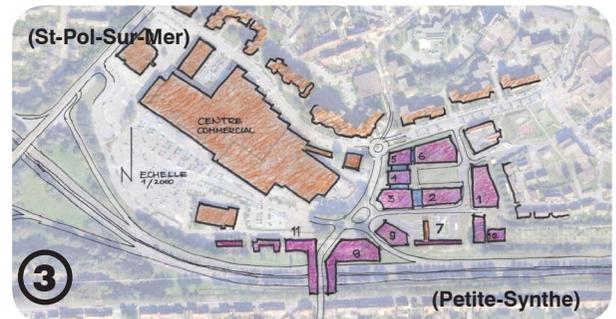


- Densification of local centers on each sides of the road
- Hide the gap formed by avenue and create an urban net more intense
- Housing zone and complementary services with offices

- 1 Immeubles dégageant une charge foncière réutilisable
- 2 Immeubles mixtes autofinancés ou récupérant de 1
- 3 Restructuration du commerce initial (programmes mixtes)

Garden Commercial Center

- enhance land opportunities for the commercial center
- connect with the new urban center of Petite-Synthe with the bridge extension



- | | |
|----------------------------------|-----------------------------------|
| COMPLEMENT COMMERCIAL | 6 Jardinerie |
| 1 Accastillage marine | 7 Pneumatiques révision véhicules |
| 2 Bricolage automobile | 8 Hôtel restauration |
| 3 Bricolage quincaillerie | 9 Motocycles |
| 4 Décoration intérieure mobilier | 10 Cycles et VéloMOTEURS |
| 5 Revêtement sol murs voilages | 11 Equipement médical |

Reconquer the coast

Protect the harbor and the city from the sea

Observing the pictures of storm from 1953 and uncertainties about climate evolution we propose to reinforce the coast with the port embankment in deep waters.

General excavations outcome: total of 25 million m³ of earth and sand.

Note: ARCELOR slag heap represents about 5 millions m³ (volume not counted for the above outcome, which would increase in time the total of available earth).

- Harbour protection: about 5 millions m³ to elevate the dyke level up to 2m in 10km long,
- Beach: 2,1 millions m³ to elevate the dunes 1m in 7km long,
- To create plots leaned to the dyke of Dunkirk harbour: 4,5 millions m³, each m² of the new plot will cost 300 €.

Interests of this operation:

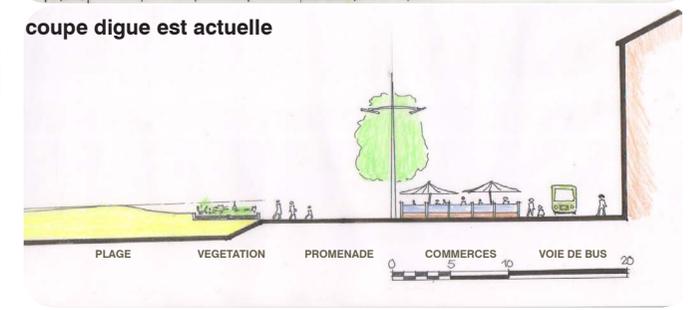
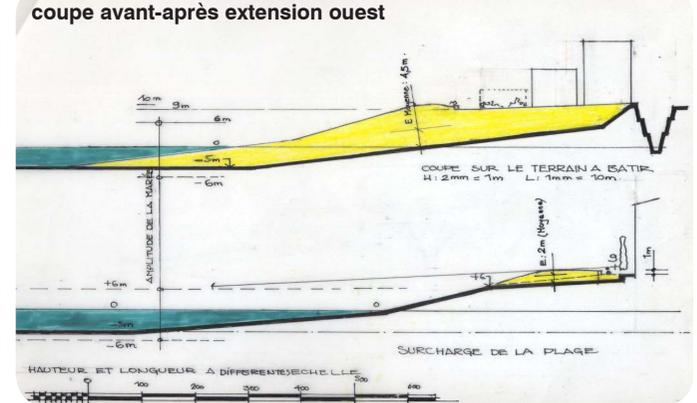
The beach view will be formed by new houses which will substitute the gray industry skyline and its smoke. The quality of proposed layout remains in linking the coast line to Casino, encouraging construction towards inner land, area to be valorized.

Parking lots to users will be pleasant and will valorize stores located at the actual corniche. The existing shuttle bus will links parking and beach (the one named "sea star" and also the shuttle to the trains station).

Construction phases will begin from upper lands and little by little, will gain area by the land stabilization.

The coast protection of the beach allows the sea view to visitors and restaurants guests will be protected from the strong wind that blows constantly.

A layout composed by a tree line and a shrub near to the ocean produces a soft space.



To planify in long-term, moles transformation into urban fabric

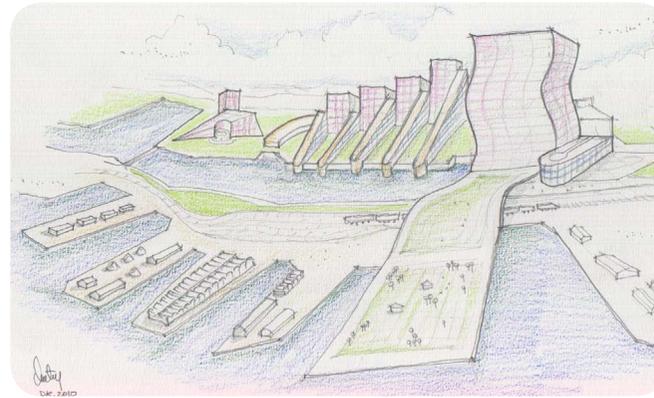


Existing situation, the black bridge, dock floor



Design of Mole 5

- Major urban project wich open the possibilité to connect St-Pol-Sur-Mer with the port
- With a rechearch a tertiary activities center of excellence in relationship with the port



suggestion imaginative

The transition to Moles

This will continue the urban fabric North-South which from Petite Synthe-up to the rails of the Dunkirk station join a range of existing and future equipment, capable to cross the rail and opening of the port and to the sea

Due the high investissement to mole transition project; it will be done only with new property opportunities happens.

We support the idea that these moles, with outstanding landscape quality, must accommodate programs like industrial activities, laboratories, services in connection with the university and may generate a frame compatible with the urban City Centre Dunkirk.

These new uses will dialog with recently buit residential area at the mole nearby. The quality of the landscape and urban moles is an asset. It must allow to distract the West Port of any activity likely to find here the elements of its growth: open the ladscape and the city.

To be continued

An artificial montain in a flat country

This area of production, storage and consumption which grows so fast has been able to organize the production synergies with diversified industries. At the same time, it must initiate an activity of recycling and burying of waste. All materials suitable to become inert will be transformed in a short time. This important service ensures that industries facilities won't be deteriorate. The proposed site has all the necessary assets: access to the sea, canals, rail, road, near recycling facility. These exemplary conveniences, still rare in France, are producing jobs, wealth and are useful to surrounding industries, while creating a stunning landscape suited to sports fans. They will be a place to visit! In the distant future wind turbines will have an excellent plot.

Fragmented landscape but monotonous

Promote an environment more receptive to all species. The success of rebalancing on the East part of the Port is based on the better absorption of dust and other industrial innovations which cannot be caught by the techniques of smoke treatment (when available). We propose to continue the ongoing efforts, by implementing many green belts next to the most polluting sites. This effort must be accomplished in conjunction with a few opening to the sea side. The opportunity of herbal medication can also used for the treatment of soils.

Dutch greenhouse must conquer Dunkirk

The greenhouse is absent from this landscape, even though in Gravelines hot water is abundant, thanks to the power station. The

relationship between city and countryside, market gardening should find its place in the urban tissue and take the opportunity of Western Port to develop a broader market.



Proposição de uma rede de calor à partir da central elétrica de Gravelines

The influence of Western Port on urbanization of surrounding villages

The highways 218, 600 and 940 bind the western port of Dunkirk to highway A26, going to Arras. It is through this route that the mining

area in transformation, from Bruay-la-Bussière to Valenciennes, can go to the new port activities. Gravelines's power station pushes the expansion towards hinterland. That's why probably many villages on these routes and also all villages surrounding the new port area (Loon-Plage, Bourbourg Cappelle-la-large, Coppenaxfort, Brouckerque, Spycker, Armabouts Cappel) are influenced to strong residential pressure. Villages should be prepared to density housing. Recent examples illustrate the importance of mixing the individual to the collective type of housing, to obtain a medium density (50-60 housing / ha.), that gives a traditional profile of village center. The principle of eco-district should also be promoted for this urbanization.

LA VOIX DE DUNKERQUE
THE VOICE OF DUNKERQUE

THE METHOD

THE CONCEPT

POTENTIAL PROJECTS



JURY

Composition of the jury

Co-Chair

Michel Delebarre	Former State Minister, Mayor of Dunkerque, Deputy at the national assembly, President of the Dunkirk Urban Community
Sebastiao Barbosa	Deputy Mayor of Vitoria
Pierre-André Périssol	Former Minister, Mayor of Moulins, Chairman of Les Ateliers

Local Members of the jury

Louardi Bouguédada	Vice-President of Dunkirk Urban Community in charge of the climate plan
Vincent Leignel	Deputy Mayor of Dunkirk in charge of planning
Zoé Carré	Member of council of Dunkirk Urban Community in charge of disability
Patrick Chèvre	Member of council of Dunkirk Urban Community in charge of disability
Gérard Blanc	Director of the Agency for regional planning Dunkirk Flanders
Sylvie Guillet	Director of the National School of administrative agents
Philippe Nouveau	Vice-Chairman of the Planning Agency for the region Flandres Dunkerque in charge of international relations
Armand Knapougel	Director of the « Cottage »
Michel Agnès	Executive Vice President in charge of economic development and attractiveness of the territory of the Urban Community of Dunkirk

Representatives of cooperation

Eliene Leite Araujo Brasileiro,	Chairman of the Association of Cities and Mayors of Ceara State
Josê Leônidas de Menezes Cristino,	Mayor of Sobral
Washington Luiz de Oliveira Gois,	Mayor of Caucaia
Jurandir Santiago,	Deputy Governor of the State of Ceara in charge of Urban Development
Ricardo Vereza Lodi,	Deputy Director of Cariacica city, in charge of urban development and housing
Clémir Pela Meneghel,	Deputy Director of Vitoria city, responsible for urban management

RÔLE OF THE JURY

At the end of the 10 days of collective work, the multidisciplinary and international teams present their proposals to a « jury ». This « jury » is composed of local actors (decision makers and partners) and external experts invited by Les Ateliers. Their mission is neither to classify nor to judge the team proposals but to identify among the global production the most accurate elements of analysis and project that could be/should be implemented. In doing so, the jury also participates to the collective process of production of the workshop.

Membres du réseau des ateliers

J-Michel Guénod,	Architect-Urbanist, consultant, former director of State Planning Agency EuroMéditerranée in Marseille
Stellan Fryxell,	Architect, one of the planners/urban designers of Hammarby Sjöstad, Stockholm
Roland Karthaus,	Urban designer (associate) at Think Place and senior lecturer in sustainability and design at University of East London
Sophie Dumas,	director of the Urban Projects Workshop of State Planning Agency of Seine Valley
Pascaline Gaborit,	Director of the European New Towns Platform
Jukka Kullberg,	Director of City Planning of Vantaa, Finland
Jacques de Courson,	Chairman of the NGO «World's Urban Planners»,
Nikos Karadimitriou,	Programme Director MSc Urban Regeneration, Bartlett School of Planning, UCL, London.
Stephan Honnens,	architect-project manager, currently working on the development of Lübeck harbour
Paul Pavy,	former director of the Planning Institute of Le Havre
Aïda Mbaye Dieng,	2ème adjointe au Maire de Saint Louis, commission grands travaux

Thursday : 1st working session



After the visit of the East and West part of the agglomeration, the committee members gathered in the Remorquage buildings, to attend a quick presentation of the CUD's expectations and the early work of the leading teams. You will find below the committee members reactions as well some quotes of their impressions, expectations and rough analysis of the territory and the theme of the workshop.

Zoé Carré:

«The propositions must be easily used by the local democracy and acceptable by the inhabitants »
 «A line must be drawn between the concepts of territory's attractiveness and attraction : the dream dimension : the sea, the horizon...»



Philippe Nouveau:

«5 issues that were raised need further examination :
 1) The cross-boarding triathlon: association with Kent and Belgium.
 2) Bergues/Dunkirk
 3) A16/A25 motorways are engorged, high-speed railways must be developed
 4) The canals network's development, «they have been considered boring for too long», connection with the Commerce and the Marine's basins, the gardens .
 5) Culture needs to be a more important part of the project; modern art and contemporary art is highly attractive for Belgian and English people (LAAC, FRAC, Gravelines School of Art, Bourbourg's church...»



Jean-Michel Guénod:

« The hinterland debate : In Vitoria, 30% of tax profits come from the service economy, and 30 to 40% come from the port ».
 « Vitoria enters its third economic cycle : 1) coffee 2) Arcelor Mittal and steel 3) Oil
 « Does Dunkirk want to remain an industrial city and what should we do about vacated areas or areas that could be vacated? »
 « In Vitoria, the port's development is linked with the city – the draft's(hull) problem.
 « Rural/Urban relation : Agri-tourism, business tourism, hotels network, business mens's attraction inside the hotel network ; in Vitoria, 80% of the hotel's occupation occurs during the week. »

Sebastiao Barbosa :

« public management, communication »
 « question : what future for the people? What future for the port? »
 « Change the center of attention, let's talk about the people »
 « Development of Agri-tourism, think of a more attractive term ».



Nikos Karadimitriou:

« What can local authorities do to develop local economies? Can the CDU create a ZFU? (Patrick Chèvre's answer : No, authorities cannot decide, but can propose) ; Densification creates jobs ; Agri-tourism is a good idea, but is it compatible with Arcelor-Mittal, Total? »

« The propositions are relevant for the territory as well as for the economy »

Jukka Kullberg:

« The outside world is important ; What are the port's destinations? What are the port's objectives? Who serves who? Private land property and public-private partnership. »

Roland Karthaus :

« Port : post-industrialization process ; Launching a management program to avoid missing opportunities; implementing an urban tactic strategy to help the city's development : art culture, soft links.... »



Patrick Chèvre :

« The Port's management has evolved : territorial representatives are consulted but have no authority »
 « The port's development must be acknowledged inside the territory, and we must contain the collateral damages of the port's inner harbors extension »
 « An advanced economic strategy should be launched, thus operating a transition towards Dunkirk's new economy »

Sylvie Guillet:

« Why isn't Dunkirk Lille's port ? » (information : Antwerp is Lille's harbor)
 « Remember the dynamo operation : cross-boarding solidarity for peace »

Jacques de Courson :

« Dunkirk, a port that has known many aggressions throughout the years »
 « Important compartmentalization »
 « Is Dunkirk Europe's dead-end? »
 « Dunkirk is politically unstable, given the tax reorganization / Belgium is politically unstable... »

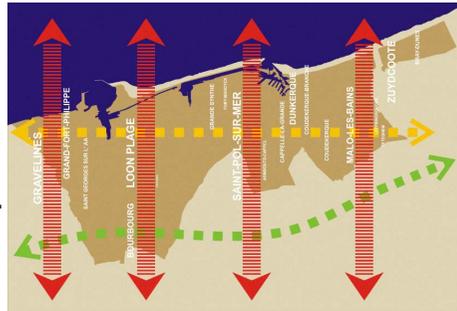


Friday : teams presentations and deliberation

What specific parts caught the committee's attention inside each team's work?

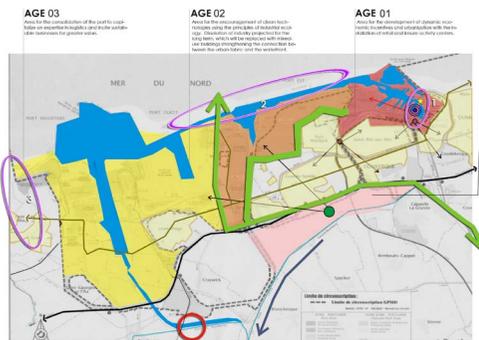
TEAM A : The Voice of Dunkerque

Listening to the people's needs.
 A North-South network using the canals routes (+zooms)
 A utilization-based densification as opposed to a construction-based densification.
 A Cluster-oriented propositions for the economic development : Health cluster in the East + Agri-tourism



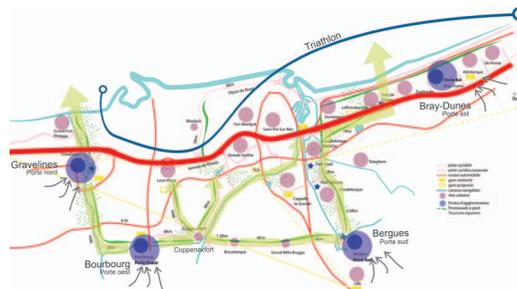
TEAM B : Connections In Dunkirk

Phase identification process : time/space actions grid, but little territorialization
 Transdisciplinary analysis. Economic analysis (intermodal terminal, port)
 The work about mobility needs a more subtle approach about infrastructure's



TEAM C : The westward shift

Questioning the mining corridor and its movement towards the west.
 Eco-districts around the agglomeration's entrance gates
 North/South Axis linking Petite Synthe and Saint-Pol, Neptune project with a ring avenue.
 Polderization in the north of the Neptune project with the port's debris.



Further comment about all the workshop's work :

Transdisciplinary qualities :

Strategies + Infrastructure propositions
 A fine perception of the issues :
 - A poor mobility : 25 km long, car-oriented
 - Secluded Industrial and port area, it must not remain a reserved area.
 - Poor connectivity
 - Poor unity / People's feeling.

Point Of Views And Questions

What the committee underlined about your propositions :

- 1) A coastline access and a connection between the agglomeration and the port. East harbor bassins : port/city. Integration, beach access. Preserve an access on the industrial part of the port. West: port/Warehouses and structuration of the port's new commercial activities.
- 2) Development of North/South entrances for an easier access to the coastline. The city extends upon the old port.
- 3) An integrated conception of the agglomeration with its hinterland. A new point of view on rural towns and an easier access to the hinterland. Promote, use and develop the blue corridor (canals). Generally, promote the interaction with the nature. Work on some agglomeration gates, linked with agri-tourism.
- 4) Promoting Dunkirk as an artistic and historical city, and promote its pre-war historical elements.

- 5) Mobility : Create an East/West public transport axis. Promote a public transport alternative to the car.
- 6) In the urban zone : Produce an intensive city. «Low consumption city» Urban life densification, uses densification (student housing, public areas, sport areas, triathlon...) In relation to the promotion of an interactive process. New urban continuities that connect the districts.
- 7) New economic potentials : Centralities as a pillar for economic development : Health cluster, historical tourism, Agri-tourism.
 « Seizing every opportunity » «In every way » : seize or study every planning opportunity with nodal points to bring forth high-potential specificities, identified poles (health)

Weaknesses / Need further study

The teams remained inside the institutional territory of the CUD.
 The teams talked about the TGV connexion's advantage, but they didn't really examine thoroughly the intermodality of the urban and regional/national mobility.
 The teams didn't really express a long-term vision (Dunkirk 2030?)
 The teams didn't integrate the environmental issues.
 The disadvantaged areas were not particularly examined.

Saturday : morning debates



On the morning of the Saturday 16th of July, some members of the committee and the participants gathered in the deliberation room.

The objective : To gather in an informal way in order to get a feedback on the team's work and to get more precise answers to the questions that were asked.

Also, after that, all should have had a more solid grasp on the three transdisciplinary themes that were underlined by the workshop's scientific manager (pilot) after the committee's deliberation : you will find below a few quotes from these recommendations. There is no wish from us to stand-out any of those quotes yet or to make final recommendations :

The question of the port's autonomy and of the North/South axes :

- « Preserving the industries, but preparing their transformation into clean industries so as to preserve the future »
- « The main problem is the port's autonomy; a dialogue must occur »
J.M Guénod
- « The city could lean on its population to force the companies and the port to answer the question of pollution ».



The question of centralities and regional/local inter-modality :

« Public transport is a way to develop new centralities and soils use ; identified centralities should be developed, and the regional scale can fix itself one or the other nodal point »

« Showing some reference pictures about land use, mobility, connexions,... » R.Karhaus

The question of economic/ecological balance:

- « The shift toward the West brings the centralities to spread across the territory ; those consequences must be organized »
- « A ring of housing between industries and the port is a proposition that can change the relations between the districts »
- « Further ecological studies need to be made to preserve biodiversity » (about polderization) R.Karhaus



ANNEXES

Facebook



Françoise BERTHET
URBANISTE

fmberthet@hotmail.fr France

Architect and urban planner, Manager of housing, urban planning and development in the city of Aulnay-sous-bois, in the area of influence of the airport Roissy Charles de Gaulle, within a department, for a long

time considered as “serving space” from Paris and liable for the State, even after the decentralization. I’m in charge of the urban development of Aulnay for 7 years, after 5 years as responsible of study and operation in “Le Havre” (France) and for the CA, on the territories city-port interface, where I also developed urban projects. Beforehand, I seized the opportunity of diversified work experiences on protected spaces, programming, housing. Creativity, pedagogy, sensitization to the consideration of a coherent approach, measure of the weight of the population’s expectations as support of political decision-making, interest of the inhabitants, are my professional values. I come from a cross-border area with Switzerland which influenced me culturally and I worked in various regions in France. I have a 11-year-old child whom I try to introduce to the arts such as music. I like Architecture and Urban planning, the major and minor arts, including the 7th art and the sport.



Lada LUKINIC

ARCHITECTE

lada.lukinic@gmail.com Croatie

In 2007 I finished my studies at the University of Architecture in Zagreb. After I got the degree, I got employed by a renowned architectural firm where

I was able to work in architecture, landscape planning and design on various projects and often through competitions with a strongly creative approach. One of them was to find an urban-architectural solution for Porec seafront. Working on a metropolitan and strategic expansion of a city has always been my favourite subject, combined with landscape design, meaning combining macro and micro aspects.

Participants _ Team A :



Leandro AZEVEDO

ARCHITECTE - URBANISTE

laterra@vitoria.es.gov.br Brésil

Graduated in Architecture and Urban Planning from the Brazilian university – UNIVIX in 2008, he is currently the architect of Vitoria town council and “a Equipe

Dual” an architecture, town planning and design agency he set up with a fellow architect. He works in the areas of architecture and urbanism, focusing on the preservation, conservation and development of the architectural heritage, restoration and town planning with an emphasis on the historical center of Victoria .



Emanuela MONTEIRO

ARCHITECTE URBANISTE

emanuela.monteiro@ciudades.ce.gov.br Brésil

Architect and urban planner, i have a doctorate on Urban Planning. Over the past 10 years, I have gained experience

in setting up studies, plans and projects for urban and regional development by working in consulting for both private and public sectors, thanks to which I have broadened my knowledge in the development and implementation of inter-sectorial policies and projects. Two years ago, I coordinated, within the government of the Ceará state, Brazil, a pilot project of development funded by the World Bank, which aimed, through the strengthening of a network of inland towns, at reducing the state’s regional inequalities.



Latussa Bianca LARANJA MONTEIRO

ARCHITECTE - URBANISTE

latussa@terra.com.br Brésil

Architect and town planner, I did a doctorate in town planning at PROURB,

Federal University of Rio de Janeiro, with particular emphasis on urban design and housing in central regions. Teaching experience in the disciplines of urbanism and urban planning for tourism. Architect of the Urban Council of Vitória since 2002, i worked on revising the Master Plan and the Integrated Project of Re-urbanization of Favelas : Terra Mais Igual. Currently, I work on urban management, Coordination of urban governance, in developing the Plan for the region of Victoria’s southern gateway, the objective of Vitoria Workshop of urbanism.



Ela DOKONAL

ARCHITECTE DESIGN URBAIN
ela.dokonal@gmail.com USA

My work as an urban designer and certified planner focuses on creation of compact, mixed use, mixed income and intergenerational, appropriately dense,

human scale, pedestrian oriented development, linked by mass transit. As a LEED AP I am concerned with achieving sustainability of built environments. In March 2009, I participated in the workshop organized by Les Ateliers in Hu Lu Dao, China, designing an eco-city that could create a solution for urbanization of the NE region of China and serve as a model for the development of self-sustainable cities. Daily, I work with municipalities and community leaders across Long Island, and my experience from living and working in Croatia and Australia, and exposure to variety of cultures and urban environments, allows me to bring new perspectives and solutions to various local issues.



Angela Maria JIMENEZ

ARCHITECTE

angelajim@gmail.com Colombie

I’m an architect graduated in 2009 at the Universidad del Valle (Cali, Colombia), where the studies of architecture have a strong relationship with urbanism. I have

been interested in the study of the city after my participation in the Ateliers Internationaux de maîtrise d’œuvre urbaine de Cergy-Pontoise for students in 2007 and after several jobs as junior architect in different projects developed by the Universidad del Valle. At the same time I have been working in the conception and construction of buildings. This is the reason I can manage two scales: the urban and the architectonic one. After 2008 I am an integrant of the research group “Contemporary Architecture and Urbanism” of the Univalle.

Participants _ Team B :



Iva DOKONAL
ARCHITECTE
Iva.dokonal@gmail.com_USA

Iva is a Croatian-Australian designer who recently earned a degree of Master of Architecture at the University of Notre Dame. Her present interest is in traditional and sustainable design and urbanism, in historic conservation areas. She holds a Bachelor of Arts degree in Art History and Italian and a Bachelor of Science degree in Business Administration from the State University of New York at Buffalo. In the past three years she has spent significant time studying or researching in Italy, Croatia, India, England, New York and South Bend, IN.



Leonardo Leal SCHULTE
Ingénieur Civil - Transport
leo.leal@terra.com.br_Brésil

I passed my degree of civil engineering at the federal university of Espirito Santo. Then, I specialized in transport, and I had the opportunity to attend courses of harbours development in Gent (Belgium). In 1998 I began to work in the sector of road transport and traffic. In 2001 I made a test in order to work for Vitória's municipality, which allowed me to elaborate several development projects in Vitória. I also presented several works in congresses and gave road transport courses (Federal Institute of Espirito Santo). Now I am technical consultant for Vitória's municipal office of Development where I manage the development projects for highways. In 2009 I took part of Vitória's Workshop, which transformed my way of thinking urbanism.



Sam Minh TUAN
URBAN PLANNER
sam02q2@yahoo.com_Vietnam

I am designer at the Vietnam Institute of Architecture, Urban and Rural Planning (VIAP). The VIAP is a famous organization specialised in design, architecture and urban and rural planning. During 5 years, I accumulated various experiences in both sectors of the drawing and urban planning. I noticed that Dunkerque and Hiep Phuoc (Vietnam) were presenting numerous resemblances. That is why, I think that my personal experience can bring a singular aspect to the session. I am very happy to be able to take part of this workshop and I hope to contribute, in the best way possible, in the success of the event.



Maria Beatriz RUFINO
ARCHITECTE - URBANISTE
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I study a doctoral program in Housing at the Faculty of Architecture and Town planning of the University of São Paulo, my object of research is the process of modernization of real estate production and its relations with the restructuring of urban cities. I got my Master at the University of Porto (Portugal), where I developed a research on housing policies in the core areas of the city. In recent years I have worked at Fortaleza city council (Brazil), for the development of the Participatory Master Plan of the city. I taught Architecture and Urbanism courses at the Federal University of Ceará, Department of Urban Planning.



Jasmina BOGOVIC
ARCHITECTE - PAYSAGISTE
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After finishing MA in Landscape architecture at University of Zagreb (Croatia) in 2008, she's been working as a landscape designer of house gardens. So far she's been involved in several projects and workshops like: Tsunami Habitat Reconstruction Project in Tharangambadi (India), Tropical Dry Evergreen Forest workshop at Pitchandikulam Biodiversity Centre in Auroville (India), Brijuni NP Archipelago flora determination and inventory making (Croatia), monitoring activities in Paklenica National Park (Croatia). In her free time she's practising rock climbing, cliff diving and mountaineering.



Erika Cristine KNEIB
DOCTORAT TRANSPORT
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Architect and Urbanist, PhD in Transportation. Serves as a researcher and adjunct professor at Goiás Federal University, in Brazil. As products of her research, she published books and several papers in journals and national and international congresses. She has also experiences as analyst of public administration; consultant in transportation and urban planning, technical assistant of the Ministry of Cities of Brazil, and as Director of City Planning.



Luiz NUNES
ARCHITECTE - URBANISTE
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The architect Luiz Nunes has been graduated by the Federal University of Ceara for 11 years and has a Master's degree of hotels design. During this period, he took part of the development of numerous architectural projects over more than 250 000 00 m² of surface. He is used to follow-up of works and has good skills for landscape painting and interior design (he made exhibitions for the "Casa Cor" event in 2004. Specialist of hotel complexes and resorts, he also worked for public works in the cities of Euzébio, Aquiraz, Beberibe and Caucaia. Today, he manage his own architectures's office : Luiz Nunes de Melo Arquitetura e consultoria and, at the same time, works for the company LNM projects of architecture Ltda.

Participants _ Team C :



Miguel FERNANDES

INGÉNIEUR - TRANSPORT
miguel.fernandes@terra.com.br _ Brésil

Urban environmental manager. Has second degree in Management and several other courses. Holds extensive experience in administration and public management, and

served in various positions in municipal and federal governments in Brazil. Participated in various discussions and events related to cities at the municipal, state and federal levels, such as the Conferences of Cities. Acts as consultant in urban transport and urban environmental management. He serves as Chairman of Coordinating Council and technical assistance of the National Association of Public Transportation Users. Author of several technical and scientific publications



Florence POZNANSKI

SC. PO / INGÉN. TRAVAUX PUB.
kylomativo@hotmail.com _ France

Civil engineer of public works and graduated in Political Sciences, I am 25 years old and I have been working at the Ministry of Sustainable Development

for three years. I am in charge of projects of urban renovation in sensitive zones and I have to carry out the national stakes on social housing and sustainable development all over the territory. Having stayed many times in Brazil, I make, at the same time, researches on the practices of a participative development in Europe and Latin America. I analyze the relationships which maintain citizens with their living environment. Finally, I manage an association which tries to facilitate citizen expression in districts concerned by projects of urban renovation and take part of a collective which militates for the elaboration of a public debate around the requalification of a pond in an Italian harbour city.



Michel GAILLARD

ARCHITECTE-URBANISTE
micgaillard@wanadoo.fr _ France
Teaching

Assistant 67/69 at the School of Architecture of Algiers; Creation in 82 with B Warnier, of the summer

Workshops of Cergy-Pontoise; participation in various sessions between 1982/2009; Urban planning lessons at the School of Architecture Paris-Villemin in 83/85; workshop of urban Management: French Institute of urban planning 97/99. Urban planner

Urban planner at EPAMARNE: 92/2000: tourist and urban project for Disneyland-Paris, Urban planner for the City of Niort (France) : 87/92: operational Workshop of urban planning: housing, City hall, Place St Jean, Science Park of the green Venice, Cergy-Pontois EPA as urban planner: 72/87: prefecture's district and Saint Christophe. Algeria Architect: works with F Pouillon: Hotels, Renovation of Villa Mauresque 67/69; Architecture service of the steel mill of El Hadjar. 69/72. Workshops, Restaurants, Offices, Housing, Day Hospital.



Bachir BELOUAHEM

ARCHITECTE - URBANISTE
bachicare@hotmail.com _ Algérie

I am a state Architect graduated from Constantine Institute of Architecture and urban Planning; I've been working as an architect-designer in an important public

design office of the wilaya of Annaba : the BET General Art and Technical Gart. Then I assumed the direction of the first city planning agency in the wilaya of Annaba. During my career I developed a fairly large number of projects, of which the most important are: the University of Adrar South West Algeria, the University of GHARDAIA, the new University center of Annaba, I also won a national prize for in 2001 for Adrar dormitories. I have a passion for history and people cultures and I have a particular interest for the Urban Development of my city, Annaba. Especially since it evolves in almost the same urban context as the city of Dunkirk



Antenor COELHO

ARCHITECTE - URBANISTE
antenorcoelho@hotmail.com _ BRESIL

Antenor Coelho was born in Sobral-Ceará, in Brazil. He studied architecture and urban planning at the Federal University of Ceará, specialized in

Housing and Development and has a Post-graduate diploma of the Catholic University of Louvain, in Belgium. He has worked for Ceará's housing office in order to assure the urban reform of Fortaleza. He was also a deputy mayor, in charge of cultural affairs in the city of Sobral. Author of the book "Popular Housing", he is, at present, teacher of urban planning and technical drawing in the State university Vale do Acaraú in Sobral, where he also works as architect and urban planner and develops projects for public and private organs.



Ana Claudia DIAS PAYNEAU

ARCHITECTE - URBANISTE
anna.claudia@vitoria.es.gov.br _ Brésil

Graduated in Architecture and Urbanism from the Federal University of Espirito Santo (UFESA), I made a doctorate in urban and regional planning at the Federal University of Rio de Janeiro (UFRJ), I am

currently developing urban projects involving curbs, public places, places and participatory budgeting at the Town Hall of Vitoria-ES. I teach urban planning project and urban and regional planning in a private school of architecture and town planning in Vitoria (UNIVIX).



Claudia VILELA

Architecte-Ubaniste
Claudiarvilela@gmail.com _ Brésil

Architect and Urban Planner diplom in 2006 at Federal University of Minas Gerais, Brazil. Since 2008 she takes part in a cooperative with multidisciplinary professionals which

works with heritage projects - inventory, restoration of ancien and classify buildings. In 2006 she did an internship at Christian Horn Architectural Agence, in Paris, whe she first met «Les Ateliers»; through Porto-Novo workshop. In 2009 she was invited to participate as assistant during the 15 days of workshop in Vitória - Brazil. In 2010 she lived 3 months in Saint-Louis, Senegal, to prepare the Analysis Book and logistic of the workshop that took place last April.

Facebook Jury

LOCAL JURY :



Michel DELEBARRE

Ex-former Minister of State, Member of the French Parliament, Mayor of Dunkerque and President of the Great Council of Dunkerque

Graduated in geography, Michel Delebarre begins his career in 1968 as Permanent Secretary Assistant for the Nord-Pas-de-Calais Expansion Committee. He subsequently holds numerous positions

including Principal Private Secretary of the Nord-Pas-de-Calais, Regional Council to Pierre Mauroy, Secretary General of the City of Lille (1980) and Director of Pierre Mauroy Office (1982). In 1984 he is appointed Minister of Labour, Employment and Vocational Training. From 1988 to 1993, he holds successively several ministerial positions such as Minister of Social Affairs and Employment, Minister of Transport and Maritime Affairs, Secretary of State as City Minister, City Minister of Minister of Town and Regional Planning and Minister of Public Service and Administrative Reforms. He is currently Mayor of Dunkirk (since 1989), Chairman of the Côte d'Opale Joint Association (since 1994), Chairman of the Dunkirk's Greater Council and Chairman of the Social Union for Housing (since 1999).



Patrick CHÈVRE

Executive Director of the Great Council of Dunkerque

Successively Director General of Development from 1995 to 2000 and Director General of the Urban Community of Dunkirk, I am responsible to complete the animation project and coordination of community services to develop action plans. My job also involves

providing controlled major urban services (waste, broadband, transport, sanitation), development projects such as building or emblematic of a mole or to ensure the implementation of policies agglomeration."



Michel AGNÈS

Deputy Chief Executive Officer of the Economy and Attractivity of the Territory, Great Council of Dunkirk

After beginning a study officer for the CEREQ (studies and research center on qualifications), Michel Agnès became a project officer at the Regional Council of the Nord-Pas de Calais region (vocational training department), and then

at the regional development agency (implementation of an employment observatory). Afterwards, he joined the office of the Mayor of Saint André Lez Lille before joining the office of the Chairman of Nord-Pas de Calais Regional Council (1998) where he took charge of the economic affairs. He joined, in 2002, the "Côte d'Opale" public/private managing authority and then the office of the President of Greater Dunkirk Council. Since 2008, Michel Agnès is Deputy Chief Executive Officer in charge of the Economic development and of Attractivity of Greater Dunkirk Council Territory.



Gérard BLANC

DIRECTOR OF DUNKIRK URBAN PLANNING AGENCY

Graduated from the Institute of Political Studies and holder of a post graduate diploma from the Institute of Urban Planning and Development of Grenoble, I worked in several urban planning agencies and local authorities before settling in Dunkirk.

After having been a deputy director of the urban planning agency of the region Grenoble, I managed the national federation of urban planning agencies, and then the urban planning agency of the Greater Lyon Urban Community, where I obtained the first prize of European urban planning in 1994. I also worked within several local authorities as a Deputy Chief Executive Officer (Nord-Pas de Calais, Languedoc-Roussillon and Picardie Regional Councils). Today, I am the director of Dunkirk urban planning agency, where I work with my teams on the key projects of the territory : Neptune / urban centre (agglomeration), city projects, metropolitan area ...



Louardi BOUGHEDADA

Vice-president of the Great Council of Dunkirk, in charge of energy and climate plan

Holding a master's degree in education sciences, I am in charge of urban planning and participative democracy for the town of Leffrinckoucke. I also have two elective offices since I am Deputy

mayor in charge of urban affairs and urban renovation in Dunkirk, but also Vice-president of Greater Dunkirk Council, in charge of energy and climate plan. That position enables me to take part in international urban planning workshops.



Zoé CARRÉ

Community adviser delegated to the handicaps, Great Council of Dunkirk

City councillor for Dunkirk municipality in charge of the promotion of human rights and struggle against discrimination, I am also councillor for Greater Dunkirk Council in charge of the disabled people. Educated as an economist, but today retired, I taught political economy and sociology in high

schools and at university. When I was asked to become member of the jury, I did not hesitate for several reasons. The first one is that I have a real interest in architecture and urban planning. Secondly, Dunkirk's future is, according to me, a daily concern. Moreover, I am convinced that we need a long-term vision leaving ample scope for dreams as well as other ways of looking at our territory that won't be hindered by the same cultural barriers as ours.



Sylvie GUILLET

DIRECTOR OF THE NATIONAL SCHOOL OF TERRITORIAL FRAMES EXECUTIVES

I am the director of the national School of integration, professionalization and expertise for French executives civil servants working for local authorities, coming from all the networks, administrative, technical, cultural and

medical. Dunkirk School is currently specializing in urban planning and development in order to become a resource centre at the national level. It is part of the national centre of the civil service dealing with 1, 8 million civil servants.

LOCAL JURY AND REPRESENTATIVES OF THE COOPERATION:



ARMAND KNAPOUGEL
DIRECTOR OF THE COTTAGE

After a master's degree in economics and business management, I obtained a diploma of higher education in banking. I began my career working 5 years in a bank. Then I joined the "HLM" movement (social housing). After 7 years spent in a company in the Pas de Calais,

I arrived in Dunkirk and took up my functions as a director of the Cottage (Landlord of social housing).



PHILIPPE NOUVEAU
VICE-PRESIDENT OF DUNKIRK
URBAN PLANNING AGENCY

My first contact with the territory of Dunkirk was in 1969. Employee of a Parisian urban consulting office, I was commissioned to participate in the elaboration of the regional urban planning and development programme (SDAU) of the northern coast, which was

born after numerous debates in 1974. Settled in Dunkirk for the needs of the study, I stayed there until today henceforth I dedicate myself to my functions as Vice-president of the AGUR, in charge of international relations.



Vincent LEIGNEL
Deputy mayor of Dunkirk

I have been involved in the development of the territory of Dunkirk for about twenty years. As I love sport and urban planning, I used these two matters as a connecting thread during my elective offices on the territory: deputy mayor in charge of sports and urban planning from 1995 to 2001, then in charge of urban planning and high-level sport

from 2001 to 2008, and now in charge of urban planning and land policy. From 2001 to 2008, I was also Vice-president of Greater Dunkirk Council in charge of tourism and high-level sport. In 2000, I decided to broaden the scope of my reflection by following the master's degree "solidarity-based local Development" at the University of Valenciennes. I am besides President of Dunkirk's Sports Health Centre.



**Clemir Regina PELA MENE-
GHEL**

Deputy Director in charge of Urban Development in Vitória

Coordinator in Urban planning of the Technical Decentralized Cooperation Vitória / Dunkerque since 2006, and graduated since 1986 in Architecture and Urban planning (program "Revitalization of

the Historic center"), at the Federal University of Espírito Santo state - UFES; she specialized in metallic construction and was technical assistant to the General Council of Engineering, Architecture and Agronomy from 1996 to 2005. The architect participated in projects of renovation, appreciation and increase: the project of development of the center (2004/06) as well as the revision of the Main Urban plan of Vitória. She managed the revitalization project of the center of Vitória's Development Center- CDV.



Sebastião BARBOSA
Second Deputy Mayor of Vitória

The Deputy mayor Sebastião Barbosa, was born in 1960. After studying journalism, he graduated in Communication management. He worked, among others, for newspapers such as "Folha de São Paulo" or TV channels as "TV Capixaba". After having dedicated the major part of his 30 years of professional life to public

utility. He already hold not five prestigious post offices, in various city halls of the state of Espírito Santo, as well as within the state government. In Vitória, he was twice, Deputy mayor in charge of Communication (1991-1992 and 1993-1996). He exercised the same function to the city hall of Vila Velha (2001) and during the first two years of Paulo Hartung's mandate in the head of the Government of the State (2003-2004). Invited by the governor, he left his functions in January 2005 to coordinate the political and strategic articulation of the Government until April 2008. Then, he decided to support João Coser in the race for Vitória's city hall.



Ricardo VEREZA

Deputy Director of Cariacica city in charge of Urban Planning and Housing (metropolitan area of Vitoria)

Native of Vitória, in the state of Espírito Santo- Brazil, and inhabitant of Vila Velha, he did a training course in technologies, road and civil engineering.

Then he occupied the post of environmental administrator of the cities of Vila Velha and Cariacica, and also for the institute of environmental protection. Experiences which, allowed him to acquire big skills in urban infrastructure and housing environment. Between 1975 and 2000, he worked for COHAB-ES (Company of Housing and Urbanization of the state of Espírito Santo), as technician of highways and civil engineer. From 2006 till 2009, he was Deputy mayor in charge of the Environment in the city of Cariacica, and he is now Deputy mayor in charge of Urban Development and of Housing in Cariacica. He is also the founder of the Workers Party of Vila Velha which he manage since 1981.



**José Leônidas DE
MENEZES CRISTINO**
Mayor of Sobral, Ceara, Brazil

Born in Ceara, 1957. Graduated in Civil engineering at the University of Fortaleza in 1982, he afterward dedicated himself to road engineering and realized several projects and works in the state of Ceará as well as in other Brazilian states. In 1989,

he became operational Director at the SUMOV (athletic Club of Fortaleza, Nordeste- Brazil) under the supervision of the Mayor of Fortaleza Ciro Ferreira Gomes. Between 1991 and 1994, he was Deputy for the Governor of the State of Ceara in charge of Transport, Energy, Communication and Works. He was Deputy Mayor in charge of Works at Sobral City Hall, Federal Deputy and he became Vice-president of the Socialist Popular Party. In October 2004 he was elected Mayor of Sobral, mandate which was renewed in 2008.

REPRESENTATIVES OF THE COOPERATION AND JURYS FROM LES ATELIERS NETWORK



Eliene BRASILEIRO

President of the Council of Mayors and Cities of Ceara, Brazil / Mayor of General Sampaio

Holder of a Bachelor's degree of right at the University of Fortaleza, Eliene Brasileiro began her professional career in 1985, in Petrobrás, where she worked during 12 years for human resources and audit. She established her first contact with general Sampaio's city hall as militant lawyer. She has then achieved a work of training and development of social organizations or associations such as the federation of Fishermen. She has also been elected by the mayors of the region, in the Presidency of AMUV, during two consecutive mandates. She was chosen by the ministry of the Agrarian Development / MDA, to represent 957 municipalities of the program Territories of citizenship. In 2009, Eliene Brasileiro was the first woman to occupy president's post of APRECE during 40 years of existence of the institution. She also represents the municipalités of the Northeast with the CNM - national Confederacy of municipalities. She established a privileged partnership with the Greater Dunkirk Council to re-force the international cooperation in the economy and the harbour development of Ceará.



Jurandir VIEIRA

Deputy Governor of the State of Ceara in charge of Urban Development

Jurandir Vieira Santiago studied law at the University of Fortaleza / UNIFOR and geography at the State University of Ceará / UECE; afterward he studied entrepreneurial Consulting at the University of Brasilia/ UNB and commercial law at the State University of Ceará/UECE. He is also graduated by the Leaders Training School of Ceará - EFG, training focused on finances, business administration and human resources. He worked for CAIXA ECONÔMICA FEDERAL in Ceará, a public bank responsible for the policy concerning housing and environmental purification in the Federal Government of Ceará, between 2003 and 2006. From February 2007, under invitation of the Governor of the State of Ceará, he becomes Delegate Secretary of the State Cities Office, organization responsible for housing and environmental purification policies in Ceará. He coordinates the actions of the State Cities Office in Maranguapinho project.

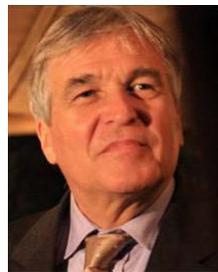


Dr Washington GOIS

Mayor of Caucaia – Ceara- Brazil

Doctor Washington Gois is native of Caucaia, Ceará. In 1978 he passed the medicine entrance examination at the Federal university of Ceará, where he concluded his years of superior studies in 1984. During 10 years, doctor Washington was doctor in emergencies at the General

Hospital of Fortaleza (HGF) and during 22 years at the hospital Antonio Bezerra. Acknowledged of the reality and population health problems, doctor Washington has always be useful for those who went for a consultation in his private hospital. In 1996 he entered the political life and was elected municipal concellor for two consecutive mandates. In 2007, he was elected better deputy mayor, among 46 members of parliament. In 2008 he competed for the municipal elections, in order to assume the functions of mayor of Caucaia. According to the publication of Jornal do Brasil from October 2009, he is part of the 100 bigger mayors of Brazil.



Pierre-André PÉRISSOL

President of The Ateliers

Pierre-André Périssol is a former student of the Ecole Polytechnique and Ecole Nationale des Ponts et Chaussées. He is General Engineer of Bridges and Roads. He began his career as director of studies at the New Town of Saint-Quentin-en-Yvelines between 1972 and 1974,

then CEO Founder of Arcade from 1976 to 1995, and in parallel, chairman of Crédit Immobilier de France from 1991 to 1995. He began his political career in 1983 as a Municipal Counsellor in Paris, until 1993. He was a Member of Parliament from 1993 to 1995, then 2002 to 2007. He was mayor of Moulins, the capital of Allier (a French Department), since 1995, and president of the Urban Community since 2001. He was Minister of Housing from 1995 to 1997.

He is involved in Les Ateliers Internatioanux de Cergy Pontoise (International Workshops of urban planning and design) since 1999 as vice president and president.



Sophie DUMAS

Director of the Urban Projects Workshop of State Planning Agency of Seine Valley

Initially graduated in architecture, I came to town planning over the course of my career. I am now working in urban planning management, where my job is more about procedures, financing, and negotiations than about drawing.

What I particularly appreciate in my job is the confrontation of strategy, concepts, and operational implementation ; as well as that of different points of view, driven by professionals from different sectors contributing to regional development (transport, agriculture, housing, economics, ...). My work is primarily centered around the large-scale projects and the emergence of projects that contribute to "make sense" for the territory.



Jacques DE COURSON

Chairman of the NGO "World's Urban Planners"



Stellan FRYXELL

Urban planner, designer of "Hammarby Sjöstad" Eco-city in Stockholm

Stellan Fryxell is a partner in Tengbom architects and responsible for urban design and planning projects. He is also working with building design projects. Stellan Fryxell has worked on the

Hammarby Sjöstad project since 1997 in master planning and several statutory plans (Kasper Salin Architecture Award 2005)) design guidelines, design of public spaces, coordination and urban management, environmental program, infrastructure, following-up etc. Stellan has been speaker at conferences in a many cities all around the world.

JURYS FROM LES ATELIERS NETWORK:



Pascaline GABORIT

General Secretary of the European New Towns Platform

Pascaline Gaborit has been the Director of the European New Towns Platform/ Pilot Cities (a network of 32 local authorities) since 2002. In this capacity, she regularly manages projects, organises trainings, events and works

in several European and international projects. Her areas of expertise are urban development, New Towns, social cohesion, sustainable development, culture and lifestyles. She participated as expert in different European and international programs and reports. She completed a PhD in Political Science.

Jean-Michel GUÉNOD

Architect-Urbanist,ex former director of State Planning Agency EuroMéditerranée in Marseille

He has a dual degree(Political science and architect-urban planner) and he also led a dual career:

-In social housing at the HLM (block of council flat) national union, then at the head of the SCIC rental subsidiaries (CDC subsidiary).

-In regional development, Villes Nouvelles in the 1970s, which led him to the Head Office of l'Opération d'Intérêt National Euro méditerranée (the Operation of National interest Euro méditerranée) from 1997 to 2004.

He is now consultant in regional development and urban planning.



Stephan HONNENS

Architect, currently working on the development of Lübeck harbour, Germany

Stephan Honnens studied Architecture in Berlin and Shanghai. After teaching in the Urban Management Masters Course at Berlin University of Technology, he has gained practical experience in management of several building projects in the new Hamburg's dockside

"HafenCity". Currently he is working for Germany's leading real estate consultancy on revitalization and conversion issues, e.g. the development of Lübeck's harbour. He joined Les Ateliers for the first time at the workshop "Bangkok River City" in 2008.



Nikos KARADIMITRIOU

Professor at the London Bartlett School of Urban Planning

Nikos is an urban planner and researcher with over 10 years experience in social research and planning consultancy. He is currently employed as a Lecturer in Planning and Property Development at the Bartlett School of Planning, UCL and he is Programme Director of the

MSc in Urban Regeneration there. Amongst other things he has worked on issues of urban social segregation and quality of life measurement, on impact assessments of regeneration projects and regional impact evaluations of European Structural Funds, as a planner in the Organising Committee for the Olympic Games-ATHENS 2004, on sustainable brownfield regeneration in the UK and on regeneration practices and policy contexts in 3 EU countries (UK, F, NL)



Roland KARTHAUS

Urban planner associated to Thinkplace Agency in London

Roland Karthaus is an urban designer at Think Place masterplanners, based in London. He has previously worked both as an architect and a public sector client on major regeneration projects, including the town centre of Castleford in Yorkshire and 3,500 homes at Clapham Park in London. As a part-time

senior lecturer in sustainability and design at the University of East London and a fellow of the RSA, Roland is particularly interested in inter-disciplinary collaboration. He has two children and spends what little spare time he has cycling.



Jukka KULLBERG

Director of City Planning of Vantaa, Finland

Jukka Kullberg is born in 1948. He studied architecture and urban planning in the Helsinki Institut of Technology. After graduation in 1975 he worked as urban planner for private companies and also United Nations. In 1986 he

was employed by the City of Vantaa as urban planner and since 1999 he is the Director of City Planning. Vantaa is one the three adjacent cities of the Helsinki metropolitan area. In 2010 it has 200 000 inhabitants, more than 100 000 jobs and it is the location of the international Helsinki-Vantaa Airport.



Aida MBAYE DIENG

Deputy Mayor of Saint Louis (Sénégal)

I am a teacher in biology. I am the second deputy mayor of Saint Louis, in charge of urban planning, women entrepreneurship and fight against poverty. I was a member

of the Porto Novo Workshop session (2005) and in Cergy Pontoise (2008), and I was at the origin of the urban workshop in my city, Saint Louis.



Paul PAVY

Former director of the Planning Institute of Le Havre

Engineer ESTP (1960) Graduated by the Institute of urban planning at the University of Paris (1962) and graduated at the Institute of Political Studies of Grenoble (1978) I began my career as urbanistic Engineer at the Institute of

development of Paris Suburbs and the new town of Cergy. Then I have been Director of the urban planning agency of the region of Le Havre (France), Representative in DAFU ministry of the urban planning and housing, research advisor and regional Director at the Caisse des depots (financial public institution), Expert associated with the General Council of the department of civil engineering. I am at present Consultant and vice-president for the ACAD). PARIS



THE NEWSPAPERS

Accueil » Edition Dunkerque » Actualité Dunkerque »
L'agglomération vit sous l'oeil attentif d'experts internationaux de l'urbanisme

ACTUALITÉ DUNKERQUE

L'agglomération vit sous l'oeil attentif d'experts internationaux de l'urbanisme



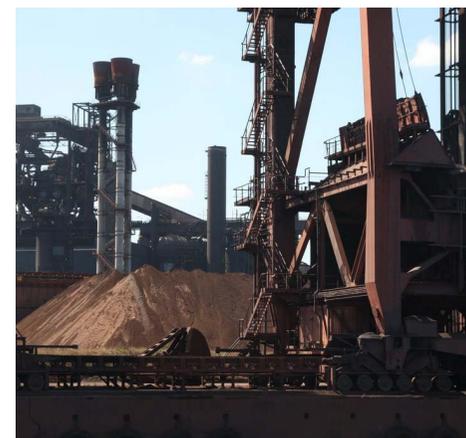
Depuis quelques jours, les experts de l'aménagement urbain scrutent avec attention l'agglomération.

| AMÉNAGEMENT URBAIN | Une vingtaine d'experts de l'aménagement urbain scrutent avec attention l'agglomération ...

depuis quelques jours. Sous l'impulsion de l'association Les Ateliers, un réseau international de professionnels, d'universitaires et de décideurs, l'agglomération

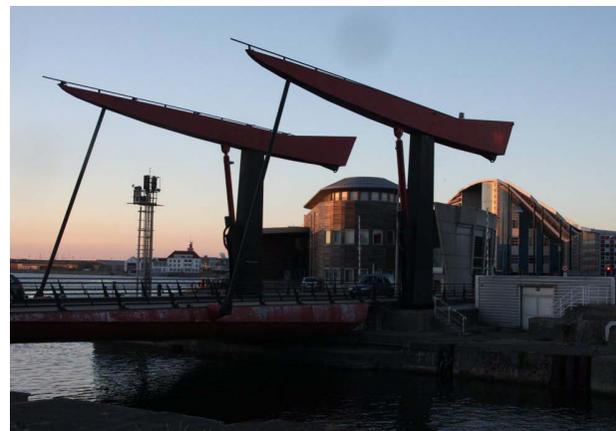
dunkerquoise accueille, dans le cadre des Ateliers de maîtrise d'oeuvre urbaine, 21 visiteurs un peu particuliers. Et attend d'eux un regard sans concessions et quelques idées d'aménagement urbain. « C'est formidable qu'une équipe pluridisciplinaire internationale nous regarde durant quinze jours, s'est réjoui Michel Delebarre, président de la CUD. On leur montre notre stratégie et on attend qu'ils soient porteurs d'idées nouvelles. On est l'une des rares agglomérations à accepter cette confrontation. » Composées d'experts croates, américains, vietnamiens et algériens, ces trois équipes de sept personnes ont également une forte « couleur » brésilienne, coopération avec Vitoria oblige. « C'est la première fois que ces Ateliers sont un regard croisé dans le cadre d'une coopération de ville à ville », souligne Rose-Anne Bisiaux, directrice adjointe chargée des relations internationales de la CUD.

Images







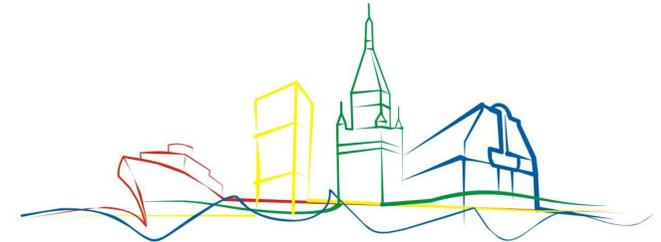
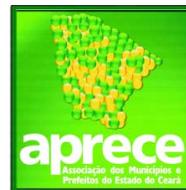








THANKS - PARTNERS



The AFTRP helps municipalities and agglomerations from the Paris Region to implement urban planning projects : new economic activities, high quality programs of housing, revamping or improving urban districts for a better quality of life...

Its ambition is to stand aside elected representatives in order to take fully into account sustainable development's objectives, that is to say « meeting current generations' needs without compromising future generations' ability to satisfy their own ».

Since 2005, the AFTRP is the main financial contributor of Les Ateliers.