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HO-CHI-MINH-CITY RAILWAY STATION



Waiting area above the platforms



The building intertwines with the garden



For my graduation project, I decided to revisit the design and architecture of Ho-Chi-Minh-City Railway Station. The objective is to requalify an underused site by adapting it to a brand new Vietnamese railway system that offers high speed train connections and garden-like public spaces.



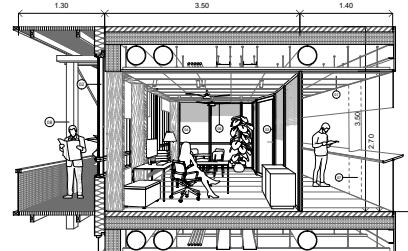
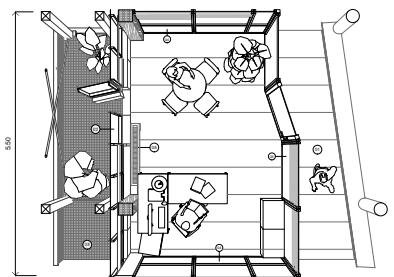


OPPIC OFFICES



Indoor view

Perspective plan and section of an office



Within Mars Architects, I had the opportunity to work on the competition for the location of the future Oppic offices in Paris.

The challenge of this site is to integrate into the contemporary project a pavilion listed as an historical monument. This proposal connects to the existing pavilion using a large patio. The offices are fully modular and allow great flexibility. The garden on the ground floor blends peacefully with the building.



Outdoor view

Longitudinal section

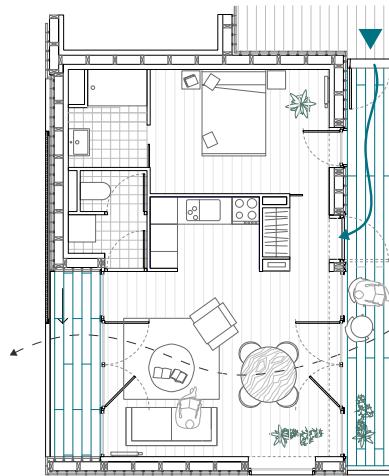




NANTES ISLAND

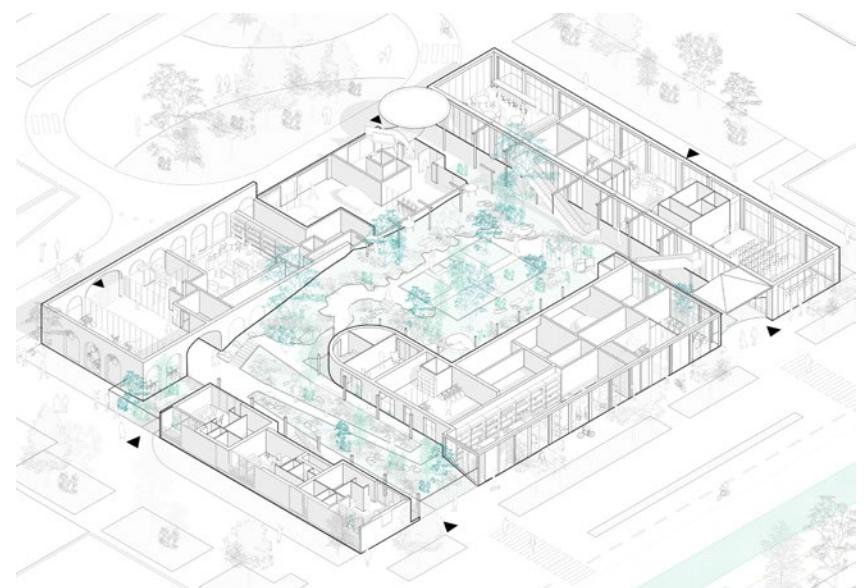


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Housing typology plan

Axonometry of the ground floor

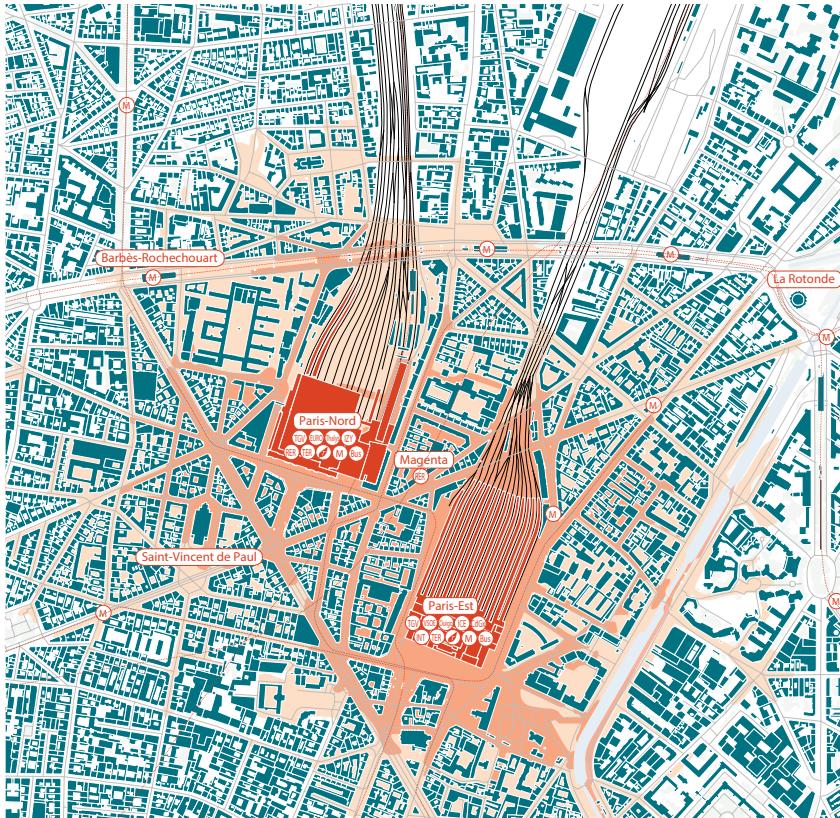


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The J2 lot competition organized by the Urban and Creative Factory of Nantes Island (SAMOA) is located in La Prairie au Duc, in the heart of Nantes (FR). It is the result of work between NGE Immobilier and Mars Architectes. This project combines 133 housing units of different typologies, neighborhood shops, offices and parking lots. Its objectives are to stimulate new forms of sociability and links within the island. At the same time, it promotes nature in the city and soft mobility.



RAILWAY STATION COMPENDIUM

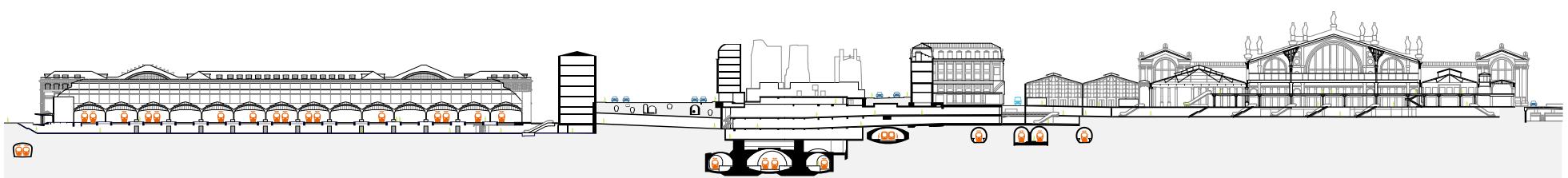


Gare de l'Est and Gare du Nord stations plans

In 2016 and 2017, the Research Unit of the Methods & Innovation Department and the Architecture and Urban Planning Department decided to publish a Railway Station Compendium for AREP Group project teams and employees. This document is a tool to analyse and compare transport hubs around the world. I had the opportunity to participate in the design of this Compendium by adding the Paris-Est, Paris-Nord station hub and the Saint-Michel Notre-Dame station.

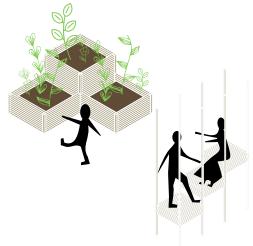
	1849 Inauguration de « l'Embarcadère de Strasbourg »	Est
	1854 Premier agrandissement, prend le nom de « Gare de l'Est »	
	1883 Inauguration de l'Orient Express	
	1900 16 voies, construction de deux halles latéraux	
	1931 Gare dédoublée par Jules Bernaut, physionomie actuelle	
	1962 Mise en service de l'électrification 25 kV-Hz de la ligne Paris-Strasbourg	
	2007 Rénovation de la Gare de l'Est	
	2011 Ouverture LGV Rhin-Rhône	
	1846 Inauguration de « l'Embarcadère du Nord »	Nord
	1866 Reconstruction de la gare du Nord par Hittorf	
	1905 Mise en service des lignes 2, 4 et 5	
	1981 Mise en service des lignes B, D et connexion avec la 2 (la Chapelle)	
	1993 Ouverture LGV Nord et mise en service TGV Nord Europe	
	1994 Premiers services Eurostar	
	1996 Mise en service du Thalys	
	2002 Inauguration de l'opération « Gare du Nord Echanges »	
	Projet « CDG Express » (32 km) 2024	
	Projet « Liaison Gare du Nord - Gare de l'EST » (60m) 2024	
	Projet « Transformation Gare du Nord » (110 000 m²) 2024	
	Projet « Balcon vert » (3 000 m²) 2024	
	Nombre de voies 30 Surface utile 33 100 m² Emprise urbaine intermodale xxx m² Marquise h=7,5m/l= 4,5m/L=178m Largeur quai 6,5 m Longueur des quais 280 à 405 m	44 (-) 36 000 m² xxx m² - 2 m / 10,5 m 240 à 340 m
	Lignes de Trains 21 (364 trains /jour) Lignes de Bus 11 (+15 de nuit) Compagnies Autocar 0 Lignes Métro 3 (L4, L5 et L7) Lignes Tramway 0	21 (786 train /jour) 15 (+7 de nuit) 0 2 (L4 et L5) 0
	TER Intercité 4 lignes TGV 1 ligne Transilien 5 lignes RER 4 lignes Autres 0 lignes	5 lignes 0 lignes 4 lignes 5 lignes 4 lignes
	Ouigo, ICE, Moscou Exp.	Thalys, Eurostar, Izy
	Pôle Paris Est Véhicules individuels 9 % Piétons 11 % Transports en communs 79 % Vélos 1 %	(5% de taxis) (6% de taxis) 8 % 80 % 1 %
	Nombre de voy/jour 97 000 (voy./jours Paris-Est, en 2017) (100 000 en 2030)	
	608 500 (voy./jours Paris-Nord, en 2015) (900 000 en 2030)	

Gare de l'Est, Magenta and Gare du Nord longitudinal section





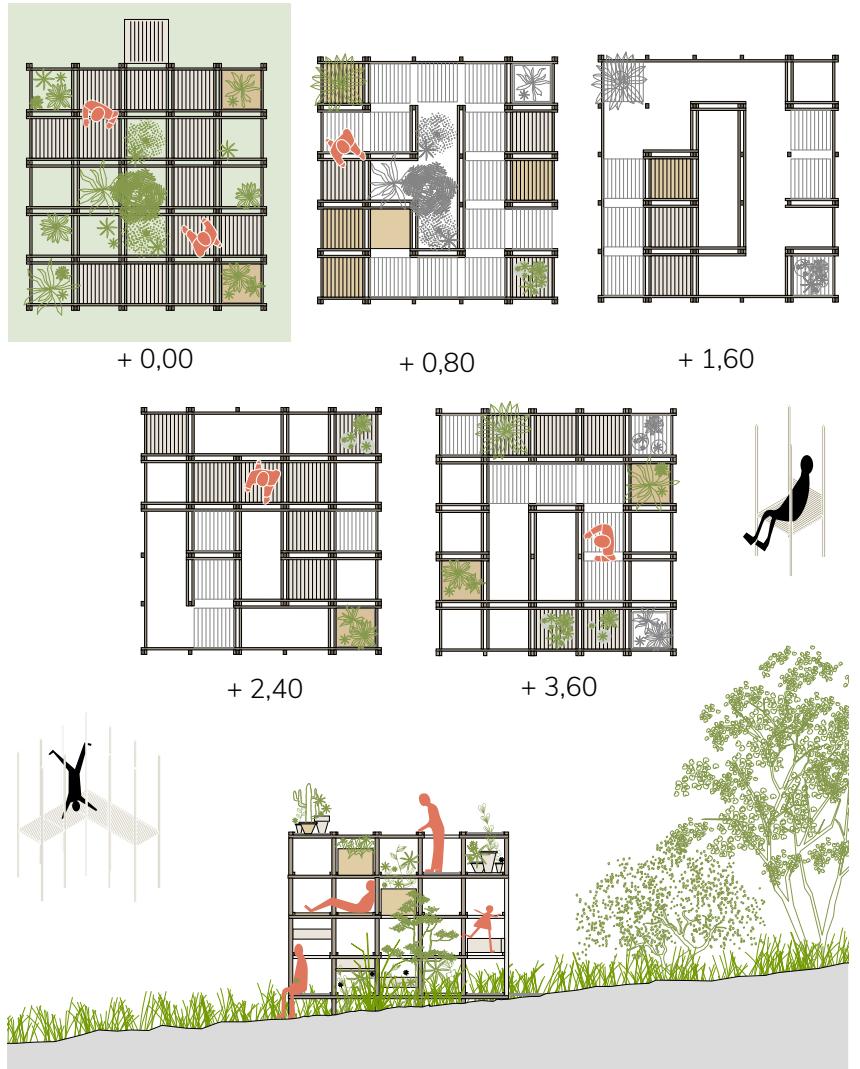
THE SHELTER



The shelter is a construction that is inspired by the site in which it is integrated; both in its insertion and in its composition.

This is why this project is designed in harmony with its context. Indeed, this architecture intertwines with nature. This exchange takes place through the disappearance of physical and psychological limits. The shelter, this magical place that we built in our youth, is reminiscent of childhood.

This construction is very playful, in its modularity, its human scale, its accessibility to the youngest and its different uses.



North-South section