

An aerial photograph of an urban landscape. In the foreground, a railway line runs diagonally, with several freight trains carrying blue and red containers. To the left of the tracks is a red-paved path and a green area. The middle ground is filled with trees showing autumn foliage. In the background, a city skyline is visible, featuring a prominent tall, dark skyscraper. The entire image is overlaid with a network of thin, white, curved lines.

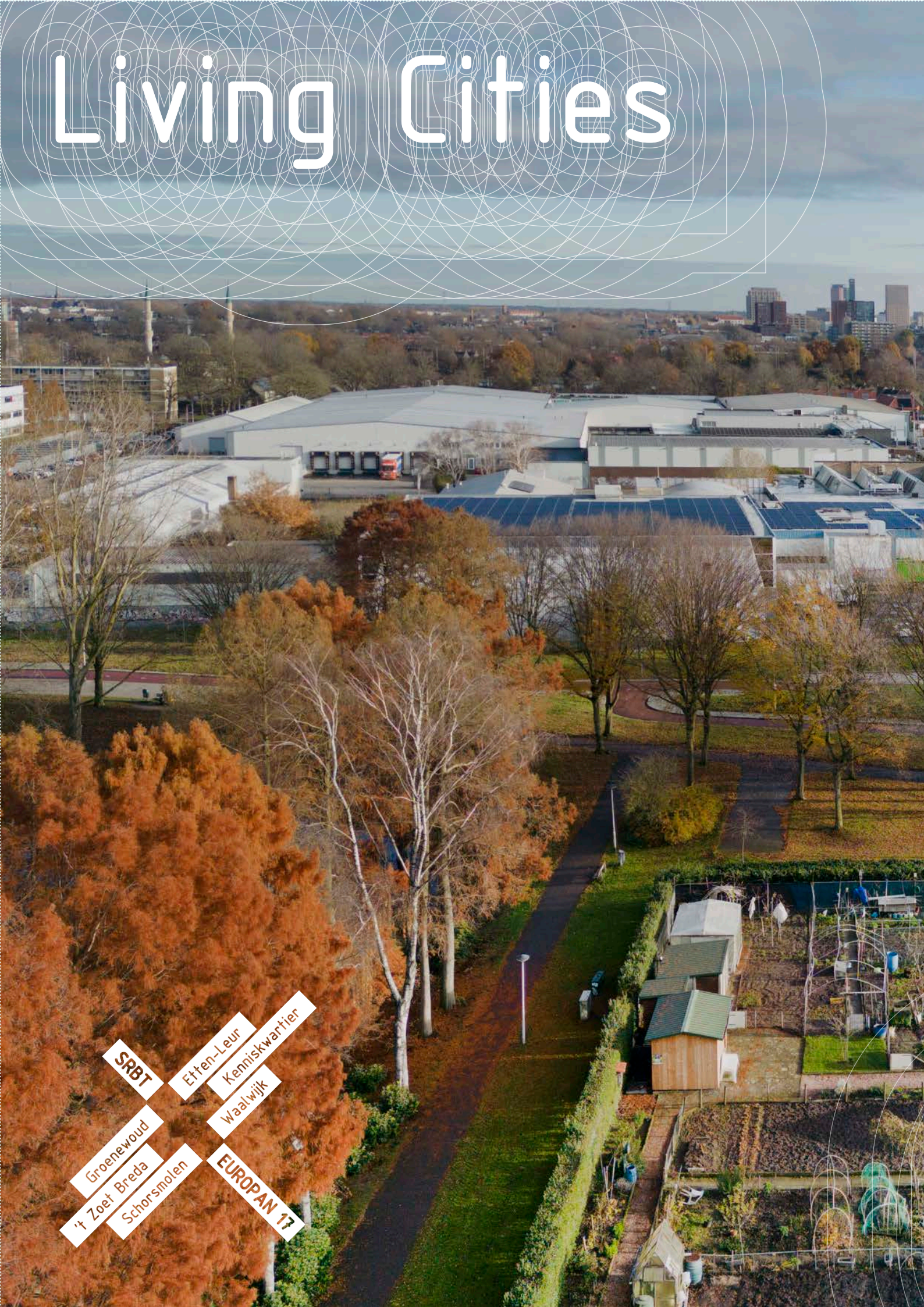
Mixuse urban icon for the  
knowledge economy

BT

Kenniskwartier



# Living Cities



SRBT

Etten-Leur

Kenniskwartier

Groenewoud

't Zoet Breda

Schorsmolen

EUROPAN 17





Kenniskwartier



# Living Cities

## Colophon

### **Living Cities – European 17**

Stedelijke Regio Breda Tilburg (SRBT)

### **Partners**

Stedelijke Regio Breda Tilburg (SRBT)

Municipality of Breda, Tilburg, Etten-Leur and Waalwijk

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Dear European competitors,

European NL and the Stedelijke Regio Breda Tilburg (SRBT) are proud to announce six locations in the region for European 17. These sites have been and designated as "prototypical development sites" due to their unique characteristics. We are confident that these sites will provide a challenging and exciting context for the competition. The municipalities of Breda, Tilburg, Etten-Leur and Waalwijk believe that these locations hold tremendous potential for innovative and impactful design solutions.

This is the site brief of Kenniskwartier:

In short, the challenge is to develop a radical spatial intervention on this site: design a new building with innovative work and home typologies for multiple generations and income brackets, buzzing with activity which can attract talent. The aim is to create a new urban centre of activities that connects talent and city, restores social and economic imbalance, contributes to a healthy and climate adaptive city, In time this location is to catalyse the urban dynamics in neighbouring districts.

The logo for European 17, featuring the words "European" and "17" in a bold, sans-serif font. The text is overlaid on a series of concentric, overlapping circles that create a complex, web-like pattern. The circles are light gray and vary in size, creating a sense of depth and movement.

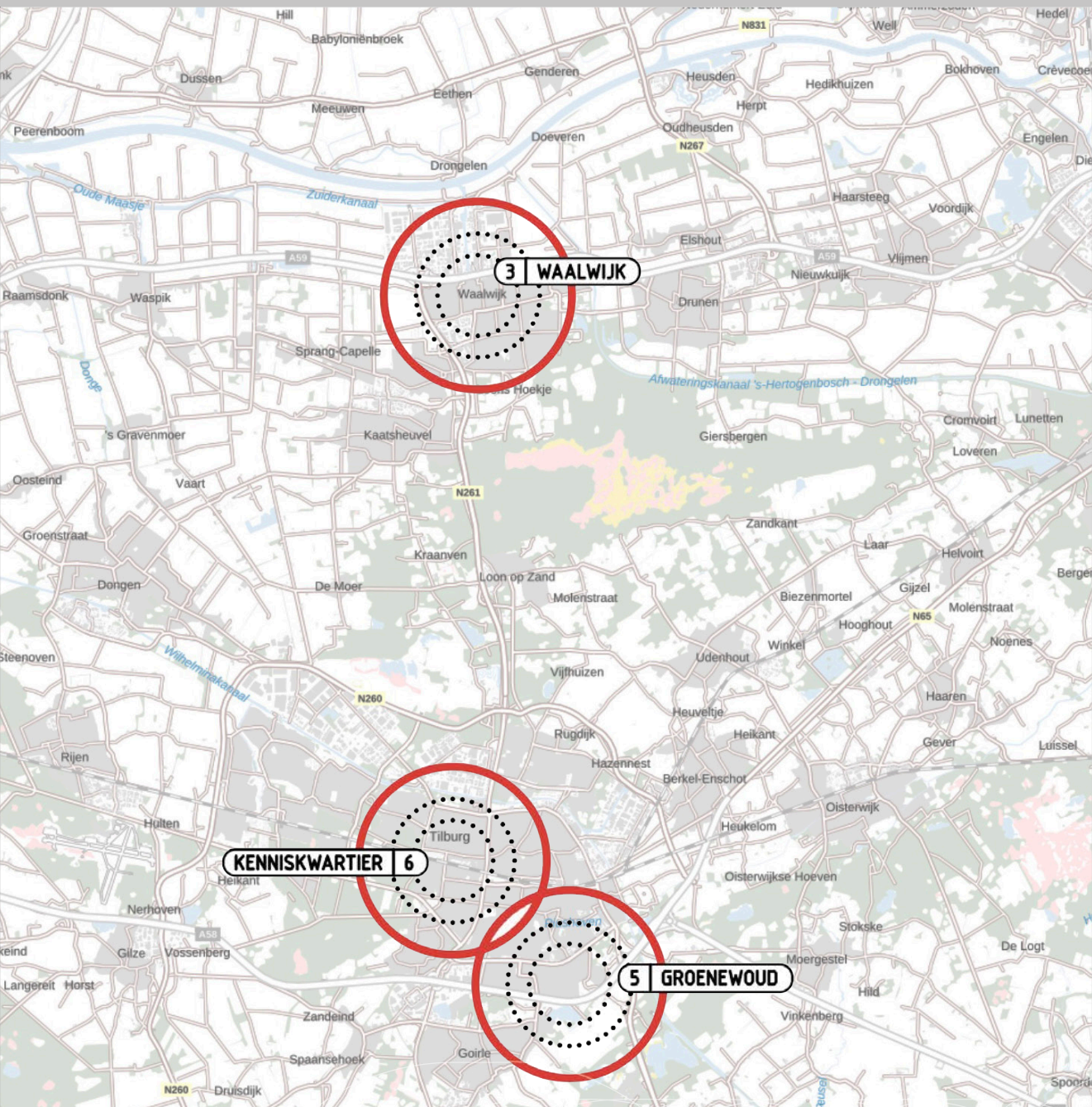
European 17



# Living Cities









# Living Cities

## Six Prototypical Sites

Stedelijke Regio Breda Tilburg

For European 17, six prototypical sites have been selected within the Stedelijke Regio Breda Tilburg that could catalyze opportunities on multiple levels. Places that could enhance the region's ambition towards social equality, resiliency and contribute to 'future proof growth'.

These six sites will be a testing grounds for the Stedelijke Regio Breda Tilburg's ambition and progress spatial and socioeconomic development for the region as a whole. The development framework is currently being drafted and designed. Each site represents an unique set of local problems but similar situations are found all through the region and in the country. Because of prototypical problematic of each site in combination the theme for European 17 "Living Cities", the design ideas will contribute accelerated learning for all 19 municipalities within the regional mosaic, and help implement innovative spatial solutions to the local needs.

The European 17 sites have been selected to implement this process, through research by design and its aim of implementing exemplary projects. The six assignments are in line with the theme of European 17 and the central theme "Broad prosperity" of the Stedelijke Regio Breda Tilburg.



**Working together** towards a future proof living environment. urbanization the **Brabant's way!**

An **inclusive and attractive** residential environment for our current residents and newcomers.

Aspiring to become an **international leader** in responsible production and consumption.

Sustainable urbanization while preserving the **unique core values** of the city and landscape.

Improving existing networks and **embracing new alternatives** for intra-urban mobility concepts.

Local and sustainable heating solutions in **speeding up the climate adaptation** for the region.



# The mosaic

The regional mosaic of (big and medium-sized) cities and small(er) villages in a landscape with a great diversity at the transition from sandy to clay soils functionally form one urban region. The two vibrant large cities, vital medium-sized residential and working cities, pleasant villages, and the beautiful landscape together form an important link in the Urban Network as described in the National Spatial Strategy. The region as a whole is heading towards a future-proof urban development. By formulating and realizing new ambitions together, the region will provide even better business climate and will become more attractive living urban network.

The Breda-Tilburg urban region (SRBT) has around 1 million inhabitants spread over an area of 40 x 40 km. Located at the transition from sandy to clay soils, from the highlands to the river area, it features an alternating landscape of stream valleys, open farmlands, hedgerow landscapes, forests, sandy landscapes, and old cultural landscapes. In this green-blue mosaic, there is also a red mosaic of hamlets, villages, medium-sized towns, and cities.

Characteristics of the Breda-Tilburg urban region:

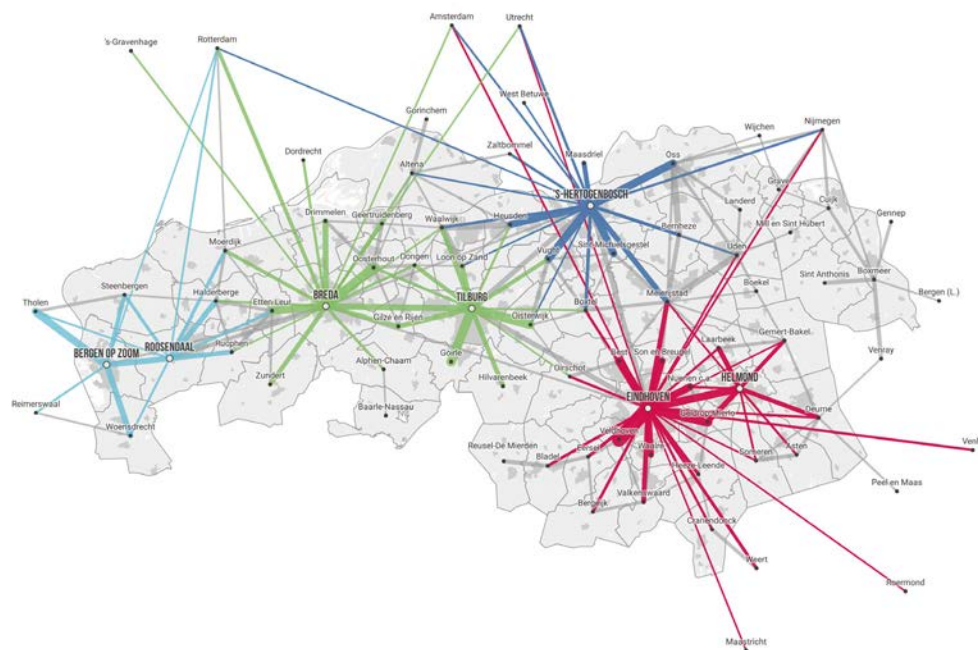
- 1 province, 2 sub-regions, 4 water authorities, 19 municipalities
- 1 university, 3 universities of applied sciences, several vocational education, training (VET) institutions
- 2 top hospitals
- Internationally connected via the Moerdijk seaport, high-speed train network, and road
- Many small and medium-sized enterprises (SMEs) in manufacturing and logistics (6th economy in the Netherlands)
- Unique profile of broad knowledge and application at the intersection of technology and society
- Attractive varied landscape at the transition from sandy to clay soils
- National parks: NLDelta, Biesbosch, Loonse en Drunense Duinen, Van Gogh
- Recreation, leisure, and heritage: Efteling, Beekse Bergen, Zuiderwaterlinie)

This mosaic harbors a broad economic base of companies and businesses that have emerged driven by the soil and subsurface of the region, along streams and rivers. The diversity of subsurface is also reflected in the backgrounds of the regional economy.

Breda emerged at the confluence of the Aa and Mark rivers. Basic conditions for urbanization were present early on: water system suitable for drinking, transporting goods, and serving as a defense, combined with fertile land. The walled Nassau city developed into a city for food and technical industry, later on into a wide range of production and service industries. What has remained all these years, until today, is the presence of Defense.

The poor soil and cheap labor in Tilburg were the basis for the manufacturing industry, textile industries and the development of the accompanying tools and machines. The textile, leather, and tobacco industries were well-known and important pillars. Over



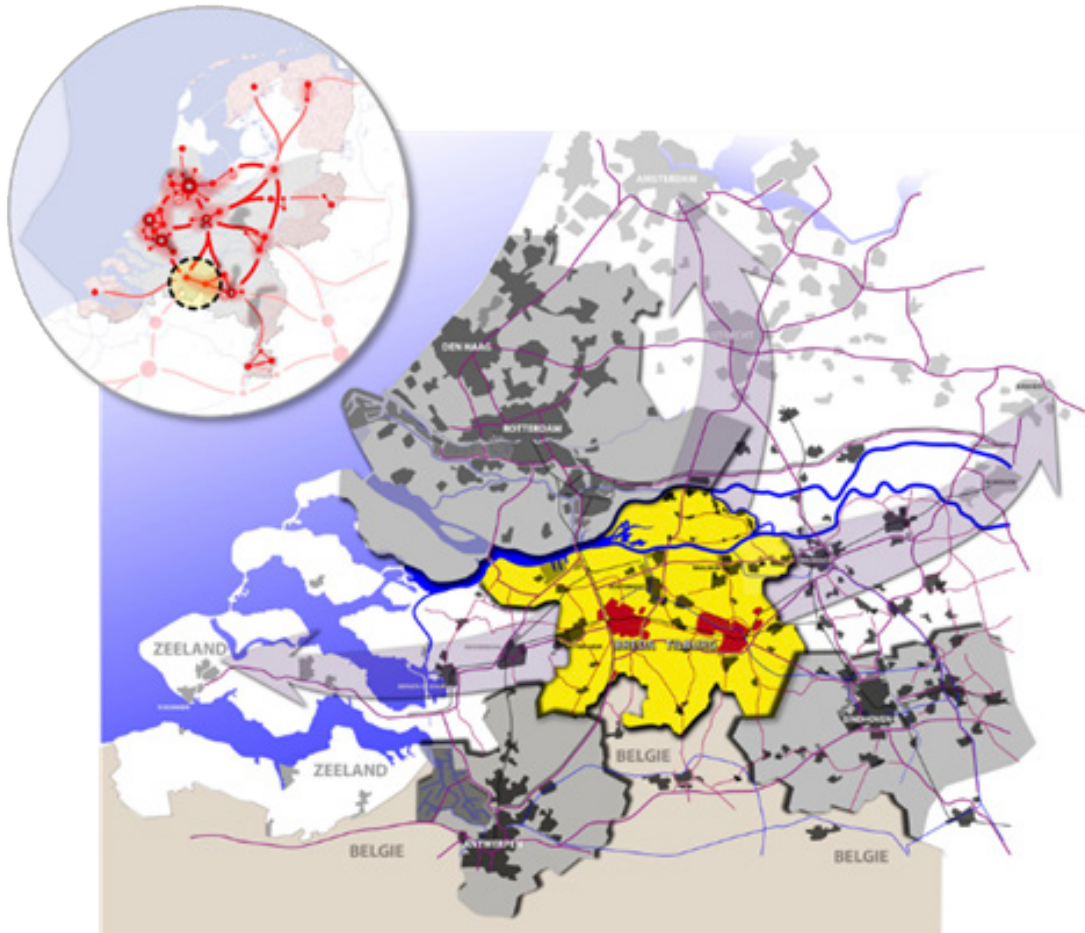


time, most of these disappeared, but they formed the basis of the robust and diverse economic network of large and small businesses. Some companies or sectors have developed into unique players for the region, Brabant, and even the Netherlands.

The urban region of Breda-Tilburg is connected in all directions and forms one daily urban system. A Brabant's network of urban centers, residential areas, and employment locations that are interconnected by various modes of transportation, including highways, railways, and public transportation. In Brabant, these are West-Brabant-West (with Moerdijk, Etten-Leur, Breda and Zundert as connecting links), Noord-Oost-Brabant (with Waalwijk and Heusden as pivot points), and Zuid-Oost-Brabant (via Tilburg, Oisterwijk, and Hilvarenbeek). On the north side, SRBT is connected to the southern wing of the Randstad and the urban regions of South Holland, Utrecht, and Gelderland via Breda, Moerdijk, and Altena. The urbanization strategy of SRBT is currently focused on the urbanization challenge of Brabant and the Netherlands. The challenge for the future is to expand this network, enrich it with knowledge institutions and to connect knowledge with the industrial part of the economy and to attract and retain talent (both university and vocational level).

The business climate in the mosaic is very favorable with the attractive varied landscape, formed by the transition from sand to clay and the national parks, such as NLDelta, Loonse en Drunense Duinen and the Van Gogh National Park in formation. In addition, the region has large-scale recreation and leisure, with the Efteling, Beekse Bergen, historic cities and the Zuiderwaterlinie, as well as more small-scale and 'slow' leisure. In this economic structure; at the base large, medium and small companies, with those unique companies with international allure/status at the peak of the economy in the region. The economy of the region, consisting of SMEs in logistics and manufacturing, in services at the intersection of humans and technology, forms the sixth largest economy of the Netherlands and together with Eindhoven even the second largest economy.





## Stedelijke Regio Breda Tilburg in a Nutshell

### Suitable homes in suitable locations

The national housing shortage is great. Increasingly, it is also a qualitative shortage, the existing housing stock does not sufficiently match the demand of housing.

SRBT region can and wants to do something about this by building according to demand. Age-friendly housing for people who wants to stay in village or neighborhood. Affordable homes for starters and young people and housing for 1 and 2 households. We will build these homes applying the sustainable urbanization principle of not building in the green countryside, but within existing boundaries. This will create an more urban region that meets the housing needs of residents and will attract newcomers as-well. With inner-city and inner-village development we can make a qualitative contribution to the existing city and village and thus also address societal and climate challenges such as inclusivity, healthy living environment and climate adaptation.

### Smart engine of Brabant

Brabant is the engine of the Dutch knowledge economy. The region has a strong logistics sector and a thriving manufacturing industry of small and medium-sized enterprises. These pillars make this region a literal and figurative link between the Randstad, the Flemish Diamond, and the Ruhr area, located on important north-south and



east-west transport corridors. There are many research and knowledge institutions, knowledge-intensive companies, and high-quality manufacturing that are of unmistakable value to the Netherlands and Europe.

Additionally there is unique combination of knowledge and skills in the field of applied, human-centered digital technologies in the region. By strengthening the economic power, making the economy circular, we further expand our importance as the “smart engine” of the Brabant economy.

### **Experimental ground for new urbanism**

In terms of spatial planning, we opt for a well-thought-out combination of new developments around public transport nodes and inner urban locations. By making optimal use of available space for living, working, and leisure, we create an environment where people like to live and recreate and companies like to establish. We consider the public space in the city and villages and the surrounding landscape as complementary. We cherish the interweaving of city and countryside.

As an “experimental ground for new urbanism,” we work towards sustainable urbanization while preserving the unique core values of the landscape. An urbanization with respect for the differences between and the value of village and city.

### **Accessible for residents and visitors**

Our sustainable urbanization ambitions can only be achieved through significant efforts in improving the region’s transport system and the necessary mobility and transition to new mobility behavior. This requires high-quality public transport and addressing existing road bottlenecks. At the same time, we offer alternatives to in-city car use, for example, by giving even more space to bicycles and pedestrians. We are developing Breda as an international hub to strengthen connections with foreign countries and the business climate.

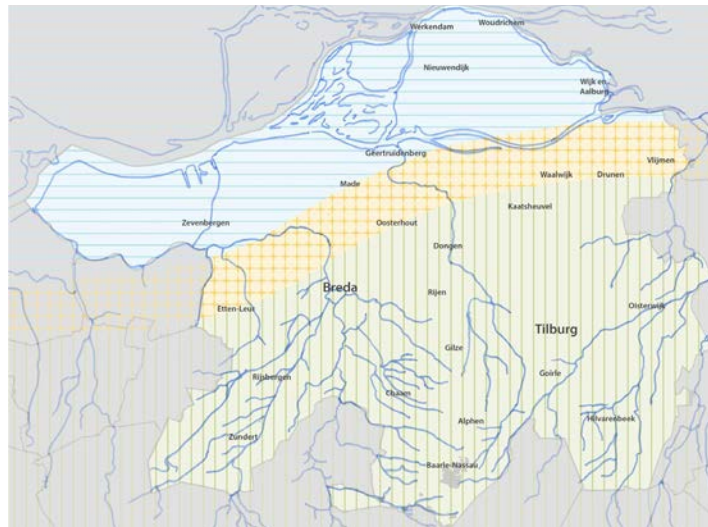
Smart mobility, or the smart application of information and communication technologies and data, infrastructure improvements, and changes in traffic behavior, go hand in hand. This ensures not only good accessibility but also improves air quality in our urban environment and surrounding areas.

### **Transition to sustainable heating and energy**

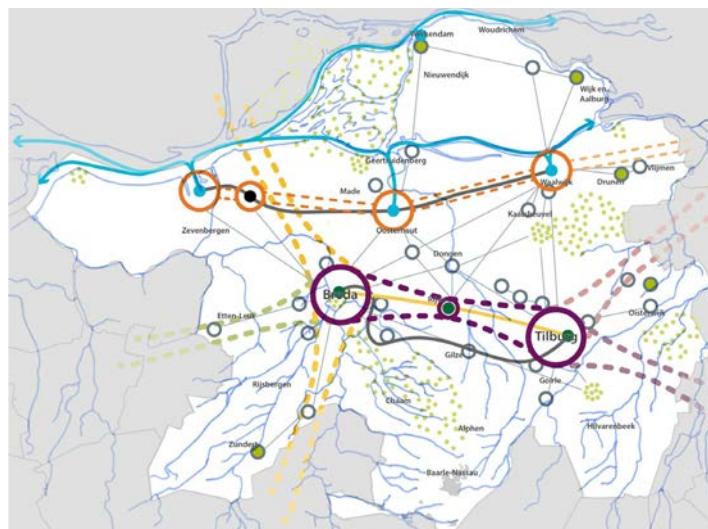
The energy and climate changes is one of the major challenges of the coming decades. We can align ourselves with ambitions from our individual Regional Energy and Climate Strategies. The joint heating network in our region can play a significant role in the heating transition for the urban region.

From 2030 onwards, region will start producing more wind energy in the southern flank. By bundling and harmonizing needs regionally we can achieve twice the result. There are also opportunities for aquathermy, geothermy, use of waste heat. It is important to link the climate challenge to the spatial challenges. That means a climate-resistant design and development in the region as a whole.



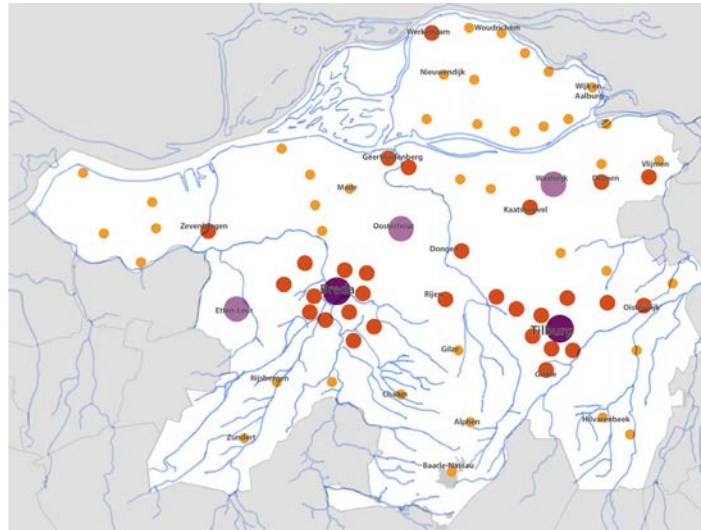


The Urbanization Strategy is based on three types of landscapes: the network of stream valleys on the sandy soils in the south, the flood zone with seepage areas in the middle, and the complexly organized river clay landscape in the north. Resulting into highly desirable urban environment interwoven with a diverse landscape.

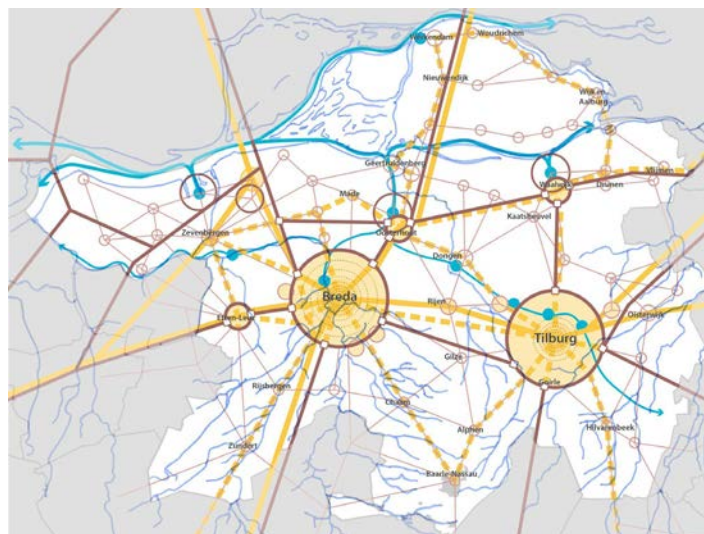


The Urbanization Strategy aims to strengthen economic power. The central zone for responsible production and distribution is located in the Moerdijk-Waalwijk zone. Expertise in the field of human behavior and applied technology, specialized clusters (Maritime, Agrofood, Metal, Trees) and a strong and innovative network of SMEs are located in the Breda-Tilburg area. The strong and diverse leisure clusters are located in close proximity to the economic centers.





The Urbanization Strategy aims to broaden the range of residential environments by creating high-urban living and working environments in Breda and Tilburg, urban environments in Oosterhout, Werkendam, and Waalwijk, and urban environments in the vicinity of the existing transitional sub-urban and rural environments in the smaller municipalities and villages.



The Urbanization Strategy must be accompanied by a mobility transition. As the population becomes more urban and behaves more dynamic, the urbanization pattern must contribute to and stimulate behavioral changes. This can be achieved, by organizing more proximity, expanding public transportation, and further expanding the pedestrian and cycling networks more comfortable that weaves small communities into this network. The mobility transitions in must keep these centers livable and accessible.

# Living Cities

## Living Cities

Reimagining architectures by caring for inhabited milieus

The aim is to explore the regenerative capacities of living milieus amidst new architectural, urban and landscape ecologies that attempt to overcome the opposition between nature and culture and anthropocentric attitude during times marked by natural disruptions and a climate emergency.

The very possibility of living is now in doubt for all humans, given the excessive consumption of natural resources by certain groups to the detriment of the needs of the global population, exceeding what planet earth can replace. Climate emergency, over exploitation, pollution, inequality; all these disorientations demand actions of care that address the coexistence and interrelationship of all the elements of the living world, and thus mandate a radical shift. Joan Tronto, one of the chief political theorists of the "ethic of care", defines care as "the characteristic activity of the human species which includes all that we do in order to maintain, perpetuate and repair our world so that we can live here as well as possible."

European 17 demands an immersive approach to space design that prioritizes the care of living environments. This requires a transition towards a circular economy and taking into account the impact of our actions. Fairness and solidarity are also important, ensuring all actors are included in decision-making and benefits are distributed equitably. By embracing this approach, we can work towards a sustainable and habitable planet.

**Reimagining architectures that are embodied  
in "visions" and "narratives" of the evolution of  
sites between present and future**



In response to these territorial challenges, it is more than necessary to create complex, global and dynamic spatial reconfigurations in damaged inhabited milieus in order to revitalize biological and human communities.

To implement the care-based approach, project processes must be innovative, dynamic, and varied. This includes understanding and repairing mistreated territories, engaging in sober urban and architectural projects that are economical in terms of materials, technicality, energy, and resources, reinforcing, regenerating, or creating hybridization between nature and culture, linking the strategic scale of ecological challenges with the local scale of everyday and shared spaces, creating adaptable architectures that consider sustainability and the connection between present and future, and involving all actors in design and production processes with their diversity and differing roles.

## **Living in Nature in an Age of Climate Change**

In preserved sites with predominant nature or spontaneously renaturalized, how to repair by strengthening biodiversity and inserting small-scale architecture into the living?

## **Creating a Coexistence of Humans and Non-Humans**

In sites where built-up areas and natural fragments are juxtaposed, how to maintain or strengthen reconnections, how to repair or intensify biodiversity while making it habitable?

## **Transmission and Creation, Tuning Rhythms**

How to revitalize sites with traces of obsolete uses (industrial or rural heritage) through multi- scalar connections and to adapt heritage to life cycles and rhythms?

## **Restoring Scales of Proximity and of Territorial Continuity**

In hybrid sites mixing productive spaces, residential spaces and natural fragments, how to create a close common ground and connect it to the territory?

## **Common Grounds**

In sites to be regenerated, how to involve the inhabitants in the ecological transition of their districts?

## **Second Lives**

How to reinvest places that are already inhabited and where spaces are degraded, poorly adapted or obsolete, with "eco-solidary" projects?

# Living Cities





INTRODUCTION

06

Six Prototypical Sites

The Mosaic

Stedelijke Regio Breda Tilburg in a Nutshell

Living Cities – European 17

22

URBAN CONTEXT

Kennisas – Knowledge Quarter

The urban potential of the Kennisas

Urban mix

Smart & Sustainable Economy

Green-blue network

40

PROJECT SITE AND ASSIGNMENT

Station and Surroundings

City and Landscape

Mix-use Programming

Circular Brabant

Competition Assignment

58

RECOMMENDED READS

PRACTICAL INFORMATION

60

Facts and Rules

The Jury

Organization

# Kenniskwartier

# Living Cities



SRBT

Etten-Leur

Kenniskwartier

Waalwijk

Groenewoud

't Zoet Breda

Schorsmolen

EUROPA 17

2020

2015

2000

1975

1950

1925

1900

1850

1800

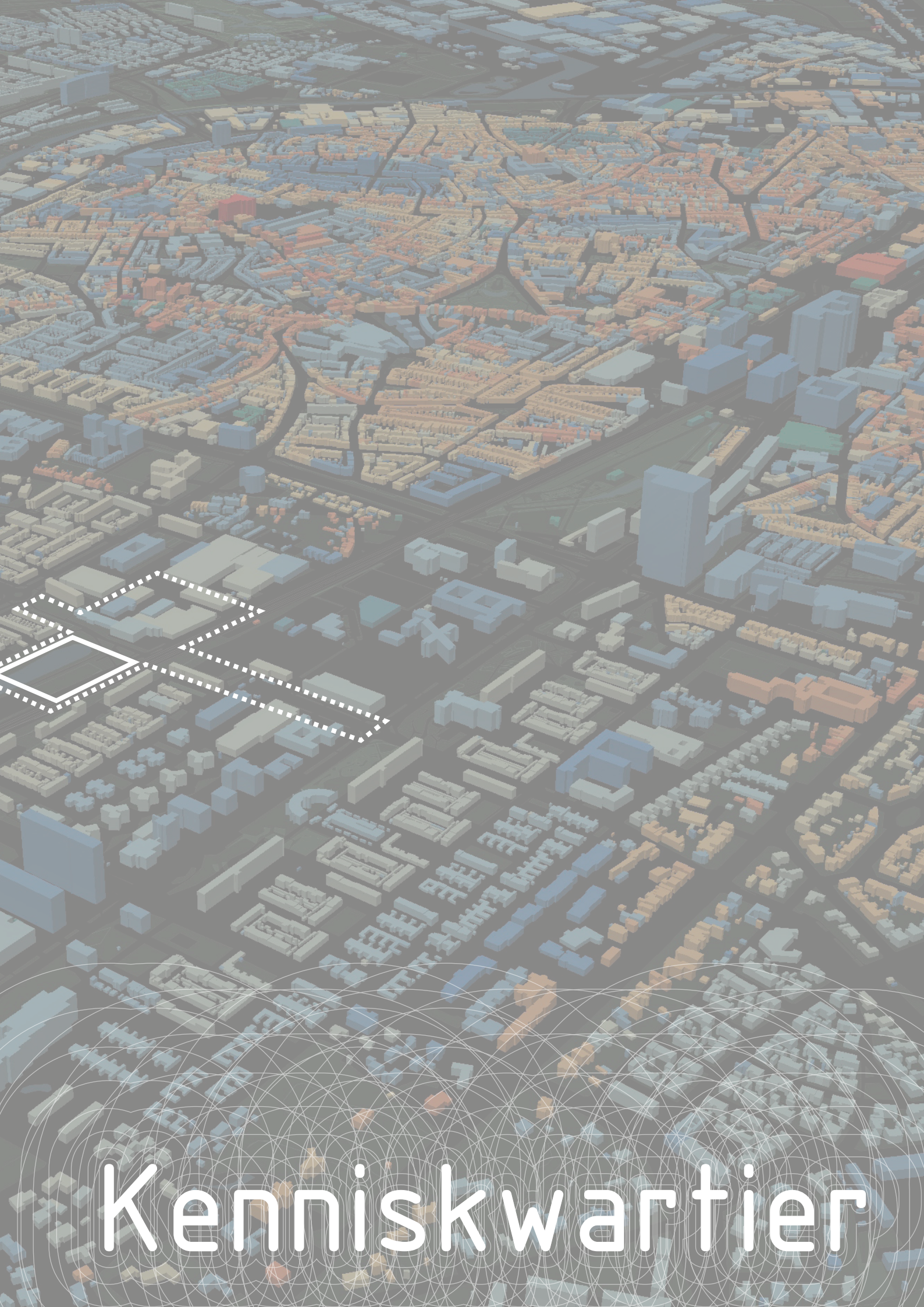
1750

1700 or earlier

Not known

TU Delft, January 2020: [sdag.bk.tu-delft.nl](http://sdag.bk.tu-delft.nl)





Kenniskwartier



# Living Cities

## URBAN CONTEXT

Kennisas – Knowledge Quarter

The urban potential of the Kennisas

Urban mix

Smart & Sustainable Economy

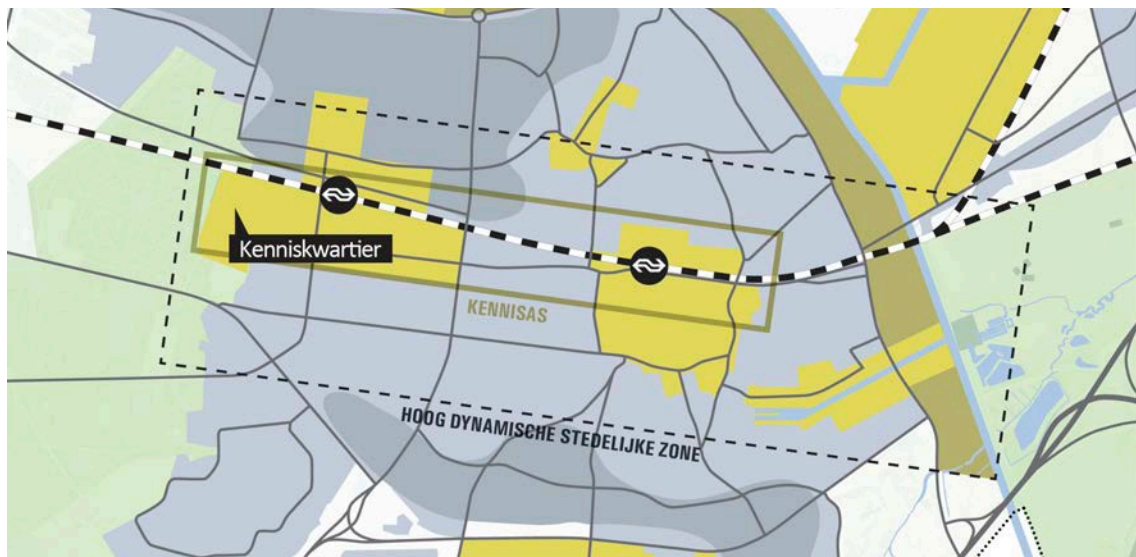
Green-blue network



The City of Tilburg seeks opportunities to accommodate its growth in the existing city. Densification of urban voids, in particular the ones near a public transport hub, with a strategic position in the city are a part of this strategy. This type of development is ideally suited to catalyze new interaction milieus, since it offers the opportunity to implement a new work-and-live program connecting citizens with all sorts of backgrounds, knowledge and skills levels, various economic status and other 'resources' that are already present in the surroundings. The project area at center of the 'Kenniskwartier' is an urban void that is at the intersection of multiple neighborhoods with diverse urban dynamics, which offer opportunity to development iconic circular knowledge oriented milieus to be established in Tilburg.

# Kenniskwartier

## Kenniskwartier – Knowledge quarter



Tilburg is a city in full development. Many area developments have come to fruition in recent years, which has led to a city that is increasingly proud of what has been achieved. Examples of Tilburg's developments that are attracting national and international attention are the Piushaven, the 21st century downtown, and the Spoorzone. Good cooperation between residents, organizations, businesses and the municipality makes Tilburg a city where residents are healthy and happy. The central zone of these urban developments in Tilburg can be identified as the Kennisas.

It is a zone from Interpolis to Tilburg University campus, which is divided into two by the Ringbaan West. This zone is located on the train track and includes two train stations among other things.

With its unique character and strategic position in the southern heart of the Netherlands, the Kennisas can play a significant role at an international level. As an educational and knowledge city, Tilburg has a solid foundation to further develop the urban (knowledge) economy in the Kennisas. The urban (knowledge) economy will be stimulated and strengthened through cooperation between the university, colleges, business community, and government.

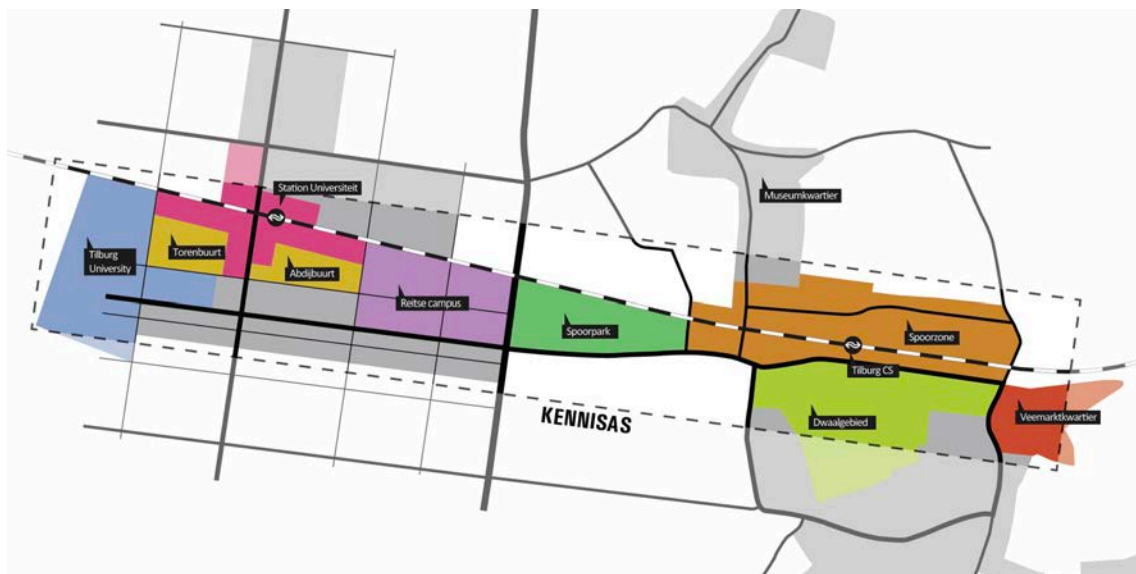


At present, the Kennisas is mainly a term mentioned in policy documents. However, the axis is becoming more recognizable in the city and is becoming a concept known to all Tilburgers. Therefore, the ambition was set in the 2018–2022 Board Agreement to further strengthen the connection between Tilburg University (TiU) campus and the Spoorzone, in combination with the 21st century downtown, into a solid, physically visible Kennisas.

### VISION FOR THE KNOWLEDGE QUARTER

For the western part of the Kennisas, the Kenniskwartier, an overarching vision is still missing. This while the area has already been identified as an important part of Tilburg's knowledge infrastructure in the Tilburg 2040 Environmental Vision (established in 2015), as well as in the Update of the Urban Development Strategy for Living.

Based on these visions, development is taking place, an example of this is the completely renewed Lochal, which is much more than just a library. Space has also been given to the citizen initiative Spoorpark, which functions as a green extension of the Railzone and has become a highly attractive city park. In the city center, the core



shopping area is being renovated in such a way that there is more space for living, working, shopping and green in public areas.

**In the Kenniskwartier, The ambition is to create a future-proof, lively, dynamic, and inclusive residential-work area, and to create opportunities to grow into an important (supra)regional pillar of the Knowledge Quarter.**

It is the concentration area of future Tilburg urbanization where 8,000 new homes will be built in a high-density mix with work, sports and learning. It provides space for an inclusive innovation district for Tilburg's Next Economy, complementary to the Rail Zone.

Kenniskwartier



Spatial and social challenges are tackled jointly, with the quality and liveability of the area increasing significantly. The nearby Stadsbos013 is incorporated into the area, among other things through an Esplanade that connects the city center through the Rail Park with the city forest and is also the meeting place for the (restructuring) neighborhoods on either side of the train tracks. Furthermore, Tilburg University Station is to be transformed into the public transport hub of the area and there is more freedom of movement for pedestrians and cyclists.

## The urban potential of the Kennisas

The concept 'Kennisas – Knowledge Axis' originates from a period shortly after the war, during which optimistic and grandiose plans were made for the expansion of Tilburg. In the unofficial structural plan of 1947/1949, roughly a doubling of the city was proposed with the so-called cross-axis as the main structure. This cross divided Tilburg into four super neighborhoods and was even supposed to become the new center of Tilburg. The East-West boulevard of this was ended on the west side with the University and was supposed to provide space for institutions in the fields of art, science, and technology. In reality the Kennisas concept has not yet fully realized.

The Professor Cobbenhagenlaan has become an important traffic artery in the city, but the area lacks urbanity and residency quality. In addition, it is noticeable that there is concentration of educational facilities along the axis, including a top-level world university, but the attraction for knowledge-related institutions and businesses is hardly there. Furthermore, there are few pleasant places to meet each other in the university campus.

### THE NEED FOR AGGLOMERATION POWER

Tilburg can develop agglomeration power. This power is needed to participate in the so-called battle for talent; a competition between urban regions to bind knowledge to the city. This competition is increasingly about offering attractive urban places, besides



the supply of employment. Among the highly educated, we see a growing preference for urban living with (social) facilities nearby. Companies are showing a growing preference for setting up in an inspiring urban environment. This environment must be easily accessible, close to sufficient amenities and have the right living environments for their employees.

### **"ESCALATOR FUNCTION"**

The Kenniskwartier can function as a showcase for Tilburg and have a "escalator function" for the surrounding neighborhoods. Its central location, proximity to two train stations and two bike routes, and its unique concentration of knowledge institutions make it a prime location to transform into a regionally significant urban location. By giving attention to the connection with the surrounding area during development, the Kenniskwartier can become a central axis in Tilburg West, serving a regional role and also providing jobs and excitement at the city and neighborhood level.

In addition, mixed high-density urban areas play a role as a breeding ground. By the concentration of knowledge, in both dynamic and relaxed environments, exchange and cross-fertilization are encouraged. This leads to more and structural innovation. Moreover, it is a great advantage if 'thinking' (research and education) is located close to 'doing' (putting that knowledge into practice). Attractive environments that invite meeting and exchange of knowledge and ideas are crucial.

### **STATION ENVIRONMENT AT TILBURG UNIVERSITY**

The name "Tilburg University Station" implies that the train station is located near the university, but upon arrival, the university is not visible or palpable. Additionally, the station's lack of a reception square or the "place value" of the station has lagged behind its "node value" (number of passengers and position in the network).

Despite this, there are opportunities increase the significance of this arrival point. There is enough space around the station, allowing for the unique structure to be placed on one side of the Statenlaan. This provides the opportunity to significantly clarify the approach and bike routes to the station and bring the university closer both literally and emotionally.

The identity and recognition of the station environment can also be greatly improved by improving the quality of public space and adding homes, businesses, and commercial functions close to the station. When people live and/or work near a station, they travel three times more by train! It is therefore essential to have many homes and workplaces within a radius of 500 to 1500 meters for a strong train product

### **NODE VALUE OF TILBURG UNIVERSITY STATION**

Tilburg University Station has approximately 7,000 in-and-out stoppers on a daily basis. This is a considerable number that is largely due to the presence of the university. However, value as a link in the network of this station can be improved.

Additionally, travelers lose a lot of time with pre-and-post-transport. A walk to

the heart of the university takes about 10 minutes. To form a stronger network, the transfer times should be reduced in the short term and the frequency of the sprinters should be increased. At the moment, the province is investigating the possibilities for doubling the number of sprinters on the Tilburg University and Eindhoven line.



Parish thought as an organizing principle



For this station, that would result in an additional 4,000 passengers per day within a foreseeable time. This regional ambition is a great opportunity for improving Tilburg University Station and the station environment.

Furthermore, the station has an unstructured layout. It is located on top of a viaduct and the platforms are not opposite each other (bayonet station). As a result, the entrances and exits are difficult to find and there are many height differences to be overcome. The Statenlaan tunnel is a major barrier here. As a result, it is difficult to choose the right cycling or walking route from the platforms. The peculiar thing about this station is that the route upon arrival and departure can be very different; from



the central platform you can be on the university campus in two minutes, but the northern platform is a 10-minute walk away. Improving the transport to and from the station can speed up the total travel time. This can be achieved, for example, with fast cycle paths, parking spaces in the right places, and systems for employees. Think, for example, of a fast e-step or fold-able bikes etc.

**The Knowledge Quarter has Tilburg University, a university of world class.  
Because of this, the area can benefit from the university's attracting ability for  
related knowledge institutions and companies.**

**Within the quarter,  
The exchange between "thinking" (theory) and "doing" (practice) is central.  
The so-called triple helix; cooperation between education, entrepreneurs  
and government is visible here.**

## Urban mix

### THE RIGHT MIX IN THE KNOWLEDGE QUARTER

At the moment, the area already contains a concentration of knowledge and educational institutions (Tilburg University (TiU), Avans University of Applied Sciences, Tias Business School, Jozefmavo, Theresialyceum and Jan Ligthartschool primary school and the accompanying sports facilities). We still see room for expansion of these functions, but it is mainly a matter of making the mix more interesting.

Aim is to create an attractive mix of living, working, sports and learning. In this, it is important that mixing adds value, functions should benefit from each other's proximity where possible. The mixing of functions offers the possibility of sharing facilities and spaces. This is space-efficient and makes cheaper solutions per user possible. In addition, this can provide the basis for meeting or even community formation, a contemporary interpretation of the old 'neighborhood idea' that can create added value for the current and future residents.

With the exception of the TiU campus, there is space for adding living within the Knowledge Quarter. This should contribute to differentiation and strengthening of the neighborhoods in the area and the urban housing challenge for Tilburg as a whole. Characteristic of the residential environment in the Knowledge Quarter will be a high density and a high degree of function mixing and sharing of facilities. This offers space for urban communities; complexes with shared gardens and facilities that contribute to community formation. Many Tilburg residents will be interested in such an environment, but also expats, young professionals and students from outside the city are attracted to this lifestyle.

### HIGH DENSITY

By creating high density, not only proximity is created, but a critical mass can also be achieved which can support the desired attraction with a matching level of facilities.



Aerial view University Station neighborhood



Reference images envisioning Kenniskwartier







Aerial view University Station neighborhood



Additionally, this way optimal use is made of the existing infrastructure. In the current housing market, there is still a lot of demand for ground-bound homes in a peaceful living environment but here, with innovative and sustainable living concepts, and plans of high-quality, Kenniskwartier will have to attract a diversity of residents who want to live in 'green' and 'urban' environment.

A high density does not automatically mean "the sky is the limit". High-rise buildings have the disadvantage that space is needed to accommodate wind interference and long-lasting shadows. Additional factors such as storage, installations, and parking spaces often result in unattractive ground floor solutions. The connection of the buildings to the ground/public space is crucial, because the transitions between private domain and collective and public space can add great value to the experiencing this area as a resident or a visitor. For that reason, medium-high buildings (6-12 layers) will determine the image here. Of course, we expect an appealing architecture here.

Finally, organizing a high density also involves efficiently organizing secondary functions that are essential for the success of the mix. Functions such as parking and energy must therefore be organized collectively as much as possible. Furthermore, the opportunities for collective mobility services in this area must also be utilized.

#### **DIVERSE NEIGHBORHOODS, HOMOGENEOUS NEIGHBORHOODS**

In Tilburg West as a whole, we aim to increase the diversity of living environments and housing types hoping to overcome the uniformity of the urban fabric and provide diversity and layering and thus a vibrant daily experience in the city.

Within this more diverse city neighborhood, people are at the center, room for a sense of community and meeting is important. At the same time to preserve and enhance the strength and uniqueness of neighborhoods, but also provide space for new urban communities.

With the diversification, area will generate opportunities to residents of the neighborhood to move-up. In addition, we aim to create new living environments for urban target groups. These target groups are open to new experiences, are willing to share facilities live in new housing typologies and actively use public space nearby.

The municipal housing agenda states that for projects exceeding 50 homes, must have a mix of at least 20% social target group and 10% in the middle rent. This principle also applies to the Knowledge Quarter as a whole. And will contribute to a good mix in the area and will avoid gentrification.

## **Smart & Sustainable Economy**

#### **TRANSITION OF OUR ECONOMY**

The increasing pressure on our living climate and the scarcity of resources require a transition to a sustainable, more circular economy. But new techniques and technologies



based on data also offer new opportunities, such as artificial intelligence. This new economy requires high-quality knowledge and qualified data workers and offers opportunities for attracting new companies and entrepreneurship.

Tilburg has a great starting point to realize the opportunities offered by the new economy. The competitiveness of the city and region is determined by a variety of factors: economic structure, labor market, knowledge infrastructure & innovation, infrastructure & accessibility, living climate, image & culture.

The city has a great influence on multiple factors and therefore largely determines its competitiveness. In addition to Tilburg's solid base in manufacturing and logistics, it is a knowledge and education city with a focus on the "people and society" side of innovation and digitization. This is an important factor to make the transition to Smart Industry and Smart Logistics. Under the term 'smart services', the region focuses on attracting companies that create smart products and services using data and artificial intelligence (AI). By focusing on the growth of knowledge-intensive entrepreneurship (Smart Service Sector), Tilburg can strengthen our economic appeal and prevent the brain drain of highly educated people from the city.

### **ECOSYSTEM OF WORKPLACES**

To facilitate the smart and sustainable economy, workplace policy focuses on suitable workplaces for both small business owners and larger players. We must invest in both inner-city business parks, working in the neighborhood as well as office locations in modern mixed urban areas. There is a lot of attention for the neighborhood-based manufacturing economy, local production, retail and services.

Tilburg workplaces continue to meet the establishment requirements and wishes of entrepreneurs and have an ecosystem of workplaces in the city that complement each other. For each location, improving the living quality and multi-modal accessibility is a top priority. In this ecosystem of work locations, we generally regard the Kennisas as having a special position when it comes to the growth of our knowledge-intensive business.

On this axis (roughly the line between Interpolis and TiU) there are various focal points of innovation and a concentration of knowledge-intensive activity. Think of the Spoorzone, the Spoorlaan, the Veemarktkwartier and the Professor Cobbenhagenlaan towards Tilburg University. The university campus itself is also such a focal point.

Tilburg aspire to develop a innovation district, with which we connect various initiatives and areas. The success of the area depends on connectivity, both physically and programatically, with other focal points of knowledge and innovation.

### **COMPLEMENTARY TO THE RAILWAY ZONE**

The aim is not to copy, but to reinforce the different identities and qualities of the individual areas, so that there is complementarity. The area between Interpolis and the university forms an integral, coherent whole: the Kennisas.

When it comes to the complementarity of the Kenniskwartier on the Spoorzone, we see this in the following elements:

- In time: the Spoorzone is developing now, the Kenniskwartier over a period of 10 years. The developments of the areas can follow each other and therefore form a synergy and not a competition.
- In the price: the Spoorzone is (relatively) expensive. For the time being, the range of buildings and facilities in the Kenniskwartier will have to distinguish itself in price from the Spoorzone.
- In ownership: the Spoorzone is only rent, in the Kenniskwartier buying could be an addition. Especially now that the 'money is not worth that much', many companies are looking at buying instead of renting.
- In terms of space: the Spoorzone still requires a considerable effort to develop, but it is nevertheless an area with a limited size. The Kenniskwartier offers additional space. The presence of the University Campus with all its facilities is a major advantage in the physical assets of the innovation district.

### **FROM 'CITY WITH A UNIVERSITY' TO 'UNIVERSITY CITY'**

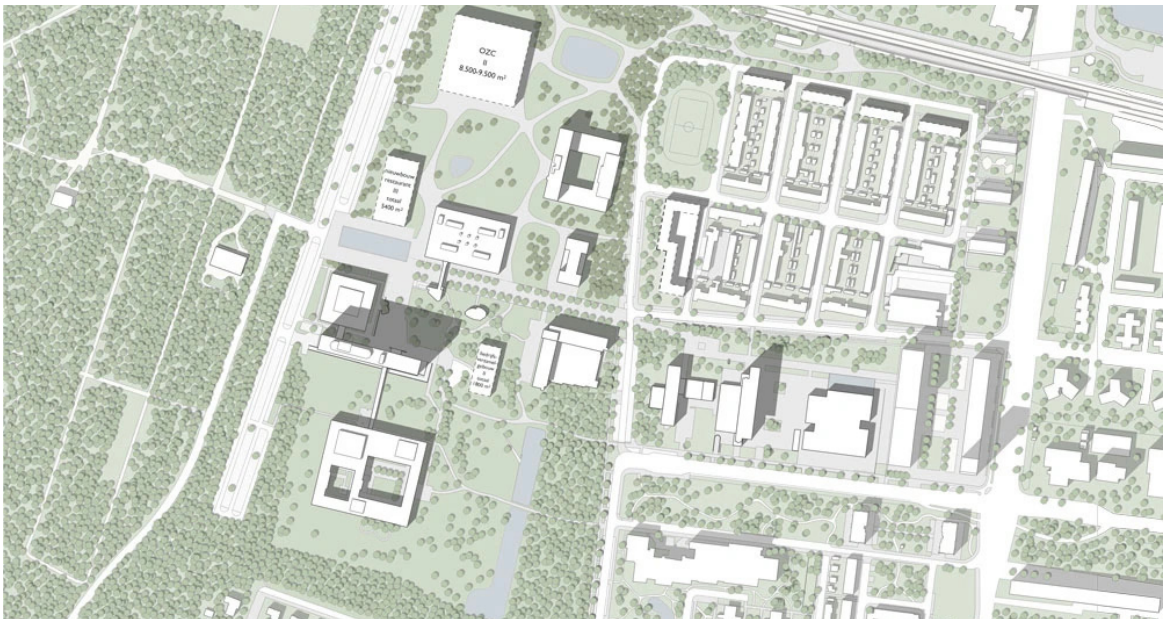
On and around the university campus, currently a lot is being done to further the development of TiU. For example, there are plans to realize a new education building on the northeast side of the campus. TiU also has various plans to further improve the campus. In addition to the various projects, new student housing is currently in progress. Good student housing is important for the development of a university city, but that is not the only thing:

- Obviously, a city with a lot of (higher) education also needs good housing for students and employees;
- For good and sustainable economic and social development of the city, it is important that students become more and more connected to the city during and after their studies;
- During their studies, students will already have to be connected to the Tilburg business community and the Tilburg culture and identity. Providing housing will therefore have to go hand in hand with offering other facilities to keep the students in Tilburg after their studies;
- It is important, especially for this area, that ample opportunities are created for starting up your own companies, for guiding start-up companies, for connecting with companies in the Spoorzone in order to form one integrated system with them;
- This is a joint task of the educational institutions, the municipality of Tilburg and the local and supra-local business community. That is the chance to bind talent to the city.

### **KNOWLEDGE QUARTER AS PART OF THE KNOWLEDGE AXIS**

The Kennisas must become an environment in which the ecosystem of innovation is in order and the necessary economic, physical and network assets from a good relationship that invite and encourage talents and companies to innovate and thrive. The Knowledge Quarter is an integral part of this. That means in Kenniskwartier there is room for the owner-occupied, rented sector and all phases in the business career (start-ups, scale-ups and arrived companies). In addition, there are connections





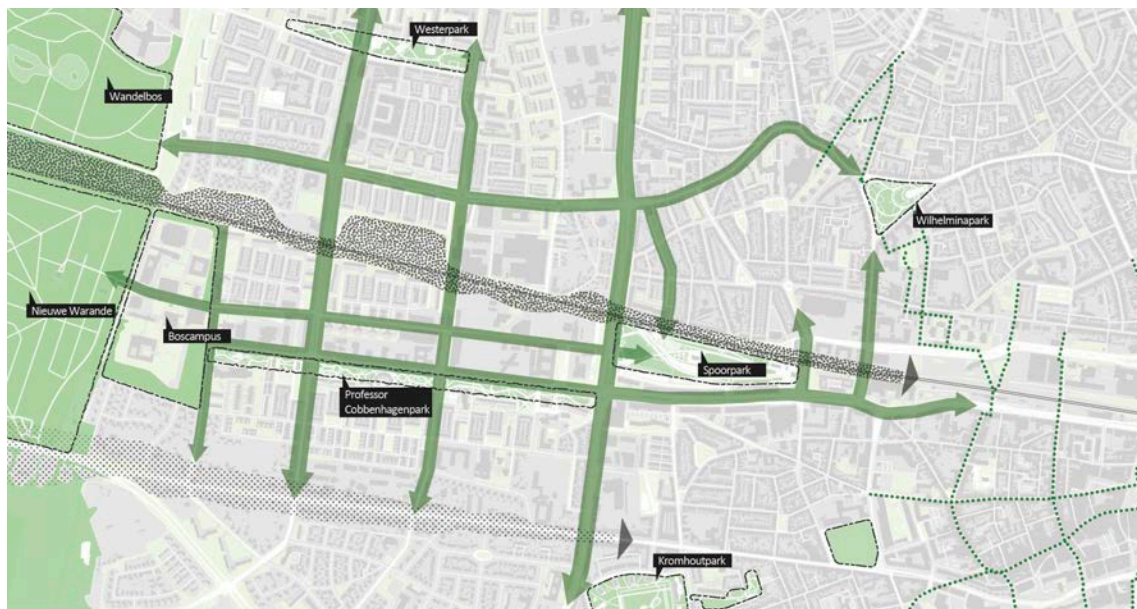
between the various networks in the Kennisas and the associated programs are easily accessible. That also means that there is an attractive public space where informal encounters are possible.

Knowledge Quarter aims to develop as a location for companies that prefer the area for the Spoorzone because of pricing, space or possibility to buy property. Also new campus environment which combine urban dynamism with distinct architecture and green quality will be realized to attract a number of companies. The knowledge profile resulting from the presence of university and colleges also makes many businesses arising from the university and/or colleges are mostly interested to settle in the vicinity. The esplanade, the location near Tilburg University station are already attractive to many companies.

## HEALTHY AND HAPPY

In Tilburg, we strive for a healthy and happy city. We want to be a city where everyone matters. We want a city that is safe, green, clean, and tidy. With places where you meet in a relaxed manner. The figures of the district and the real stories on the street in the Abdij-Torenbuurt, station area unfortunately show otherwise. The results show that the neighborhoods score comparatively low on a number of topics. Neighborhood residents report inadequate neighborhood contacts, resident involvement and neighborhood development.

In addition, there are relatively many people who receive welfare benefits. The neighborhoods also have a relatively high number of poor households compared to the Tilburg's average. In terms of safety, the Abdij-Torenbuurt, station area do not deviate from the Tilburg average. In recent years there is an upward trend towards more safety.



## Green-blue network

### LANDSCAPE INTO THE CAPILLARIES OF THE CITY

Fully in line with the thoughts on Van Gogh National Park, Tilburg wants to bring the landscape into the city, especially in the Knowledge Quarter. Our ambition is to have Stadsbos013 reach all the way to the station square of Tilburg Station. This sounds ambitious, but the structure of Tilburg West makes this possible. With the ecological zone along the railroad and the Professor Cobbenhagen Park, the basis for this idea is already present. If we further supplement these carriers with new stepping stones (such as the Spoorpark) and cross-connections, a strong green-blue network can be created.



In addition, the network has a great stimulating effect on healthy behavior. By limiting the freedom of movement of the car in the network and making way for attractive walking paths and bicycle routes, sports and exercise for residents and visitors will be more stimulated. In addition, the network can also provide space for meeting places, outdoor sports functions and urban agriculture.

The spatial layout of the post-war city offers us opportunities. Indeed, the various neighborhoods and districts of West are separated by wide roads and streets. By reducing the surplus of stones and asphalt and using the excess for green-blue functions, a robust ecological network can be built.

The green-blue network also forms the basis for a stronger bicycle and walking network. In this way, the urban forest not only leads into the city, but the accessibility and experienceability of the forest and the Knowledge Quarter are also significantly enhanced.

### FOCUSES IN CONNECTION

Within the Knowledge Quarter, we distinguish two focal points of knowledge and innovation: the area around Tilburg University, station and new Reitse campus to be developed. These are recognizable areas with both green and urban qualities. Aim is to develop these environments to focus on meeting and exchange, but each area with its own programmatic mix and atmosphere.

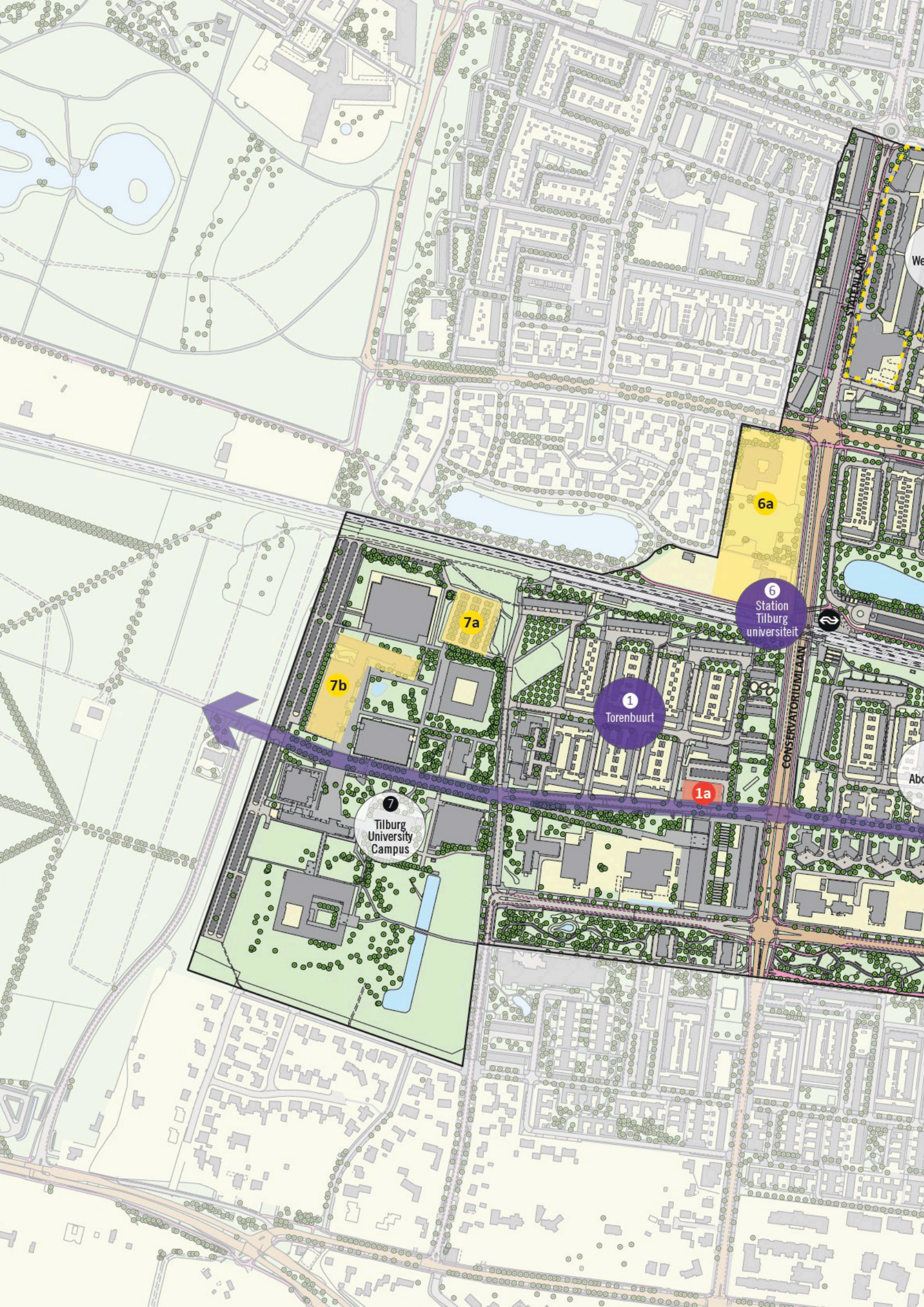
The public life on the campuses is centered around the centrally located esplanade, limiting the movement of cars. This pedestrian square connects the two campuses and at the same time creates a direct relationship with Stadsbos013 and the Spoorpark. This allows for a walk from the Spoorzone to the university and Stadsbos013. Located between the railway and the Professor Cobbenhagenlaan (fast lane), the esplanade serves as the red carpet for slow traffic.

### TRANSITION FROM CAR OWNERSHIP TO USE

The urbanization of the Knowledge Quarter requires not only adjustments to the network, but also a transition from car ownership to car use. By making changes to the public space and making room for new mobility services (Mobility As A Service), the total space claim for mobility can be limited. This can be beneficial for high-urban programs or dwelling places in the public space. However, such a shift does not come by itself; these changes will only come about if target groups are also attracted that are open to this.

In development projects in the Knowledge Quarter, initiative-takers are asked to take sustainable mobility as a starting point. This means that plans should be aimed at minimizing car ownership and use. This is possible by providing: Sharing concepts for cars, e-bikes and scooters; Good relationships between homes and facilities and public transport, bike, and walking network; Ample bike parking facilities in both public space and buildings. This means that the bike must be readily available at ground level or on the ground floor; A balanced offering of (paid and unpaid) parking facilities.





6a

6  
Station  
Tilburg  
universiteit

1  
Torenbuurt

1a

7  
Tilburg  
University  
Campus

7b

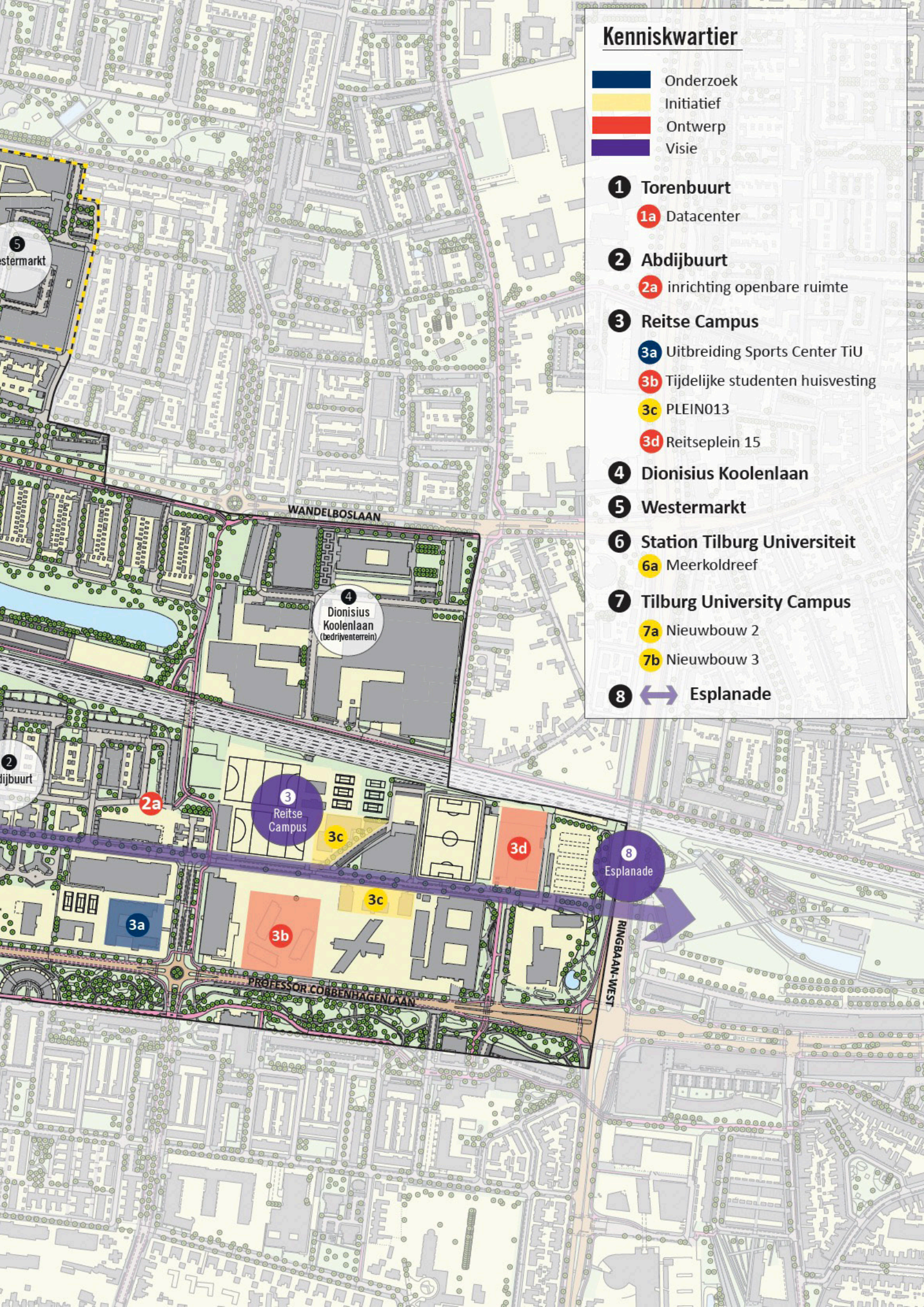
7a



## Kenniskwartier

- Onderzoek
- Initiatief
- Ontwerp
- Visie

- Torenbuurt**
  - 1a Datacenter
- Abdijbuurt**
  - 2a inrichting openbare ruimte
- Reitse Campus**
  - 3a Uitbreiding Sports Center TiU
  - 3b Tijdelijke studenten huisvesting
  - 3c PLEIN013
  - 3d Reitseplein 15
- Dionisius Koolenlaan**
- Westermarkt**
- Station Tilburg Universiteit**
  - 6a Meerkoldreef
- Tilburg University Campus**
  - 7a Nieuwbouw 2
  - 7b Nieuwbouw 3
- Esplanade**





# Living Cities

## PROJECT SITE AND ASSIGNMENT

Station and Surroundings

City and Landscape

Mix-use Programming

Circular Brabant

Competition Assignment



Mixuse urban icon for the  
knowledge economy

Kenniskwartier

## Site Description

On the project site a new iconic building or cluster of buildings ( $\pm 20,000\text{m}^2$ ) is envisioned hosting programs like business incubator, knowledge network, productive businesses, co working, housing, student short/long-stay, starter homes, etc. Where in 50% of the housing program must consist of affordable housing. Main task is to provide architectural design for a building with a program combination in the field of living, working and learning. Exact position where this building be located is not yet defined.

In the kenniskwartier city of Tilburg wants to link education, economy and housing in one area. As stated in the area vision: "In addition to the Spoorzone, this will be the second incubator in Tilburg where knowledge institutions, residents and the business community will coexist and flourish. The Kenniskwartier offers space for a large number of new homes. It is also the place for experiments and both high-quality and low-threshold entrepreneurship." An important transformation task within the kenniskwartier, concerns Tilburg University station and its surroundings. The station currently inadequate and lacks a good connection with Tilburg University. In future it will become an intercity station and therefore will be an arrival point to the Kenniskwartier. The Kenniskwartier spatial framework does propose a number of structural changes for the station environment.

The location is part of the acceleration task for housing in the Kenniskwartier (1000 homes) Based on a metropolitan ambition, the program will be a mix of housing, work and social facilities. In addition, a new station, bicycle route and parking/mobility hub is being considered. A built program of 80,000–120,000  $\text{m}^2$  (without hub) is assumed, on the project site  $\pm 20,000 \text{ m}^2$  is assumed.

## Station and Surroundings

Tilburg University Station is located on the Breda-Eindhoven line between the nearby Tilburg and Tilburg Reeshof stations. The station is a 'suburban stop' or open-air station with two through tracks and one terminal track. The platforms are asymmetrically positioned, which is not optimal. The station does not have a station building, but there is a kiosk with a ticket office where tickets can be purchased. In



2013, ProRail made adjustments to the station, such as the installation of partially covered bicycle racks and lockers and the widening of the pedestrian area towards the platforms.

In terms of social safety, the greenery has been replaced by lower bushes, and trees have been planted along the tracks. The municipality has paved the walking path along the tracks towards the university campus to optimize the connection between the university and the station. Station area has little quality of stay due to the dominance of infrastructure.

One of the important pillars is strengthening the connections between the Brabant cities and European economic core regions. The ambition and desire exist to create an innovative and well-functioning public transport system for North Brabant, with the following points specifically indicated:

- Speeding up (on the rail and HOV)
- Densifying (around nodes, spatial program)
- Linking (transfer from train to HOV, bicycle, car, etc.)
- Enhancing (the journey, the nodes, spatial quality, etc.)
- Separating (passenger and freight transport on the rail)

The Brabant network is mainly connected to the rest of the Netherlands and abroad from the major transfer stations Eindhoven, Breda, and 's-Hertogenbosch. However, the interconnections are lacking. In order to form a strong interurban network between the Tilburg, Breda, 's-Hertogenbosch triangle with the axis towards Eindhoven as the backbone, the transfer times need to be significantly shortened so that the relatively small Brabant nuclei can more easily share their knowledge economy and strengthen their (inter)national position in the front line.

The knowledge centers of Eindhoven (brainport) and Tilburg University can become an important link in a large knowledge network. The transfer stations ensure that the



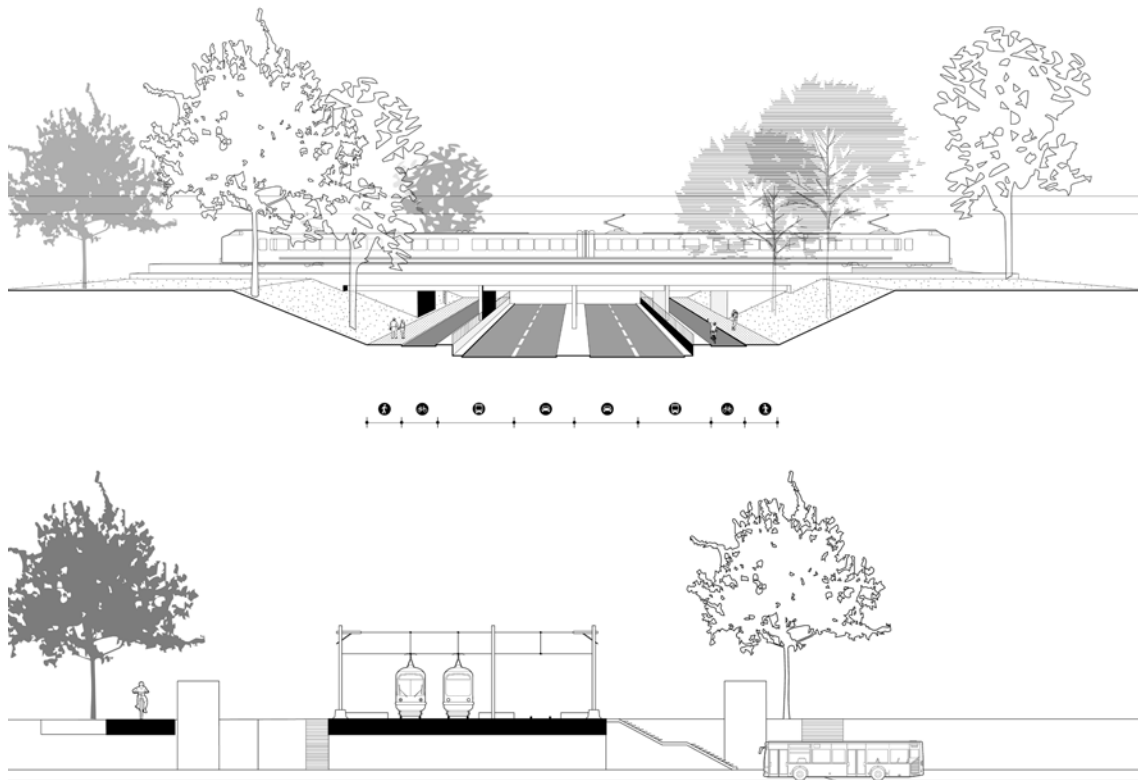
region is well connected to the (inter)national train traffic and even to the Brabant airport in Eindhoven. This makes the investment climate around the nodes more attractive and brings North Brabant closer together. Tilburg, with its internationally renowned university (and diverse educational offering), is therefore an important hub in this network as the geographic heart of Brabant.

It is planned to create a new station in coming years

The location is connected to larger bicycle network. The goal is to get more people in the Brabant region to cycle, in order to contribute to better accessibility and a healthier province. In Tilburg first Dutch bicycle was manufactured in Tilburg in 1870. About 100 years later, the city was a pioneer in cycling policy, partly due to the construction of the first high-speed cycling route. Unfortunately, the city has lost its position as a cycling city, but this can change.

In line with the Brabant region's ambitions, the Municipality of Tilburg places the people at the center of attention, not the transportation system. The municipality invests in walking and cycling, because Tilburg wants to be an active and healthy city. The ambition is to combine this with innovative ideas. Key points are recognizability and a high-quality design.

This means that the role of the car driver must be carefully considered in terms of mobility. Tilburg has a high car ownership rate of 83,000 cars compared to approximately 215,000 residents. 60% of the car movements to the city center are







from Tilburg itself. Traffic delays on ring roads and access roads are therefore common during rush hour. There is work to be done to make the city future-proof.

The biggest challenge for the location is linking the networks through smart transfer options between trains, buses, bicycles, and pedestrians. This is called chain mobility. Good cycling and bus services to and from the city center and station are also essential. Tilburg is happy to offer free parking, so parking capacity remains an important consideration.

## City and Landscape

Brabant-Midden has several national parks and landscapes, such as Het Groene Woud and the Loonse en Drunense Duinen. Tilburg has three connecting areas in this system, the regional city parks: Moerenburg-Koningshoeven, Stadsbos 013, and Noord. The objective is to create a green network between cities and villages, where the city-regional parks play an important role in connecting with the Tilburg city center. The objective is to create coherence between the city-regional parks. However, this is not the only opportunity to create unity in the area by using green as a binding element!

The station area is close to the greenery, but there are considerable areas for improvement. For example, there is a large paved parking lot on the northeast side that serves as a transfer point. It does not contribute to spatial coherence, social safety, or the quality of the area. On the other hand, the small allotment complex has more opportunities to strengthen the greenery and play a social role with minimal short-term investments.

The two ponds on the north side of the railway line are separated from each other. Their role in the water system is unclear. They may be connected in the future. To achieve good spatial coherence in the area, a water assessment and short-term research are important.

Within a 30m zone from the outermost track is the so-called protection zone, where it is not advisable to build vulnerable building programs. There are also fences in this zone that separate the public space from the railway line. It is important to propose the spatial quality by avoiding of this zone purely pragmatically and utilitarian.

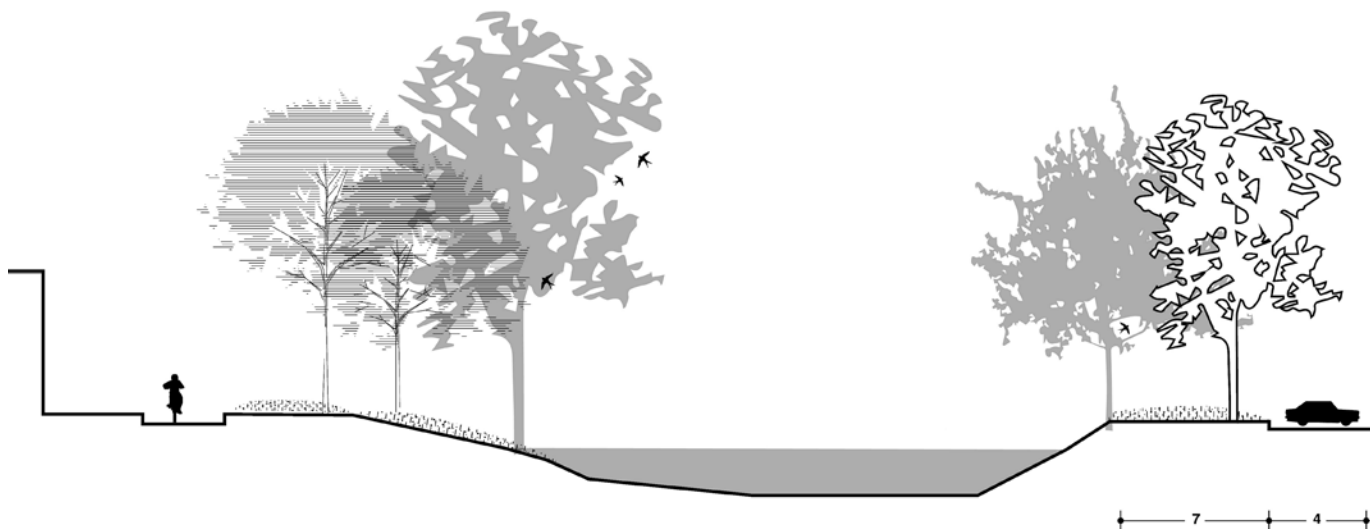
## Mix-use Programming

The railway zones of the five largest cities in Brabant are fully under development. They are, among other things, temporarily programmed with events and cultural institutions, so that the cities in Brabant are also programmatically connected to each other. Exploration is underway on how the programmatic collaboration between education and knowledge institutions can be improved in order to strengthen the international position. Tilburg and Eindhoven are university cities in the province and will therefore play an important role in the knowledge network of Brabant.

Although Tilburg is strongly connected and centrally located in the region, the Tilburg economy is under-presented around the university campus and the station. The programmatic mix in the neighbourhoods around the station can be significantly improved. Within a radius of 300m around the station, few to no facilities can be found.

Tilburg is a multi-core mosaic formed from herdgangen (pasture areas) and "linten". On one hand, there exist old structures, while on the other hand, the "new" city is provided with ring roads, urban expansions from the 60s, old industrial buildings and a few high-rise accents that give the current Tilburg a skyline. The principles of Tilburg's architectural policy are that it wants to be a modern city with respect for its (cultural) history.

The unique character of the various districts in the city must be strengthened, while important routes, connections, and junctions should provide coherence and recognizability. Tilburg has a tradition of exceptional modern architecture, with the central railway station building (Koen van der Gaast, 1965) standing out and providing Tilburg with a strong and recognizable city entrance.





### Dionisius Koolenlaan

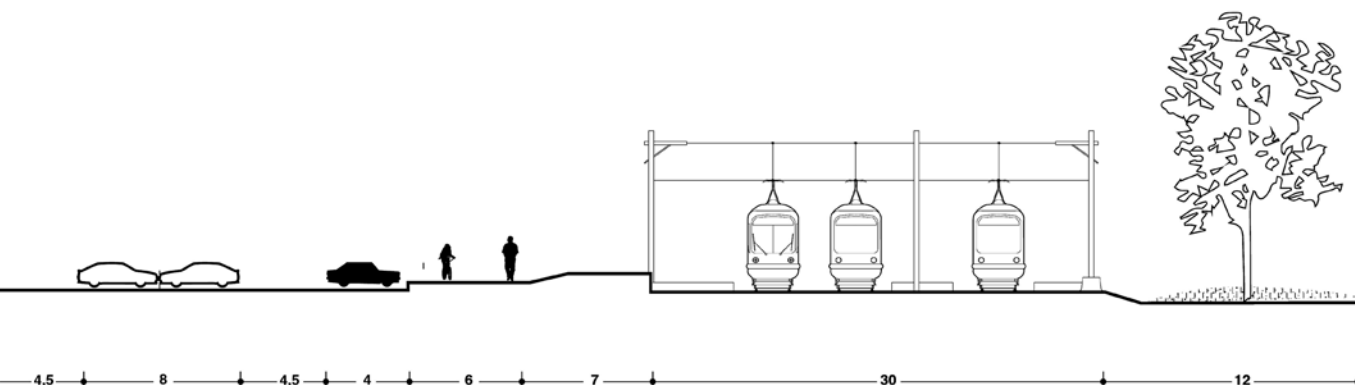
In the immediate surroundings of the project site is the area named Dionisius Koolenlaan. At present this area is used by some modern industries but this facilities are solely moving to the outskirts. In coming years this area will also be redeveloped in which local characteristics must be fully utilized. On the other-side of the train tracks lies the "Kennis axis", it is an important task to design an attractive connection via the bicycle tunnel.

### Reitse campus

The Reitse campus (the area on Sportweg) is currently not a campus. It's an inconsistent area with a mix of standalone office buildings, educational institutions, and sports functions. Lot of space taken is up by cars; many parked cars make the area feel uninspiring. Despite this, the area has the potential to transform into a new high-density area with its own campus atmosphere, potentially a car-free environment. This way, Sportweg can eventually transform into an esplanade that forms a direct connection with both TiU and Spoorpark. Besides the various educational facilities, there is a lot of room for contemporary forms of living, working, and sports. A high-density mixed environment with excellent facilities. Unlike the TiU's forest campus, this "new" campus can be expressive in character. There is room for bold architecture and innovation is sought.

## Circular Brabant

The municipality of Tilburg is demonstrating a strong commitment to achieving ambitious climate goals. By 2045, the municipality aims to become climate-neutral, meaning that buildings will be designed to be energy-neutral, climate-adaptive, and circular in nature. The municipality fully supports the principles outlined in the 'Brabant Approach Circular Construction' manifesto, which promotes the use of circular products, such as biobased materials, and the construction of buildings in a demountable manner, while utilizing as many recyclable materials as possible. In addition, buildings will be designed to be 100% energy-neutral, and will incorporate as many climate-adaptive features as possible.



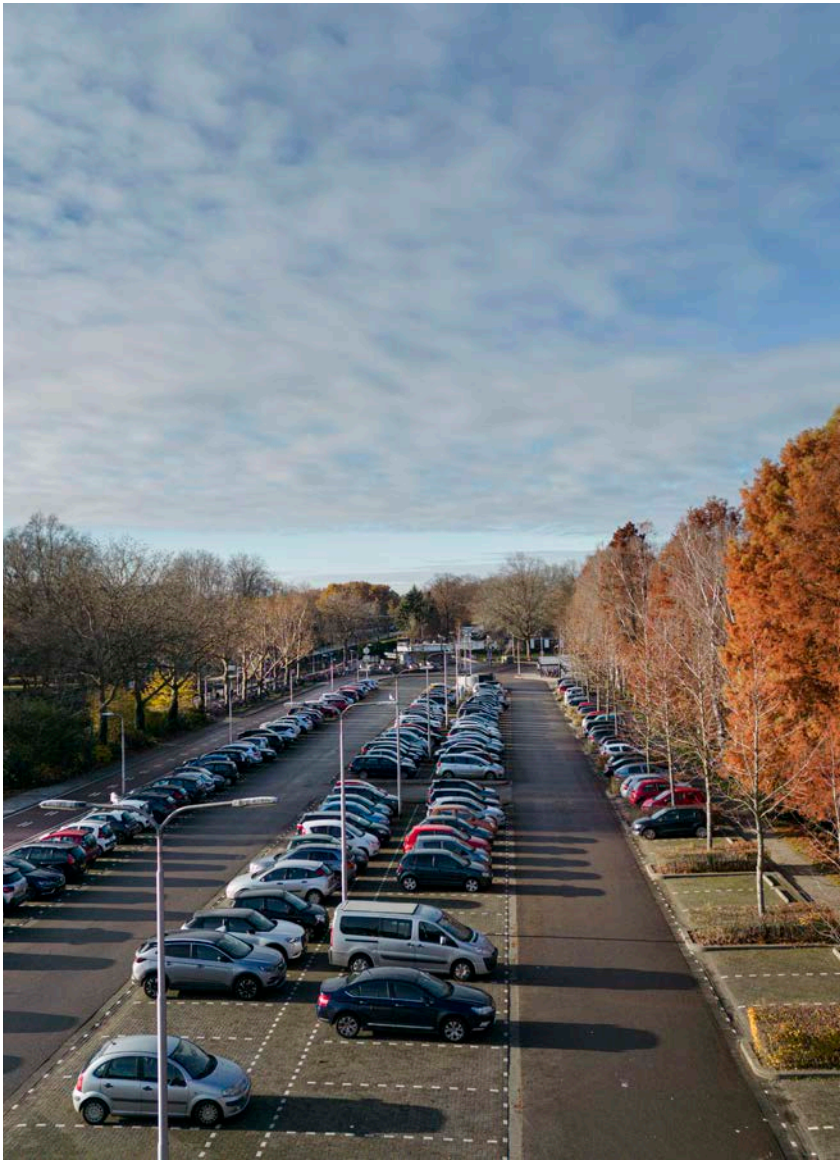










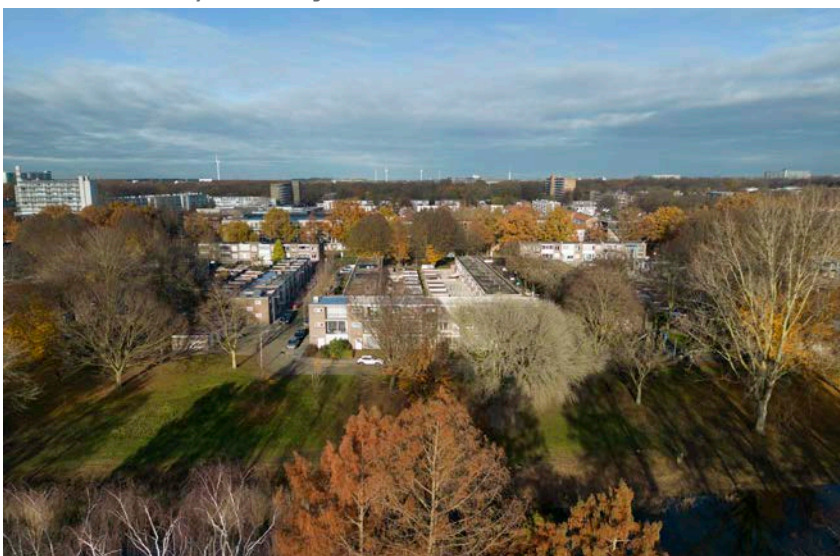


Aerial view University Station neighborhood

Aerial view P+R University Station



Aerial view University Station neighborhood



Bicycle path along the train track







Aerial view University Station neighborhood



Aerial view University Station neighborhood



Aerial view University Station neighborhood

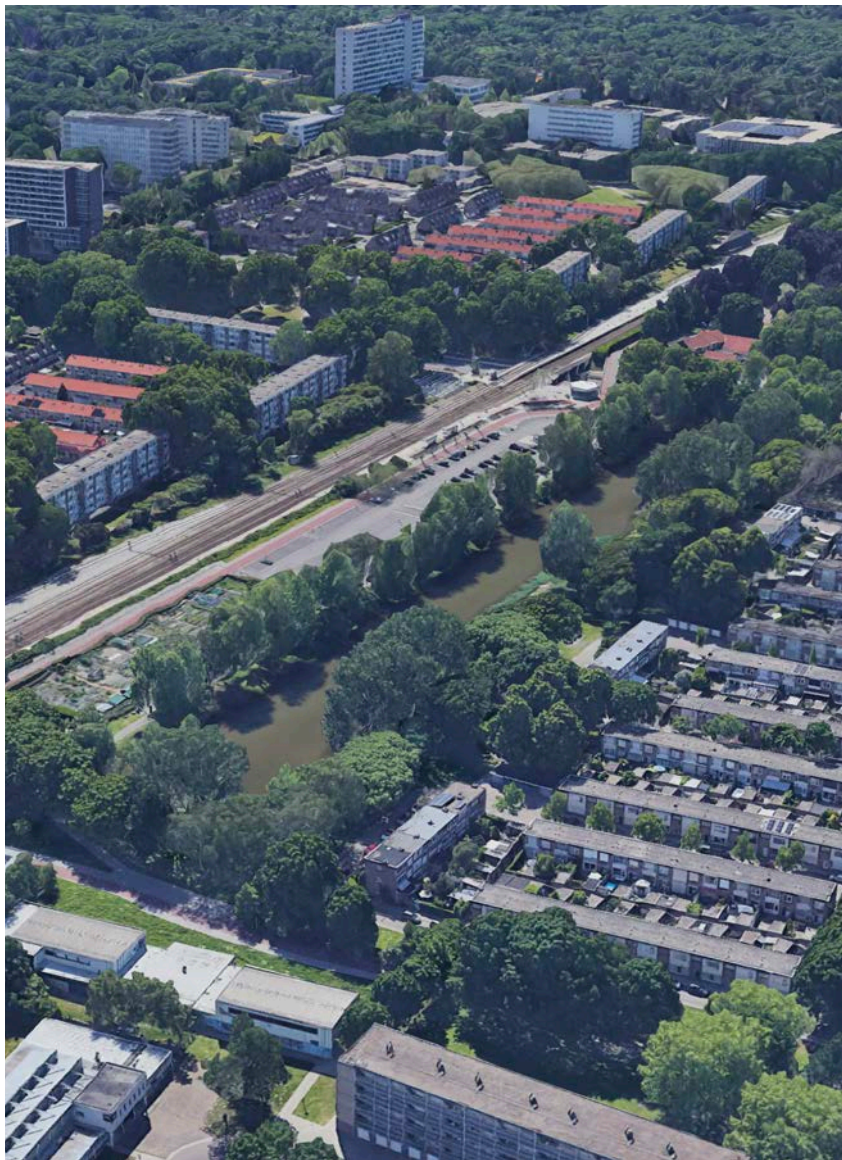


University Station



Wandelboslân





Aerial view University Station neighborhood



Aerial view University Station neighborhood



Aerial view University Station neighborhood





Aerial view University Station neighborhood



Aerial view University Station neighborhood

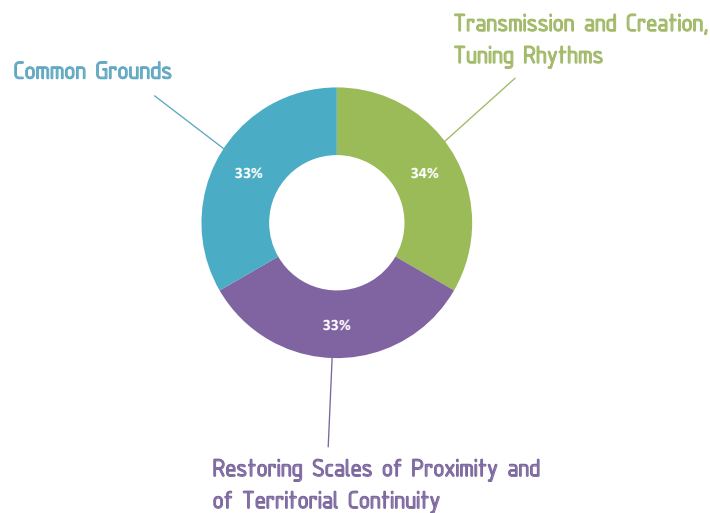




# Kenniskwartier

## Living Cities

Sub-themes



## Site Family

Think *tabula non-rasa*!

**Location** kenniskwartier, Tilburg

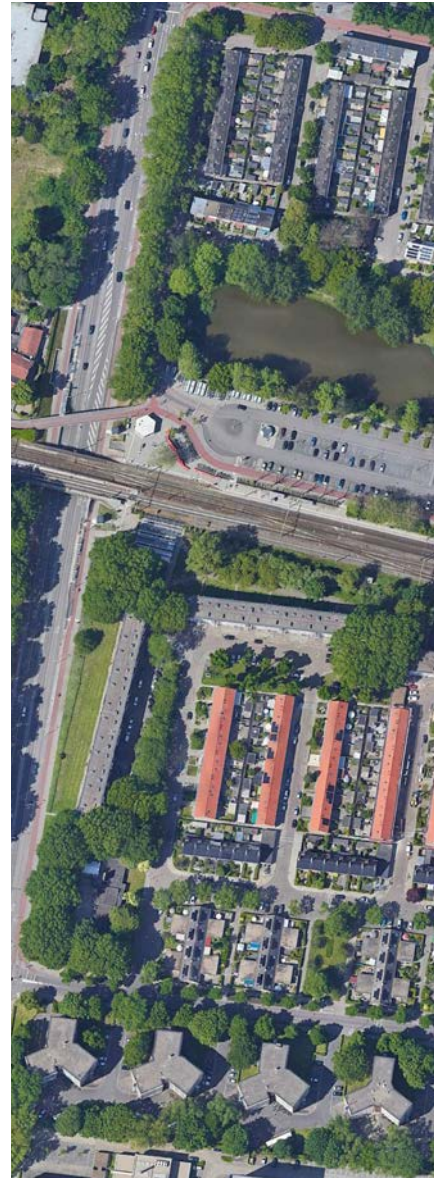
**Population** 217,000 inhabitants

**Reflection Site** 8.65 ha

**Project Site** 1.65 ha

**Scale** S/S

**Owner(s) of the Site** mix of public and private ownership







# Living Cities

## The design teams are asked to:

Develop an iconic spatial intervention on project site to attract talent, design a mixed-use building(s) or a cluster of buildings that incorporates innovative living typologies for various generations and income brackets, both local and international.

Create a strong architectural design vision which contribute to knowledge exchange and meeting of different social groups, by avoiding strict private-public separation creating vibrant street life.

In what way can this building(s) or a cluster of buildings be meaningful for the city and for the surrounding neighborhoods in achieving urban ambitions of Kenniskwartier?

In addition to living and working, which unique potential programs can be brought together in this mix-use building while also contributing to Brabant's approach circular construction?

Where will be this building located within the project area (yellow border)? And how can it be the focal point of the area as a whole.

In what way does the design respond to the railway, noise, fast bicycle route and bicycle tunnel connecting north and south? Will the current pond and surrounding green areas be preserved? And how will it become integral part of the urban/architectural design?

## Follow-up

The concepts, typologies and/or approaches generated in the competition may lead to commissioning of further studies. Follow up design (or research by design) assignment at the project site or a site with similar challenges may be commissioned by the municipality of Tilburg and/or private partners.



The challenge is to develop an iconic spatial intervention on this site to attract and retain talented individuals. Design a mixed-used iconic building cluster that incorporates innovative living typologies for various generations and income brackets, both local and international, which at the same-time create a highly connected open neighborhood.

Kenniskwartier

# Living Cities

## RECOMMENDED READS



# Relevant policy documents

Most of the documents provided here under are in Dutch language, please do use online translation services to help you understand the content. We excuse any inconvenience caused.

\*\*\* We highly recommend to study the under listed documents for comprehensive understand of the competition location.

## **Verstedelijkingsstrategie SRBT dd 20 mei 2022 tbv bestuurlijke consultatie (Concept PDF, Dutch only)**

Input for this draft is among others formed by the perspective study, the dashboard results, the draft urbanization strategy Brabant, directors meetings and administrative meetings SRBT. Core team, design team SRBT and the RIA together have inventoried ambitions, tasks and projects.

## **Update Stedelijke Ontwikkelingsstrategie Wonen (PDF, Dutch only)**

The Urban Development Strategy provides an answer to how Tilburg can meet the urgent need for housing. The document formulates guiding principles for densification, so that construction can be done in a sustainable way and initiatives can be better aligned with the opportunities and development directions that is aligned with the vision of municipality of Tilburg.

## **Factsheets Gebiedsprofielen def (PDF, Dutch only)**

The Housing Agenda Tilburg 2020-2025 describes the urban housing challenges of the municipality of Tilburg. Based on market research by in early 2021, which is based on the provincial projections, the municipality has set a target of adding 15,000 homes by 2030, of which 3,000 must be social housing. Therefore, different area profiles have been created. The area profiles help to focus on desirable housing additions.

## **Omgevingsvisie Tilburg 2040 (PDF, Dutch only)**

How does Tilburg look in twenty or thirty years? Which direction is Tilburg heading towards? What is the city targeting? That is what the Omgevingsvisie Tilburg 2040 is about. This summary outlines the main ambitions and strategies for the development of Tilburg.

## **Gebiedsvisie\_Kenniskwartier (PDF, Dutch only)**

The Knowledge Quarter (working title) encompasses the area between the Ringbaan-West, Tilburg University's campus, and the Westermarkt. A vision for the development of the Knowledge Quarter has been created. It outlines in general terms how the area can develop in the coming years. It presents opportunities and possibilities that the municipality wants to explore and develop further over the next few years, together with residents, partners, and initiators. Therefore, there is not yet a fully developed plan.

## **FABRICATIONS De knoop als vliegwiel (PDF, Dutch only)**

## **Koersdocumnet Spoorzone Tilburg (PDF, Dutch only)**

## **NETWERKVISIE TILBURG Verbinden, Vergroenen, Verblijven en Verdichten (PDF, Dutch only)**

## **Samenvatting\_Gebiedsperspectief-Kenniskwartier (PDF, Dutch only)**

## **Stedenbouwkundige\_visie-PIUSHAVEN (PDF, Dutch only)**

## **Stedelijke Regio Breda Tilburg - Informatieavond 2022 (YouTube)**

[https://www.youtube.com/watch?v=OI\\_mZrxjKIQ](https://www.youtube.com/watch?v=OI_mZrxjKIQ)

## **WrapUp Ontwerpteam SRBT 2022 (YouTube)**

<https://www.youtube.com/watch?v=BHMLmVUEs>

## **2D/3D dataset information**

<https://3dbag.nl/en/>

<https://kaart.edugis.nl>

<https://3d.kadaster.nl/basisvoorziening-3d/>

<https://3dbag.nl/en/viewer>

<https://parallel.co.uk/netherlands/#10.94/51.6219/4.8751/-1.6>

## Read more about European 17

- weblink: <https://www.euopan-europe.eu/en/session/euopan-16/minisite/euopan-17/calendar>
- Other sites in Stedelijke Regio Breda Tilburg (NL) and in europe
- Fully detailed competition Rules for European 17
- European 17 calendar
- the theme Living Cities – Reimagining Architectures by Caring for Inhabited milieus
- 4 lectures on several aspects of the theme

# Kenniskwartier

# Living Cities

## PRACTICAL INFORMATION

Facts and Rules

The jury

Organization



# Facts and Rules

## Competition Rules

For full competition rules and other information please visit:

<https://www.europan-europe.eu/en/session/europan-16/minisite/europan-17/calendar>

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## Participate / Register

For registration and other information please visit:

<https://www.europan-europe.eu/en/session/europan-16/minisite/europan-17/calendar>

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## Site representative / Actor(s) involved

Municipality of Tilburg

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## Team representative

architect and/or urban planner

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## Expected skills with regards to the site's issues and characteristics

Architectural, Urban Design, Landscape Design

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## Communication

Anonymous publication online after the 2st jury round

Publication in book and potential exhibition after the competition

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## Jury - 1st evaluation

With the participation of the site representative

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## Jury - prize selection

Ranked selection: with Winner (€ 12,000), Runner-up (€ 6,000) and Special Mention

(no financial reward) \* more extended rules on Europan Europe website

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## Post-competition intermediate procedure

Meeting to present the rewarded teams to the site representatives

Possible workshop on site with the rewarded teams – winner(s), runner(s)-up, special mention(s)

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## Commission given to the selected team(s) for the implementation

Follow up design (or research by design) assignment on implementation may be given at the project site (or a site with similar characteristics) commissioned by the municipality and/or private partners

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Europan 17

# Living Cities

THE JURY



# The Jury

\* Including the Jury substitutes

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## **Bart van der Vossen (NL)**

Directeur Ruimte at Gemeente Utrecht (Utrecht, NL)

## **Don Murphy (NL)**

Architect, Founder VMX Architects (Amsterdam, NL)

## **François Chas (FR)**

Architect, Associate at NP2F (Paris, FR)

## **Johan de Wachter (NL/BE)**

Architect / Owner at JDWA (NL) / Founding partner at 2DVW (BE) (Rotterdam, NL)

## **Marieke Kums (NL)**

Architect, Studio MAKS (Rotterdam, NL)

## **Pieter Veenstra (NL)**

Landscape architect, Owner at Lola landscape architects (Rotterdam, NL)

## **Huub Kloosterman (NL)**

Founder Urban Xchange, co-founder The Dutch Mountains (Eindhoven NL)

## **Martin Sobota (DE)**

Architect, Founding Partner CITYFÖRSTER (DE/NL)

## **Stephanie Bru (FR)**

Principal at BRUTHER / Stéphanie Bru & AlexandreTheriot (Paris, FR)

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# Technical committee

Is tasked to advise the jury on the contextual sensitivity and the feasibility of the competition proposals. After judging the technical committee will select from its body an implementation committee that will advise on the successful implementation of European 17 proposals in all sites for SRBT.

The technical committee is composed of: two European NL board members; two launching partner representatives; a private partner representative for each committed party; one site specific stakeholder representative per site; both jury substitutes (unless tasked to act as an active jury member).

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European 17

# Living Cities

ORGANIZATION



# Project coordination

**Madir Shah**

Director, European NL / E17 Project leader

**Peter van Schie**

Head urbanist, department of urban development, City of Breda

**Marco Visser**

Senior urbanist, department of urban development, City of Tilburg

**Christina Rademacher**

Projectleider, Gemeente Tilburg, afdeling Ruimte

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# Pre-competition working group

**Waalwijk**

Sander Boon

**Kenniskwartier**

Edwin van Renterghem,

**'t Zoet, Breda**

Onno van der Heijden, Patrick van 't Loo

**Groenwoud**

Bram van Duuren, Jasper van der Wal, Stein van Brunschot

**Schorsmolen**

Fien Gooskens, Walter van Beers

**Etten-Leur**

Peter Paul Stoof

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# European NL

**André Kempe**

Architect / Urban Designer / Co-founder / Director at Atelier Kempe Thill

**Jonathan Woodroffe**

Architect / Urban Designer / Co-founder / Director at Studio Woodroffepapa

**Sabine Lebesque**

architectuurhistoricus / Grond en Ontwikkeling, Gemeente Amsterdam

**Madir Shah**

Architect / Urban Designer / Co-founder / Director at URBANOFFICE Architects

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European 17

# Living Cities



## Competition brief European 17

Published on, March 2023 The Netherlands

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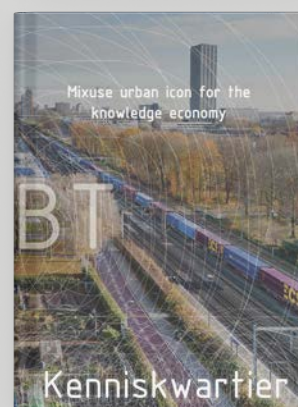
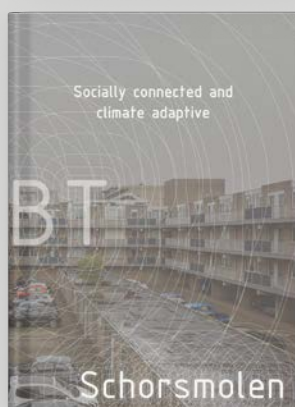
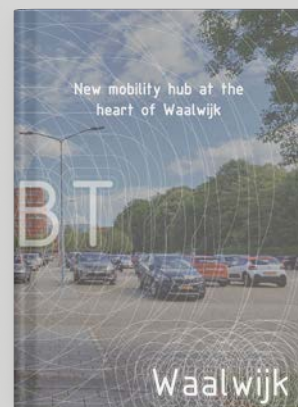




Dear European competitors,

European NL and the Urban Region Breda Tilburg are proud to announce six locations in the region for European 17. These sites have been and designated as "prototypical development sites" due to their unique characteristics. We are confident that these sites will provide a challenging and exciting context for the competition.

The municipalities of Breda, Tilburg, Etten-Leur and Waalwijk believe that these locations hold tremendous potential for innovative and impactful design solutions.



European 17



# Living Cities

SR

SRBT

Etten-Leur

Kenniskwartier

Waalwijk

Groenewoud

't Zoet Breda

Schorsmolen

EUROPA 17