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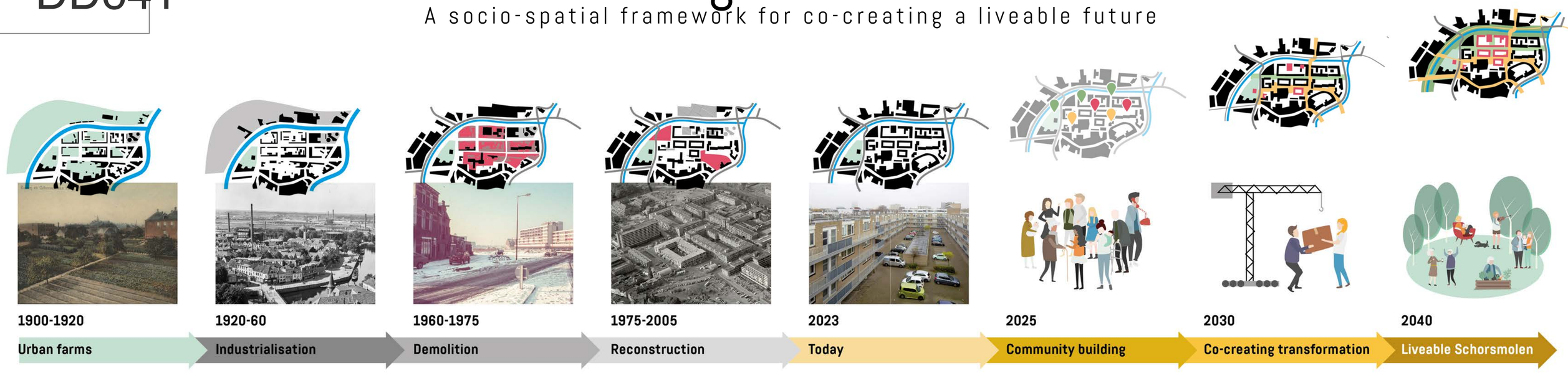
Nurturing Schorsmolen

A socio-spatial framework for co-creating a liveable future



A SOCIO-SPATIAL FRAMEWORK FOR CO-CREATING A LIVEABLE FUTURE:

Schorsmolen has survived several destructive waves in its recent history. These have left scars in the spatial and social landscape of the neighbourhood, which prevent it from thriving as much as it could. What's left today is a neighbourhood with a very low sense of belonging, and high feelings of perceived unsafety. The anonymity of the area should come with no surprise as consecutive waves top-down urban transformation haven't left much room for social networks to form both intentionally and spontaneously. On a positive note, Schorsmolen is right next to the city centre, has most amenities within walking distance, presents a high amount of young households, and has the highest density of population in the city of Breda.

CITY WIDE RE-STRUCTURING:
To create postive pre-conditions for the success of Schorsmolen, it is important to orient the neighborhood better within the urban and social structures of Breda. Even though it is close to the city centre, the neighborhood is peripherally oriented in its configuration. Breda's ambition of an expanded city centre presents an intersting opportunity to fix this configuration.

The future mobility structure of Breda focuses on prioritizing walking, cycling, and public transport to support a transition towards sustainable transportation. It includes car loops from the ringroad, mobility hubs, a car-free historical center, and a low-car ring. The Schorsmolen area is better connected to the city center and future developments such as crossmark in such a configuration.

The future green-blue structure of Breda comprises three main regional structures: Mark, Zaart, and Singelpark, which emphasize biodiversity and climate adaptation. The urban green is further enriched by a series of city- and neighbourhood parks that constellate the singelpark. Schorsmolen plugs to this network through the klooster park and middenlaan. n.

All future neighborhoods in Breda aim for a balanced population composition across all ages. Each neighborhood is designed as a potentially self-sustaining unit, providing spaces for families, young professionals, and the elderly, along with amenities and services. Everyone has the opportunity to grow, start a family, and get old in the same neighbourhood, if they wish. In Schorsmolen, this means creating more spaces for families with children and the elderly to foster a diverse and inclusive community.

SOCIO-SPATIAL FRAMEWORK FOR SCHORSMOLEN:
To nurture a productive environment for co-creation, it is important to provide clear structuring frameworks that balance the needs of Schorsmolen with the rest of Breda.

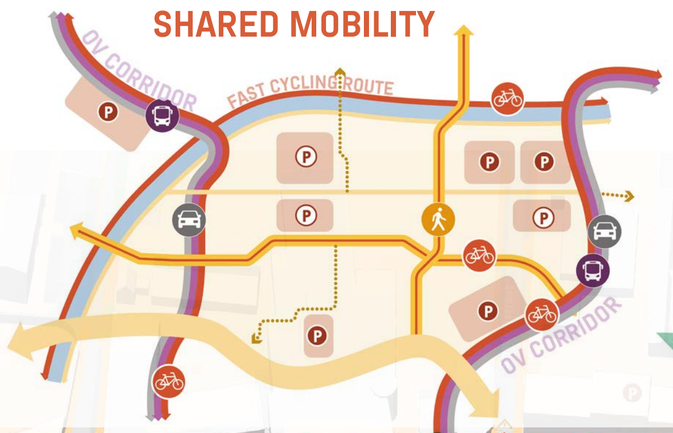
Shared Mobility: By prioritising shared mobility in Schorsmolen, and accelerating the mobility transition, we unlock more space for qualitative transformation. A ladder structure of public transport corridors connect Schorsmolen with the larger region. The neighbourhood is largely car-free for through traffic and ideal locations for neighborhood mobility hubs are presented within this structure.

Regenerative Ecology: The middellaan forms an important carrier of biotopes within the neighbourhood and it plugs to the city-wide green structure of the singelpark. The transformation of middellaan as a blue-green structure of local importance paves way for a high-quality shared space within the neighbourhood. The internal courtyards with community gardens are connected to Middellaan. This interconnected network helps to ensure optimal climate adaptive pre-conditions for water buffering and temperature control over time.

Empowering communities: Schorsmolen festival in the weekends presents an ideal platform for experimenting with collective actions in the public space. The creation of community co-operatives at the block level present an ideal platform for introducing collective agency for transformation at the block level. Beyond that, a sequence of public and semi-public shared spaces create a new logic for reconfiguration of the housing blocks.

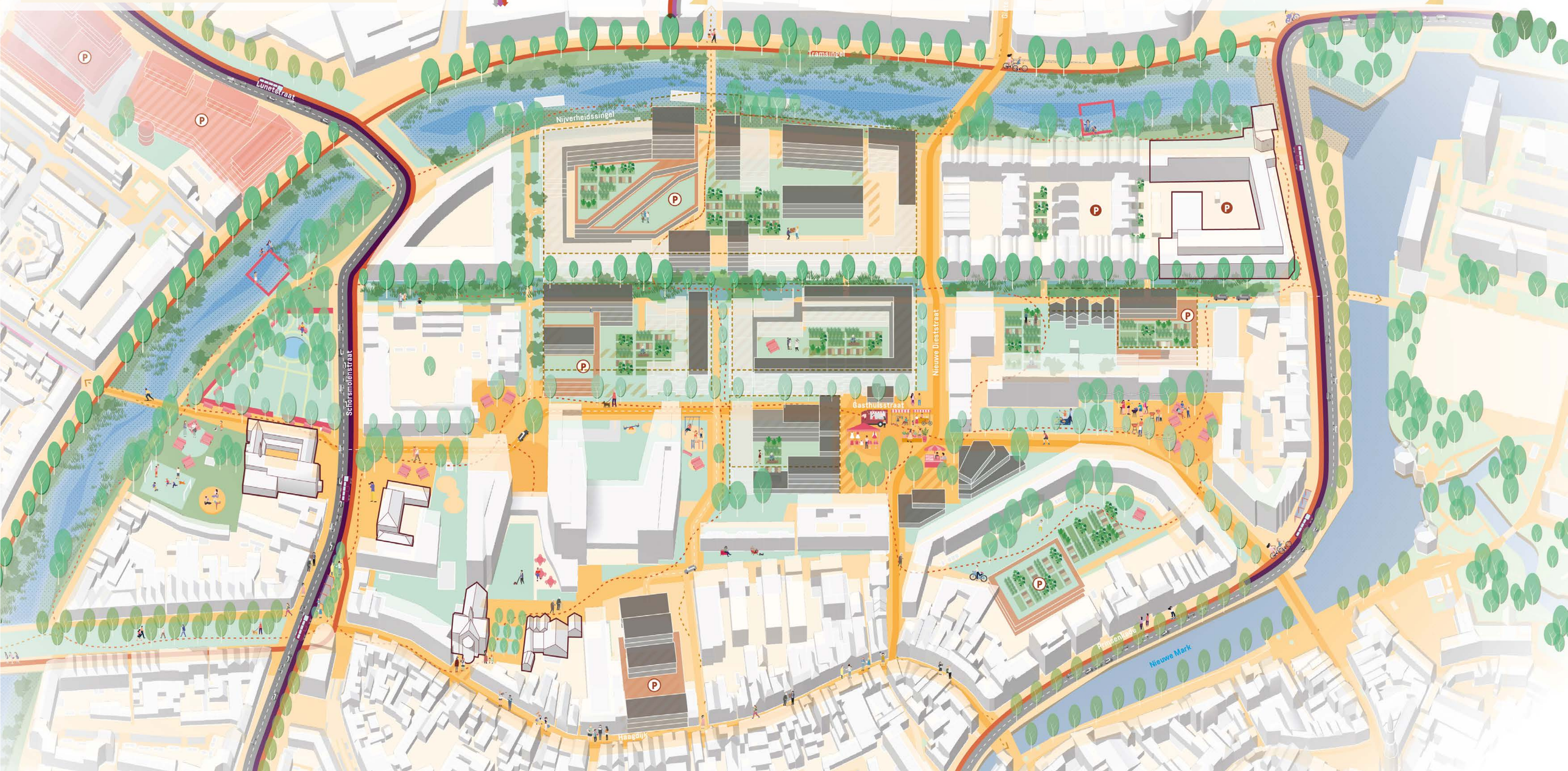
CITY-WIDE STRUCTURING

SHARED MOBILITY



REGENERATIVE ECOLOGY

EMPOWERING COMMUNITIES



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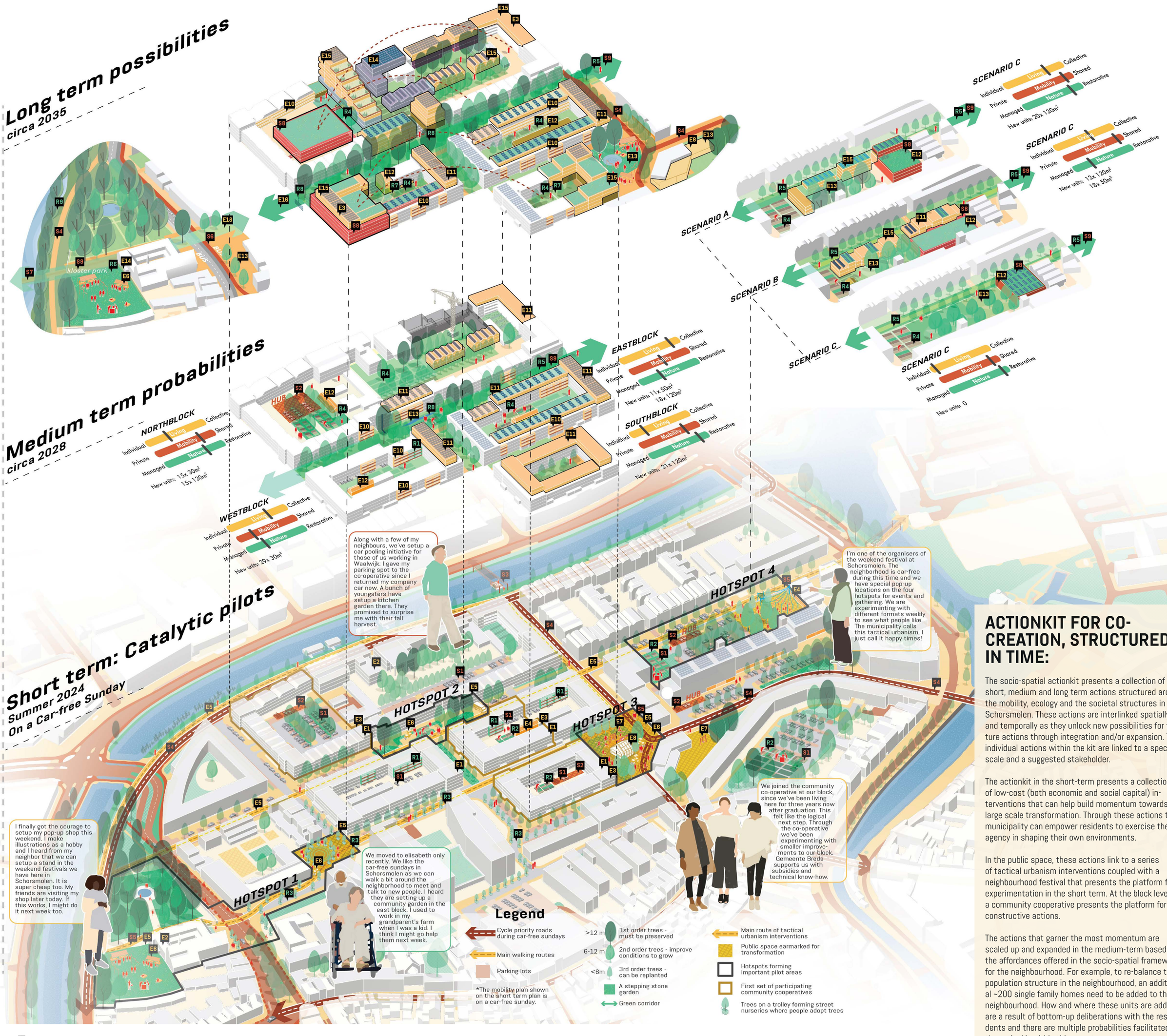
Long term possibilities
circa 2035

Medium term probabilities
circa 2028

Short term: Catalytic pilots
Summer 2024
On a Car-free Sunday



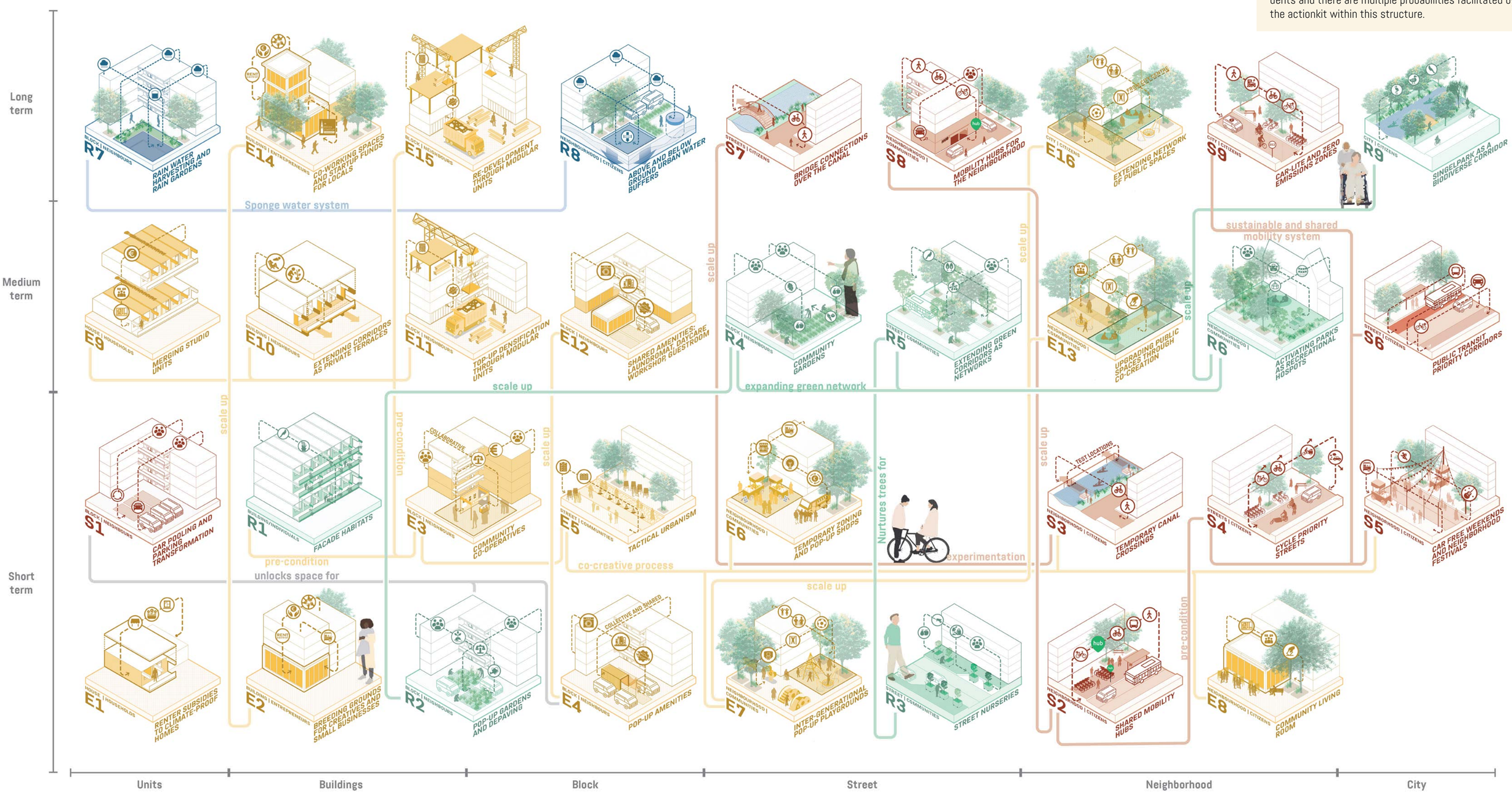
ACTIONKIT FOR CO-CREATION, STRUCTURED IN TIME:

The socio-spatial actionkit presents a collection of short, medium and long term actions structured around the mobility, ecology and the societal structures in Schorsmolen. These actions are interlinked spatially and temporally as they unlock new possibilities for future actions through integration and/or expansion. The individual actions within the kit are linked to a specific scale and a suggested stakeholder.

The actionkit in the short-term presents a collection of low-cost (both economic and social capital) interventions that can help build momentum towards large scale transformation. Through these actions the municipality can empower residents to exercise their agency in shaping their own environments.

In the public space, these actions link to a series of tactical urbanism interventions coupled with a neighbourhood festival that presents the platform for experimentation in the short term. At the block level, a community cooperative presents the platform for constructive actions.

The actions that garner the most momentum are scaled up and expanded in the medium-term based on the affordances offered in the socio-spatial framework for the neighbourhood. For example, to re-balance the population structure in the neighbourhood, an additional ~200 single family homes need to be added to the neighbourhood. How and where these units are added are a result of bottom-up deliberations with the residents and there are multiple probabilities facilitated by the actionkit within this structure.



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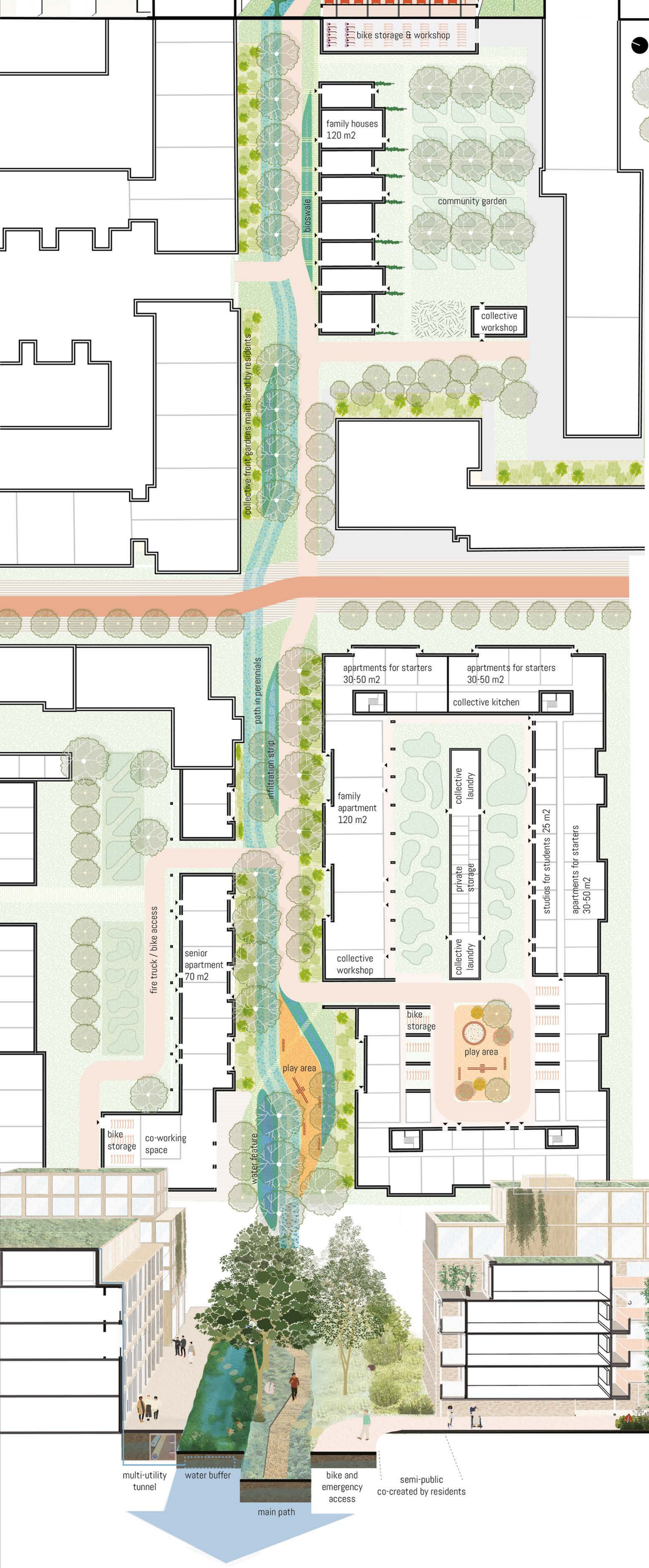
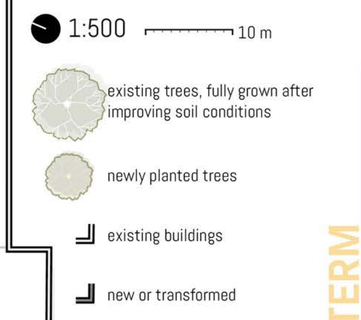
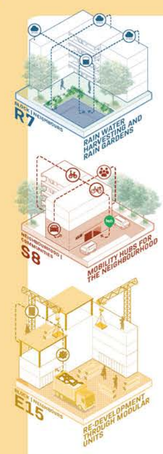
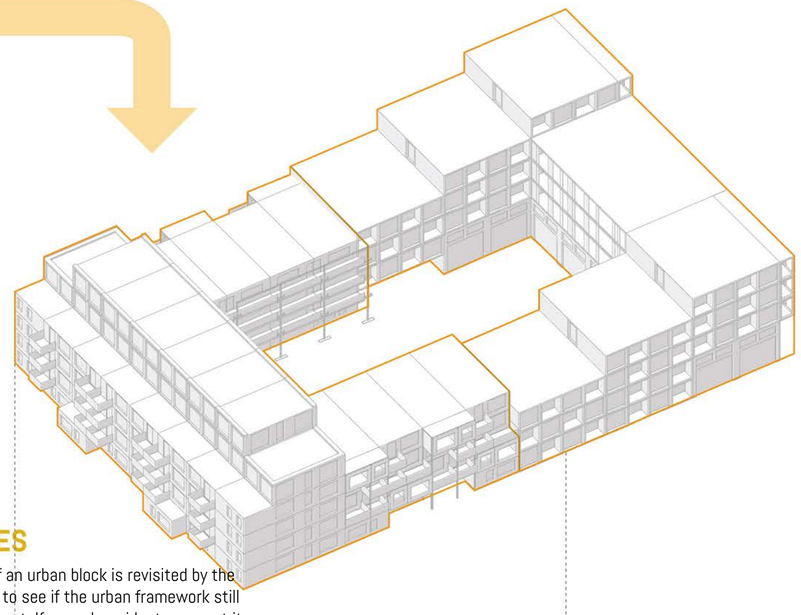




LONG TERM

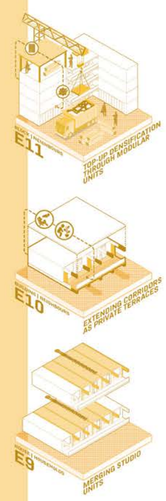


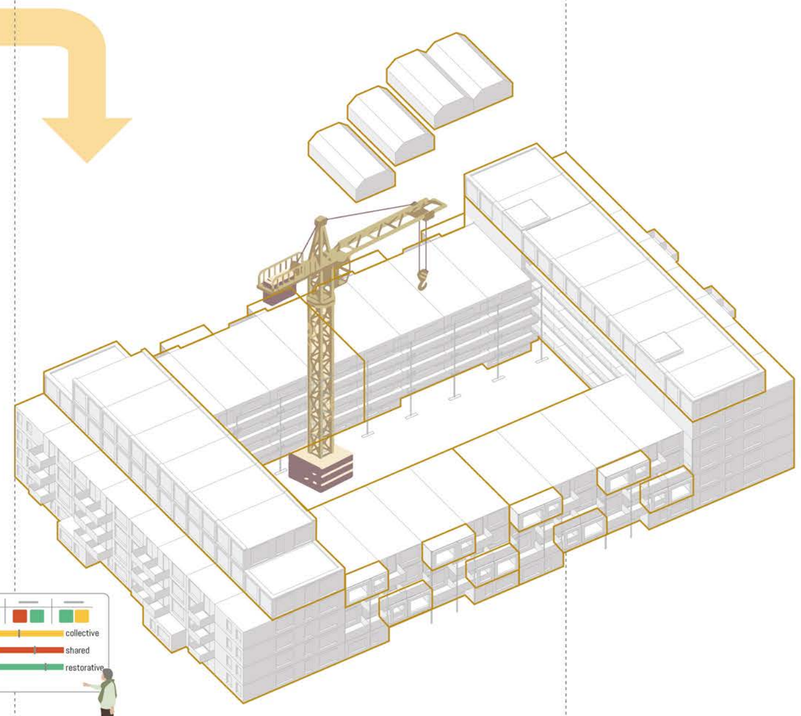


05
TEN YEAR CYCLES

The optimal configuration of an urban block is revisited by the cooperative every ten years to see if the urban framework still meets resident demands or not. If enough residents support it, a redevelopment of the block to add more units can be initiated.

MEDIUM TERM

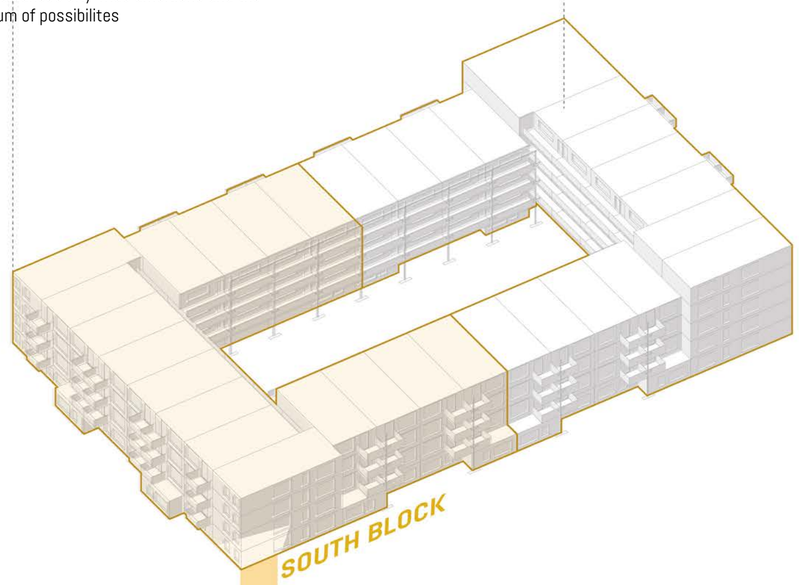




04
BUILDING ON THE FRAMEWORK

The socio-spatial framework for Schorsmolen suggests ideal densities and a new configuration of the mobility and green blue networks. Cooperatives work together with the municipality to create a starting point that balances city-wide ambitions and the local desires along a spectrum of possibilites

03
SCALE UP

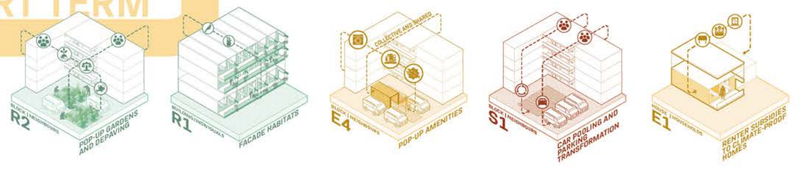


SOUTH BLOCK

01
FORMING A COMMUNITY COOPERATIVE

The creation of a community cooperative at the block level is a precondition for the transformation of the blocks. The cooperative constitutes the housing corporation, municipality of Breda, residents who buy ownership stock and residents who buy rental stock as its stakeholders.

02
LOCAL ACTIONS TO BUILD MOMENTUM

PILOTS/SHORT TERM

To strengthen this co-operative, local actions at the building and block level are taken up. The residents take ownership of the actions, the city supports with funding and technical know-how