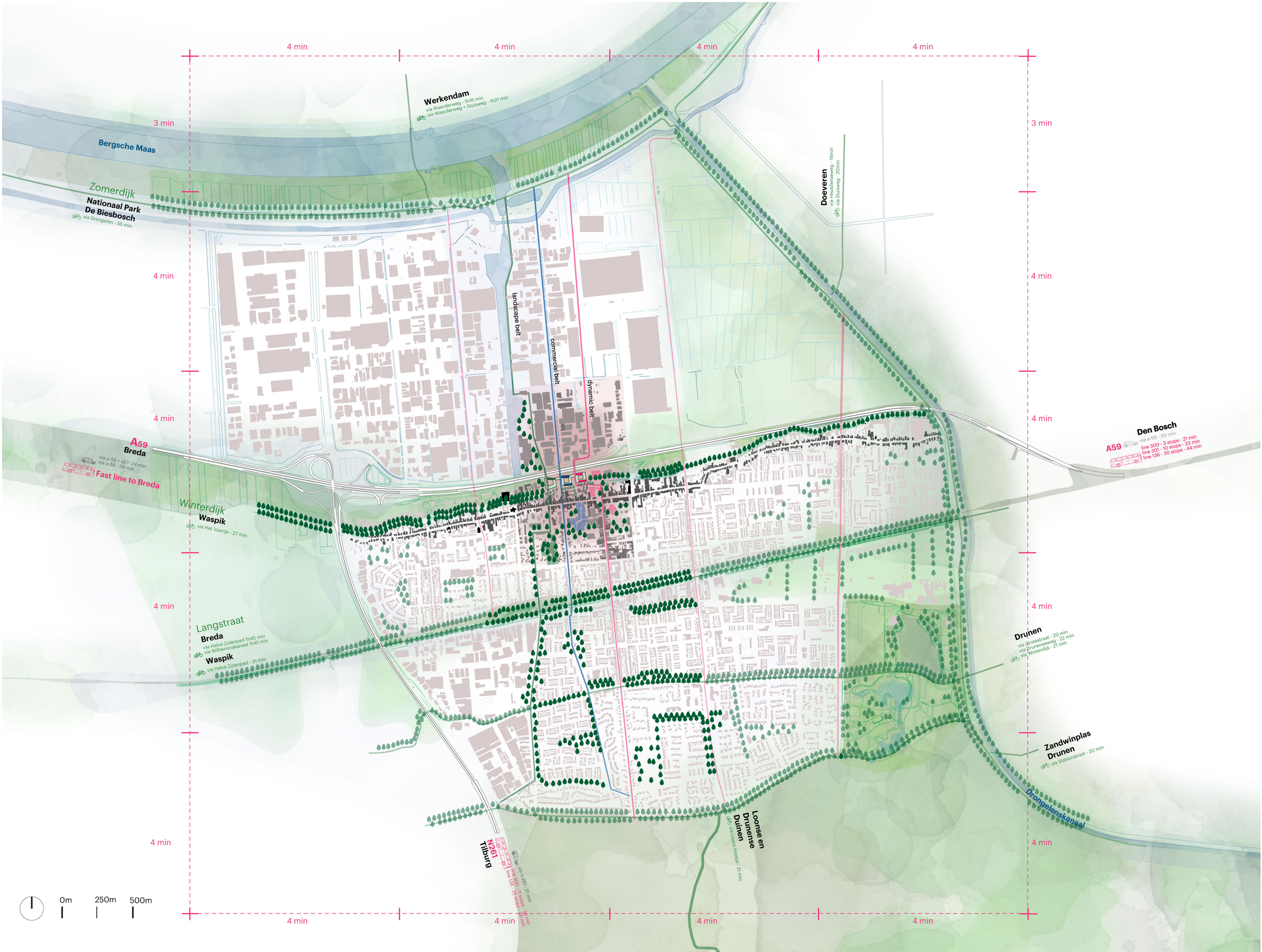
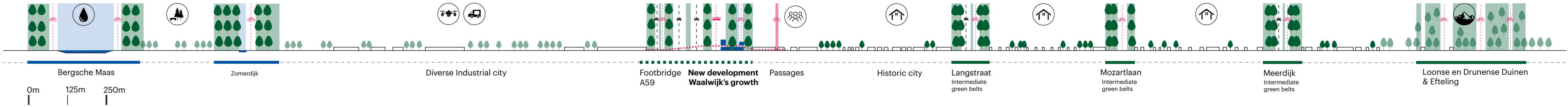
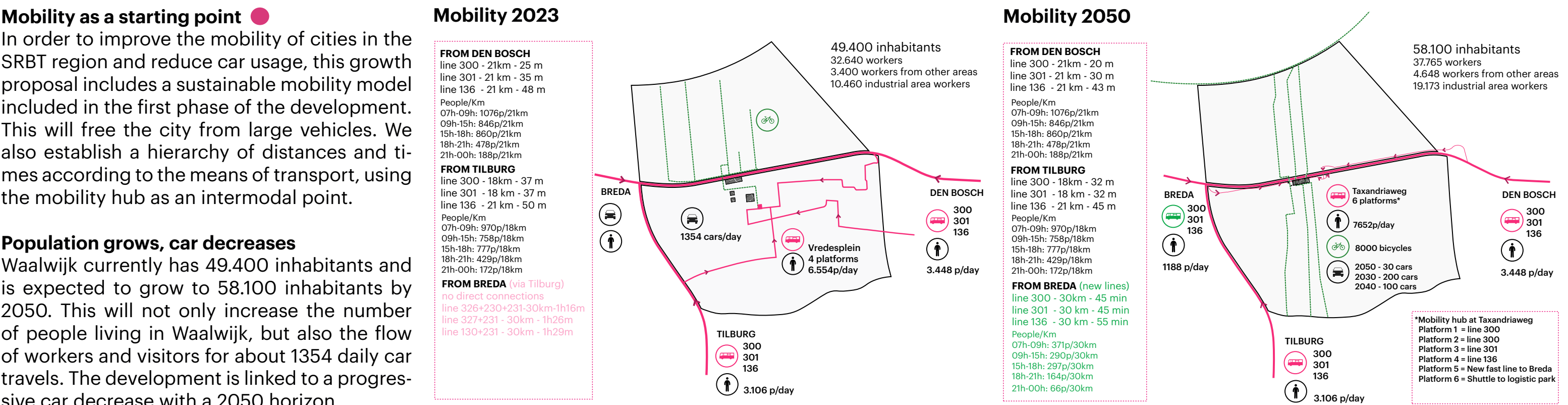


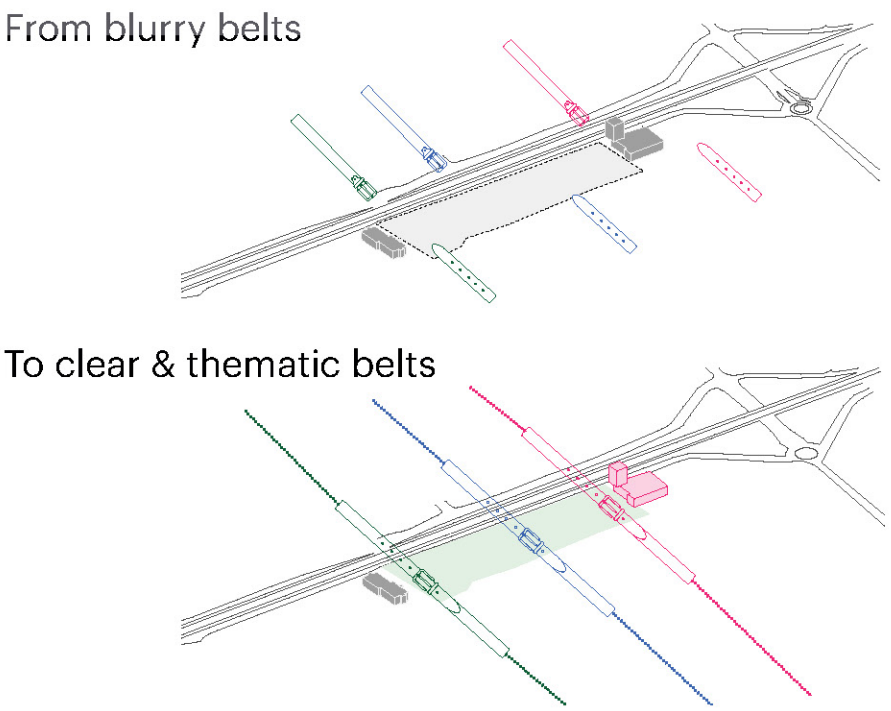
From disconnected cities & opposite directions      To one cohesive city & combined directions

**About merging two sides**  
The growth of Waalwijk must address its current disconnection to function as a cohesive city. This project is strategically located at its breaking point next to the A59, and proposes a growth strategy based on two elements: belts that connect and hats that densify, with efficient mobility as a common thread.

The belts and hats strategy contemplates the city scale, in which it connects the north and the south and thus its landscape on both sides; the plot scale, in which the two fabrics are connected by recognizing passages and key points of the historical fabric that are transferred to the industrial part; and the units scale, in which housing units are part of a new skyline that recognizes the two sides of a whole city.

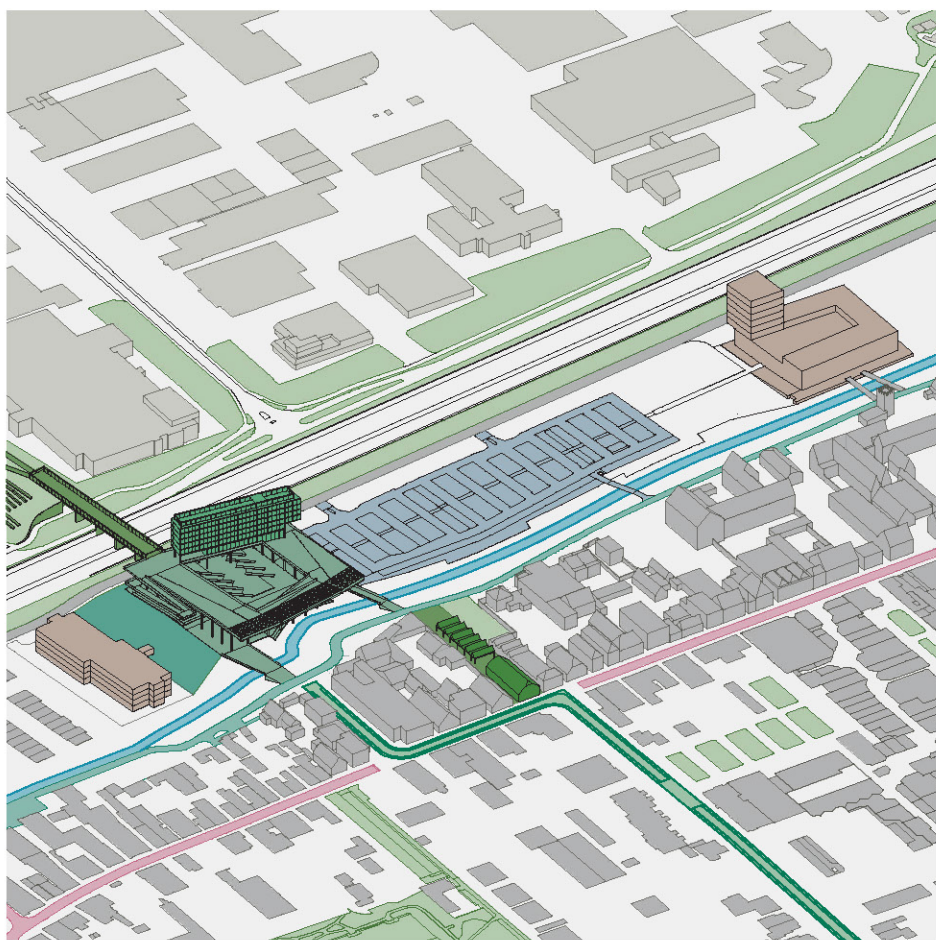




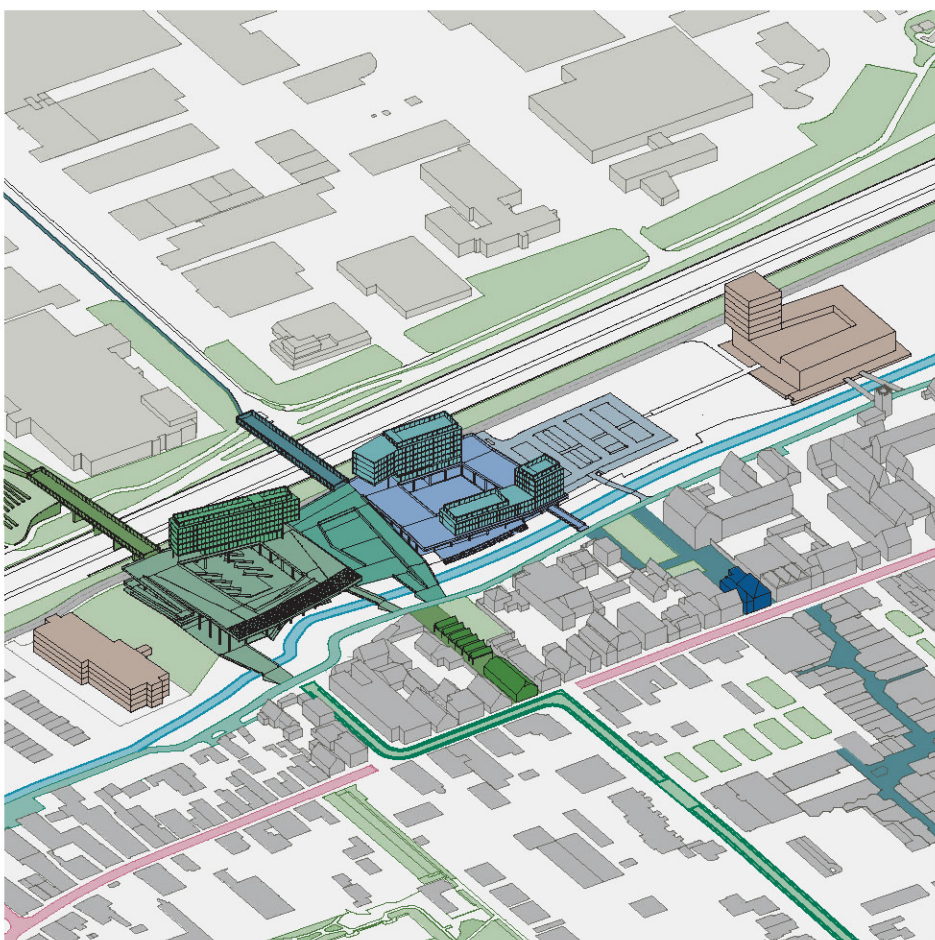


**Belts are mobility**  
In order to create connection belts between the industrial and the historical city, we identify complementary identities on both sides that lead to a strategy of 3 belts: The **landscape belt** connects Wandelpark to the industrial canal. The **commercial belt** connects Industrierweg to De Els. The **dynamic belt** connects the Schoenenkwartier with the growing area.

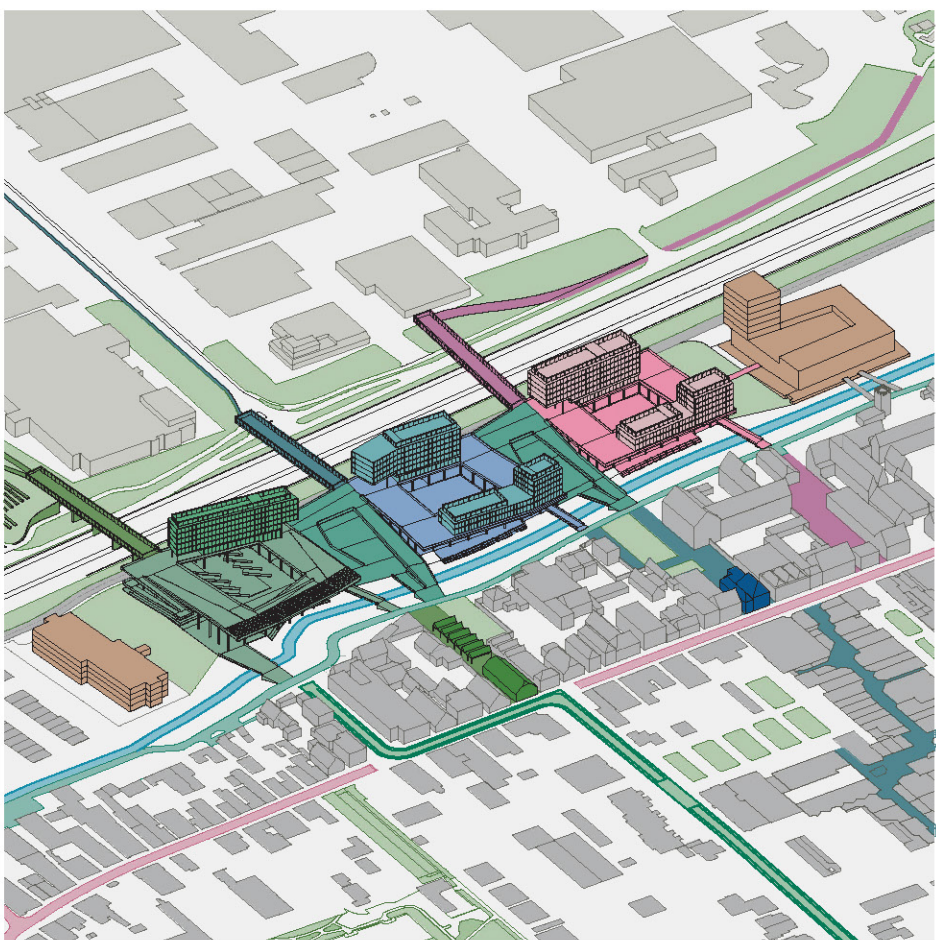
All of them follow this sequence: Bergsche Maas – Diverse industrial city – Footbridge – New development – Passages – Historic city – Intermediate green belts – Loonse en Drunense Duinen & Efteling.



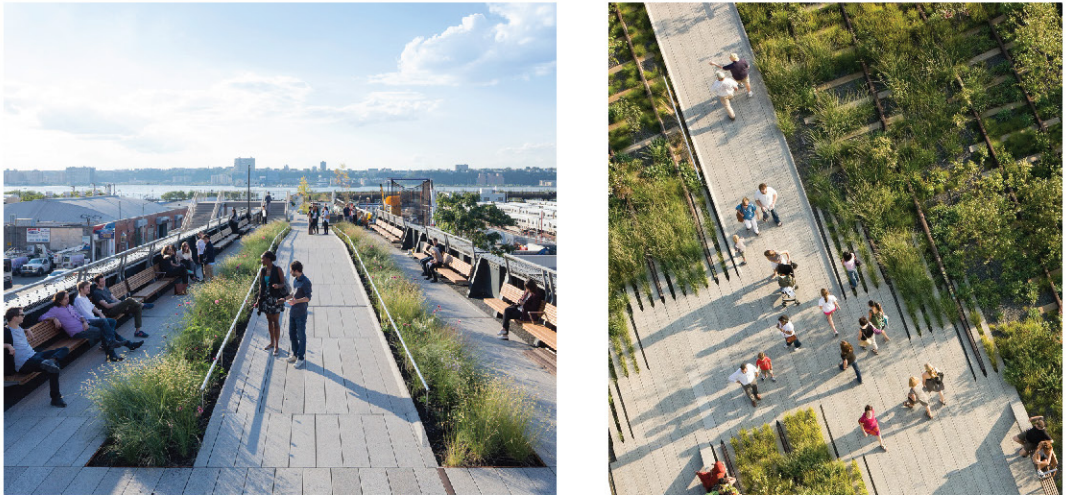
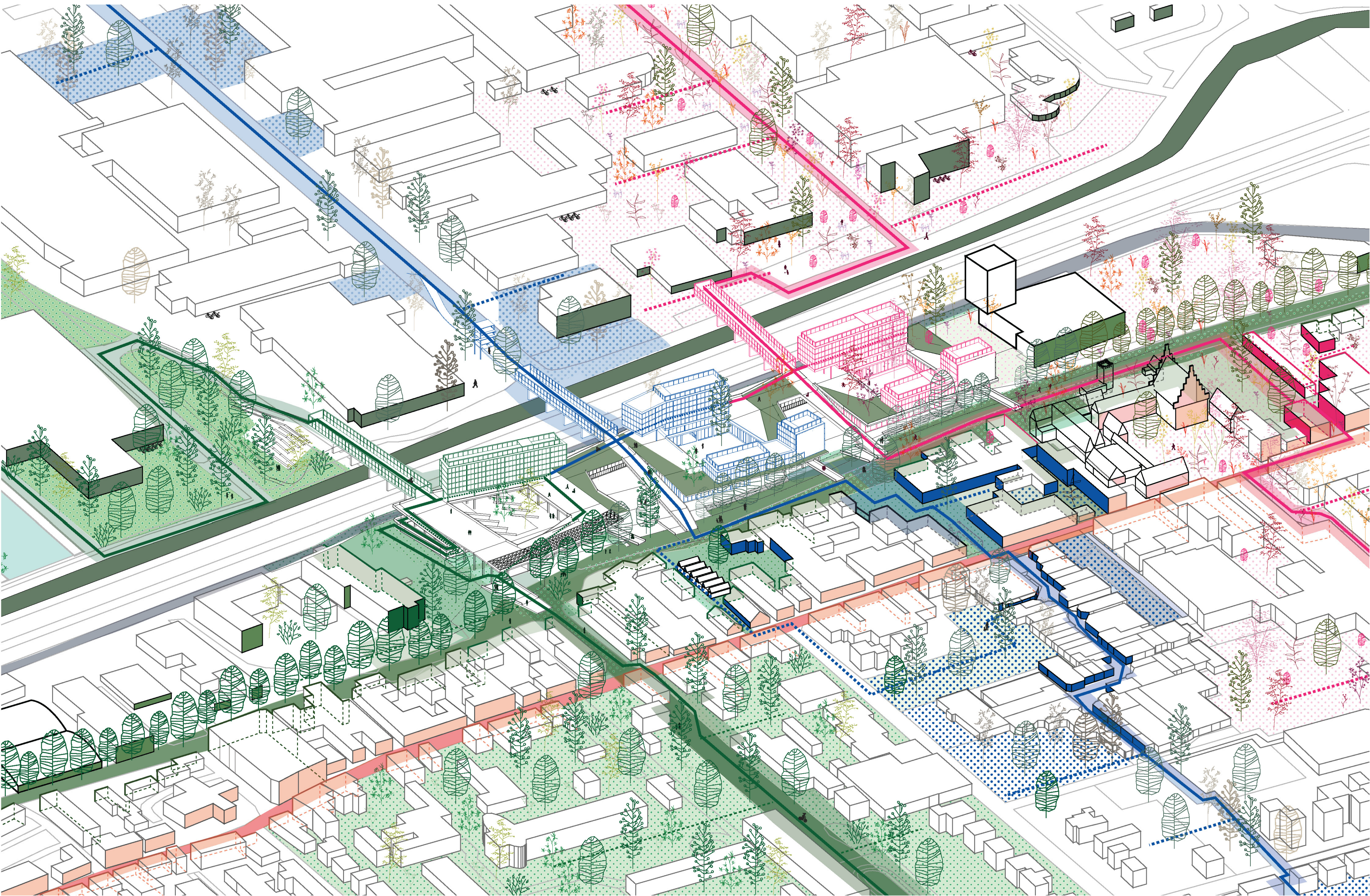
**Phase 1 (2024-2030): Landscape belt & mobility hub.**  
The bus station moves from Vredesplein to Taxandriaweg. The existing bridge is adapted to be integrated into the new roof. It is the first transformation of the Grotestraat – Winterdijk passages to connect Wandelpark with the industrial canal. The first apartment block is built. 90% of the existing parking is still maintained.



**Phase 2 (2030-2040): Commercial belt & logistic hub.**  
The second hub and second bridge are built and circulation is extended to the deck. The topographical green spaces of the Winterdijk are recovered, connecting Industrierweg with De Els and Grotestraat. Two more housing blocks are built. The existing parking is reduced by 60%.



**Phase 3 (2040-2050): Dynamic belt & creative hub.**  
The third hub is built and a new central space is incorporated in Old Raadhuisplein – New Raadhuisplein with the expansion of the eastern industrial fabric through the third connecting bridge. Circulations through the roof and the last two apartment blocks are completed. Only 10% of the parking is maintained and used for logistical and mobility auxiliary uses.



High Line, New York City. A well-known example of how to humanize and naturalize infrastructures for bicycle and pedestrians in a complex and diverse city environment.



University of Law in Paris by Chartier Dalix Architects. The way to integrate a program into a topography while having open terraces and transparency is present in our proposal.

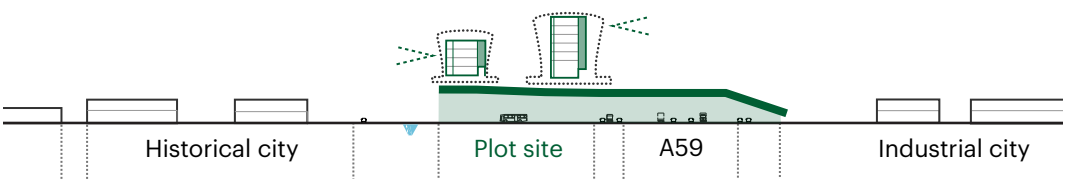




From low hats



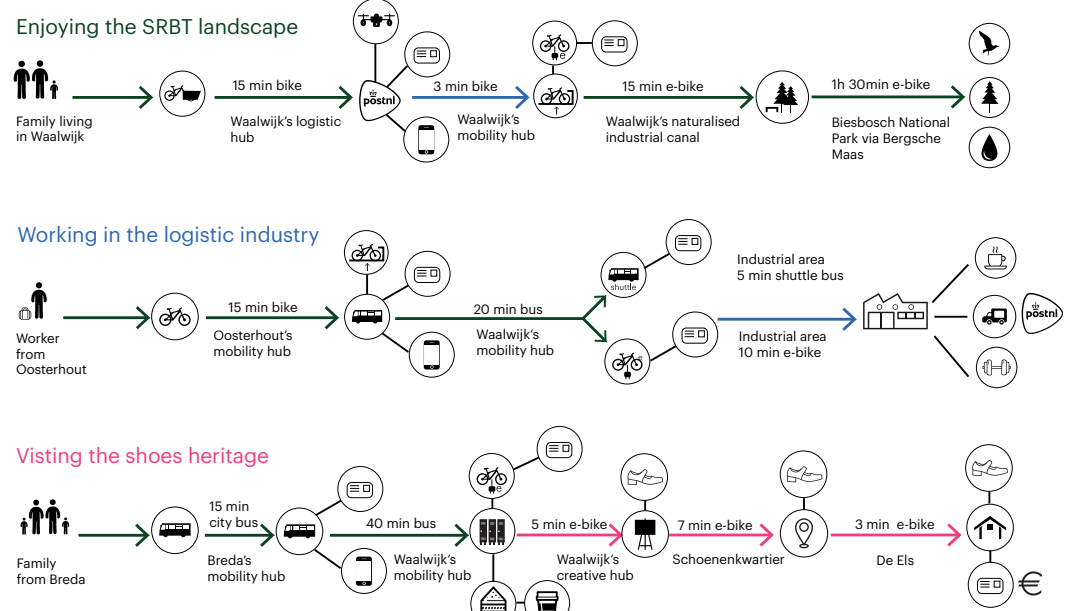
To iconic hats



**Hats are hubs**  
We propose 3 programs on ground floor level that create a transition scale between the historic city and the industrial city through thematic circulations. At the roof level, the housing program completes the densification strategy.

The **mobility hub** is oriented around a large forest-platform for 6 bus lines. Its large hall is oriented towards Wandelpark. The **logistic hub** is oriented around a working patio and its program is based in a logistics distribution point combined with flexible workspace. The **creative hub** is oriented around an outdoors exhibition patio. Its cultural program has workshops for artists and craftsmen from the Schoenenkwartier.

Smart mobility integrated into the belts & hats strategy

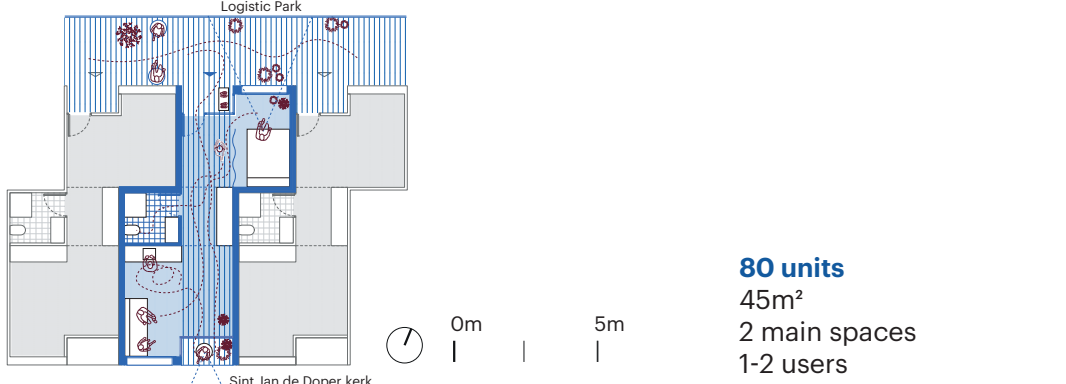


<b>1. Mobility Hub</b>	<b>4.990m²</b>	<b>3.3 Common workshop area</b>	<b>265m²</b>
1.1 Main hall	1.245m²	3.4 Reception point (logistic)	310m²
1.2 Bus platforms	1.380m²	3.5 Canteen	290m²
1.3 Information point	25m²	3.6 WC	130m²
1.4 Waiting area	910m²	3.7 Lockers	65m²
1.5 Selling machines	25m²	3.8 Storage	120m²
1.6 Lockers	65m²	3.9 Office	370m²
1.7 Bicycle storage	675m²	3.10 Logistic Showroom	360m²
1.8 Office	30m²	<b>4. Citizen Pavillion</b>	<b>700m²</b>
1.9 WC	65m²	4.1 Workshop area	250m²
1.10 Platforms forest	570m²	4.2 Storage	55m²
<b>2. Workers pavilion</b>	<b>780m²</b>	4.3 WC	65m²
2.1 Interior area	280m²	4.4 Exterior area	330m²
2.2 Storage	55m²	<b>5. Creative Hub</b>	<b>2.285m²</b>
2.3 Kitchen	55m²	5.1 Entrance hall	800m²
2.4 WC	65m²	5.2 Auditorium	300m²
2.5 Exterior area	325m²	5.3 Exhibition room	460m²
<b>3. Logistic Hub</b>	<b>2.160m²</b>	5.4 Common creative area	310m²
3.1 Entrance	85m²	5.5 Private ateliers	150m²
3.2 Private workshops	165m²	5.6 Shop	200m²
		5.7 WC	65m²

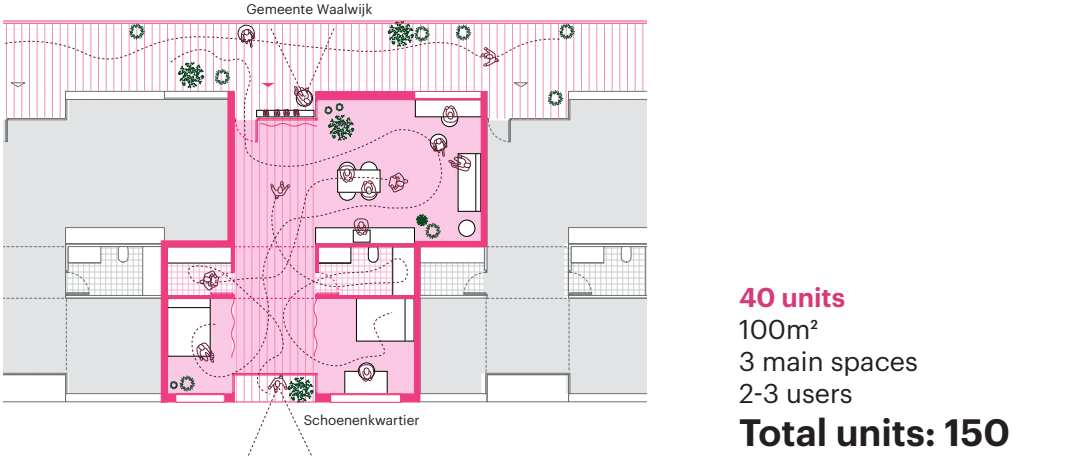
Temporary users unit



Growing users unit



Established users unit



Housing development at El Poblenou (Barcelona, Spain) built during the 1992 Olympics following the city extension pattern. It has wide green patios and communal facilities at ground floor level combined with housing on higher levels, which is a good example of how such a model could also work for the future growth in Waalwijk.



Housing building by dataAE at Torre Baró (Barcelona, Spain). A horizontal proportion and winter gardens are proposed facing both A59 and Winterdijk, the first serving as an acoustic barrier and the second as a space for summer and winter.

