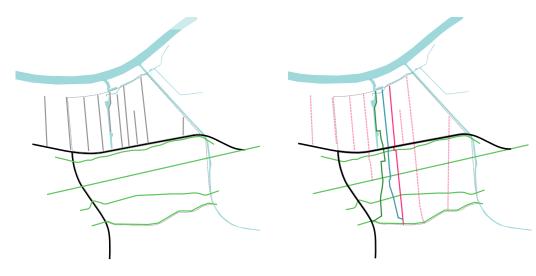
AS654 Waalwijk (NL)



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.



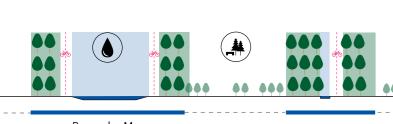
SRBT region and reduce car usage, this growth proposal includes a sustainable mobility model included in the first phase of the development. This will free the city from large vehicles. We also establish a hierarchy of distances and times according to the means of transport, using the mobility hub as an intermodal point.

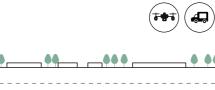
Population grows, car decreases

Waalwijk currently has 49.400 inhabitants and is expected to grow to 58.100 inhabitants by 2050. This will not only increase the number of people living in Waalwijk, but also the flow of workers and visitors for about 1354 daily car travels. The development is linked to a progressive car decrease with a 2050 horizon.

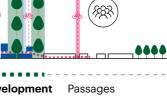
49.400 inhabitants FROM DEN BOSCH line 300 - 21km - 25 m 32.640 workers 3.400 workers from other areas line 301 - 21 km - 35 m 10.460 industrial area workers People/Km 07h-09h: 1076p/21km 09h-15h: 846p/21km 18h-21h: 478p/21km 21h-00h: 188p/21km FROM TILBURG line 300 - 18km - 37 m line 301 - 18 km - 37 m line 136 - 21 km - 50 m BREDA **DEN BOSCH** 300 301 136 People/Km 07h-09h: 970p/18km 3.448 p/day 300 301 136

FROM DEN BOSCH line 300 - 21km - 20 m 58.100 inhabitants 37.765 workers 4.648 workers from other areas line 301 - 21 km - 30 m line 136 - 21 km - 43 m People/Km 07h-09h: 1076p/21km 09h-15h: 846p/21km 18h-21h: 478p/21km 21h-00h: 188p/21km FROM TILBURG line 300 - 18km - 32 m **DEN BOSCH** line 301 - 18 km - 32 m line 136 - 21 km - 45 m 300 301 136 People/Km 07h-09h: 970p/18km (†) 7652p/day **(i**) **(i)** 1188 p/day 21h-00h: 172p/18km 3.448 p/day FROM BREDA (new lines) line 300 - 30km - 45 min line 301 - 30 km - 45 min line 136 - 30 km - 55 min *Mobility hub at Taxandriaweg Platform 1 = line 300 Platform 2 = line 300 Platform 3 = line 301 People/Km 07h-09h: 371p/30km Platform 4 = line 136 Platform 5 = New fast line to Breda 15h-18h: 297p/30km 18h-21h: 164p/30km Platform 6 = Shuttle to logistic park 3.106 p/day 21h-00h: 66p/30km

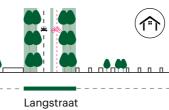




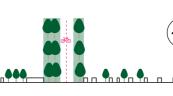


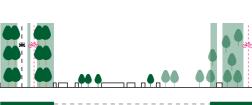


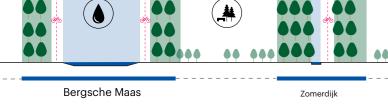




3.106 p/day



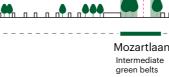




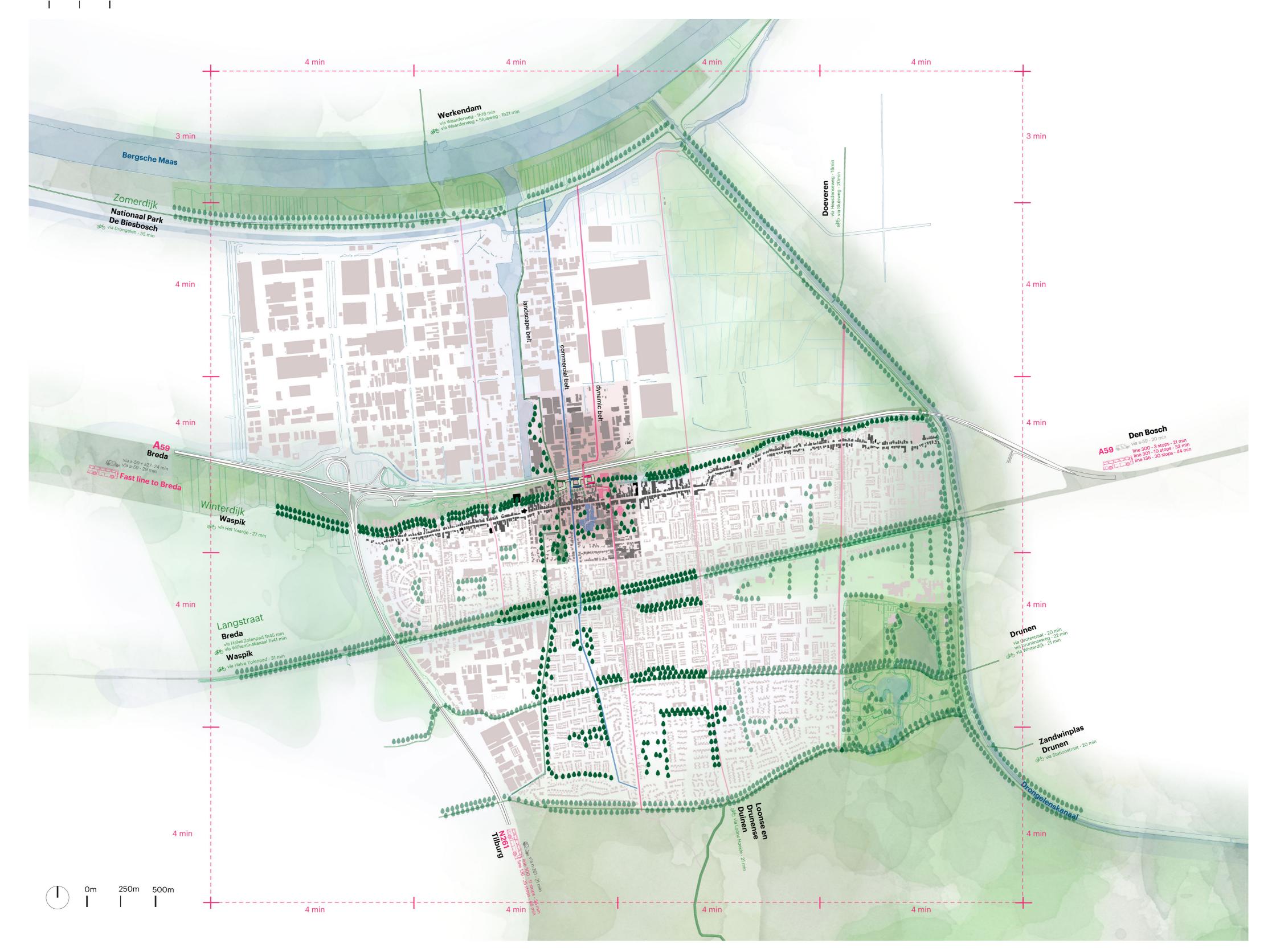




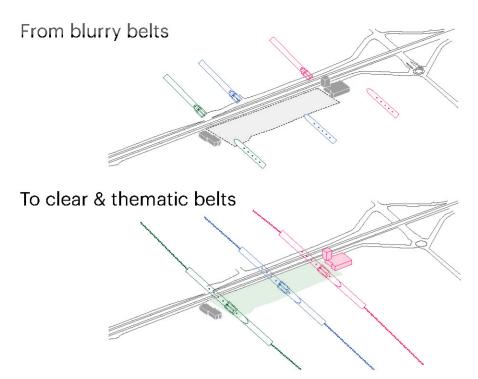




Loonse en Drunense Duinen & Efteling



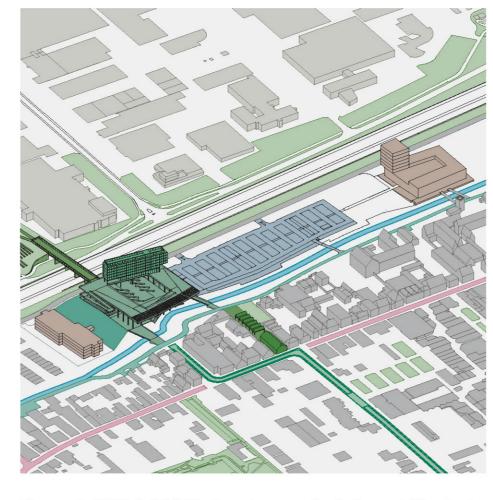
AS654 Waalwijk (NL)



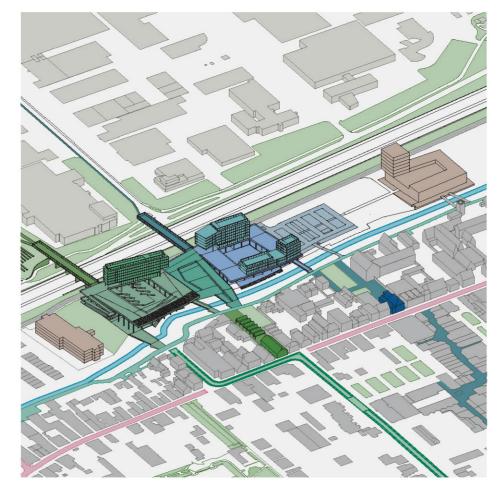
Belts are mobility

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 Industrieweg to De Els. The dynamic belt connects the Schoenenkwartier with the growing area.

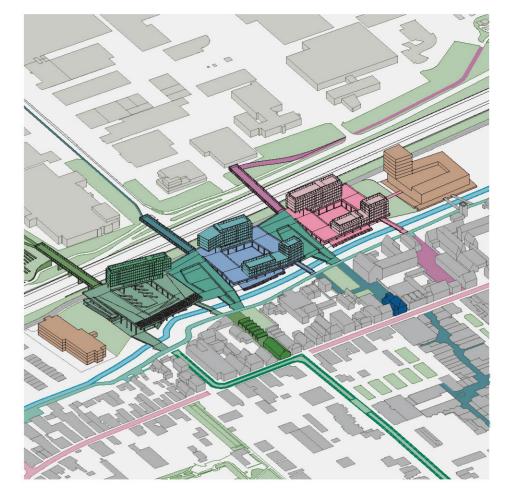
All of them follow this sequence: Bergsche Maas - Diverse industrial city - Footbridge - New development - Passages -Historic city - Intermediate green belts - Loonse en Drunense Duinen & Efteling.



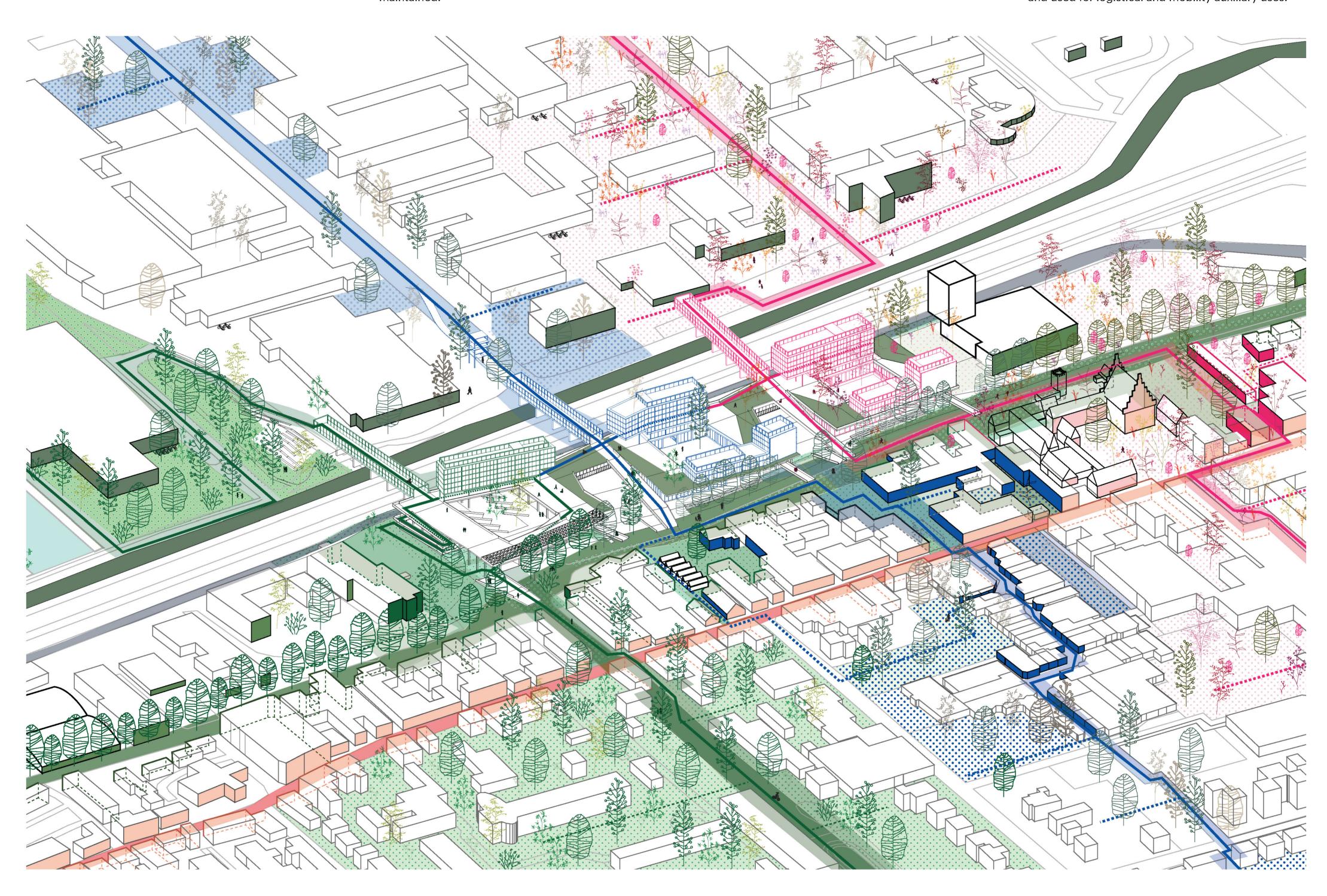
Phase 1 (2024-2030): Landscape belt & mobility hub. The bus station moves from Vredesplein to Taxandriaweg. The existing bridge is adapted to be integrated into the new roof. It is the first transformation of the Grotestraat - Winterdijk passages to connect Wandelpark with the industrial canal. The first 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 Industrieweg 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 Raadhauisplein 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.

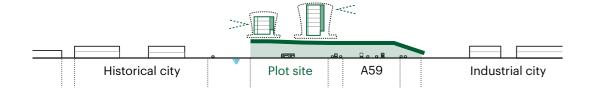


AS654 Waalwijk (NL)

From low hats



To iconic hats

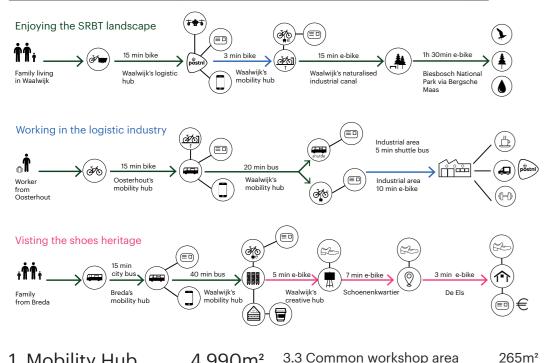


Hats are hubs

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 startegy.

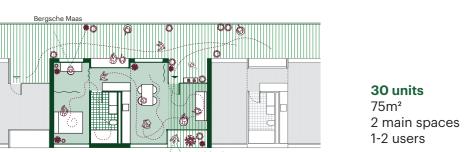
The mobility hub is oriented around a large forest-platform for 6 bus lines. Its large hall is oriented towards Wandelpark. The logistic hub is oriented around a working patio and its program is based in a logistics distribution point combined with flexible workspace. The creative hub is oriented around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

Smart mobility integrated into the belts & hats strategy



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

Temporary users unit

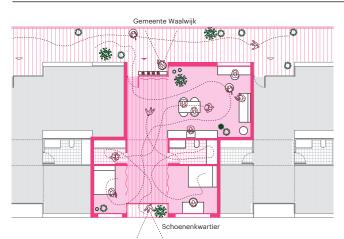


Growing users unit



80 units 2 main spaces 1-2 users

Established users unit



40 units 100m² 3 main spaces 2-3 users Total units: 150



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.



