

ETTEN-LEUR (NL)

From consumption-only to resilient mixed-use

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Team representative: architect/urbanist

Location: Etten-Leur shopping center

Population: City 45,000 inhab

Reflection site: 37.5 ha

Project site: 3 ha

Site proposed by: Municipality of Etten-Leur

Actors involved: Municipality of Etten-Leur

Owner(s) of the site: municipality Etten-Leur

Commission after competition:

The concepts, typologies and/or approaches generated in the competition may lead to commissioning of further studies. Follow up research by design assignment at the project site or a site with similar challenges may be commissioned by the municipality of Breda and/or private partners. All Dutch locations are situated in the urban region called SRBT. Each sites represents prototypical design challenges within this region.



INHABITED MILIEU'S CHALLENGES

Etten-Leur is a municipality with approximately 45,000 inhabitants. It lies within the periphery of the city of Breda (approx. 180,000 inhabitants). It is easily accessible via the A58 motorway and lies on the Breda-Roosendaal railway connection. Originally, the municipality consists of the two cores of Etten and Leur, which have grown together over time into one whole. The challenges of the municipality are in line with national items such as mobility transition, energy transition, climate adaptation and inclusiveness.

For decades, the center of Etten was split in two by the busy N58 national road. In 1999 this road was bent around the south side of the core (the current A58). This created space to develop the center into what it is today.

The shopping area of Etten-Leur functions well as a center and is one of the most important meeting places. Shops, catering, housing and social facilities come together. Part of the shopping centre, one of the first covered areas in the Netherlands, is overdue for renovation. Online shopping, competition from larger cities and the changing needs of shoppers require an appropriate response and adjustments. During the renovation, approximately 250 homes will also be added to the complex.

The shopping center is centrally located but lacks a functional and spatial connection to the train station and the nearby park. There is an underground parking garage (1000 spaces) under the shops. In view of the mobility transition, which is likely to reduce in to be used differently.

The challenge is to replace a consumption-based, outdated spatial model of shopping with a new urban fabric that fosters the local economy and promotes a more resilient combination of spaces

for housing, shopping, meeting and working, leading to a vibrant, open, and town center connected to the public mobility.



QUESTIONS TO THE COMPETITORS

Propose an Architectural strategy of transformation that adds 200-300 homes and reduces the amount of retail activities by 20-30%, also consider bringing back the mid-size town identity to shopping experience.

Include a phasing proposal that allows the daily operation of the existing shopping centre to continue during the proposed transformation of the existing shopping centre.

To be climate adaptive, introduce new green spaces in and around the project area that are accessible to the people visiting the shopping and also the local residents, that function as 'places to be'.

Include a vision on future parking requirements: consider how to make the best use of the existing parking capacity; design new connections to the underground parking structure.

For the reflection area, consider a densification strategy with new spaces for living and working. Attention should be focused on enhancing the network of open areas and green spaces, and on improving connections between town centre and to the train station.

For the reflection area, highlight locations that could be ear-marked for future urban infill and densification within the town borders.

