

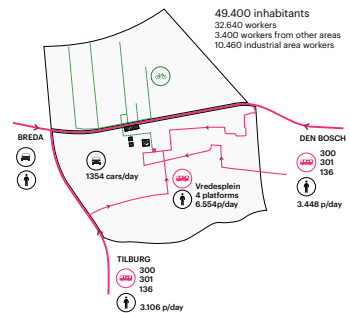
A case study: growing industry and insufficient public transport

The growth of Waalwijk is a prime example of the growth of cities from the SRBT region such as Oosterhout, Waspik, or Vlijmen. These are cities with booming logistics industries that are disconnected from their historical urban fabric by the A59 motorway. Public transportation in the region is poor: there is no train development and the existing bus lines are not optimal enough, meaning that residents mostly commute by car. The densification strategy proposed in this project responds to the expected growth that Waalwijk will have in the coming years and its implementation radius includes the cities around it as part of an integrated network that connects the province and its landscape.



Two grids, two cities

In Waalwijk thrive two independent poles of activities: the economic activity driven by its industrial area, and the commercial and cultural activity generated from the De Els shopping center and the Schoenenkwartier museum in the historic area. The first pole creates flow of workers, while the second attracts visitors. However, these do not interact because the region is divided by the presence of the A59. As a consequence, currently the residential and productive fabrics antagonize and turn their backs on each other. To ensure the sustainable growth of the city, they must find a balance of coexistence and recognize their codependance: one does not exist without the other.



Population grows up, car grows down

Waalwijk currently has 49,400 inhabitants and is expected to grow to 58,100 inhabitants by 2050, a growth linked in particular to the expected increase in logistics activity, which is forecasted to create 5,000 new jobs in this decade. This will not only increase the number of people living in Waalwijk, but also the flow of workers and visitors that currently accounts for about 1,354 daily car travels due to the previously mentioned poor public transportation. On the other side, the global context of climate change and the fuel crisis appeals for a reduction on car dependency by 2050. For this reason, this project proposes a densification within an efficient public transport network that includes bus lines with clear bicycle paths in short (5Km), medium (15Km) and long (30Km) distances.



Two grids, one city: belts and hats as an inclusive strategy

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.

A strategy for cities, plots and units

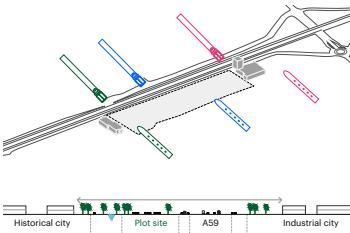
The belts and hats strategy contemplates the following actionable scales: the city scale, in which it connects the north and the south and thus its landscape on both sides; the plot scale, in which the two fabrics are connected by recognizing passages and key points of the historical fabric that are 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.





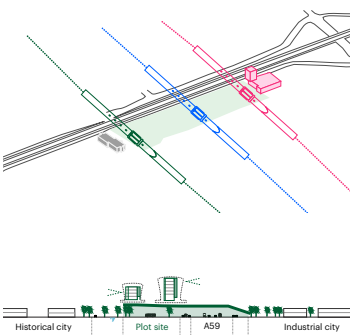
About merging two sides

We identify dominant and opposite directions in the two disconnected sections that define Waalwijk, which practically work as independent cities. On one hand, the historic city has an east-west dominant direction: Winterdijk, Grotestraat and Langstraat link the city through landscape axes that recognize the territory and connect different urban fabrics. On the other hand, the industrial city has a dominant north to south direction due to the functional use it makes of the Bergsche Maas. Our proposal, located at the disconnection line that the A59 defines, is a platform of confluence between these two directions so that the historic city integrates the north-south direction while the industrial city becomes part of these east-west landscape.



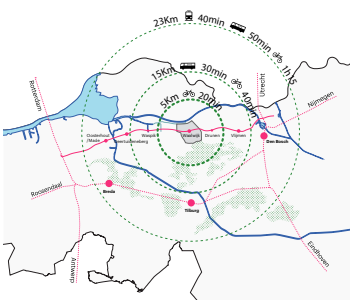
From a city of blurry belts and low hats...

The opposite directions of the two fabrics are not entirely recognizable because they don't have neither continuous sections nor uses. In addition, the lack of singular highlights (except for the old and new Gemeente and some churches in the historic city), the two cities are very flat and regular, which disorients even more. In addition, the A59 (30m) supposes a total fissure of 100m because of the distance between the first facades of both sides.



... to a city with clear belts and iconic hats

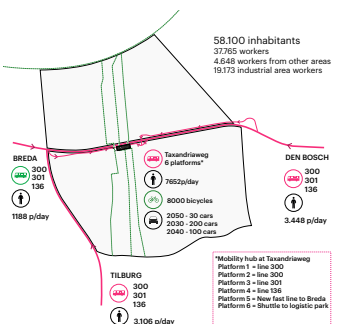
We propose to give continuity to the main east-west axes of the historic city (Winterdijk, Langstraat) in order to strengthen them as green belts that connect with the territory and other green infrastructures of the city, as well as to the main north-south industrial city (Industrieweg and the canal itself) recognizing them as active belts for workers with functions such as event rooms, canteens, gyms, recreation areas, etc. that connect to the historic city. In order to solve the division by the A59 and connect the two cities, we create bridges for cyclists and pedestrians as part of the densification project and the mentioned sequence of public spaces. Thus, the historic city becomes permeable by activating the passages between the Winterdijk and Grotestraat.



The point of confluence is the development of the city, which rises from the ground to connect the two cities and creates a circulatory roof. Following the new building of Gemeente Waalwijk, this height rises even more when it becomes the housing program (hats), bringing a new scale to this growth.

A network of new developments with mobility as a starting point

In order to improve the mobility of cities in the SRBT region with a similar situation as Waalwijk and reduce the impact and presence of the car, this growth model includes a sustainable mobility model as a starting point.



A mobility hub is included as the first phase of the development that will free the city from the circulation of large vehicles. We establish a hierarchy of distances and times according to the means of transport, using the mobility hub as an intermodal point. The first radius of 5 km, reachable in 20 minutes by bike; the second radius of 15 km connects the surrounding cities by bike and bus in 30 minutes; and the third radius of 23 km connects by train, bus and bicycle the main cities of the region (Breda, Tilburg and Den Bosch) in 40-50 minutes and, at the same time with the landscape points of interest of the region: Biesbosch (northwest) and Loonse en Drunense Duinen (southeast).



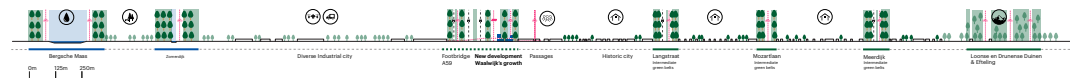
Belts are mobility

Three historical identities + three industrial identities

In order to create connection belts between the industrial and the historical city, we identify complementary identities on both sides. On the industrial side we identify the canal (natural infrastructure), Industrieweg (continuous logistics axis), and the east side (growing area). On the historical side we identify Wandelpark (the largest lung of the city), De Els (a commercial core), and Schoenenkwartier (a cultural core). These complementary identities are connected with the strategy of 3 belts:

- **Landscape belt:** Connects Wandelpark to the industrial canal.
- **Commercial belt:** Connects Industrieweg to De Els.
- **Dynamic belt:** Connects the Schoenenkwartier with the growing area.

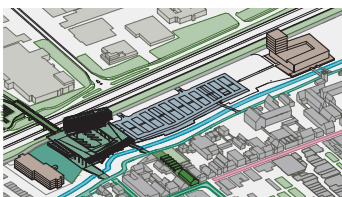
All them have their own identity, but they follow the same sequence: Bergsche Maas - Diverse industrial city - Footbridge - New development - Passages - Historic city - Intermediate landscape belts - Loonse en Drunense Duinen & Efteling.



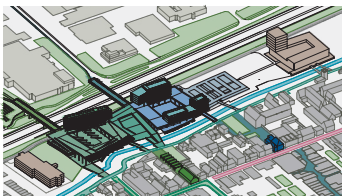
These three belts connect the north and south of the industrial city with the historic city and become part of the landscape through the reactivated passages and renaturalized east-west axes.

Three phases for three belts (and three hubs)

The belts are associated with a thematic program: 3 hubs on the ground floor, complemented by homes on higher levels. This 20.000 m² area development is linked to a progressive and organic growth towards the 2050 horizon, planned in three phases:



- **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 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.



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 for the future growth of the city.

Three hubs through three thematical belts

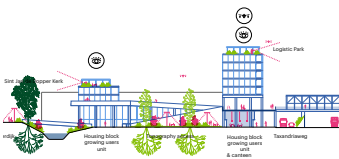
On the ground floor there is access to the residential program located at roof level, but it is mainly used for the thematic program:



- **Mobility hub:** It is oriented around a large forest-platform for the 6 bus lines (2 more than nowadays, which strengthens the connection with Breda). Its large hall is oriented towards Winterdijk and Wandelpark, where there is also a bicycle parking connected to the roof level services such as an information point, kiosks, lockers and toilets.



- **Logistic hub:** It is oriented around a working patio for potential of outside work and meetings in order to improve the quality of the working environment. Its program is based in a new logistics distribution point combined with flexible workspace linked to the growing logistics industry.



- **Creative hub:** It is oriented around an outdoors exhibition patio. Its cultural program has workshops for artists and craftsmen from the Schoenenkwartier. It has an exhibition space and auditorium that complements the Gemeente Waalwijk.

Three typologies through three thematical hats

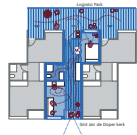
At the roof level we create a transitional program, thus, a community space and terraces also according to the hub they belong to. It is also the exchanging place from one side of the city to the other.

Above the roof, the residential program is divided into two block topologies: high hats against the industrial side in order to create an acoustic barrier with access via the patio or through Taxandriaweg; and low hats on the historic side to create a dynamic facade along Winterdijk, through which access occurs.

We propose 3 typologies that have to do with the growing phases that Waalwijk will have from now on to 2050.



- **Temporary users unit:** These typologies are created for individuals or small families who just moved to Waalwijk for work. They are the smallest typologies and have one main big space.



- **Growing users unit:** These typologies are created for individuals or families who are starting to settle in Waalwijk. They are the middle-sized typologies with two main spaces.



- **Established users unit:** These typologies are created for those families who have already grown up and settled in Waalwijk. They are the biggest ones and have three main spaces.