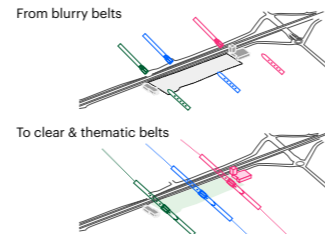


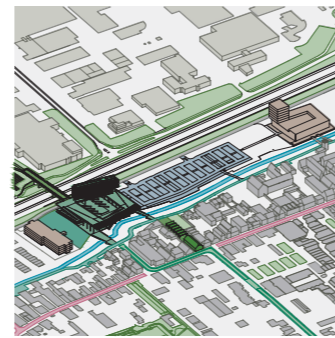
About merging two sides
The growth of Waalwijk must address its current disconnection to function as a cohesive city. This project is strategically located at its breaking point next to the A59, and proposes a growth strategy based on two elements: belts that connect and hats that densify, with efficient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

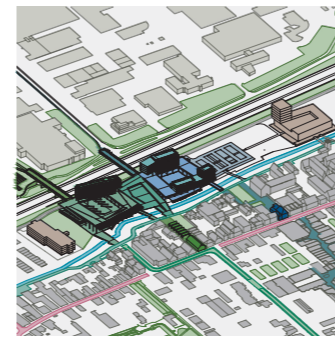


Belts are mobility
In order to create connection belts between the industrial and the historical city, we identify complementary identities on both sides that lead to a strategy of 3 belts. The landscape belt connects Wandelpark to the industrial canal. The commercial belt connects Industrieweg to De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

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



Phase 1 (2024-2030): Landscape belt & mobility hub. The bus station moves from Vredesplein to Taxandrieweg. The existing bridge is adapted to be integrated into the new roof. It is the first transformation of the Grotestraat – Winderijk 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 Winderijk are recovered, connecting industrieweg with De Els and Grotestraat. Two more housing blocks are built. The existing parking is reduced by 60%.

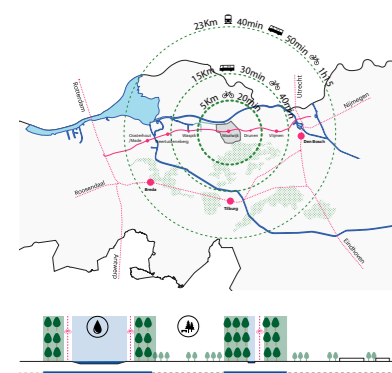


Phase 3 (2040-2050): Dynamic belt & creative hub. The third hub is built and a new central space is incorporated in Old Raadhuisplein – New Raadhuisplein with the expansion of the eastern industrial fabric through the third connecting bridge. Circulations through the roof and the last two apartment blocks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



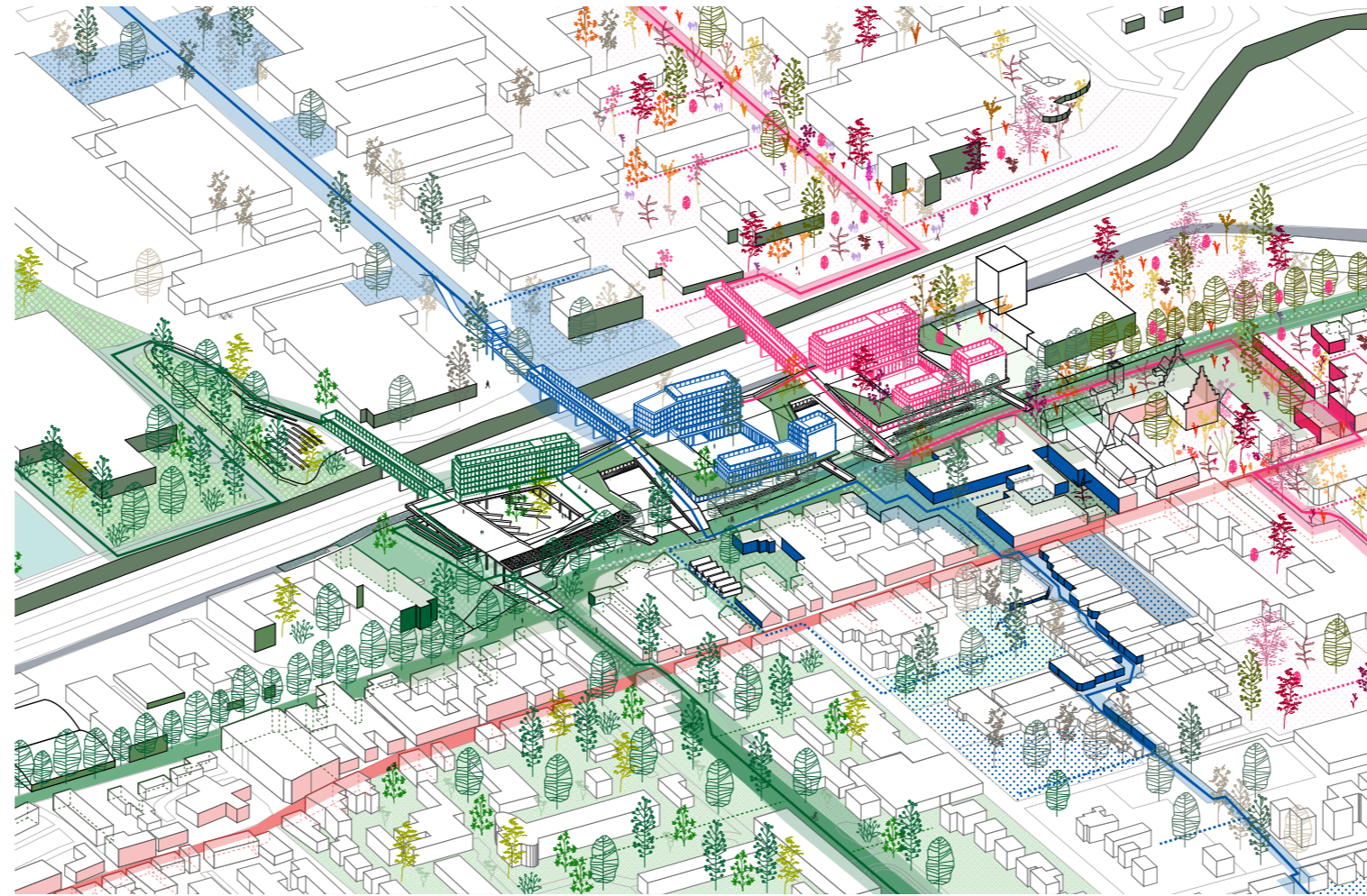
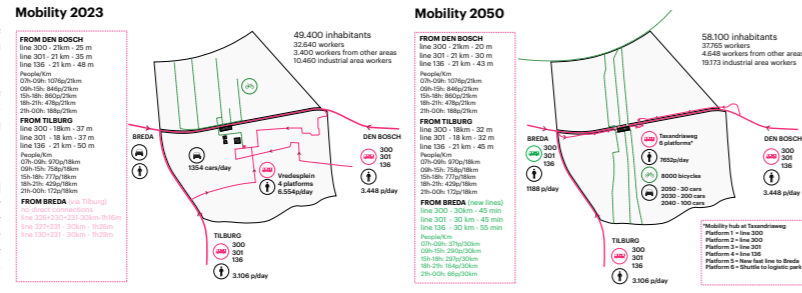
Hats are hubs
We propose 3 programs on ground floor level that create a transition scale between the historic city and the industrial city through thematic circulations. At the roof level, the housing program completes the densification strategy.

The mobility hub is oriented around a large forest-platform for 6 bus lines. Its large hall is oriented towards Wandelpark. 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.

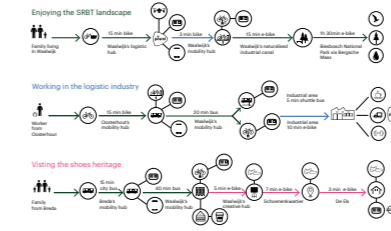


Mobility as a starting point
In order to improve the mobility of cities in the SRBT region and reduce car usage, this growth proposal includes a sustainable mobility model included in the first phase of the development. This will free the city from large vehicles. We also establish a hierarchy of distances 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.

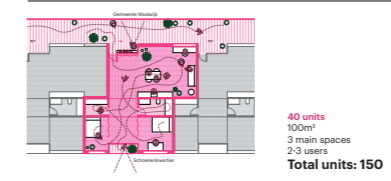
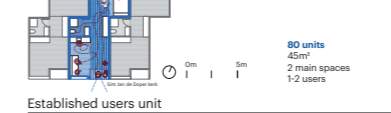


Smart mobility integrated into the belts & hats strategy

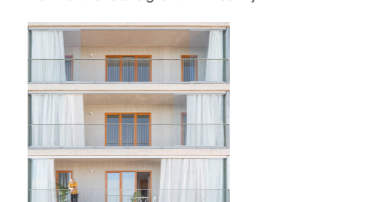


1. Mobility Hub	4,990m ²	3.3 Common workshop area	265m ²
1.1 Main Hall	1,345m ²	3.4 Reception point (logistic)	310m ²
1.2 Bus platforms	1,389m ²	3.5 Cantina	290m ²
1.3 Information point	25m ²	3.6 WC	130m ²
1.4 Waiting area	910m ²	3.7 Lockers	65m ²
1.5 Selling machines	25m ²	3.8 Storage	100m ²
1.6 Lockers	65m ²	3.9 Office	370m ²
1.7 Bicycle storage	675m ²	3.10 Logistic Showroom	360m ²
1.8 Office	30m ²	4. Citizen Pavilion	700m ²
1.9 WC	65m ²	4.1 Workshop area	55m ²
1.10 Platforms forest	570m ²	4.2 Storage area	55m ²
2. Workers pavilion	780m ²	4.3 Workshop area	55m ²
2.1 Entrance area	300m ²	4.4 Exterior area	300m ²
2.2 Storage	55m ²	5. Creative Hub	2,285m ²
2.3 Kitchen	55m ²	5.1 Terrace Hall	800m ²
2.4 WC	65m ²	5.2 Auditorium	300m ²
2.5 Exterior area	520m ²	5.3 Exhibition room	460m ²
3. Logistic Hub	2,160m ²	5.4 Common creative area	310m ²
3.1 Entrance	85m ²	5.5 Private studios	150m ²
3.2 Private workshops	165m ²	5.6 Shop	200m ²
		5.7 WC	65m ²

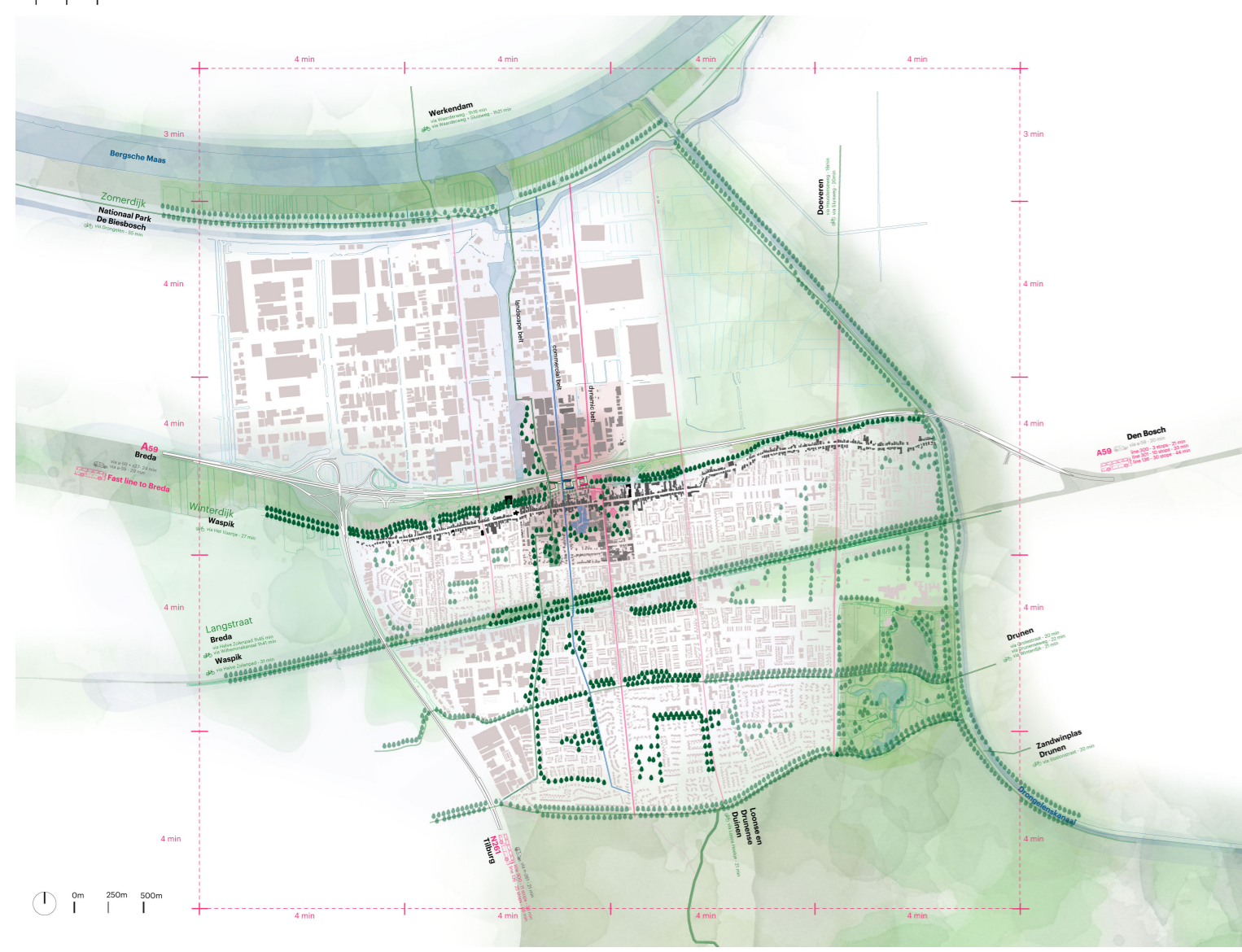
Temporary users unit



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 Winderijk, the first serving as an acoustic barrier and the second as a space for summer and winter.



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.

