

Socially connected and  
climate adaptive

BT

Schorsmolen



# Living Cities



SRBT

Etten-Leur

Kenniskwartier

Groenewoud

Waalwijk

't Zoet Breda

Schor-smolen

EUROPAN 17





# Schorismolen



# Living Cities

## Colophon

### Living Cities – European 17

Stedelijke Regio Breda Tilburg (SRBT)

### Partners

Stedelijke Regio Breda Tilburg (SRBT)

Municipality of Breda, Tilburg, Etten-Leur and Waalwijk

Local architecture centres BLASt (Breda) and  
CAST (Tilburg)

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creative  
industries  
fund NL





Dear European competitors,

European NL and the Stedelijke Regio Breda Tilburg (SRBT) are proud to announce six locations in the region for European 17. These sites have been and designated as “prototypical development sites” due to their unique characteristics. We are confident that these sites will provide a challenging and exciting context for the competition. The municipalities of Breda, Tilburg, Etten-Leur and Waalwijk believe that these locations hold tremendous potential for innovative and impactful design solutions.

**This is the site brief of Schorsmolen:**

**In short, the challenge is to develop a longterm spatial transformation strategy implementing a new mix of functions in the central area of Schorsmolen, at the same time testing and implementing new forms of collective living concepts, which can enhance social cohesion. Reinvent this postwar neighbourhood to be an attractive neighbourhood for the twenty first century urban dweller by, carefully designing community oriented housing typologies, facilities and a new use concept for connecting it to imitate the surroundings.**

The logo for European 17, featuring the text "European 17" in a stylized, outlined font, set against a background of overlapping, concentric circles and lines that create a complex, web-like pattern.

**European 17**



# Living Cities









# Living Cities

## Six Prototypical Sites

Stedelijke Regio Breda Tilburg

For European 17, six prototypical sites have been selected within the Stedelijke Regio Breda Tilburg that could catalyze opportunities on multiple levels. Places that could enhance the region's ambition towards social equality, resiliency and contribute to 'future proof growth'.

These six sites will be a testing grounds for the Stedelijke Regio Breda Tilburg's ambition and progress spatial and socioeconomic development for the region as a whole. The development framework is currently being drafted and designed. Each site represents an unique set of local problems but similar situations are found all through the region and in the country. Because of prototypical problematic of each site in combination the theme for European 17 "Living Cities", the design ideas will contribute accelerated learning for all 19 municipalities within the regional mosaic, and help implement innovative spatial solutions to the local needs.

The European 17 sites have been selected to implement this process, through research by design and its aim of implementing exemplary projects. The six assignments are in line with the theme of European 17 and the central theme "Broad prosperity" of the Stedelijke Regio Breda Tilburg.



**Working together** towards a future proof living environment. urbanization the **Brabant's way!**

An **inclusive and attractive** residential environment for our current residents and newcomers.

Aspiring to become an **international leader** in responsible production and consumption.

Sustainable urbanization while preserving the **unique core values** of the city and landscape.

Improving existing networks and **embracing new alternatives** for intra-urban mobility concepts.

Local and sustainable heating solutions in **speeding up the climate adaptation** for the region.

European 17



# The mosaic

The regional mosaic of (big and medium-sized) cities and small(er) villages in a landscape with a great diversity at the transition from sandy to clay soils functionally form one urban region. The two vibrant large cities, vital medium-sized residential and working cities, pleasant villages, and the beautiful landscape together form an important link in the Urban Network as described in the National Spatial Strategy. The region as a whole is heading towards a future-proof urban development. By formulating and realizing new ambitions together, the region will provide even better business climate and will become more attractive living urban network.

The Breda-Tilburg urban region (SRBT) has around 1 million inhabitants spread over an area of 40 x 40 km. Located at the transition from sandy to clay soils, from the highlands to the river area, it features an alternating landscape of stream valleys, open farmlands, hedgerow landscapes, forests, sandy landscapes, and old cultural landscapes. In this green-blue mosaic, there is also a red mosaic of hamlets, villages, medium-sized towns, and cities.

Characteristics of the Breda-Tilburg urban region:

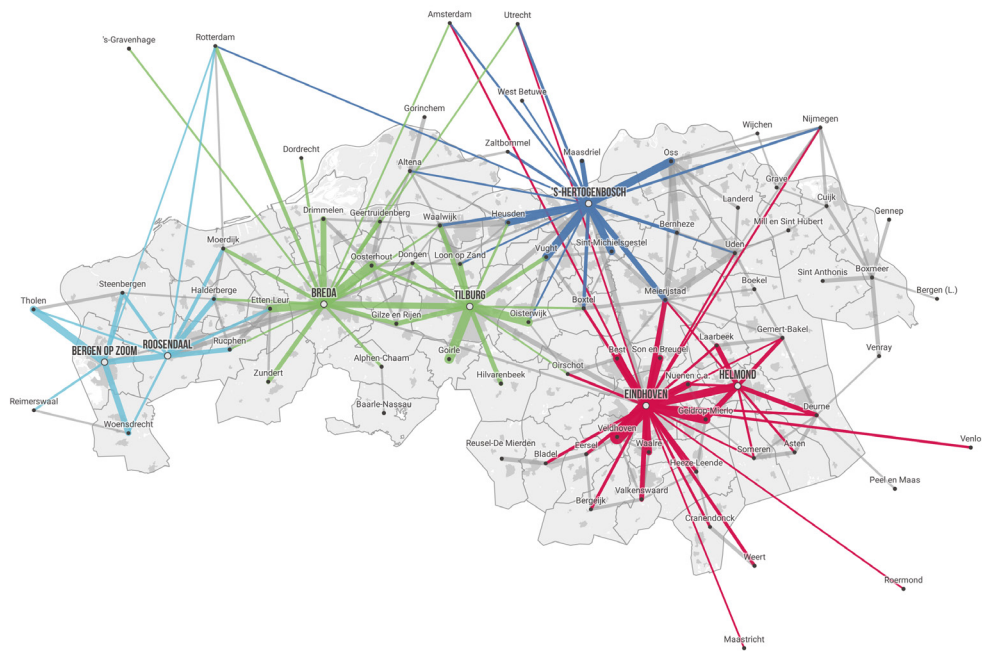
- 1 province, 2 sub-regions, 4 water authorities, 19 municipalities
- 1 university, 3 universities of applied sciences, several vocational education, training (VET) institutions
- 2 top hospitals
- Internationally connected via the Moerdijk seaport, high-speed train network, and road
- Many small and medium-sized enterprises (SMEs) in manufacturing and logistics (6th economy in the Netherlands)
- Unique profile of broad knowledge and application at the intersection of technology and society
- Attractive varied landscape at the transition from sandy to clay soils
- National parks: NLDelta, Biesbosch, Loonse en Drunense Duinen, Van Gogh
- Recreation, leisure, and heritage: Efteling, Beekse Bergen, Zuiderwaterlinie)

This mosaic harbors a broad economic base of companies and businesses that have emerged driven by the soil and subsurface of the region, along streams and rivers. The diversity of subsurface is also reflected in the backgrounds of the regional economy.

Breda emerged at the confluence of the Aa and Mark rivers. Basic conditions for urbanization were present early on: water system suitable for drinking, transporting goods, and serving as a defense, combined with fertile land. The walled Nassau city developed into a city for food and technical industry, later on into a wide range of production and service industries. What has remained all these years, until today, is the presence of Defense.

The poor soil and cheap labor in Tilburg were the basis for the manufacturing industry, textile industries and the development of the accompanying tools and machines. The textile, leather, and tobacco industries were well-known and important pillars. Over



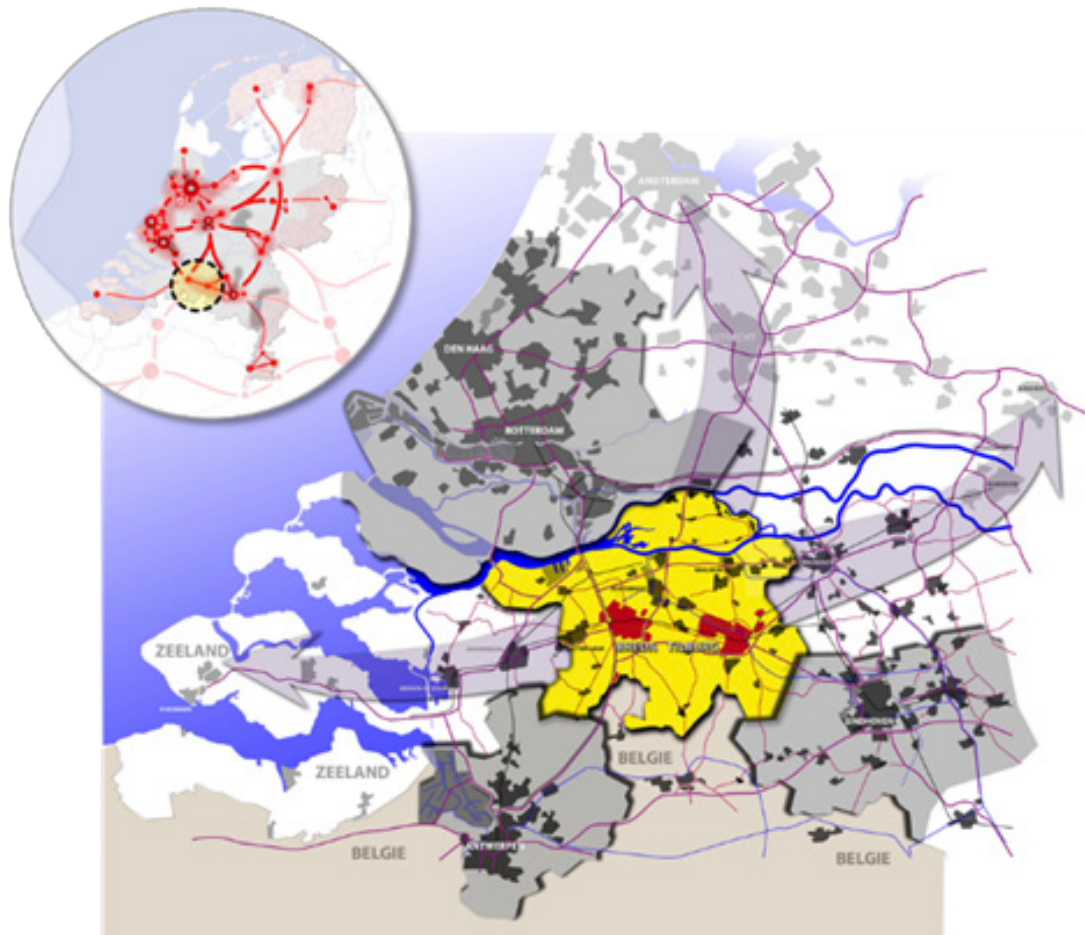


time, most of these disappeared, but they formed the basis of the robust and diverse economic network of large and small businesses. Some companies or sectors have developed into unique players for the region, Brabant, and even the Netherlands.

The urban region of Breda-Tilburg is connected in all directions and forms one daily urban system. A Brabant's network of urban centers, residential areas, and employment locations that are interconnected by various modes of transportation, including highways, railways, and public transportation. In Brabant, these are West-Brabant-West (with Moerdijk, Etten-Leur, Breda and Zundert as connecting links), Noord-Oost-Brabant (with Waalwijk and Heusden as pivot points), and Zuid-Oost-Brabant (via Tilburg, Oisterwijk, and Hilvarenbeek). On the north side, SRBT is connected to the southern wing of the Randstad and the urban regions of South Holland, Utrecht, and Gelderland via Breda, Moerdijk, and Altena. The urbanization strategy of SRBT is currently focused on the urbanization challenge of Brabant and the Netherlands. The challenge for the future is to expand this network, enrich it with knowledge institutions and to connect knowledge with the industrial part of the economy and to attract and retain talent (both university and vocational level).

The business climate in the mosaic is very favorable with the attractive varied landscape, formed by the transition from sand to clay and the national parks, such as NLDelta, Loonse en Drunense Duinen and the Van Gogh National Park in formation. In addition, the region has large-scale recreation and leisure, with the Efteling, Beekse Bergen, historic cities and the Zuiderwaterlinie, as well as more small-scale and 'slow' leisure. In this economic structure; at the base large, medium and small companies, with those unique companies with intentional allure/status at the peak of the economy in the region. The economy of the region, consisting of SMEs in logistics and manufacturing, in services at the intersection of humans and technology, forms the sixth largest economy of the Netherlands and together with Eindhoven even the second largest economy.





## Stedelijke Regio Breda Tilburg in a Nutshell

### Suitable homes in suitable locations

The national housing shortage is great. Increasingly, it is also a qualitative shortage, the existing housing stock does not sufficiently match the demand of housing.

SRBT region can and wants to do something about this by building according to demand. Age-friendly housing for people who wants to stay in village or neighborhood. Affordable homes for starters and young people and housing for 1 and 2 households. We will build these homes applying the sustainable urbanization principle of not building in the green countryside, but within existing boundaries. This will create an more urban region that meets the housing needs of residents and will attract newcomers as-well. With inner-city and inner-village development we can make a qualitative contribution to the existing city and village and thus also address societal and climate challenges such as inclusivity, healthy living environment and climate adaptation.

### Smart engine of Brabant

Brabant is the engine of the Dutch knowledge economy. The region has a strong logistics sector and a thriving manufacturing industry of small and medium-sized enterprises. These pillars make this region a literal and figurative link between the Randstad, the Flemish Diamond, and the Ruhr area, located on important north-south en



east-west transport corridors. There are many research and knowledge institutions, knowledge-intensive companies, and high-quality manufacturing that are of unmistakable value to the Netherlands and Europe.

Additionally there is unique combination of knowledge and skills in the field of applied, human-centered digital technologies in the region. By strengthening the economic power, making the economy circular, we further expand our importance as the “smart engine” of the Brabant economy.

### **Experimental ground for new urbanism**

In terms of spatial planning, we opt for a well-thought-out combination of new developments around public transport nodes and inner urban locations. By making optimal use of available space for living, working, and leisure, we create an environment where people like to live and recreate and companies like to establish. We consider the public space in the city and villages and the surrounding landscape as complementary. We cherish the interweaving of city and countryside.

As an “experimental ground for new urbanism,” we work towards sustainable urbanization while preserving the unique core values of the landscape. An urbanization with respect for the differences between and the value of village and city.

### **Accessible for residents and visitors**

Our sustainable urbanization ambitions can only be achieved through significant efforts in improving the region’s transport system and the necessary mobility and transition to new mobility behavior. This requires high-quality public transport and addressing existing road bottlenecks. At the same time, we offer alternatives to in-city car use, for example, by giving even more space to bicycles and pedestrians. We are developing Breda as an international hub to strengthen connections with foreign countries and the business climate.

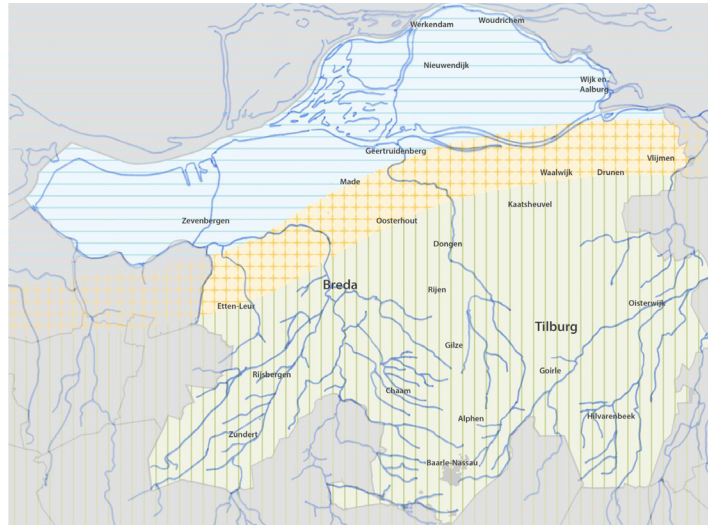
Smart mobility, or the smart application of information and communication technologies and data, infrastructure improvements, and changes in traffic behavior, go hand in hand. This ensures not only good accessibility but also improves air quality in our urban environment and surrounding areas.

### **Transition to sustainable heating and energy**

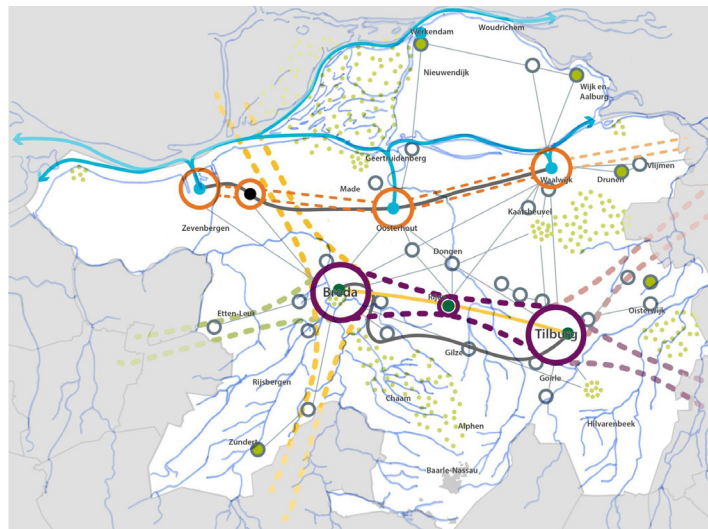
The energy and climate changes is one of the major challenges of the coming decades. We can align ourselves with ambitions from our individual Regional Energy and Climate Strategies. The joint heating network in our region can play a significant role in the heating transition for the urban region.

From 2030 onwards, region will start producing more wind energy in the southern flank. By bundling and harmonizing needs regionally we can achieve twice the result. There are also opportunities for aquathermy, geothermy, use of waste heat. It is important to link the climate challenge to the spatial challenges. That means a climate-resistant design and development in the region as a whole.



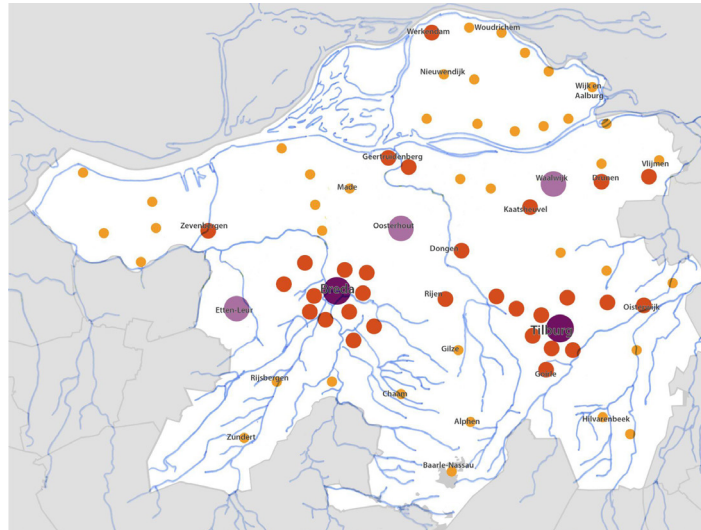


The Urbanization Strategy is based on three types of landscapes: the network of stream valleys on the sandy soils in the south, the flood zone with seepage areas in the middle, and the complexly organized river clay landscape in the north. Resulting into highly desirable urban environment interwoven with a diverse landscape.

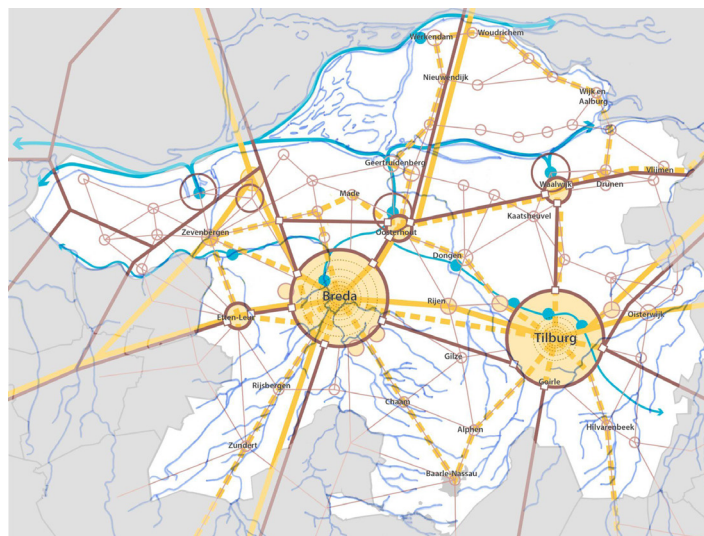


The Urbanization Strategy aims to strengthen economic power. The central zone for responsible production and distribution is located in the Moerdijk-Waalwijk zone. Expertise in the field of human behavior and applied technology, specialized clusters (Maritime, Agrofood, Metal, Trees) and a strong and innovative network of SMEs are located in the Breda-Tilburg area. The strong and diverse leisure clusters are located in close proximity to the economic centers.





The Urbanization Strategy aims to broaden the range of residential environments by creating high-urban living and working environments in Breda and Tilburg, urban environments in Oosterhout, Werkendam, and Waalwijk, and urban environments in the vicinity of the existing transitional sub-urban and rural environments in the smaller municipalities and villages.



The Urbanization Strategy must be accompanied by a mobility transition. As the population becomes more urban and behaves more dynamic, the urbanization pattern must contribute to and stimulate behavioral changes. This can be achieved, by organizing more proximity, expanding public transportation, and further expanding the pedestrian and cycling networks more comfortable that weaves small communities into this network. The mobility transitions in must keep these centers livable and accessible.



# Living Cities

## Living Cities

Reimagining architectures by caring for inhabited milieus

The aim is to explore the regenerative capacities of living milieus amidst new architectural, urban and landscape ecologies that attempt to overcome the opposition between nature and culture and anthropocentric attitude during times marked by natural disruptions and a climate emergency.

The very possibility of living is now in doubt for all humans, given the excessive consumption of natural resources by certain groups to the detriment of the needs of the global population, exceeding what planet earth can replace. Climate emergency, over exploitation, pollution, inequality; all these disorientations demand actions of care that address the coexistence and interrelationship of all the elements of the living world, and thus mandate a radical shift. Joan Tronto, one of the chief political theorists of the "ethic of care", defines care as "the characteristic activity of the human species which includes all that we do in order to maintain, perpetuate and repair our world so that we can live here as well as possible."

European 17 demands an immersive approach to space design that prioritizes the care of living environments. This requires a transition towards a circular economy and taking into account the impact of our actions. Fairness and solidarity are also important, ensuring all actors are included in decision-making and benefits are distributed equitably. By embracing this approach, we can work towards a sustainable and habitable planet.

**Reimagining architectures that are embodied  
in "visions" and "narratives" of the evolution of  
sites between present and future**



In response to these territorial challenges, it is more than necessary to create complex, global and dynamic spatial reconfigurations in damaged inhabited milieus in order to revitalize biological and human communities.

To implement the care-based approach, project processes must be innovative, dynamic, and varied. This includes understanding and repairing mistreated territories, engaging in sober urban and architectural projects that are economical in terms of materials, technicality, energy, and resources, reinforcing, regenerating, or creating hybridization between nature and culture, linking the strategic scale of ecological challenges with the local scale of everyday and shared spaces, creating adaptable architectures that consider sustainability and the connection between present and future, and involving all actors in design and production processes with their diversity and differing roles.

## **Living in Nature in an Age of Climate Change**

In preserved sites with predominant nature or spontaneously renaturalized, how to repair by strengthening biodiversity and inserting small-scale architecture into the living?

## **Creating a Coexistence of Humans and Non-Humans**

In sites where built-up areas and natural fragments are juxtaposed, how to maintain or strengthen reconnections, how to repair or intensify biodiversity while making it habitable?

## **Transmission and Creation, Tuning Rhythms**

How to revitalize sites with traces of obsolete uses (industrial or rural heritage) through multi- scalar connections and to adapt heritage to life cycles and rhythms?

## **Restoring Scales of Proximity and of Territorial Continuity**

In hybrid sites mixing productive spaces, residential spaces and natural fragments, how to create a close common ground and connect it to the territory?

## **Common Grounds**

In sites to be regenerated, how to involve the inhabitants in the ecological transition of their districts?

## **Second Lives**

How to reinvest places that are already inhabited and where spaces are degraded, poorly adapted or obsolete, with "eco-solidary" projects?

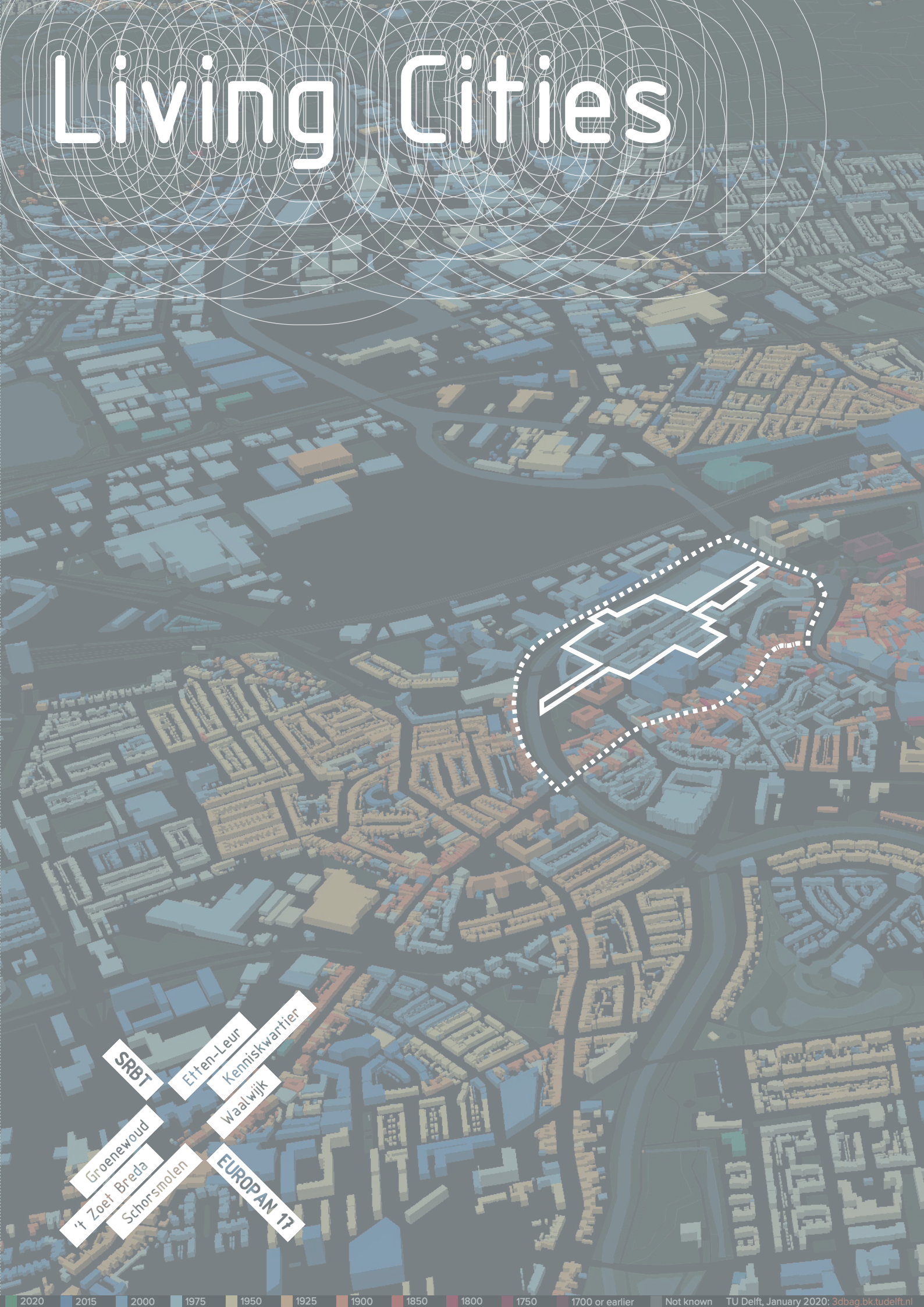
# Living Cities

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# Living Cities



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Breda

# Schor smolen



# Living Cities

## URBAN CONTEXT

History of Schorsmolen

Skewed demographics

Three social goals

Urban Quality



From the perspective of Breda, Schorsmolen presents an opportunity to transform a fragmented urban fabric into a vibrant and cohesive neighborhood. The vision is to create a mixed-use, socially inclusive, and sustainable neighborhood that celebrates its diversity and history. To achieve this, local housing corporations can play a crucial role in testing and implementing new forms of collective living concepts, which can enhance social cohesion and create more affordable housing options. It is important to involve and empower the local community through participatory design and planning.

Climate adaptation also needs to be taken into consideration, green infrastructure and sustainable design practices that promote resilience and mitigate the effects of climate change and become an integral, connected and attractive part of Breda and beyond.

The logo for Schorsmolen is a large, stylized, light-colored graphic at the bottom of the page. It consists of a complex, overlapping pattern of thin lines forming a circular, web-like structure. The word "Schorsmolen" is written in a large, bold, sans-serif font across the center of this graphic.

Schorsmolen

# Living Cities

## History of Schorsmolen

Schorsmolen is part of the Breda city center district. It is located on the west side of the city, within the city's ring road. Schorsmolen is strategically located close to the historic city center and the train station. In the 1970s, the neighborhood was built on a site where there was once a strong sense of community and activity.

Afterwards between 1950-1980, Schorsmolen was completely transformed into a densely populated area with new residential buildings and apartments. The neighborhood is home to many singles and starters, which gives Schorsmolen the character of a transitional neighborhood with little social cohesion. Being so close to the city center, the neighborhood is attractive to seniors, starters, and students. To the north of the neighborhood is the currently vacant 't Zoet site, the Havenkwartier, and the Triple-0 Campus. There are plans for the development of these areas, which will have an impact on the entire city center area. Schorsmolen can serve as an important link between these areas and the city center.

The neighborhood currently experiences many social and physical spatial problems compared to other neighborhoods in the district.





1870



The city's defensive works are still present. The buildings in Schorsmolen form the ribbon of Haagdijk, while the rest of the area has a green, open character with some windmills. Haagdijk is an important access route to the city. Middellaan is a recognizable main street/route.

1900



The fortifications have been removed, making way for residential areas, industry, and monastery complexes. New factories have been established in the area, including a gas factory and a Kwatta factory including many workers' housing units. Middellaan still retains its recognizable linear structure.

1950



The transformations in the area have begun. Factories are slowly being replaced by modern buildings. 1910-1920 The vitality of Middellaan is present. In 1923 The gas factory was demolished.

1985



Most of the neighborhood was demolished to make way for larger-scale development. After 1970, various urban planning and architectural trends were implemented in Schorsmolen in a fragmented way, resulting in a lack of a clear urban planning concept. The last buildings were demolished in 1982.

1995



The rise of large closed residential blocks, which make a clear distinction between public and private spaces were added. Middellaan's physical appearance has also changed.

2020



Many large building blocks with little green space and many above-ground parking lots were added.

The word "Schorsmolen" is written in a large, stylized, outlined font at the bottom of the page. It is set against a background of a complex, overlapping geometric pattern of circles and lines.

Schorsmolen is a so-called “weak neighborhood” in Breda. The district is seen as the “blind spot” of the city center. The neighborhood has a stony appearance and hardly any quality public space. Schorsmolen misses spacial and architectural identity and feels unpleasent and disorienting.

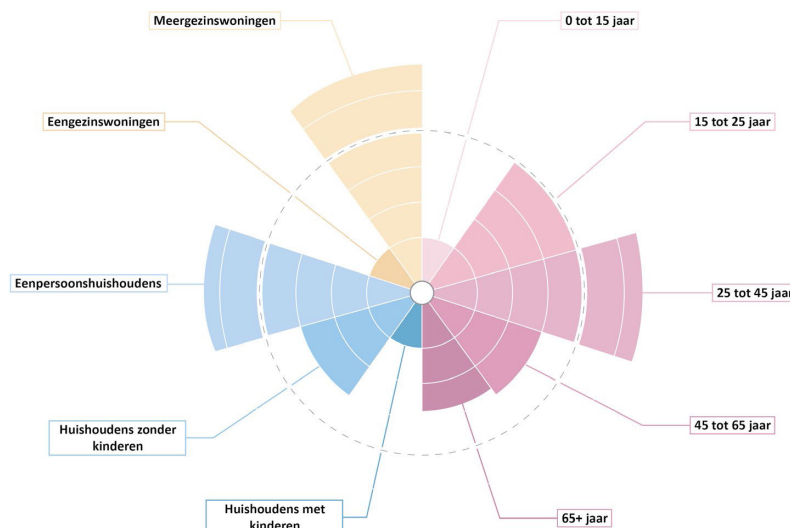
The neighborhood is categorized by the municipality as an early warning neighborhood. A large part of the neighborhood already scores insufficiently on the ‘Leefbarometer’, a monitor which measures the livability of all inhabited neighborhoods in Breda. Schorsmolen scores poorly mainly in the domains of safety and the physical living environment. Schorsmolen neighborhood scores the lowest, It is therefore important to intervene so that the difference between Schorsmolen and the other neighborhoods does not become too large.

The livability of weak neighborhoods throughout the country is decreasing. The concentration of vulnerable people in these neighborhoods is increasing, nuisance is increasing, and residents feel less and less safe. The strong neighborhoods are only getting better, and the weak neighborhoods are getting weaker. The theme of “weak neighborhoods” or “vulnerable neighborhoods” is becoming increasingly relevant.

## Skewed demographics

It is important to know which target groups reside in the neighborhood. Looking at age groups present in Schorsmolen, it is notable that there are relatively many residents between the ages of 25 and 45. This results in a relatively high number of starters (49%) and working individuals (20%) residing in the neighborhood.

When looking at the composition of homes and households, there are notably many multi-family homes and single-person households. Another important target group that has an impact on the neighborhood and contributes to its vulnerability are the care-dependent residents.





## RESIDENT PROFILES

The following target groups can be found in Schorsmolen: “Young and Hopeful”, “Popular and Outspoken”. Currently, a some construction is taking place in Schorsmolen and surrounding neighborhoods, mainly mid-rent in the free sector and homes for students and starters. This will increase the number of hopeful and urban dynamic residents. With the arrival of new construction in the mid-segment, the neighborhood could attract higher target groups.

In the redevelopment of the neighborhood, it is important to improve the conditions for the present residents. However, to increase the prosperity and quality of the neighborhood as a whole, it is also important to attract other target groups from higher segments. Diversity of groups is the key.

## LIVING ENVIRONMENT

The living environment in Schorsmolen is a mix between a quiet urban neighborhood and a residential area with low and high-rise buildings. The living environment of Haagdijk is a lively. In Schorsmolen, the experience value is low and the future value is moderate. This calls for more intensive management and quality improvement of the neighborhood, with the location near the city center providing great opportunity for higher dynamism to be introduced within the district.

The goal is to work towards a neighborhood with a diverse range of housing options and a living environment where different target groups can feel at home. This makes the neighborhood attractive for both the current target group and new target groups from a higher segment.

# Three social goals

**“Achieving and maintaining a safe and healthy physical environment and a good environmental quality”**

The three themes focused on are environmental quality, safety, and health. To make the neighborhood future-proof and to give a boost to the quality of life, it is important that it performs well on the three themes. The themes are there to safeguard the quality of the physical environment.

### Environmental quality

An important goal is to achieve and maintain a good environmental quality. The environmental quality refers to the importance of the quality of nature and landscape, including the intrinsic values that society assigns to the identity. This intrinsic value does not necessarily relate to the visible aspects of an area.

Environmental quality, for example, involves the preservation of cultural heritage, nature conservation, and the protection of landscape and urban values. This integral quality is the cohesive whole of experiential value, usability value, and future value.

## Safety

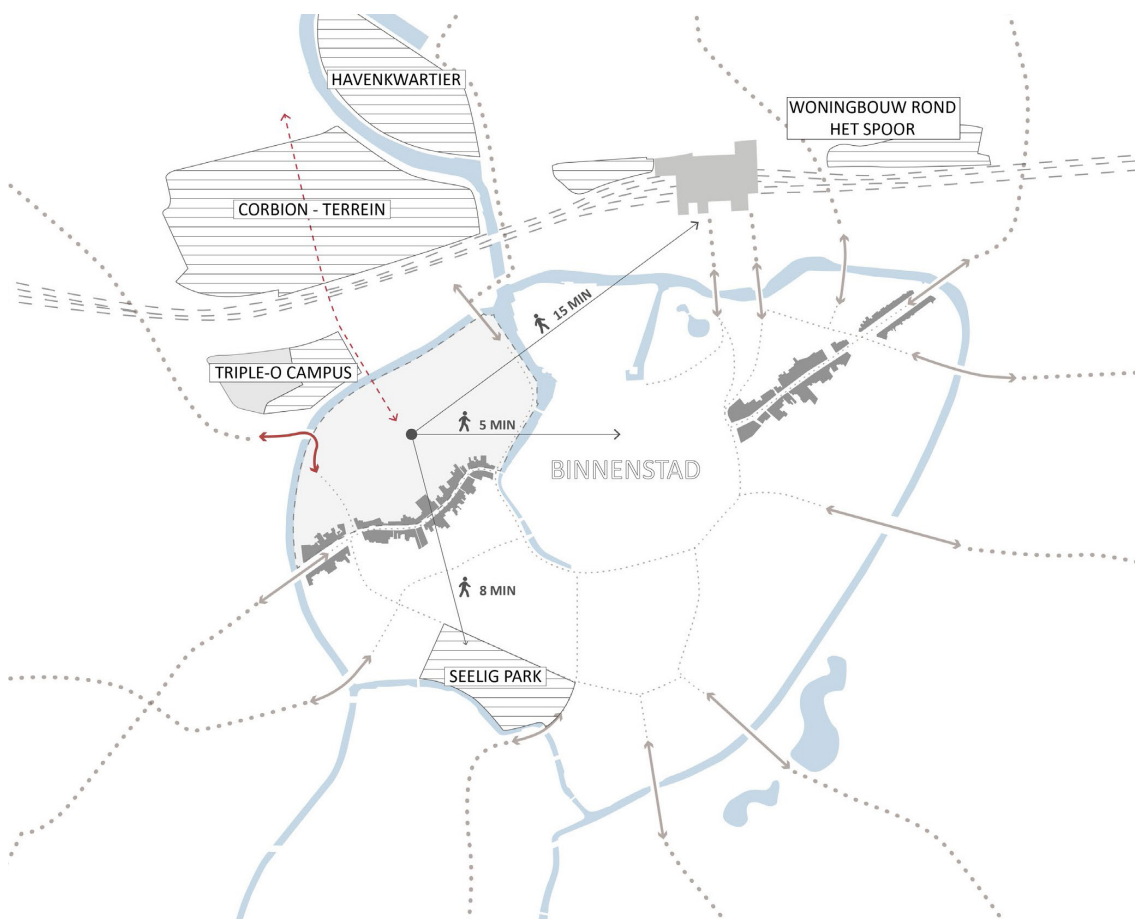
A conscious design of the physical environment makes an important contribution to creating and maintaining a safe living environment. By means of physical interventions and creating social control in the neighborhood it is possible to ensure that there are few or no unpleasant spaces (blind facades and back sides). New housing typologies can be introduced where experimental forms of communities (different groups living to gather) can be imagined.

## Health

This theme is about strengthening the health and well-being of residents in a neighborhood. The physical design creates opportunities for this. External (exogenous) factors influence our health especially, socio-cultural and economic factors, and lifestyle factors. Aim is to introduce and include biodiversity in the public spaces, social cohesion by sharing and other means, and promoting physical activity.

# Urban Quality

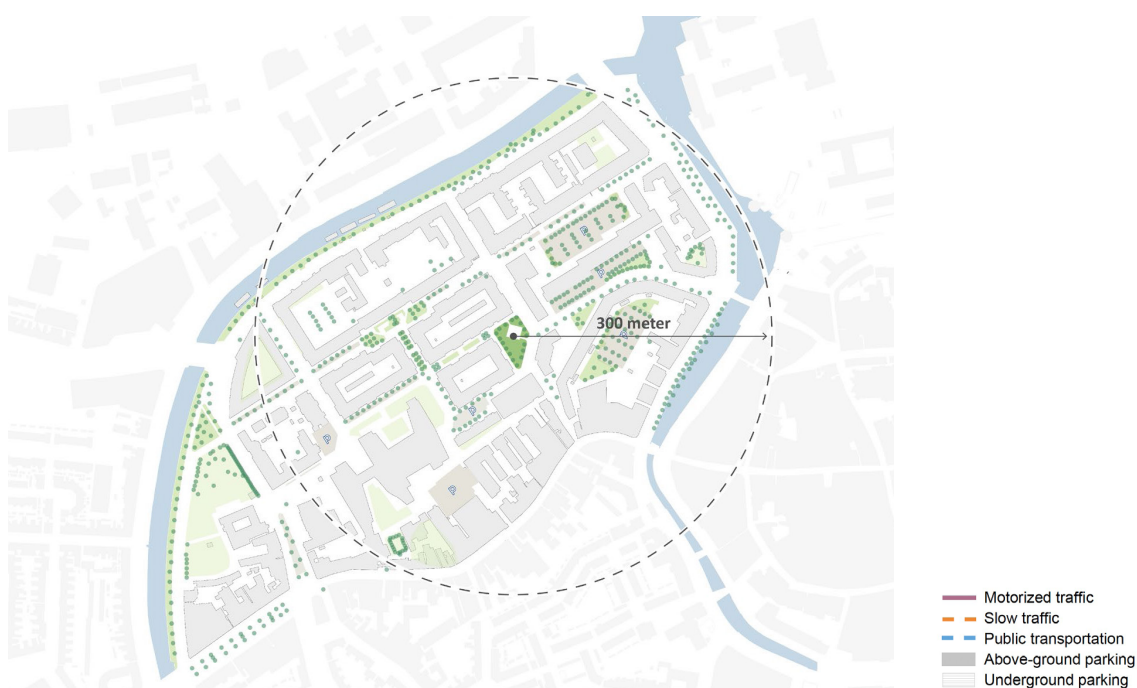
Schorsmolen is located within 5 minutes walking distance from the city center and 15 minutes from the train station. The neighborhood, which could form an ideal connection to the city center, is now seen as a "blind spot" and avoided as much as possible. The neighborhood is situated between the canals, the Prinsenkade, and the Haagdijk. There is a lot of activity at the edges of the neighborhood, but the opposite is true inside the neighborhood.





There are plans and ambitions for a highly urban residential environment north of the neighborhood. This is where 't Zoet, harbor quarter and the Triple-0 campus are located. These developments will bring a new dynamic to Schorsmolen. The neighborhood can be an important link to connect these areas with the city center.

Many developments have taken place in the neighborhood without taking into account the surroundings, resulting in the neighborhood being fragmented and not responding to its environment. The lack of an integral vision means that opportunities to improve the neighborhood are missed.



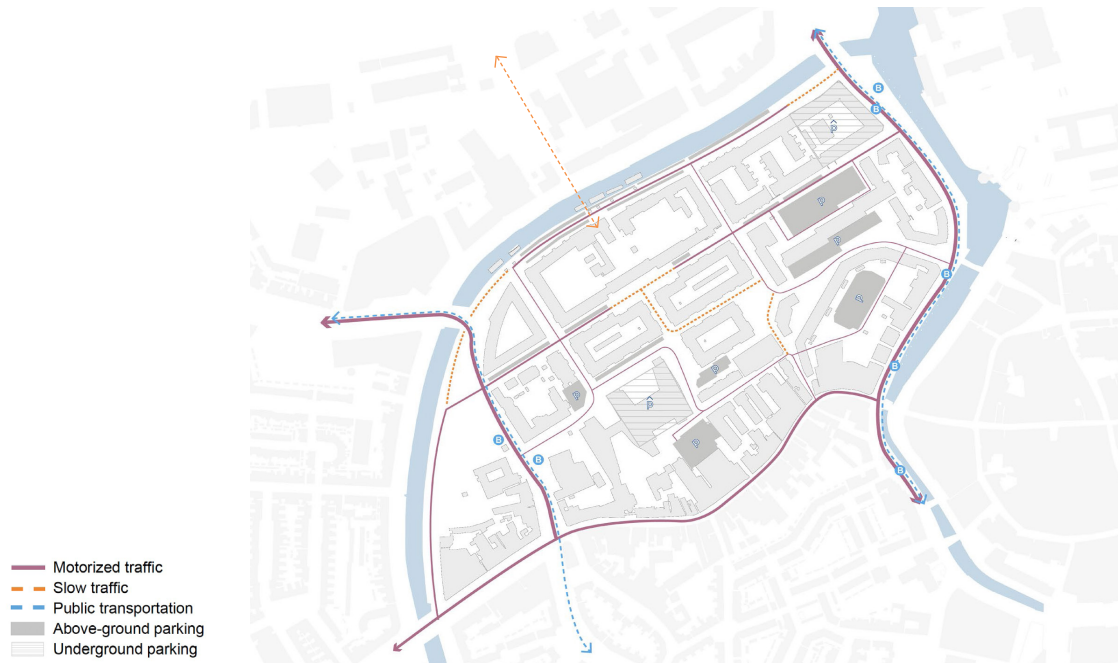
## PUBLIC SPACE

**“Per dwelling, there is a shortage of 74.5 m<sup>2</sup> of green space in the district.”**

Much of the public space in the district is used for parking. There is only a 1280 m<sup>2</sup> piece of green space in the district, which serves as a playground, and the rest is only scattered greenery. This means that there is little public space where people can stay and recreate. A large green space is the monastery garden, but it is closed to visitors. In total, there are 3,375 residents and 2,493 homes in Schorsmolen. This means that there is about 0.5 m<sup>2</sup> of green space available per dwelling.

According to the Spatial Planning Policy, 75m<sup>2</sup> of green space is needed per dwelling. Public green space for daily use should be within 500 meters and ideally should be at least 1 hectare in size. In short, It can be concluded that the neighborhood has too little quality public (green) space. The streetscape of Schorsmolen is highly dominated by hard surfaces in public space. The streets in the neighborhood are wide and most of this space is filled with paved roads, paths, and parking spaces.

For example, Middellaan, a broad residential street, was designed with a tree-lined avenue on both sides at the beginning of the 20th century, and cars did not have a place on the street. Nowadays, Middellaan has a wide road, a small sidewalk on both sides, and lots of on-street parking spaces. The street is almost fully paved, which does not provide a pleasant environment. Residents often describe their experience as disorienting and unclear; where you are allowed to walk, cycle, e-bike or spend some time to meet neighbors. Many streets in Schorsmolen have space to implement greening. The streets need better design so that residents and visitors can stay and move around safely and comfortably.



## INFRASTRUCTURE AND PARKING

The neighborhood is focused on cars. There are wide roads and in street parking spaces in Schorsmolen. In the middle of the neighborhood, there is a small section only accessible for slow traffic, which has almost no effect on the general feeling. Streets are dominated by presence of cars and are solely designed for it.

In Schorsmolen, there is a car ownership rate of 0.4 per person. The research showed that many visitors to the city center of Breda park their cars in Schorsmolen, which creates added problem. The Municipality of Breda has plans to prevent visitors to the city center from parking in the neighborhood. This could lead to many parking spaces disappearing from the street scape. With the partial reduction of cars, the street profile can be redesigned.

## ONE SIDED BUILDINGS

**“There are 2493 homes in the neighborhood, of which approximately 85% are apartments”**

**“The neighborhood has a large share of care homes”**





Schorsmolen is mainly composed of average 4 to 5-story high apartment buildings. As a result, the neighborhood has a very monotonous appearance. The apartment buildings create unsafe situations inside the buildings. Conversations with residents and the district manager of Breda Centrum show that homeless people and other unauthorized individuals often find their way into the apartment buildings. The neighborhood has an anonymous character due to the presence of many blind walls and storage rooms in the plinths.

### THE MONOTONOUS NEIGHBORHOOD

The functions are often very uniform per building block. The monotonous living environment contributes to the vulnerability of the neighborhood. The ambition is to create a good mixture of typologies and buildings with varied heights to create a less monotonous appearance. Many blank facade and often monotonous program per building block has resulted in little activity on the street. A mix in the programs can lead to different uses at different times. This means more people on the street, which improves safety. The monotonous appearance of the neighborhood is largely due to the architecture of the buildings.

Schorsmolen is a typical post-war neighborhood. After the war, there was a strong housing shortage and the neighborhood was built up with low-entry flats and apartment buildings. Building blocks are often too small and unattractive for larger households. The type of architecture has an anonymous and dilapidated appearance. There is little detailing in the architecture (window frames, balconies), and it is very inward-looking. Few building blocks have a front garden or private doorstep. This results in a poor transition between public and private.

There are opportunities to renew the architecture in the neighborhood, thus counteracting the anonymity of the neighborhood.



### EXPERIENCE OF THE GROUND FLOOR AND ENTRANCES

Large parts of the neighborhood, often corners of buildings, have blank facades. Blank facades create anonymity in the neighborhood, often with no view of what happens behind these facades. There is a strange distribution of entrances in the neighborhood. In some building blocks, the entrances are located on the inside of the block. In some cases also directly next to parking lots. The combination of the lack of facilities and storage spaces at the ground floor level results in a lack of liveliness and adds to the anonymity in the neighborhood.

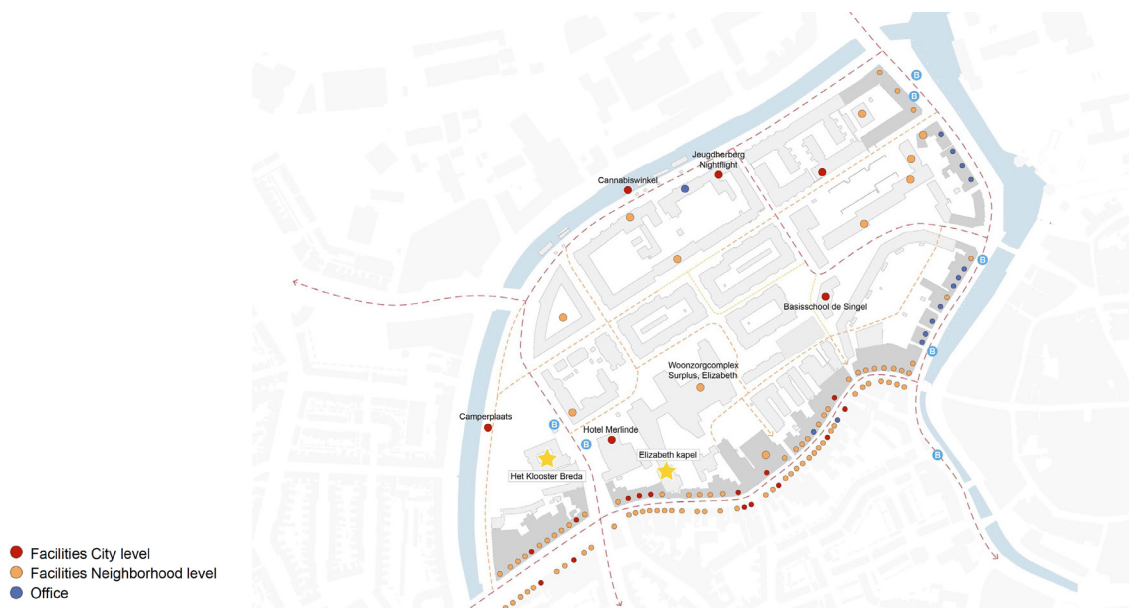
The initiative of the “neighborhood deal” has been introduced in the neighborhood. The neighborhood deal is an agreement between residents and the municipality to make the neighborhood as pleasant as possible.

### AMENITIES

The provision of amenities in Schorsmolen is relatively good. Many shopping and hospitality amenities are located on the edges of the neighborhood, particularly on Haagdijk, which is important for residents in Schorsmolen. There are also some small-scale amenities within the neighborhood itself, such as a dentist and general practitioner. However, there are also some city-level amenities that have an impact on the neighborhood’s dynamics.

One of the city-level amenities is the cannabis shop, which has a negative effect on the livability of the neighborhood. It attracts a lot of nightlife crowds and young people, which increases the feeling of insecurity (drug dealing and crime). One city-level amenity that has a positive effect on the neighborhood is the Merlinde hotel, which attracts many visitors and tourists. The special education school is also an important city-level amenity.





Due to the many amenities, mainly located on the edges of the neighborhood namely Haagdijk. However, there are relatively few amenities within the neighborhood, leading to a lack of liveliness. The neighborhood is poorly connected to these edges. The ambition is to create good connections with the dynamic edges of the neighborhood

## SAFETY

Compared to safety in Breda relatively, the safety and traffic safety is low. The perception of safety is an important issue. As many as 45% of residents feel unsafe in the neighborhood at times. There are various elements and aspects of the physical environment in Schorsmolen that contribute to this insecurity and feeling of unsafety.

A major source of nuisance for residents is the nightlife crowd, especially during the weekends and evenings. On the east side of Schorsmolen, near the city center, it is possible to park for free after 10:00 pm. This results in a lot of nightlife crowds parking here, and when the city empties out, there is a lot of nuisance, which gives residents an unsafe feeling. Because there is little social cohesion in the neighborhood, there is also a low sense of co-responsibility. This results in little social control and a low social safety.

Entrances to buildings are sometimes on the inside of the block. This means that these blocks can never be closed off, which creates unsafe situations in the courtyards of the buildings. There is no clear orientation between public and private spaces.

The neighborhood offers opportunities to address the unsafety. Many of the security problems are caused by the physical design of the neighborhood. There are opportunities to address blind facades, change the parking policy, and create social control.









# Living Cities

## PROJECT SITE AND ASSIGNMENT

- Site description
- Historical Character
- Lack of Character
- Competition assignment



Socially connected and  
climate adaptive

Schorsmolen



# Living Cities

## Site Description

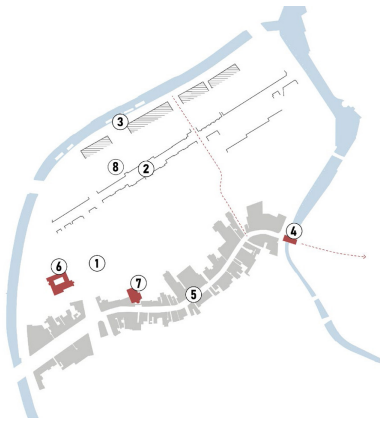
The Schorsmolen district in the centre of Breda is categorized as a 'weak' neighbourhood. Schorsmolen has the worst liveability of all neighbourhoods within Breda. Low liveability, low social cohesion and low safety are the main problems in the area. In Schorsmolen there is little or no usable greenery and almost no recreational opportunities. All public areas are dominated by (unauthorised) parking, speeding traffic, alcohol consumption and waste on the street.

Although the Schorsmolen district is classified as a 'weak' neighbourhood, it has one of the highest percentages of young people present in the neighbourhood. Because Schorsmolen is very close to the old city centre of Breda, it offers a very good chance of densification. There is a need for transformation strategy at the neighbourhood level, which aims to reduce the parking spaces increase the quality public spaces, increase green public space and add substantial number of new homes.



*Breda 1905 Middellaan nabij de Nieuwe Dieststraat.*

# Historical Character



## 1. The Schorsmolen

The name Schorsmolen refers to the bark mill that used to grind oak bark from which tannic acid was extracted to tan the leather. Later, a gunpowder magazine was built on this site and was named 'Schorsmolen'. (Bijma, 2002)

## 2. The Middellaan

The Middellaan was constructed in 1876 and was named so because it is situated between Leuvenaarsstraat and Nijverheidssingel (Figure 10). At that time, the Middellaan was one of the longest streets, measuring sixteen meters wide. Van Gendt, who had made the Plan van Uitleg, also made the layout for the new streets. He drew inspiration from Berlin or America, which is evident in the plans for Schorsmolen, the Middellaan, and the surrounding streets that formed a grid of perpendicular streets. In 1971-1973, all houses around Middellaan were demolished because there were plans for a wide diagonal road over the old grid. When these plans were not implemented, the Middellaan was reconstructed in 1983 on the old location. Nowadays, the street is 16 meters wide, and the once-broad residential street with a double row of trees has been replaced with a paved street with parking spaces. (Otten, 1988)



## 3. Industry at Nijverheidssingel

In 1871, the municipal architect decided that the Singelvaart between the Gas Factory and the Antwerp Gate would be a suitable location for factories and for storage and unloading of wood, stone, debris, and dredging. In 1895, this canal was named Nijverheidssingel, after the industries that had settled here (Figure 11). The Kwatta factory is one of the important industries that had settled in Schorsmolen. At this time, Schorsmolen was known for its industry, and various workers' homes were built around the factories. When all factories disappeared after the war and the whole district was transformed



Schorsmolen



into a new residential area, there was almost nothing left to recognize the industrial area it once was. (Otten, 1988) This industrial grain and the way the district once presented itself on the canal are interesting starting points for the design.

#### 4. Tolbrug

The Tolbrug has been the connection to the Breda city center for Schorsmolen for centuries. The bridge is very old and was already mentioned at the beginning of the 14th century. In the Middle Ages, this bridge was the most important and largest bridge in Breda, and tolls were collected by the lord of Breda. The Tolbrug has had various forms over time, but has always formed the connection between Schorsmolen and the city center. (Bijma, 2002)



#### 5. Haagdijk

The Haagdijk was constructed in the 14th century and is one of the oldest access roads to the old city center (Figure 12). The Haagdijk is a dynamic ribbon with many shopping facilities and one of the oldest shopping streets in Breda. This street with many facilities is very important for the residents of the district. (Otten, 1988)

#### 6. The Monastery

The former Capuchin monastery is an important protected national monument in Schorsmolen (Figure 13). In 1887, the Capuchins built a monastery on Schorsmolenstraat. In 2014, the Capuchin fathers left the monastery. Together with the walled garden, the monastery now serves as a space for training, meetings, and events. (Het Klooster Breda, n.d.)



#### 7. Elisabeth Chapel

The chapel of Huize St. Elisabeth was in 1896 the chapel of the St. Elisabeth nursing home on Haagdijk (Figure 14). The nursing home has been renovated, and the chapel is now connected to the complex via a glass portal. The chapel is currently used as storage for the residential care complex. (Hendriks, 2019).



# Lack of Character



**1. There is a lack of usable green space and recreational opportunities in Schorsmolen, such as parks and areas for games and sports.**

Schorsmolen is lacking in green space and recreational opportunities. There are very few public parks or open spaces for residents to use for leisure activities, such as picnics, sports, or outdoor gatherings. The absence of green spaces can negatively affect the quality of the local environment, as there is no space for trees, plants, and other forms of vegetation to grow, which can lead to a lack of biodiversity and increased air pollution.



**2. The coherence between the spatial framework and the traffic flow in Schorsmolen is not logical, which makes the neighborhood feel very confusing.**

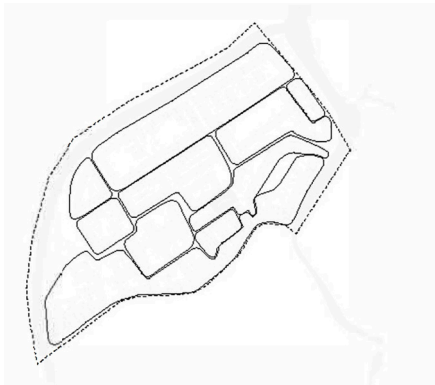
Lack of coherence results in a neighborhood that feels very confusing and difficult to navigate. It can be hard for residents and visitors alike to understand the layout of the neighborhood and to find their way around. This can lead to frustration and dissatisfaction, as people may feel that the neighborhood is poorly designed and difficult to live in.



**3. There is little to no functional mix and program diversity in Schorsmolen**

Lacks of functional mix and program diversity can lead to a feeling of monotony and lack of variety, which may make the neighborhood less desirable to live in. Additionally, a lack of program diversity can make it harder for residents to access essential services and amenities, such as grocery stores, medical facilities, and public transportation. This lack results in an unattractive area for new residents and businesses.





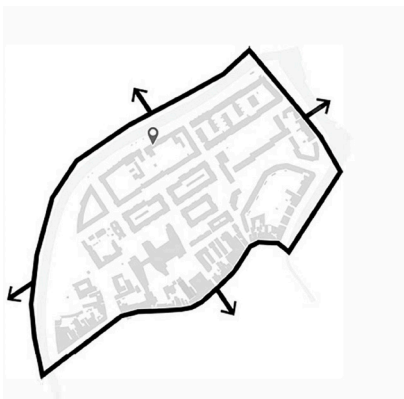
**4. Schorsmolen appears to be the accidental result of successive urban planning periods, resulting in a fragmented end result.**

Schorsmolen appears to be the result of successive urban planning periods that have not been fully integrated into a cohesive whole. This has resulted in a fragmented neighborhood that lacks a clear identity or sense of place. The neighborhood may feel disjointed and disconnected, with little coherence between different parts of the neighborhood. This lack of coherence may also contribute to the confusion and difficulty of navigating the neighborhood, as discussed in point 2 above.



**5. The identity of Schorsmolen is closely linked to the edges of the neighborhood: Singel and the historic Haagdijk.**

Despite the lack of coherence within the neighborhood, the identity of Schorsmolen is closely linked to its edges, particularly the Singel and the historic Haagdijk. These features provide a sense of place and history that is lacking in other parts of the neighborhood. The Singel, in particular, is a defining feature of the neighborhood, as it provides a natural boundary that which can connect to other parts of the city. A new bridge is planned towards 't Zoet development via Triple-0 area. This will contribute neighborhood to be a connecting area identity between and city center and the new urban district called 'T Zoet.



**6. Schorsmolen is a spot in the functioning of the inner-city fabric.**

Schorsmolen is a neighborhood that is located within the larger context of the inner city of Breda. Despite its central location, the area has some issues with how it fits into the broader fabric of the city. The neighborhood lacks a clear identity and coherence. Improving the functionality of the neighborhood is an important task that needs to be addressed in any redevelopment plan for Schorsmolen. This involves creating a more cohesive and logical spatial framework for the neighborhood, as well as improving the traffic

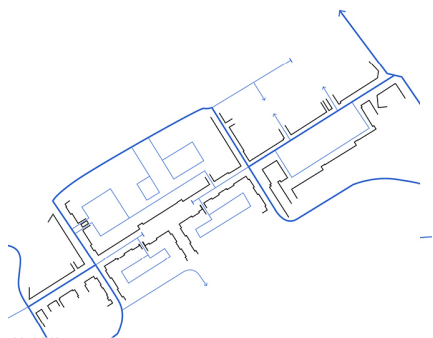




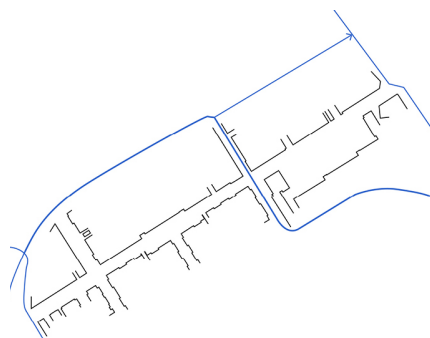




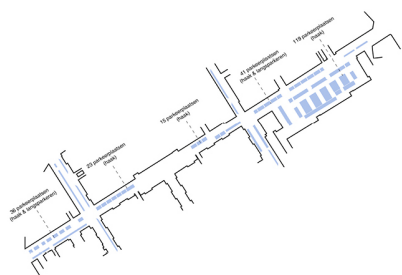
Inspirations



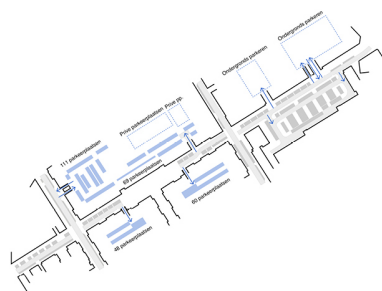
Mobility  
Car traffic flow



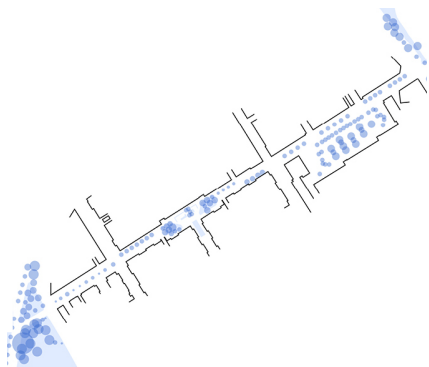
Mobility  
Bicycle routes



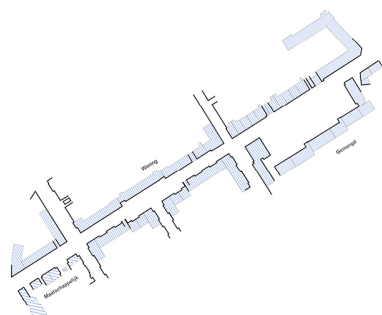
Mobility  
On-street parking



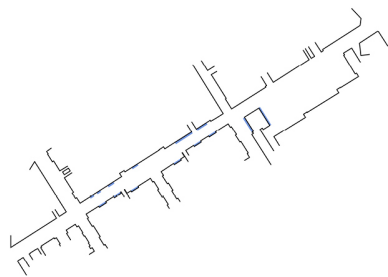
Mobility  
Ground-level parking in relation to inner courtyard (and underground) parking



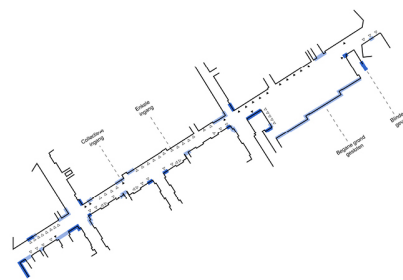
Green  
Public Space



Function mix  
Mainly residential functions on the ground floor.



Street Gardens  
Often paved



Anonymity  
Little relationship with the Middellaan and many blind facades





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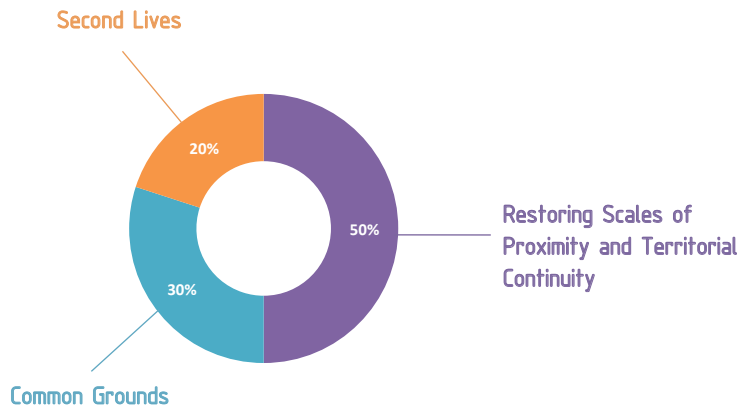






# Schorsmolen

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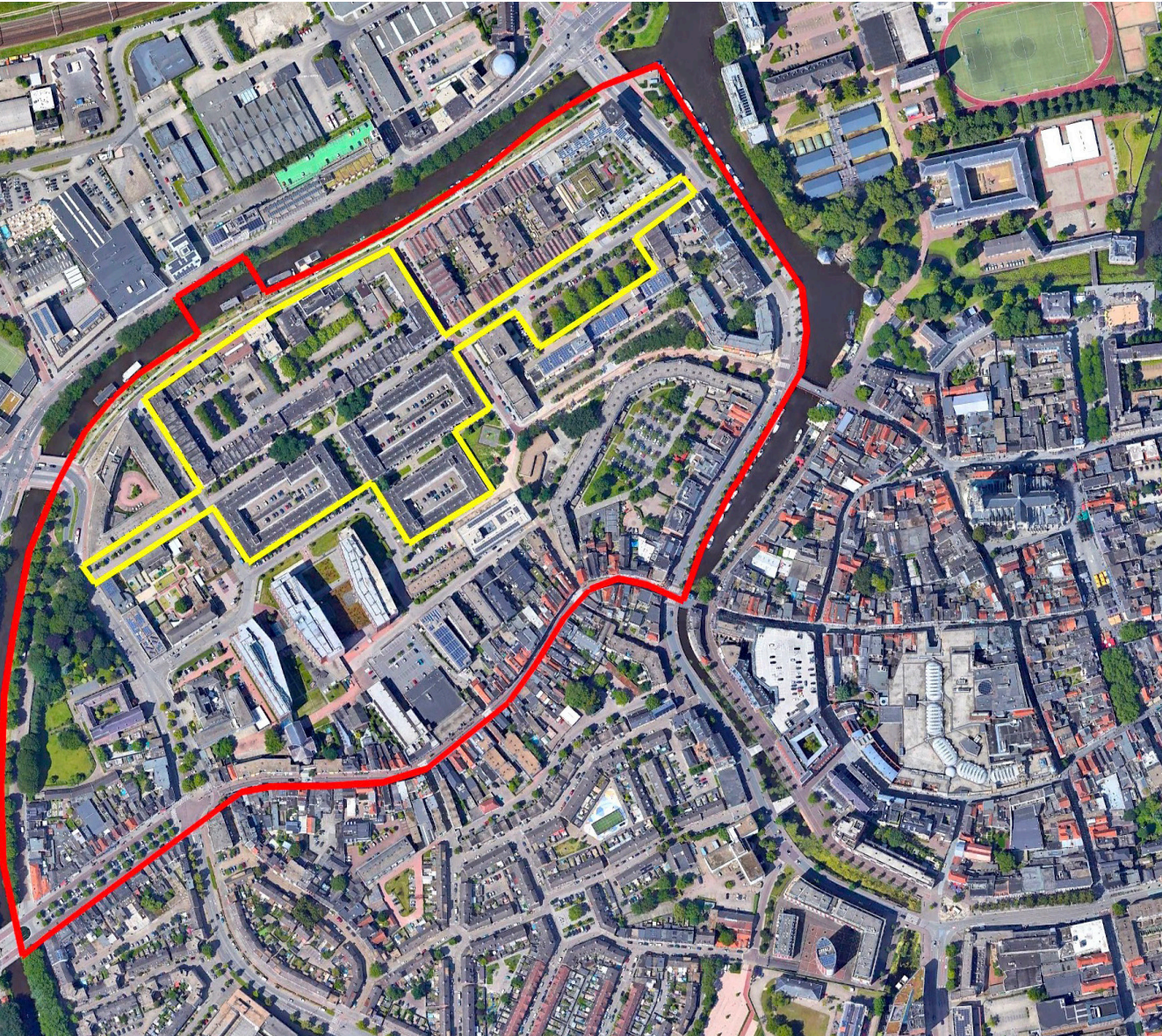
## Site Family

Imagine a Second Life!

- 
- Location** Schorsmolen, Breda
  - Population** 184,000 inhabitants
  - Strategic Site** 24.9 ha
  - Project Site** 5.16 ha
  - Scale** L/S
  - Owner(s) of the Site** mix of public and private ownership











Middlellaan 1915



Middlellaan 2022







Aerial view Schorsmolen, Breda



Haagdijk



Nieuwe Prinsenkade



Nijverheidsingel





# Living Cities

## The design teams are asked to:

Propose a strategy at block level, that offer new forms of affordable, urban living with a greater mix of housing types and resolves the current problematic relationships between public and private and introverted nature at the street level in creating an attractive and socially inclusive neighbourhood.

Consider the potential role of the Middellaan, given its historical significance, in designing a long-term urban transformation strategy for the area.

Propose a new vision on the public space, streets and provision for parking by re-considering the balance of hard (asphalt) and soft (green) surfaces for Schorsmolen as a whole.

Include a phasing strategy for the implementation of the urban transformation strategy for whole of Schorsemlen allowing block by block development and participation of local residents.

Consider new opportunities for Schorsmolen in the emerging new urban context. Where Schorsmolen is found in-between; The city center of Breda and 't Zoet by additional new connection by bridge and water bypass.

There are many places in the region and Netherlands that are dealing with similar questions of over heating and degradation. Innovative bottom-up proposals and processes can trigger broader implementations of community building, multi-generational living and new typologies.

## Follow-up

Follow up design (or research by design) assignment on implementation at the project site (or a site with similar challenges) commissioned by

The challenge is to develop a long-term urban transformation strategy that offers a vision of 'affordable living' and testing alternative 'living-together' typologies. Propose public space and architectural design ideas for this hottest spot in Breda which is ear-marked for special attention in respect to climate adaptation, and is integral to the long-term urban strategy.

The logo for Schorsmolen, featuring the name in a stylized, rounded font with a double outline, set against a background of overlapping, thin, light-colored circles.

Schorsmolen



# Living Cities

## RECOMMENDED READS

# Relevant policy documents

Most of the documents provided here under are in Dutch language, please do use online translation services to help you understand the content. We excuse any inconvenience caused.

\*\*\* We highly recommend to study the under listed documents for comprehensive understand of the competition location.

## **Verstedelijkingsstrategie SRBT dd 20 mei 2022 tbv bestuurlijke consultatie (Concept PDF, Dutch only)**

Input for this draft is among others formed by the perspective study, the dashboard results, the draft urbanization strategy Brabant, directors meetings and administrative meetings SRBT. Core team, design team SRBT and the RIA together have inventoried ambitions, tasks and projects.

## **Omgevingsvisie Breda 2040 vastgesteld (PDF, Dutch only)**

In this Environmental Vision Breda describes its ambition, goals and tasks for the next 20 years. The document focus on and how we tackle the threats and challenges. Breda takes three steps forward by defining a strong vision. Where taking good care of our neighbourhoods, villages and the countryside to increase resilience for the whole region.

## **De potentie van het nieuwe centrum (PDF, Dutch only)**

'De potentie van het nieuwe centrum' is an exploration of area developments as envisaged in the new centre of Breda in the spring of 2020. It explores these developments collectively and places them in relation to each other. In this way it provides insight on which the programmatic and spatial tasks included in the environmental vision are based. The visualizations included are not designs but typologies of the possible settlement environment.

## **MUST Rapport Waardenkader Fell-Schors (PDF, Dutch only)**

## **Frederique Lenssen Rapport (PDF, Dutch only)**

## **kansen en opgaven schorsmolen & Bouwblok middellaan (PDF, Dutch only)**

## **Wijkagenda's 2022 Fellenoord (PDF, Dutch only)**

## **Verbeter Breda (PDF, Dutch only)**

## **Presentatie Schorsmolen 12 juni 2020 (PDF, Dutch only)**

## **Stedelijke Regio Breda Tilburg – Informatieavond 2022 (YouTube)**

[https://www.youtube.com/watch?v=0I\\_mZrxjKIQ](https://www.youtube.com/watch?v=0I_mZrxjKIQ)

## **WrapUp Ontwerpteam SRBT 2022 (YouTube)**

<https://www.youtube.com/watch?v=BHMInLMvUEs>

## **2D/3D dataset information**

<https://3dbag.nl/en/>

<https://kaart.edugis.nl>

<https://3d.kadaster.nl/basisvoorziening-3d/>

<https://3dbag.nl/en/viewer>

<https://parallel.co.uk/netherlands/#10.94/51.6219/4.8751/-1.6>

## Read more about European 17

- weblink: <https://www.euopan-europe.eu/en/session/euopan-16/minisite/euopan-17/calendar>
- Other sites in Stedelijke Regio Breda Tilburg (NL) and in europe
- Fully detailed competition Rules for European 17
- European 17 calendar
- the theme Living Cities – Reimagining Architectures by Caring for Inhabited milieus
- 4 lectures on several aspects of the theme

't Zoet, Breda



# Living Cities

## PRACTICAL INFORMATION

Facts and Rules

The jury

Organization

# Facts and Rules

## Competition Rules

For full competition rules and other information please visit:

<https://www.europan-europe.eu/en/session/europan-16/minisite/europan-17/calendar>

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## Participate / Register

For registration and other information please visit:

<https://www.europan-europe.eu/en/session/europan-16/minisite/europan-17/calendar>

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## Site representative / Actor(s) involved

Municipality of Breda

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## Team representative

architect and/or urban planner

---

## Expected skills with regards to the site's issues and characteristics

Architectural, Urban Design

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## Communication

Anonymous publication online after the 2st jury round

Publication in book and potential exhibition after the competition

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## Jury - 1st evaluation

With the participation of the site representative

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## Jury - prize selection

Ranked selection: with Winner (€ 12,000), Runner-up (€ 6,000) and Special Mention (no financial reward) \* more extended rules on Europan Europe website

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## Post-competition intermediate procedure

Meeting to present the rewarded teams to the site representatives

Possible workshop on site with the rewarded teams – winner(s), runner(s)-up, special mention(s)

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## Commission given to the selected team(s) for the implementation

Follow up design (or research by design) assignment on implementation may be given at the project site (or a site with similar characteristics) commissioned by the municipality and/or private partners

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**Europan 17**



# Living Cities

THE JURY

# The Jury

\* Jury substitutes

---

## **Bart van der Vossen (NL)**

Directeur Ruimte at Gemeente Utrecht (Utrecht, NL)

## **Don Murphy (NL)**

Architect, Founder VMX Architects (Amsterdam, NL)

## **François Chas (FR)**

Architect, Associate at NP2F (Paris, FR)

## **Johan de Wachter (NL/BE)**

Architect / Owner at JDWA (NL) / Founding partner at 2DVW (BE) (Rotterdam, NL)

## **Marieke Kums (NL)**

Architect, Studio MAKS (Rotterdam, NL)

## **Pieter Veenstra (NL)**

Landscape architect, Owner at Lola landscape architects (Rotterdam, NL)

## **Huib Kloosterman (NL)**

Founder Urban Xchange, co-founder The Dutch Mountains (Eindhoven NL)

## **Martin Sobota (DE)**

Architect, Founding Partner CITYFÖRSTER (DE/NL)

## **Stephanie Bru (FR)**

Principal at BRUTHER / Stéphanie Bru & AlexandreTheriot (Paris, FR)

## \* **Oliver Thill (NL)**

Owner of Atelier Kempe Thill architects and planners (NL)

## \* **Tania Concko (NL)**

Founding Director at TCAU / Tania Concko Architects

---

## Technical committee

Is tasked to advise the jury on the contextual sensitivity and the feasibility of the competition proposals. After judging the technical committee will select from its body an implementation committee that will advise on the successful implementation of European 17 proposals in all sites for SRBT.

The technical committee is composed of: two European NL board members; two launching partner representatives; a private partner representative for each committed party; one site specific stakeholder representative per site; both jury substitutes (unless tasked to act as an active jury member).

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European 17



# Living Cities

ORGANIZATION

# Project coordination

**Madir Shah**

Director, European NL / E17 Project leader

**Peter van Schie**

Head urbanist, department of urban development, City of Breda

**Marco Visser**

Senior urbanist, department of urban development, City of Tilburg

**Christina Rademacher**

Projectleider, Gemeente Tilburg, afdeling Ruimte

---

# Pre-competition working group

**Waalwijk**

Sander Boon

**Kenniskwartier**

Edwin van Renterghem,

't Zoet, Breda

Onno van der Heijden, Patrick van 't Loo

**Groenwoud**

Bram van Duuren, Jasper van der Wal, Stein van Brunschot

**Schorsmolen**

Fien Gooskens, Walter van Beers

**Etten-Leur**

Peter Paul Stoof

---

# European NL

**André Kempe**

Architect / Urban Designer / Co-founder / Director at Atelier Kempe Thill

**Jonathan Woodroffe**

Architect / Urban Designer / Co-founder / Director at Studio Woodroffepapa

**Sabine Lebesque**

architectuurhistoricus / Grond en Ontwikkeling, Gemeente Amsterdam

**Madir Shah**

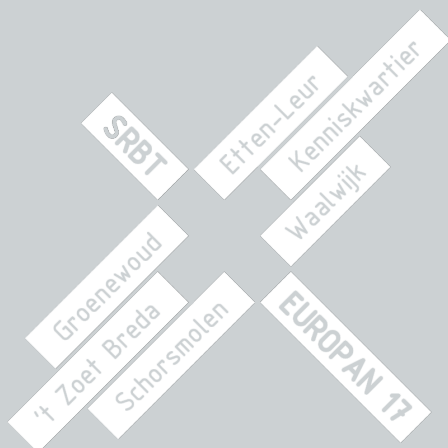
Architect / Urban Designer / Co-founder / Director at URBANOFFICE Architects

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European 17



# Living Cities



## Competition brief European 17

Published on, March 2023 The Netherlands

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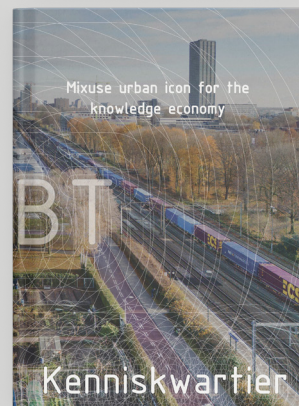
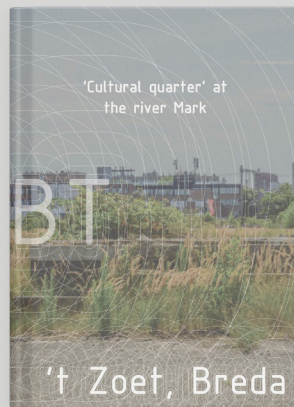
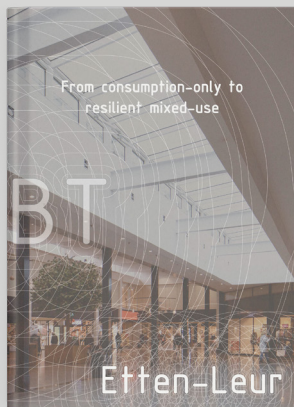
creative  
industries  
fund NL



Dear European competitors,

European NL and the Urban Region Breda Tilburg are proud to announce six locations in the region for European 17. These sites have been and designated as "prototypical development sites" due to their unique characteristics. We are confident that these sites will provide a challenging and exciting context for the competition.

The municipalities of Breda, Tilburg, Etten-Leur and Waalwijk believe that these locations hold tremendous potential for innovative and impactful design solutions.



European 17



# Living Cities

# SR

SRBT

Etten-Leur

Kenniskwartier  
Waalwijk

Groenewoud

't Zoet Breda

Schor-smolen

EUROPAN 17