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# OPEN CALL 29

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on <http://vlaamsbouwmeester.be/en/instruments/open-call/my-open-call> you can subscribe for these projects.

The information in this document is for information only. The legally binding information on the projects can be found on the website [www.vlaamsbouwmeester.be](http://www.vlaamsbouwmeester.be). The text of the Dutch project sheets on this website has priority over the text in both the Dutch and the English version of this document as well as on the English version of the projectpages on the website.



az turnhout  
campus Sint-Lucas

Wacht voor  
afhaalpunt of  
afleverpunt

UITGEZONDERD

- Spoedgevallen
- Parking Bezoekers
- Dialyse
- Uitstapzone
- Leveranciers





# TURNHOUT - General Hospital Turnhout NPO

All-inclusive study assignment for drawing up a master-plan and a technical-financial plan and possibly the phased supervision and phased construction of the unified campus at the Sint-Jozef site in Turnhout.

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The AZ Turnhout npo was formed on 1 September 2009 as a result of the fusion of Turnhout's hospitals (AZ Sint-Jozef and the Sint-Elisabethziekenhuis). The social task of the AZ Turnhout npo is to be an outstanding general and regional hospital for the Kempen region. It houses 1800 members of staff, 180 doctors and 650 certified beds and is based on two campuses, Sint-Jozef and Sint-Elisabeth.

In 2012 the Board of Directors of AZ Turnhout took the decision in principle to unite all the hospital activities on the Sint-Jozef campus. This decision was based on an exhaustive study that showed that in the long term AZ Turnhout would be best prepared to achieve its objectives on one single campus. On 19 June 2014 the Flemish Government approved the strategic care plan for the construction of a unified campus on the Sint-Jozef site.

A decisive element in this choice is the fact that the Sint-Jozef campus offers more room for expansion and growth in the longer term. This flexibility is necessary in order to continue fulfilling its social task within the rapidly evolving hospital landscape and to be able to play a part in the future network of hospitals in the Kempen region. The new campus will provide 592 beds for normal hospitalisation, supplemented by 121 places for day patients (including 6 geriatric places). It has been decided that a combination of new building, conversion and renovation of the present infrastructure will be involved in the development of the unified campus.

## CLIENT

AZ Turnhout npo

## LOCATION

Steenweg op Merksplas 44, 2300 Turnhout.

## BUDGET

€ 150.000.000 incl. VAT, incl. fees

## TIMING

Assignment awarded to the designer(s): end of 2015

Delivery of technical-financial plan : end of 2016

## FEES

Fee for master-plan and drawing up technical-financial plan: min 1% - max 2% van de geraamde investeringskost

Fee for supervision: on demand, at the hourly rate stated in the quote

Fee for construction: overall fee basis: min 6% - max 8%, percentages calculated on the basis of the total cost of construction, incl. architecture, stability and techniques and landscaping.

## AWARDS

€ 20.000 (excl. vat) per candidate

5 candidates

The main points of focus for this project include the relationship between the hospital site and the surrounding landscape, indoor and outdoor access, the long-term flexibility of the infrastructure and the functionality of the whole complex. This applies both to the staff, who must be able to carry out their tasks in the best and most agreeable possible circumstances, and to the flows of patients and visitors, which are as far as possible to be kept apart, where desirable.

The hospital fulfils a public function and should make this aim clear to visitors, patients and staff. The building and the layout of the open space must radiate confidence. The whole ensemble should express the notion that 'the patient is the focus', with an emphasis on 'customer intimacy'.

The principal considers it important that the design team includes members with the necessary knowhow concerning the elements characteristic of hospitals in Flanders, for example when it comes to standards for recognition and recommendations, the procedures and conditions for subsidies, the technical equipment specific to hospitals, the complexity of the programme of requirements inside a hospital building, etc.

The cost of construction is of course important, but the running costs are at least as important (technical costs, maintenance and cleaning costs, logistical and energy costs, etc.).

Bearing in mind the planned reform of the care sector, it is not yet clear how the implementation of the project will proceed. So it will take place by means of an assignment in separate parts (article 37, §1, Law on Government Assignments, 15th June 2006). In this assignment, it is possible for the principal to award both the drawing-up of the master-plan and the whole series of separate sections of its implementation to a single designer without being actually obliged to carry out the full or partial implementation of the plan after the master-plan has been drawn up. The fixed parts of this assignment are the drawing-up of the master-plan and the technical-financial plan. The phased supervision and actual implementation of the master-plan are the conditional parts of the assignment. The execution of each phase of the conditional parts depends on a separate decision by the principal. The principal is bound only by the fixed part of the assignment. He can terminate the assignment at any time and/or grant the conditional parts of the assignment partly or entirely to a third party without being liable for any damages.

The designer retains as intellectual property all the studies and documents he supplies to the principal under this contract. The principal acquires the material ownership (the property rights) and their associated rights of use. He is permitted to use these studies and documents for the purpose for which they were intended. He may exhibit them (including the models) and publish articles about them, on the condition that he states the identity of their author. He may let one or more other designers work on the studies and he may depict the studies using any medium or in any way.







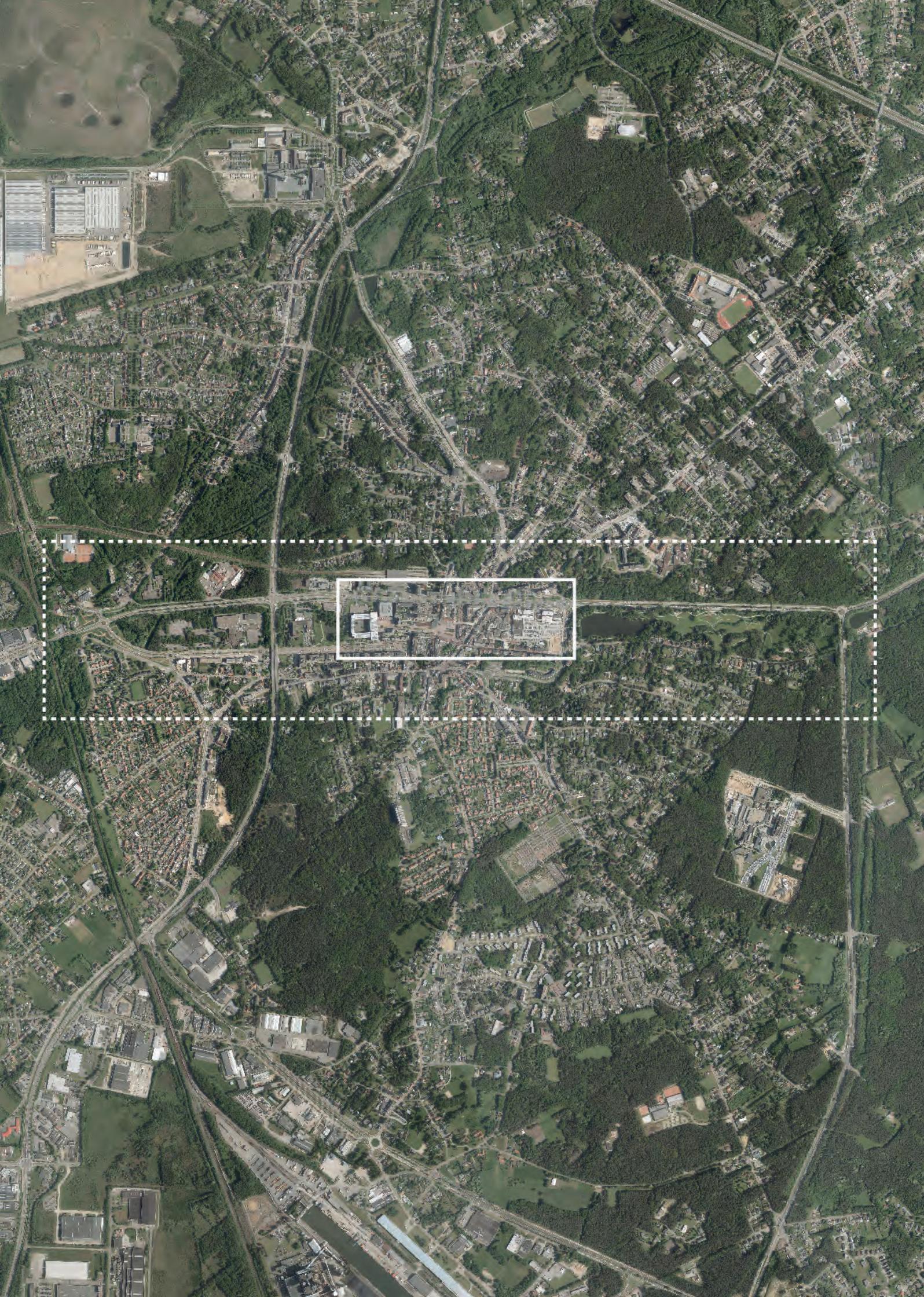












# GENK - Europalaan and surroundings station

All-inclusive study assignment for a master-plan for the strategic site of Europalaan/ station area in Genk, as a transfer zone and gateway to the town centre.

Genk is an atypical Flemish town where a quite specific history has led to an unusual spatial structure and a socially differentiated fabric. A town that thrives on diversity, but which thereby finds itself facing the complexity of a polycentric urban structure with extremely heterogeneous focal points and varying forms of connectivity. In recent years Genk has concentrated on developing several strategic urban projects to enhance its urban fabric: the town centre, C-Mine, the THOR Park, Kattevennen, etc.

Genk opts for the 'grid town' as its developmental model, where the polycentric development can be a starting point and an asset. However, a reading of the town accentuates the present defective relationship between these eccentric focal points and the present town centre. The development of the station surroundings plays a crucial part in the link between the centre and the focal points and in the development of the town in general. In the study, the connectivity between the surrounding project zones should be examined, more specifically: the connection to C-Mine (was in part examined in the E. Coppélaan Open Call project), the link with the Kattevennen, and the link with other strategic sites including THOR, ZOL and the Sports Campus.

Genk is currently looking at a reorientation of economic activity, with new urban dynamics as a consequence. The spatial form this will take is still unpredictable, but it is thus even more important to define a clear framework within which these dynamics can

unfold in the future.

A crucial element is a sustainable transport model, which underpins the specific spatial composition of our town and enhances the connectivity between people and the various parts of the town. The station surroundings should become a paragon of new, green mobility and play a key part in this model. The station surroundings should be a catalyst for the launch of new and innovative transport projects.

A major driving force behind this new, sustainable transport model is the introduction of the Line 2 fast tram as part of the Spartacus Project. The tram should be given a clearly visible place in the appearance of Europalaan. Access to the station must be reviewed with an eye to making this a sustainable and intelligent town. Good accessibility for all modes of transport is important, but the many aspects of safety are also indispensable. In addition to a clear plan for the developmental potential of the immediate surroundings of the station (with the station square, the filling and/or transformation of a number of strategic sites, etc.), research into both the spatial and functional links between the station surroundings and the town centre is also essential. In this context, the research assignment also includes a tunnel scenario for Europalaan.

Another of Genk's assets that comes up in the notion of the grid town, is the interweaving of the landscape and the built fabric. The study should provide a framework for the further development of the rather narrow but elongated urban strip that comes under the sphere of influence of Europalaan (and is related to the broader central area, among other parts). In the past, Genk developed in the valley of the Dorpsbeek, whereby the landscapes to both the north and south are characterised by ridges of hills. The study should examine how a reinforcement of this urban strip could be brought about in a north-south direction and within the sphere of influence of Europalaan and in which way or with which programme it could best be filled. A study should be made of which functions and programme points renew and supplement what Genk has to offer. What functions would enhance the urbanity and experience of our town centre? What functions could be spatially fitted in here?

The following developmental possibilities must definitely be included in the study of the strategic Europalaan site, from west to east: Xentro zone – abattoir site zone, station surroundings – Welfare campus – Molenvijver area.

The result of the study should be an integrated proposal for the further development of the strategic Europalaan/station area site. It should in addition show a high level of imagination and be able to be implemented by public and private partners in stages.

The focus of the project is on the broad surroundings of the station, this being the area between Winterslagstraat and the Westerring, but cannot be seen as separate from the whole urban strip. The study area is thus formed by Europalaan between Vennestraat and the Oosterring. To the north and south there is no strict demarcation; one point of focus is the densification of the centre within the sphere of influence of Europalaan.

The aerial photo shows the spatial situation of the project. The

## CLIENT

City council Genk

## LIGGING

Europalaan and surroundings of Genk station

## BUDGET

To be determined in the design study

## TIMING

Assignment awarded to the designer(s): end of 2015

## FEES

FIXED PART : max. €160.000 excl VAT for design study  
 CONDITIONAL PART : Fee implementation min. 6% and max. 8% on estimated costs infrastructure and public space / Supervision : hourly rate

## AWARDS

€10.000 excl. VAT for each candidate  
 4 candidates



area of the study consists of Europalaan and its surroundings. The station area is a centre of gravity in this zone.

The design study defines the guidelines for future projects in the field of architecture, design of public space and infrastructure for the Europalaan and the station area of Genk. The final result is a compelling image and a global development perspective, including the necessary guidelines to concretize the overall spatial vision. The design study provides an operational framework for assessing future projects.

Issues that could be addressed in the design study are: the position sizing and quality of infrastructure, conditions for the further development of the Europalaan and the station environment (building volumes, mobility concept ...), the design of the public domain, measures for the development and strengthening of the

spatial quality, ...

The design study is the basis for a follow-up process that will focus on individual projects. The design study defines the subprojects and proposes a strategy so the client can start immediately with the realization of the projects. The layout of the design study is the 'fixed part' of this assignment. The implementation study of the first phase of subprojects is a 'conditional part' of the assignment. The budget for the conditional part is determined by the principles in the design study, the fee for the conditional part is a part of the offer. The client can also appoint the master planner as a supervisor during the planning and implementation phases of the projects carried out by third parties. As a supervisor, it is his job to monitor the spatial quality and cohesion of the study during implementation. This command can be considered a consulting assignment and also belongs to the 'conditional part' of the study.

















# GENK - Stiemerbeek valley

All-inclusive study assignment for the design study (fixed part) and the implementation and/or supervision (conditional part) for the Stiemervalley Green-Blue Public Park in Genk

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Genk town council wants the town to grow into a grid in which strategic sites determine the developmental dynamics like cogwheels, in which landscape and infrastructure form spaces that provide a specific experience and connective spaces, and where it is pleasant and viable to live. The town should also develop into an innovative, sustainable and resilient place, where innovation, creativity and technological development combine to form an enhancement and an intensified experience of the available landscape.

In recent years Genk has concentrated on the development of several strategic urban projects to reinforce its urban fabric: the town centre, C-Mine, the THOR Park etc. But at present there is a prevailing sense in Genk that the urban fabric lacks cohesion because of defective relationships between these focal points.

The town has several infrastructures and potential foundations by which to reinforce the links between these sites. The Stiemerbeek Valley appears to have the potential, as a strong green-blue artery and as a soft recreational network, to provide links between the various parts of the town and the strategic sites and to increase the quality of Genk as a place to spend time. The THOR/KRC sites, the sports campus, C-Mine, Vennestraat and the core of the town all border physically on the Stiemerbeek Valley.

An important part of the Genk grid town is the interweaving of built and unbuilt sections of this town that ought to be in balance. In Genk, the landscape could form a solid framework on which to develop into a sustainable, resilient and livable town. However, the available landscape does not currently have a presence everywhere as a quality in the development of the town. The Stiemerbeek is an overshadowed blue artery that has largely lost contact with its valley. It runs right through the urbanised area of Genk and on a regional scale is a link between the Hoge Kempen and the Demer Valley.

In many places, the Stiemerbeek Valley is completely enclosed by buildings and is under pressure from the town. In many places the valley nevertheless still contains recognised ecologically valuable elements. However, the many sewer overflows in the area threaten these natural merits and the poor quality of the water also threatens the lower-lying nature reserve, De Maten, which is part of the Natura 2000 network. The Stiemerbeek Valley has an enormous potential for interweaving green zones with built-up areas to form an attractive whole by means of the multifunctional organisation of residual spaces and by forming a landscaped park in the sustainable Genk of the future.

The multiplicity of stakeholders and themes in this story forms an exciting challenge.

The valley has been studied in various ways in recent years, and the available knowledge in terms of ecology, hydrology, landscape and recreation is relatively good, but fragmentary. In addition, several actual projects have been started in the valley, each of which tries to strengthen its relationship with it. But there is a lack of any complete, long-term plan for the valley's development.

Genk town council wants to develop the valley into a linear urban park that provides a superior experience of nature and which, as a green-blue axis, unites various strategic sites in the town. In this urban park there should be synergies between nature and urban developments, room for valuable natural elements, water and ecology, and visitors and inhabitants must be given recreational opportunities to experience the green park environment. The design should also include potential opportunities for encounter and social cohesion. The design should make statements about interweaving a landscape structure into a built-up urban area and look for clever functional synergies between a number of themes (water management, recreation, upgrading of ecology and landscape and transport). Research by design should also be used to look for additional experiential elements that take account of the ecological value of the space and the adjoining urban fabric. In addition, plenty of attention should be paid to taking an integrated approach to complementary water-related functions such as water quality, water storage, re-meandering, and the restoration of the natural dynamic.

The study should include an attractive and technically feasible scenario for development that uniformly integrates the various themes. The aim of this scenario is long-term development and is phased and flexible, but at the same time also contains a number of quick-wins that can bring the project on the ground to life. What is more, the plan should be underpinned by a broad support

## CLIENT

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City council Genk

## LIGGING

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The project area includes the Stiemerbeekvallei at Genk territory.

## BUDGET

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To be determined in the design study

## TIMING

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Assignment awarded to the designer(s): end of 2015

## FEES

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FIXED PART : max. €150.000 excl VAT for design study  
CONDITIONAL PART : Fee implementation min. 6% and max. 8% on estimated costs infrastructure and public space / Supervision : hourly rate

## AWARDS

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€7.500 excl. VAT for each candidate  
4 candidates



base and present the stakeholders involved with an appealing narrative.

Genk town council would also like this project to act as an example of the way existing and new green spaces can be integrated into the urban fabric and the way in which green zones can fulfil new, extensive and contemporary functions in or near this urban fabric.

Genk town council is looking for a multidisciplinary team with expertise and experience in spatial planning, landscape architecture, recreation and participation, and with a substantial technical background in hydrology and ecology. In addition, the team has strong communication skills that can be put to use in creating synergies and public support.

The design study is the basis for a follow-up process that will focus on individual projects. The design study defines the subprojects and proposes a strategy so the client can start immediately with the realization of the projects. The layout of the design study is the 'fixed part' of this assignment. The implementation study of the first phase of subprojects is a 'conditional part' of the assignment. The budget for the conditional part is determined by the principles in the design study, the fee for the conditional part is a part of the offer. The client can also appoint the master planner as a supervisor during the planning and implementation phases of the projects carried out by third parties. As a supervisor, it is his job to monitor the spatial quality and cohesion of the study during implementation. This command can be considered a consulting assignment and also belongs to the 'conditional part' of the study.

















## AALST - Pupillen site

All-inclusive study assignment for the drawing-up of a master-plan and accompanying financial and economic feasibility for the Pupillen site in Aalst

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Aalst's Independent Municipal Company for Urban Development (AGSA) is the property subsidiary of Aalst's local authority. Its core task is to set up, follow up and execute a number of strategic property projects for Aalst.

For Aalst's town council, the redevelopment of the 'Pupillen site' is one of the most important and largest inner urban challenges for the next few years. This site is a unique historical and urban planning link in the heart of the town of Aalst (and in the hearts of its people). The location has great potential in various forms as a result of both its rich history and its size. The built heritage consists of numerous complexes of historical buildings that are of great historical value to Aalst, and of architecturally interesting buildings that cover several stylistic periods and are located around a number of central open spaces, each with its own character and specifications.

The principal wants to develop this site into a major project that acts as a lever for the town centre and the region.

The principal is looking for a design team that will examine the best-quality use and its development within the guidelines of the project, while taking account of financial-economic feasibility. It is a challenge to design teams to envisage the principal's high ambitions in an equally ambitious and creative vision for the future. Candidate design teams should be very competent in research by design, must be acquainted with the dynamics of the property market and must be able to reconcile urban development, public space, architecture and heritage. In addition, the design teams must be able to mark out a strategy for the marketing of part of the project area, in combination with the development of the phasing and timing. The design teams must also take account of the stipulations of the 2013-2018 Aalst Administrative Agreement as well as the minimum sales value.

The ASGA will devise a public-private model for the reorientation and execution of the whole site.

### **CLIENT**

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Autonomo Gemeentebedrijf Stadsontwikkeling Aalst (AGSA)

### **LOCATION**

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Grote Markt, 9300 Aalst  
Project area between the Esplanadestraat, Graanmarkt, Kattestraat and Grote Markt

### **TIMING**

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Assignment awarded to the designer(s): end of 2015

### **FEES**

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€110.000 excl VAT for master-plan and accompanying financial and economic feasibility

### **AWARDS**

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€25.000 excl VAT per candidate  
4 candidates







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GEMEENTEHUIS

Politie

1-BKV-003

1-SPC-824





## AALST - Master-plan Erembodegem

All-inclusive assignment for drawing up of the master plan (fixed part) and the implementation of the 'conceptsubsidie' (concept grant) and/or supervision of the implementation of the master-plan (conditional part) for Erembodegem in Aalst

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Erembodegem is a sub-district of Aalst, on the River Dender between Aalst and Denderleeuw. 10 July 2003 (B.S. 2 September 2003) saw the approval of the regional Spatial Implementation Plan under the title 'Demarcation of Aalst Regional Urban Area'. This laid down that Erembodegem was to be largely incorporated into the demarcation of the urban area. The spatial structure of Erembodegem is dominated by a number of linear infrastructures that traverse the village: the Aalst-Denderleeuw railway line, the E40 motorway from Ghent to Brussels, the River Dender, and two main roads, Gerardsbergsesteenweg and Brusselbaan. Erembodegem became heavily urbanised partly as a result of an intense wave of industrialisation as from 1850.

Fixed part : Aalst town council wants to focus on an overall plan for the future of Erembodegem. It is intended to lead to an upgrading of the village and the creation of a good-quality residential environment. By means of this new plan, Aalst town council wants to stimulate the living conditions in Erembodegem and thereby enhance its identity. This plan should provide a framework for future spatial initiatives. Transport is one of the main points of focus. In addition, the local authority aims to develop the green and recreational character of the Dender Valley and concentrate the greatest attention on the economy and housing.

The aim of the assignment is to develop a strategy for the part of Erembodegem within the urban area, without harming its livability, but while preserving its character as a sub-district. This is possible

by contrasting the duality of the urban character of the centre with the rural nature of the outskirts. The following elements at the very least should be incorporated into this strategy: spotlighting the identity of Erembodegem; creating attractive and accessible green zones for every target group; safeguarding accessibility and livability for the inhabitants, where the transport plan provides the guidelines, although at the same time it can be further refined on the basis of insights presented in the master-plan; offering more space for meeting people by means of a well-considered design of the public space and suitable infrastructure for social life; the development of a recreational green zone in the transitional area between Aalst and Erembodegem (cycling, sport, waterfront recreation, green lung, green cycle intersections, etc.); and the retention and enhancement of entrepreneurship, both in the centre by means of good-quality and varied retailing and on the regional business parks. A redevelopment of a few specific sites can be made more concrete and serve as a driving force for the upgrading of Erembodegem.

The design team will be involved in the communication (with participation) that occurs before the plan takes shape.

Conditional part: The principal can also award the possibly obtained (by 'het stedenfonds') implementation of the 'conceptsubsidie' and/or supervisory assignments (advice, supplying input for project applications, substantive back-up, etc.) as the master-plan develops further.

### CLIENT

City council Aalst

### LOCATION

9320 Erembodegem  
Administrative boundaries of district Erembodegem

### TIMING

Assignment awarded to the designer(s): end of 2015

### FEES

FIXED PART : €110.000 excl. VAT for master-plan  
CONDITIONAL PART :  
Implementation of the 'conceptsubsidie' (concept grant) max. : €90.000 incl.  
VAT, supervision : hourly price determined in the tender

### AWARDS

€10.000 excl. VAT per candidate  
4 candidates



















## Nevele - Master-plan Hansbeke

All-inclusive study assignment to draw up a master-plan and management plan (fixed part), the execution of parts of the master-plan and/or the supervision assignment (conditional part) in Hansbeke by means of the Open Call procedure.

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Hansbeke is a small rural district about 20km west of Ghent. It is a subdistrict of Nevele and has about 2000 inhabitants. Two major infrastructural projects are to be built in the subdistrict in the near future: a ring-road and a widening of the railway line. The construction of the ring-road around Hansbeke has been on the books for some time. It is essential for the doubling of the 50A Brussels-Ostend railway line, which runs through Hansbeke. This railway line is a major route for passengers and goods and has to cope with 275 to 300 trains per day. Goods trains to Zeebrugge are increasing in number every year. To guarantee smooth train traffic now and in the future, a doubling of the line is essential.

The doubling of the railway line means that, in future, road users will have to cross four tracks. Since crossing four railways lines at ground level is too risky, the present crossing in the village will be closed and replaced by a ring-road with a tunnel. The plans for the ring-road and doubling of the railway line have a serious spatial impact. Hansbeke has a considerable number of heritage sites that are protected by law, such as the Church of St Peter and St Paul, the former town hall and the row of trees near the church. The infrastructure works will undoubtedly have a great impact on this protected village setting. Which is why the local authority of Nevele wants to have a master-plan drawn up for the redesign of the village centre.

The master-plan is intended to establish the guidelines for future spatial projects involving architecture and the open space in Hansbeke. The final result is to be an attractive visual image and an overall prospect for development, including the necessary guidelines for the actual implementation of the plan in spatial terms. In this way, the master-plan will be an operational framework by which to test future spatial projects.

The issues that will be covered in the study for the master-plan are: the development of private homes and the building of public amenities (for sport, education or culture, etc.), the redesign of the public domain, measures for the development and enhancement of the local retail trade insofar as they involve a spatial component.

The master-plan is the basis for a continuing process which as from the master-plan stage will quickly move on to focus on separate sub-projects. The master-plan defines the sub-projects and puts forward a strategy whereby the principal can immediately start on the execution of the sub-projects. The study for the master-plan is the fixed part of this assignment. The study for the first stage of the sub-projects is a conditional part of the assignment. The principal can also appoint the creator of the master-plan as the supervisor for the planning stage and the execution stage of the sub-projects that are carried out by third parties. As supervisor it would be his task to monitor the main elements and cohesion of the master-plan during execution. This assignment can be seen as an advisory assignment and is also part of the conditional part of the study assignment.

As well as drawing up the master-plan, the design team also draws up a management plan in accordance with the requirements of Immovable Heritage (Flemish Government Order of 16 May 2014 regarding the implementation of the Immovable Heritage Act of 12 July 2013). This plan deals with the upgrading of the village centre and focuses on the design of the public domain and the restoration and maintenance of the heritage. In the context of the village as a protected site, a study is also to be made of the upgrading of the landscape of the remaining open space and the possibility of fitting the planned spatial developments into the landscape. Lastly, a proposal is to be generated for the landscaping of the ring-road.

In this redesigning of Hansbeke, Nevele local authority wants to take the greatest possible account of the needs and wishes of the inhabitants. To make sure this participation is carried out in the right way, Nevele town council has appointed a communication expert who will among other things draw up an identity study of Hansbeke on the basis of a street questionnaire. What makes Hansbeke unique? And what do its inhabitants need? A number of research questions will be formulated on the basis of this identity study, which will be presented to the designer of the master-plan.

This assignment lies where urban planning and landscape design overlap and requires an affinity with the organisation of spatial developments in protected village sites and the upgrading of historical heritage. This master-plan will play a key role in a process in which several concerned parties are participating. Apart from design qualities, the design team is also expected to take a process-oriented approach so that the project can evolve within a participatory framework.

### CLIENT

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Town council Nevele

### LOCATION

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9850 Hansbeke (Nevele)  
Town centre Hansbeke

### TIMING

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Assignment awarded to the designer(s): end of 2015

### FEES

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€75.000 excl. VAT for the master-plan.

### AWARDS

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€5.000 per candidate  
3 candidates



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The design team must comply with the provisions of the Flemish Government Order regarding the implementation of the Immovable Heritage Act of 12 July 2013, including later amendments. Candidates must include in their portfolio the data requested in the abovementioned Flemish Government Order, including later amendments.

“ This amendment provides, among other things (and applicable to this project):

*Local authorities that want to draw up a management plan or wish to restore a protected monument and for this purpose apply for a heritage grant from the Flemish Authorities must comply with the Flemish Government Order concerning the implementation of the Immovable Heritage Act of 12 July 2013, including later amendments. This means that for these projects a designer is appointed in accordance with a special Open Call procedure. In concrete terms, this means in the first place that the following criteria regarding the treatment of the heritage must also be applied in the selection process:*

1. *relevant studies and professional qualifications*
2. *overall expertise regarding the specific project assignment*
3. *a statement of the least part of the assignment that the designer or executor will carry out themselves*
4. *Designers who do not enclose this information with their enrolment will not be selected. So it is not possible to add the necessary heritage expertise to your team after selection.*

*In addition, it is to be noted that the abovementioned order states that the allocation of the assignment for drawing up management plans, prior studies, and the management measures, work or services for protected property and heritage sites is carried out at the very least on the basis of the following criteria:*

1. *a concept document, with a description of the approach to and methodology for the assignment*
2. *the approach to sustainability*
3. *a statement of what services will be provided at what fee*
4. *if applicable: the plan for the site supervision.* ”

















# Wijnegem - development plan “Werve Hoef”

All-inclusive study assignment for drawing up a development plan for the ‘De Werve Hoef’ housing expansion area in Wijnegem

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‘De Ideale Woning’ is a social housing company with more than 5700 homes spread over a large part of the administrative district of Antwerp. In Wijnegem there are a total of 7 social rented homes.

As a social housing company we always try to find and implement sustainable solutions for the development of neighbourhoods and the housing stock. Certainly for the future occupants, for whom it is of great importance, but also for the ongoing management and maintenance of the housing stock for the housing company.

In our approach, sustainability starts with the initial development plans (use of land, transport, green amenities, etc.) and is considered in every further aspect up to and including the equipping of each individual home.

For the further development of the land, the project by ‘De Ideale Woning’ was selected in the context of the ‘Network of sustainable neighbourhoods’. The selection consisted of VIBE’s attendance at feedback groups for eighteen months. The result of this was converted into the project definition for the development plan. Sustainability and especially solutions for the noise emanating from the surrounding road infrastructure are an essential component of this assignment.

We take it as read that the development plan to be drawn up for the ‘De Werve Hoef’ area is a good start in the process of achieving these aims.

‘De Werve Hoef’ is the development of a housing expansion area in Wijnegem, between the roads Merksemsebaan and Houtlaan.

The land has already been owned by ‘De Ideale Woning’ for many years and adjoins an existing residential area in Wijnegem.

A total of 300 housing units can be built on the site.

In addition to rental homes and homes for sale, there is also room for modest and medium-sized homes and for commercial premises. In addition, there are contacts with a care institution for a day-care centre and a number of housing units adapted for this target group.

‘De Ideale Woning’ also wants to introduce new forms of housing (co-housing, housing for people who need care, etc.) and new ways of making homes available (leasing, rent with purchase option, CLT, etc.) in this project.

The first stage (Merksemsebaan section) has in the meantime been planned. A total of 57 flats will be built here, plus space for commercial premises.

It is important that a good-quality inner space is created, with a focus on links with the existing fabric and respecting the typical characteristics of the polder region.

In order to achieve these ambitions, a great deal of importance is attached to participation as part of the process. Participation is in fact part of this assignment. The designer is expected to lend his assistance to the organiser of the participation process. This means among other things that he will explain his proposals to stakeholders, citizens, etc., at specific times set in advance and that he takes an active part in consultations on the basis of his expertise.

## **CLIENT**

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C.V. De Ideale Woning

## **LOCATION**

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Merksemsebaan, 2110 Wijnegem

Lot between Merksemsebaan and the Houtlaan

## **TIMING**

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Assignment awarded to the designer(s): end of 2015

## **FEES**

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€75.000 excl. VAT for master-plan

## **AWARDS**

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€5.000 excl. VAT per candidate

5 candidates



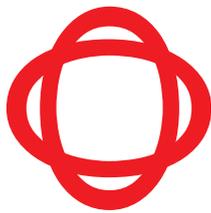












[www.vlaamsbouwmeester.be](http://www.vlaamsbouwmeester.be)

**DESIGN**

Team Vlaams Bouwmeester

**PHOTOGRAPHY**

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**ARIALS**

Digital version of the orthophoto's, mid scale, colour, registration 2014  
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**RESPONSABLE PUBLISHER**

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