



OPEN CALL 39

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KORTRIJK – Offices Leiedal

All-inclusive study assignment for the new construction of offices for Leiedal in Kortrijk

PRINCIPAL

Leiedal intermunicipal agency

PROJECT LEADER

Griet Lannoo

LOCATION

President Kennedypark 10, 8500 Kortrijk

BUDGET

€ 7,500,000 incl. VAT, incl. fees

FEE

General fee percentage: min. 10 % and max. 12 %

AWARD FOR DESIGNERS

€ 15,000 (incl. VAT) per candidate, 3 selected candidates

SELECTION CRITERIA

- the general design-based expertise with regard to the project assignment;
- the professional competence;
- the relevant experience.

ALLOCATION CRITERIA

1. The quality of the concept and vision development and of the research by design, tested against the ambitions and expectations of the public principal as formulated in the specifications.
 - 1.1 In a broad social context.
 - 1.2 Applied more functionally to the practical needs of the user.
2. The project cost, including the study cost.
3. The approach to sustainability.
4. The process-orientation and process-readiness.

The weighting of the respective allocation criteria is as follows: 4 (2 and 2)/3/2/1.

The Leiedal intermunicipal agency is the inter-local organization for regional development in south-west Flanders. Its aim is to help develop this region, in a dynamic and sustainable manner, into an appealing region in which to do business, work, live and experience. Leiedal has its offices in Kortrijk, in the Kennedypark business park.

For several years, Leiedal has shared the building with its office partners W13, Logo Leiedal and ZuidWest, which are also active regionally in different policy areas. The existing building was extended a few years ago already with office space and meeting rooms. It was recently renovated to meet contemporary energy requirements.

Owing to the rapid growth of both Leiedal and its office partners, the current building is once more becoming too small to accommodate all the staff in suitable conditions. Another extension of the offices is imperative. Given the importance of smooth day-to-day collaboration between Leiedal and its office partners, all partners wish to have the extension situated close to the current site.

That is why Leiedal will build new offices on its own grounds in the Kennedypark, namely on the unbuilt plot adjacent to the Leiedal car park, at a short walking distance from Leiedal's current location. This choice of location fits in the smart and high-quality densification of Hoog-Kortrijk, next to the high-quality public transport axis between the city centre and Hoog-Kortrijk, and connecting to the intricate functional bicycle network (under construction) in Hoog-Kortrijk.

To verify building possibilities on the plot, some research by design was carried out in preparation of this assignment. The research shows that, taking into account the imposed 'floor area index' of 0.43, there is room on the plot for a building programme with a net surface area of about 2,700 m². It must provide working space for 150 people. Moreover, the construction site must be connected smoothly to the adjacent bicycle lane. A footpath must also provide a physical link with the existing Leiedal offices.

The building programme must create additional space for the staff of Leiedal and/or the office partners. The presupposed square metres currently exceed the present need. The unused office space will therefore be let to third parties.



That is why the flexible use of space in the new offices is essential. The design must make it possible to alter the layout of the building without major internal adaptation work. With this concept in mind, all floors must be able to function independently.

The new offices must also exude what Leiedal stands for and has been defending for years: a high image-quality and sustainable development. In the construction of the buildings, sufficient attention must be paid to the following:

- high-quality integration in the existing business park, with the necessary asphaltting being kept to a minimum;
- sustainability of the building: this must manifest itself both in the design of the building volumes and in the choice of materials (circular construction) and energy-efficient techniques.

Further analysis of the programme and of the spatial context is necessary. The given surfaces are a first assumption. The competition assignment of the architect requires to further refine this programme and to seek flexibility within the assumed building programme and the urbanistic requirements in force, with a view to the more sustainable use of space, energy optimization, cost efficiency, etc. Starting out from the compact use of space and sustainable construction, a medium-high building with a small footprint is preferred, on condition that the maximum 'floor area index' is not exceeded and that it serves the (greener) high-quality layout of the plot.













nmbs

Station Name
Boort
Boort is a small station in the village of Boort, located in the province of Zeeland. It is served by the Boort railway line, which connects Boort to the larger station of Vlissingen. The station is a simple brick building with a small platform and a few benches. It is a popular stop for local commuters and tourists visiting the area.





BOOM - Station master plan

All-inclusive study assignment for the preparation of a master plan for the station surroundings of Boom, including advice on realization possibilities

PRINCIPAL

- Province of Antwerp
- Municipality of Boom

PROJECT MANAGER

Tom Dumez

LOCATION

Statiestraat 1, 2850 Boom
Project area between the A12 motorway, the Rupel river and the Krekelenberg industrial area

FEE

€ 126.000 for the master plan (incl. VAT)

AWARD

€ 10,000 (excl. VAT) per candidate, 3 selected candidates

SELECTION CRITERIA

- the general design-based expertise with regard to the project assignment;
- the professional competence;
- the relevant experience.

ALLOCATION CRITERIA

1. The quality of the concept and vision development and of the research by design, tested against the ambitions and expectations of the public principal as formulated in the specifications.
2. The feasibility of the master plan.
3. The process-orientation and process-readiness.
4. The aspects regarding sustainability applied in the master plan.
5. The team composition and the division of tasks for the execution of the master plan.

The weighting of the respective allocation criteria is as follows: 4/3/2/1/1

The station surroundings of Boom look rather dreary today. Unused plots of building land and abandoned business sites demand to be filled in. The station square itself is home to limited activity. The public space is of a low quality and the edges of the area are unfinished. The municipality of Boom and the province of Antwerp wish to obtain a master plan for the renovation and redesign of the station surroundings.

The station surroundings lie like an island between a multiplicity of infrastructures. In the east, the border is formed by the A12 motorway, which runs here in a deep trench. Only one bridge connects the station with the centre of Boom, on the other side of this trench. In the west, the station surroundings are defined by the railway and the industrial plots in the rear. To the south of the station surroundings lie the Rupel river and the Zeekanaal canal. These limit the possibilities for rail traffic. At the same time, the Rupel does offer opportunities for logistics or people transport by water. For pedestrians and cyclists, there is, in addition to the single street-level entrance, a tunnel under the railway.

The presence of the Rupel, the railway and the proximity of busy cycling infrastructures all make of the station surroundings of Boom a potentially strong multimodal mobility hub. This potentially elevated junction value creates in turn development opportunities with a high lever value for Boom and its surroundings.

Boom is indeed centrally located in the Flemish Diamond, along one of the most important traffic axes of Flanders. This naturally means that Boom is easy to reach, mostly by road. Flanked by the Rupel and formed by clay extraction, the municipality has gone through a very dynamic and diverse development. As a relatively small municipality, Boom has urban features: it is a junction of services and has an important economic value. The municipality also faces urban challenges, such as an on average low socio-economic profile of the population.

The challenge is to establish spatial and programmatic connections between the station environment and the surrounding areas and zones. Not only must the station surroundings become a lively, multifunctional space in which living, working and relaxing reinforce each other. The station and its surroundings must once more become the link that connects: that bridges infrastructures and that binds people, streams, functions and developments and raises them to a higher level. By making connections, the station



surroundings will be released from its isolation. A high-quality connection for cyclists and pedestrians with the centre of Boom is an absolute necessity. By cleverly activating the site, the station surroundings can be a lever to connect mobility in the region, to make it sustainable and to set in motion a modal shift.

A first step in this process is the preparation of a strategic master plan. For this purpose, the principals are looking for an innovative and multidisciplinary team that wants to help shape the future image of the municipality. Via this Open Call procedure, the following assignments will be allocated:

the preparation of a master plan for the station surroundings, in response to the ambition statement that the principals have drawn up jointly;

advice about the realization possibilities (PPS, subsidies, etc.) and a strategy including a critical path.

The ambition, objectives and preconditions of the principals were outlined in an ambition statement that will serve as a framework for the assignment. The principals wish to ensure a high degree of participation in the preparation of the plan. The participation process is discussed in the procedural note.

Owing to the complexity of the site, the development process will also be complex. Getting the many parties involved and stakeholders to work, plan and invest together is a real challenge, but it is necessary to achieve a widely supported development.

















GENK - Kolderbos area

All-inclusive study assignment for the preparation of a master vision and an urban-development study for the Kolderbos area in Genk

PRINCIPAL:

Genk city council in cooperation with social housing organization Nieuw Dak and the VMSW.

PROJECT MANAGER

Veronique Claessens

LOCATION

Hooiweg, 3600 Genk
Project area between N77, Sledderloweg, Lessenberg, Langerloweg and cemetery. Location of the building project: Hooiweg / Hondsbos

BUDGET

€ 500.000 (incl. VAT) (excl. Fees)

FEE

€ 120,000 for master vision and urban-development study (excl. VAT)

AWARD:

€ 10,500 (excl. VAT), 5 candidates selected

SELECTION CRITERIA

- the general design-based expertise with regard to the project assignment;
- the professional competence;
- the relevant experience.

ALLOCATION CRITERIA

1. vision on the mission
2. methodology and approach
3. process-oriented communication skills
4. composition and expertise of the team

The weights of the five criteria are respectively as follows: 3/3/2/2.

Master vision

In the five-year policy plan 2020–2025, the Genk city council decided to draw up a global approach for the Kolderbos area. The area comprises 63.93 ha, has 1,210 housing units (including 800 social housing units) and has ± 2,720 inhabitants. The aim of providing a structural response to social challenges in Kolderbos, the future construction programme of Nieuw Dak and a number of fresh ideas together incited the city of Genk to have a master vision drawn up that brings

together all these and other potential projects and forms part of a coherent vision for Kolderbos. This is partly due to the feeling that, despite the many efforts made to construct a sense of community, a comprehensive approach is necessary to make a real difference.

The preparation of a master vision for the Kolderbos area aims, on the one hand, to situate a number of projects that are in the pipeline in the area, including that of the social-housing organization Nieuw Dak, within an overarching vision. On the other hand, it aims to provide an answer to specific social challenges. The objective is to boost both the readability and liveability of the area and its image; to achieve an area-wide approach, both spatially and socially, in which missing (mental) building blocks are detected. Furthermore, efforts must be made to create connections at different levels and to work in and on the public space, housing, community (and other) services in the area, etc.

The master vision must take into account the specific social context of Kolderbos and the area's landscape structure. The assignment is situated at the intersection of sociology, anthropology, urban planning, architecture and landscape design, and requires affinity with the redevelopment of housing projects in the specific social context. Therefore, experience with cultural, social and anthropological aspects is required from the applicant team. The principals therefore expect the designers to collaborate with an external expert or a team that possesses the necessary knowledge. The modality of this condition can be freely determined; however, an integral and integrated approach is required. If the choice is made to work with a subcontractor, it suffices to add a declaration of commitment to collaboration to the application.

The master vision plays a key role in a process in which various stakeholders participate. Therefore, besides design qualities, the design team is expected to have a process-oriented approach that is explicitly oriented towards participation, in which this participation can take shape in different ways and at different levels and moments. Local residents, associations and professional organizations can contribute, with their specific needs and insights, to a widely supported vision. The preparation of the master vision will be monitored by a steering committee in which, among others, the city of Genk as principal, Nieuw Dak and the VMSW are represented, supplemented



by relevant local partners. The design team must have the necessary process-oriented communication competencies to be able to go through the entire process and communicate it successfully and clearly to all parties involved.

The master vision detects opportunities and execution-oriented sub-projects. The principal intends to give the designer of the master vision an assignment as supervisor in the next phase to ensure that the starting points and guidelines included in the vision receive an optimal translation.

Through the development and content of the master vision, the team will also support the principal in the search for alignment with possible subsidies and economic opportunities that can contribute to realizations and execution projects.

The city of Genk is currently providing a € 500,000 investment loan for the Kolderbos area. This budget is not tied to a specific programme. The principals expect the design team to advise them on the desired phasing of realizations and on priority execution projects that could have a positive effect on the liveability and readability of the area.

Nieuw Dak urban-development study

An already known sub-project is located in the centre of Kolderbos, where Nieuw Dak will demolish two large apartment buildings and one smaller apartment building in 2023, jointly accounting for 99 housing units. This is part of the final phase of an extensive area renovation of 702 apartments. The blocks are centrally located in the area and should be replaced in the centre of Kolderbos by some 70 dwellings (at this exact location or elsewhere) this needs to be clarified in the master vision) with a greater variation in housing typology. In addition, there should be a number of housing units spread over the neighbourhood to be determined, so that the 99 units to be demolished can be replaced and the waiting list of prospective tenants can be used. Nieuw Dak and the city of Genk want to seize this situation to strengthen the core of the Kolderbos and to contextualize this project within the larger whole of the master vision. In concrete terms, the intention is to develop an urban-development study for this project area in parallel with the preparation of the master vision, taking into account the interim findings from the research of the master vision. As soon as the Kolderbos master vision is given direction, the part devoted to the Nieuw Dak urban-development study can be launched and run in parallel, so that not too much time is lost. The task is multiple and complex: first and foremost, this interpretation must be fitted in Kolderbos in a considerate and qualitative manner. At the same time, the existing spatial structure needs to be redrawn and a better social and multifunctional mix must be achieved. In this part, extra attention must be paid to

the deconcentration and distribution of social housing (over the entire area) and a vision must be developed on the typology of the housing facilities (whether new constructions or existing ones to be converted) and the way in which they relate to their surroundings

Different disciplines are already working on the area in an area-specific manner. This currently concerns approximately 10 FTEs (area management, community guard, community work, street work, youth welfare, the Nieuw Dak social housing organization, the OCMW social service centre, Huis van het Kind, Sport, job coaching, etc.). This area-specific knowledge must certainly be utilized during the development of the master vision and in the urban-development study: a process-oriented/participative approach is expected from the team involving residents, associations and organisations.

The architecture and execution assignment of Nieuw Dak is not included in this Open Call, but does indicate how much will actually be invested in the area in the coming years. To replace the 99 social housing units to be demolished, we want to build about 70 new ones (70 x € 150,000) in the centre of Kolderbos and to redesign the adjoining public domain. This means an investment of at least ± € 11,000,000. In reality, this amount is likely to be even higher, since the aim is also to provide additional housing spread over the neighbourhood, in order to replace at least the 99 housing units to be demolished.

Collaboration agreement

For this assignment, a collaboration agreement will be drawn up between the city of Genk and the social housing organization Nieuw Dak. The latter is supported by the Flemish Social Housing Society (VMSW). The partners decided to place the study work for the master vision and the urban-development study in the public interest and to designate the city of Genk to act as the contracting entity for participation in the Open Call.

This assignment requires a multidisciplinary approach. The principal expects an integral approach to the area whereby the spatial aspect and the social aspect are both visualized and researched in equal measure. The design team must therefore at least have expertise in spatial planning and urban planning, sociology or anthropology, architecture and landscape architecture. The design team is expected to enter into dialogue with stakeholders, owners and residents in order to arrive at a widely supported and feasible vision. This presupposes that the team has the necessary communication and participatory skills. Communication must be accessible and the designers must be able to communicate their questions and proposals to the residents and users in clear and understandable terms.















PUURS-SINT-AMANDS - Lippelo Oppuurs master plan

All-inclusive study assignment for the preparation of a master plan for the Oppuurs and Lippelo centres, including the potential preparation of an SIP (spatial implementation plan), the execution of sub-assignments within the master plan and/or the monitoring of the execution of the master plan in Puurs-Sint-Amans

PRINCIPAL:

Municipality of Puurs-Sint-Amans

PROJECT MANAGER

Martine Dhollander

LOCATION

The centres of Lippelo and Oppuurs and the valley of the Lippelose Beek, the Klaverbeek and the Vliet

FEE

€ 80,000 for the master plan (excl. VAT)

AWARD:

€ 10,500 euro (excl. VAT), 4 candidates selected

SELECTION CRITERIA

- the general design-based expertise with regard to the project assignment;
- the professional competence;
- the relevant experience.

ALLOCATION CRITERIA

1. The quality of the concept and vision development and of the research by design, tested against the ambitions and expectations of the public principal as formulated in the specifications.
 - 1.1 In a broad social context.
 - 1.2 Applied more functionally to the practical needs of the user.
2. The process-orientation and process-readiness, including the way in which the design team will carry out the communication (with participation) to achieve the vision.
3. The approach to sustainability.
4. The estimation of the project cost (execution of the master plan) and the fee, divided up according to the services that will be provided for the fixed fee;
5. The team composition.

The weighting of the feive respective allocation criteria is as follows: 4/3/2/1/1.

The city council wishes to draw up a master plan to develop the spatial vision in the short and long term for the Oppuurs and Lippelo village centres, connected by the Vliet valley. Oppuurs and Lippelo are part of the amalgamated municipality of Puurs-Sint-Amans, with about 2,020 and 1,165 inhabitants respectively. Both centres are located between Sint-Amans on the Scheldt and the main village of Puurs. For both, there are specific design questions concerning the redesign of functions and experience. The wide brook valley of the Vliet is a natural structuring element and has great potential for nature development. The connection of both village centres with and through the stream valley is an asset.

Master plan and design

The ambition of the city council is to strengthen the identity of each borough within the new, amalgamated municipality: Puurs as the prominent main village and Sint-Amans on the Scheldt as a tourist attraction. For Oppuurs and Lippelo, the preservation of each centre's rural identity is important, supplemented by a number of additional assets for each centre.

Oppuurs: to be approached as an active leisure pole

Between the village and the Vliet valley lies an undefined but valuable area. Oppuurs' image can here be raised by creating a positive synergy between the centre and the Vliet, between nature, housing, youth movements, leisure, etc. In the centre, a number of opportunities can be created through the purchase of some strategic land and the decision to relocate the Chiro. This will free up an interesting space around the church that the designer can arrange, taking into account several concrete issues for a number of public functions (parish hall, service centre, childcare, harmony, music classes, etc.) and housing. It will also make it possible to connect the centre to the Vliet via the Kleinnijvenloop.

Lippelo: to be developed as a green core within a high-quality natural and scenic environment

This village centre is surrounded by the Vliet valley and the Lippelo woods. It is an opportunity to reinforce the link between these landscape structures and the



village. For this centre, consideration must be given to the arrangement of a number of (public) functions and the layout of the public space: repurposing of the church and the square around it, the connection with the site of the former town hall/Chiro hall, the filling in of an empty café with a large garden in the middle of the centre, the connection to the parish hall and surrounding space, filling in the grounds of the housing company and then the grounds of the municipality.

Vlietpark: preserving nature in the stream valley of the Vliet- and Klaverbeek

The closed landscapes of the Vliet- and Klaverbeek and the Lippelo woods can be reinforced as a landscaping structure. The scenic recognizability of the Klaverbeek and Vliet valley as green connecting ribbons (ecology, walking and cycling paths, etc.) between the residential areas must be increased.

Object of the study assignment

For the master plan, the city council is looking for a driven multidisciplinary design team that can give shape to the ambition in the field of architecture, urban planning, landscape design and layout of the public space. The team must also have strong

communication skills to further develop the support for the innovation.

Fixed part

Study assignment for the preparation of a master plan in which the spatial vision is elaborated in concepts and a sketch design. This in function of a long-term development that can be realized in phases with a few quick wins in order to be able to elaborate projects in the field right from the start.

Conditional part

Elaboration of a spatial implementation plan and an image-quality plan to further translate the vision of the master plan. The elaboration of a participation and communication section can also be part of this.

After delivery of the master plan, the principal can decide to award all or part of the assignments for the execution of the master plan to the design team. The principal is under no obligation to do so; the principal may also decide to award the follow-up assignments in question to third parties subject to a new tendering procedure. In that case, the designer of the master plan will be charged with the task of quality supervisor.





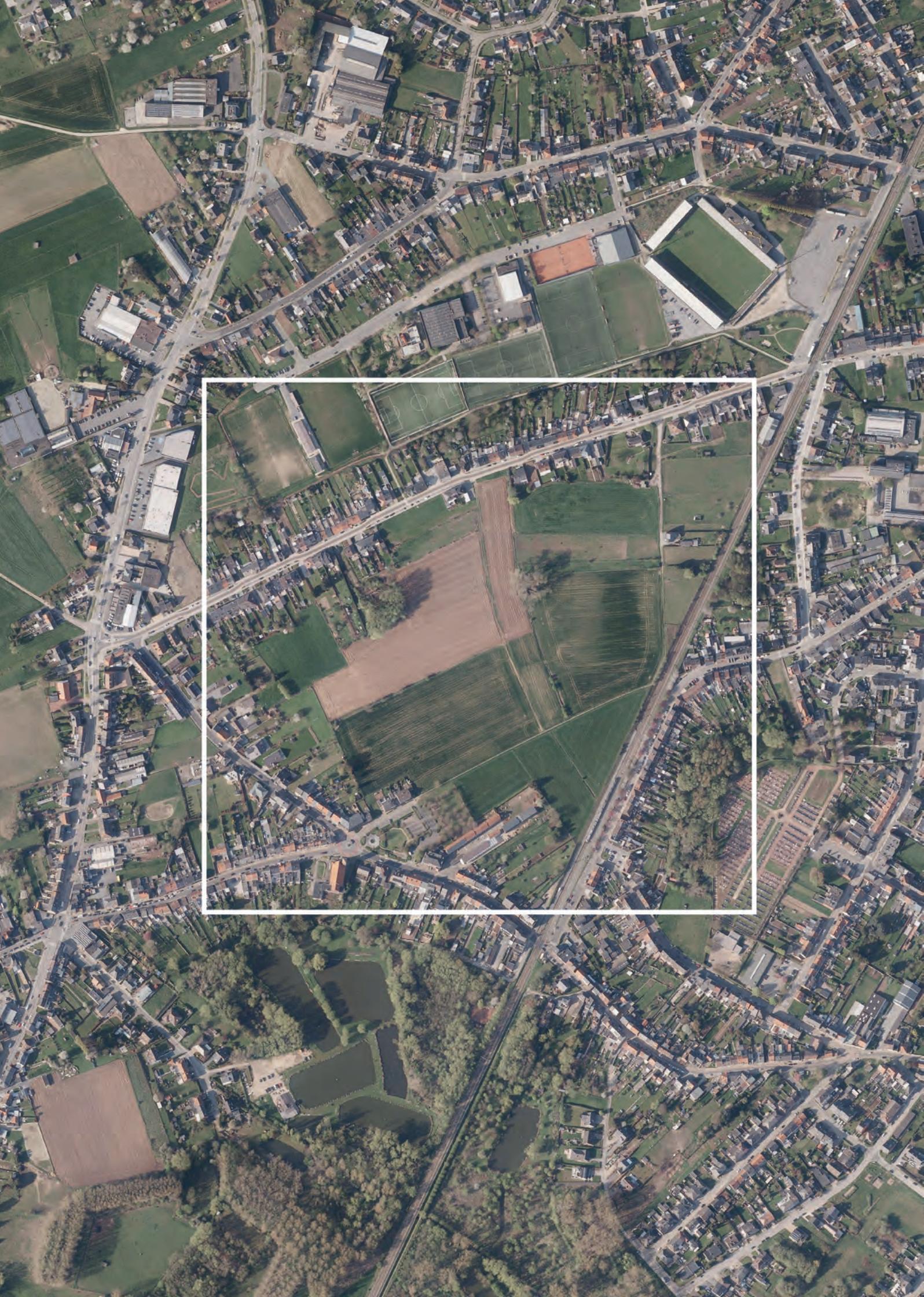












DENDERLEEUEW - Wolfsgracht master plan

All-inclusive study assignment for the preparation of a master plan and a development strategy for the Wolfsgracht area in Denderleeuw

PRINCIPAL:

Intermunicipal partnership for regional development SOLVA

PROJECT MANAGER

Nathalie Steenhaut

LOCATION

Lindestraat, 9470 Denderleeuw
Wolfsgracht project area delimited by Lindestraat,
Wijngaardstraat – Landuitstraat, railway

FEE

€ 60,000 for the master plan (excl. VAT)

AWARD:

€ 10,000 (excl. VAT), 5 candidates selected

SELECTION CRITERIA

- the general design-based expertise with regard to the project assignment;
- the professional competence;
- the relevant experience.

ALLOCATION CRITERIA

1. The quality of the concept and vision development and of the research by design, tested against the ambitions and expectations of the principal as formulated in the specifications:
 - 1.1 In a broad social context
 - 1.2 Applied more functionally to the practical needs of the user
2. The approach to sustainability (the extent to which the selected interventions contribute to an efficient and future-oriented use of the available space)
3. The proposed phasing and the approach plan for the operationalization.
4. The process-orientation and process-readiness.
5. The composition and expertise of the design team.

The weighting of the respective allocation criteria is as follows: 4/3/2/1/1. The weighting of the subcriteria is 1.

The intermunicipal agency SOLVA and the municipality of Denderleeuw are looking for a strong design team to draw up a master plan and development strategy for Wolfsgracht. The main challenge of this assignment is to reconcile the development of a housing assignment while preserving the still intact landscape characteristics of this project area.

Context

Denderleeuw has seen a spectacular increase in population in recent decades. This is mainly due to its strategic location: after Gent-Sint-Pieters, Denderleeuw has the busiest train station in East Flanders. With trains running every 15 minutes, you can be in Brussels-South in a quarter of an hour, making Denderleeuw a satellite municipality of our capital.

Owing to its high junction value, the municipality, with 1,477 inhabitants/km², has, by Flemish standards, an urban housing density, but also associated problems such as a lack of quality and affordable housing. At the same time, Denderleeuw still has an – indeed excessive – village-like character. There is a high level of land occupation that occupies almost half of the territory. A lack of green public space weighs on the quality of housing and life.

However, the vast supply of public transport and the proximity of many services such as schools, shops and healthcare facilities make Denderleeuw an excellent location in which to increase the spatial efficiency qualitatively and sustainably.

The site

With the development of Wolfsgracht, an area of 13 ha, the municipality of Denderleeuw and the intermunicipal agency SOLVA want to break with the municipality's traditional allotment history. The site is strategically located at 1.5 kilometres from the railway station and in the immediate vicinity of daily amenities and sports and leisure facilities. Wolfsgracht's main asset is its scenic value. It is a fantastic open landscape that can take on an important role as green space in the surrounding residential fabric. SOLVA and the municipality are convinced that the development of the Wolfsgracht area can be linked to the current spatial challenges for Denderleeuw.



The assignment

The assignment consists in drawing up a master plan and a development strategy for Wolfsgracht. This master plan must fit in a broader development vision, which can steer the general improvement of the quality of the living and residential environment in Denderleeuw. This broader vision must synthesize a series of existing master plans and studies – such as the master plan for the bi-pole centre-station environment – and bring them together in a convincing vision for the future. On the basis of this broad vision, the master plan for Wolfsgracht can be given concrete form and serve as an example for future spatial developments. After all, an all-embracing spatial vision of a sustainable green-blue intertwining is needed to determine what role Wolfsgracht can play in this in concrete terms. The importance of a robust green-blue network that functions as the backbone for sustainable transport – such as a functional and leisure cycling network – is an important point of attention.

In Wolfsgracht the principal wants to focus primarily on qualitative rather than quantitative residential development. Innovative forms of housing are aimed at maximizing the area's scenic and natural possibilities. The still intact small-scale landscape with unpaved roads, meadows and copses offers possibilities that transcend the level of the site and therefore special attention must be paid to the experiential value of this open space in the heavily urbanized environment. The project's social added value also translates into an adapted mix of neighbourhood-supporting functions within the project area, should such a need be perceived. The aim is to achieve acceptable densities that go hand in hand with the preservation of the open space and the construction of a climate-resistant living environment with attention for multiple and collective use.

The municipal SIP (spatial implementation plan) that was drawn up for the site at the time stands in the way of such a vision. The design team should therefore not take this into account. The Wolfsgracht master plan will form the basis for the creation of a new SIP

that legally anchors the urban-development vision. The drafting of this execution plan does not form part of the assignment.

In drawing up this master plan, the principal wishes to focus on high-quality urban-planning management that creates the necessary preconditions for a high architectural and landscape quality in the execution. The designer of this study might therefore also be assigned an assignment as supervisor to ensure that the principles of the master plan are given the best possible spatial translation. As far as the execution is concerned, the principal reserves the right not to award this to the design team.

The plan must be exemplary for the entire environment, in terms of both urban development and sustainability. Green structures, open spaces and blue networks must help to steer the further development of the municipality. They also provide the backbone for more sustainable mobility. Wolfsgracht can generate a leverage effect and accelerate Denderleeuw's desired spatial transition.

The final master plan must also be translated into a feasible development strategy. The design team is expected to provide advice on how to obtain financial added value, for instance through a PPP, a sale, the granting of a leasehold or residence permits, the establishment of a cooperative company, etc. In any case, the development strategy must be combined with a realistic, economic valorization of the investments already made.

The objective is to award the realization of the works on the surroundings as an extension of this study assignment to the design team. In this way, the principles set out in the master plan can be put into practice.

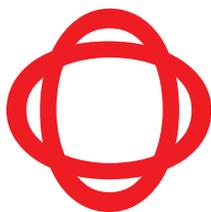
In order to take advantage of all opportunities, the principal is looking for an innovative and motivated interdisciplinary team of spatial planner(s), architect(s), mobility specialists, landscape architects. The design team must translate the high ambition into creative research by design and bridge the gap between urban development, landscape architecture, mobility, public space and architecture.











www.vlaamsbouwmeester.be

DESIGN

Team Vlaams Bouwmeester

PHOTOGRAPHY

© Tim Van de Velde

ARIALS

Digital version of the orthophoto's, mid scale, colour, registration 2018
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