

From a Wall to an Emergent Patchwork

*The Transformation of an
Industrial site in Heyvaert...*

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Content

A Series of Booklets, Constructing a Continuous Narrative

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00 Abstract

In the Brussels neighbourhood of Heyvaert stands a wall, a stoic structure closed off from its surroundings shaped by vibrant street life, trade, and cultural diversity. It is part of a building that has quietly endured many changes. This project engages with the structure's critical transformation, recognising that to open it up is to expose the building to the social, spatial, and economic forces that shape the neighbourhood.

As the neighbourhood faces change through the disappearance of the car trade, its streetscape, informal economies, and existing ways of living will be fundamentally altered. Based on the “Drivers of Change” research, the project understands these transformations not as isolated events, but as part of an ongoing urban evolution shaping the future of Heyvaert. This proposal responds to these shifts by offering stability and support. Seen

as another chapter in the development of Heyvaert, the building adds to the patchwork that makes up this complex urban situation.

The building is vertically extended, adding openings within the old walls, and a new structural logic that builds upon the existing. Three stepped-back housing volumes are positioned above a productive and educational plinth, creating a softer transition towards the surroundings and the adjacent linear park.

The project seeks to make ongoing change less disruptive and support the local residents most affected by it, through introducing spaces and shared areas tailored to the needs of the existing community. Through its facade composition, material choices, and integration of collective spaces, the project aims to remain socially anchored within the neighbourhood.

In contrast to profit-driven redevelopment, the proposal explores an alternative approach rooted in the needs of residents, everyday urban life, and the careful transformation of what is already there — positioning the architecture not in a way that is imposing but carefully balanced within the existing urban fabric.

01 Condition

*Reading the existing:
Spatial logic, structure and presence*

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1.1 STUDIO INTRODUCTION

A collective framework of research and design as an iterative process

The urban architecture studio works in a specific way that relies on the duality of research and design. An initial research phase was followed by a design phase later on. The research hereby informs the design and jumps back and forth between the two.

An important constant in the studio is the communal approach, where groups of students work together and where research was shared to make it accessible for each student.

Students engage in shared modes of production, notably through the construction of large-scale collective models, which function both as analytical tools and as platforms for discussion. Within this common pool of knowledge, each student selectively engages with aspects most relevant to their individual project.



Figure 01:

*The site model in 1:333
built by the students
of the studio in a
collaborative effort,
showing the communal
approach of the studio.*

1.2 THE SITE AS URBAN FORTRESS

An introverted block resisting permeability within a residential fabric

The situation on Rue de la Rosee 14 is a very unusual one. The site was particularly intriguing because it is located in a residential part of the area, where the large warehouse stands out within the residential buildings. The building appears almost as an introverted neighbour embedded within the residential fabric.

The building contains a series of late 19th-century cast iron columns which, together with the existing walls, define the spatial logic of the building.

With its 5.5 metre high walls and almost no openings it presents an almost fortified condition.

Additionally, the warehouse is currently not in use due to its damaged roof, which also creates the opportunity to introduce new use without displacing people or existing industries.



Figure 02:

*The site plan showing
the building in the
middle of a more
residential building*



Figure 03+04:

The existing building seen in the context of the neighbourhood, cars look small and give an idea of the size of the building



Figure 05:

Showing the existing entrance gate and the logo of the shipping agency that owned the building previously



Figure 06+07:

Showing the partly damaged building, its overall state remains strong

1.3 SPATIAL AND STRUCTURAL LOGIC

Walls, columns, and the underlying order of the existing building

The existing building was planned in the late 19th century as a storage space for vehicles supplying the Meat market. It was planned not as a single building but with a typologically similar building across the street.

The footprint of the building follows the parcel structure of the site and therefore does not consist of only 90-degree angles but widens up towards one side, which gives it a constructive unevenness that is specific to the site but also makes the reuse in a structurally new system harder.

It boasts a courtyard typology with cast-iron columns holding up a pergola like metal truss roof that spans across three sides of the building.

Later alterations introduced an additional roof structure layered onto the original cast-iron system, resulting in several overlapping structural logics.

The building therefore follows three merged structural logics. The spacing between the cast-iron columns varies.

This patchwork of structural logics creates a fragmented yet spatially distinctive condition.

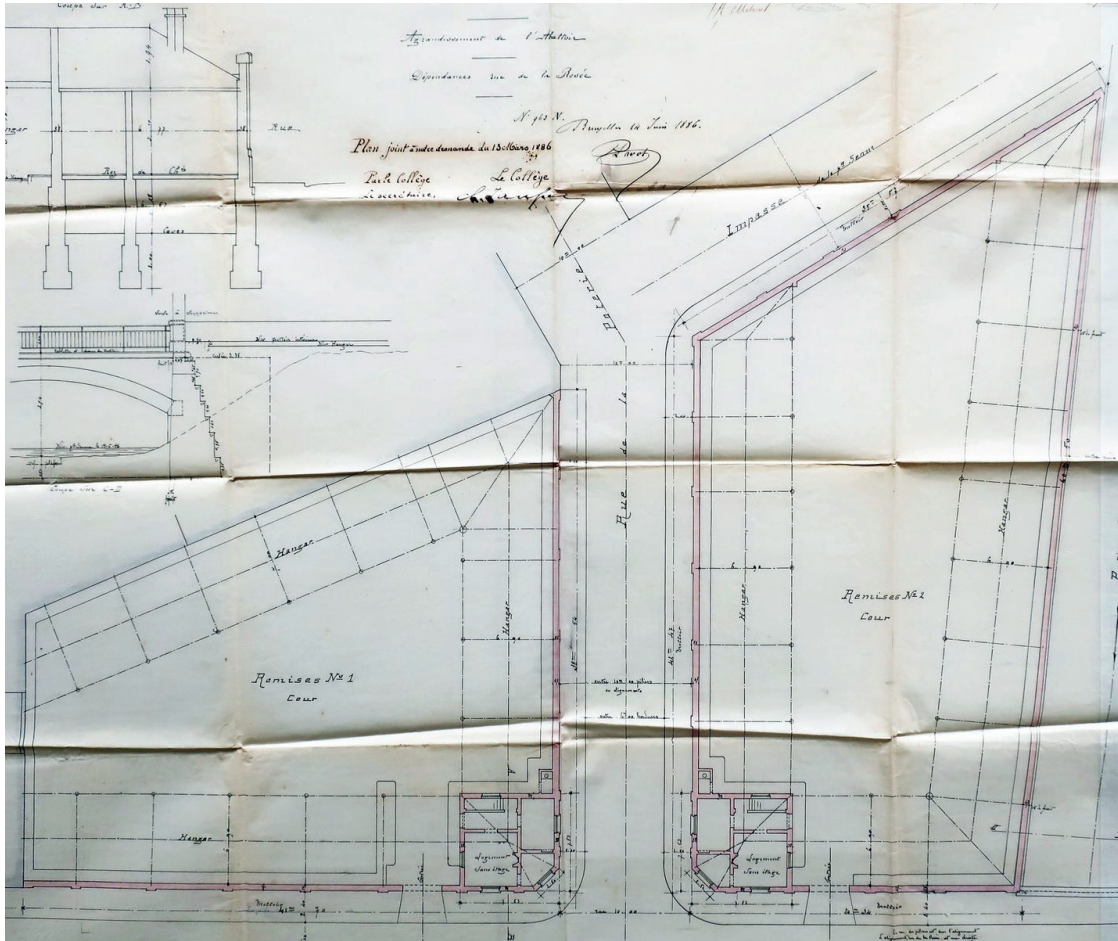
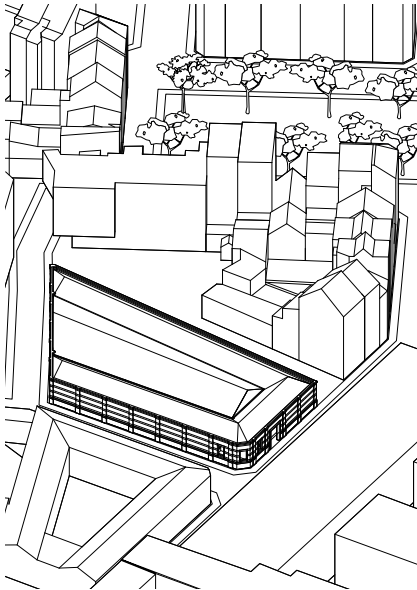
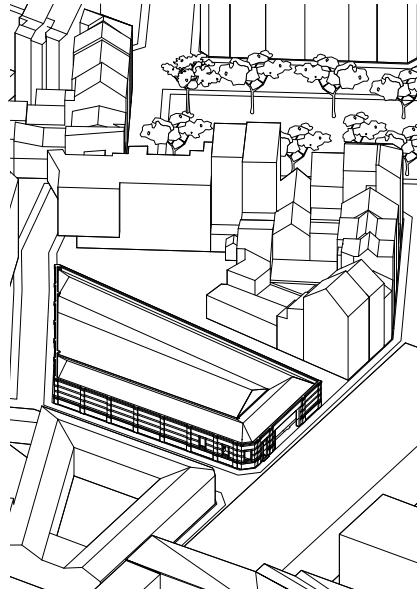


Figure 08:

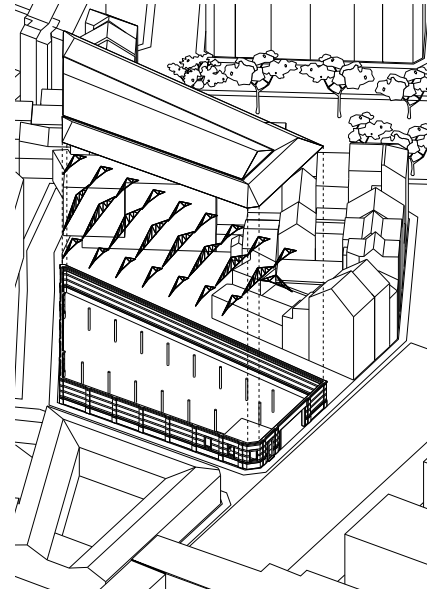
The original plan of the building including rue de la Rosee 12 which has been refurbished in 2012



The Building in the 19th century reconstructed after the original plans



With the addition of the roof spanning the middle an extra pair of windows has been added on the east facade



The truss-work within the building showing the three roof structures

Figure 09:

Showing the transformation and initial logic of the building

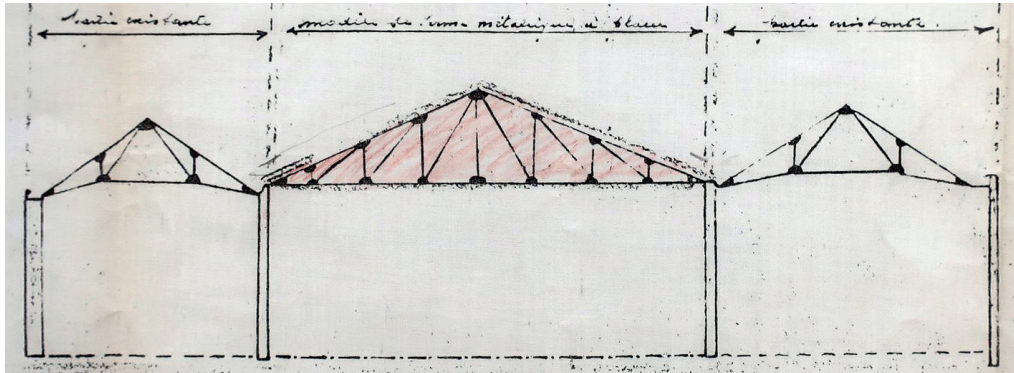


Figure 10:

Section from the 1930ies addition of the roof spanning the middle

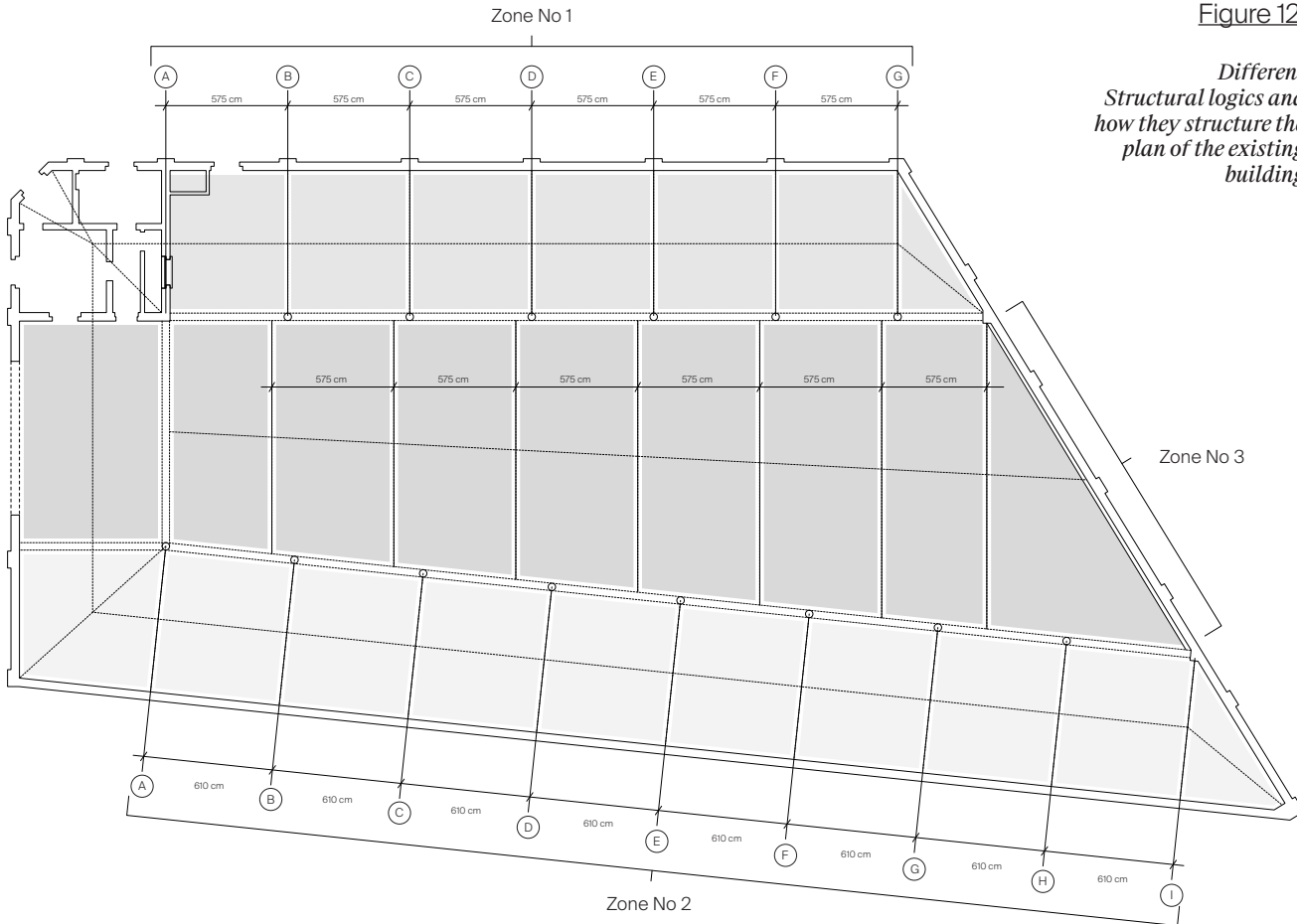


Figure 11:

The old construction logic meeting the new roof spanning the middle

Figure 12:

*Different
Structural logics
and how they structure
the plan of the existing
building*





Urban Architecture

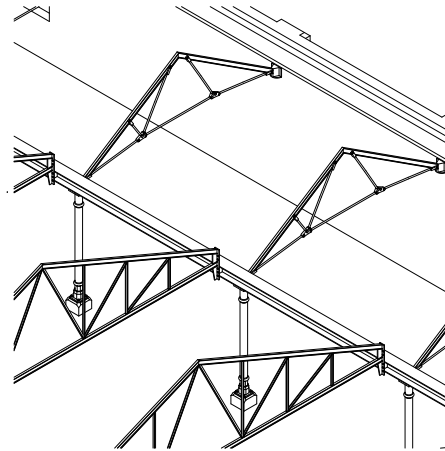
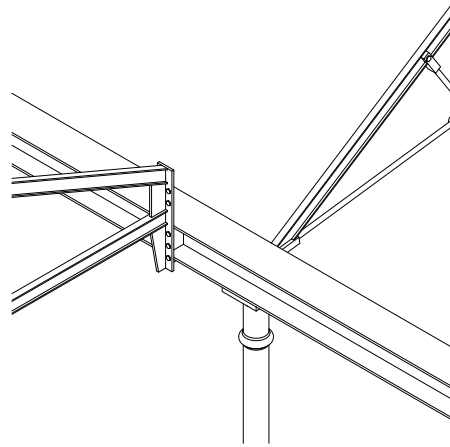


Figure 13:

*The cast iron column
and its foundation*

Figure 14+15:

*Showing how the
existing structure
is connected to each
other. It is visible that
the trusses do not
end on the cast iron
columns.*



Figure 16+17:

The hall showing the heavily damaged roof and a very thin truss construction



Figure 18:

The existing floor plan with the construction and interior walls as found on site

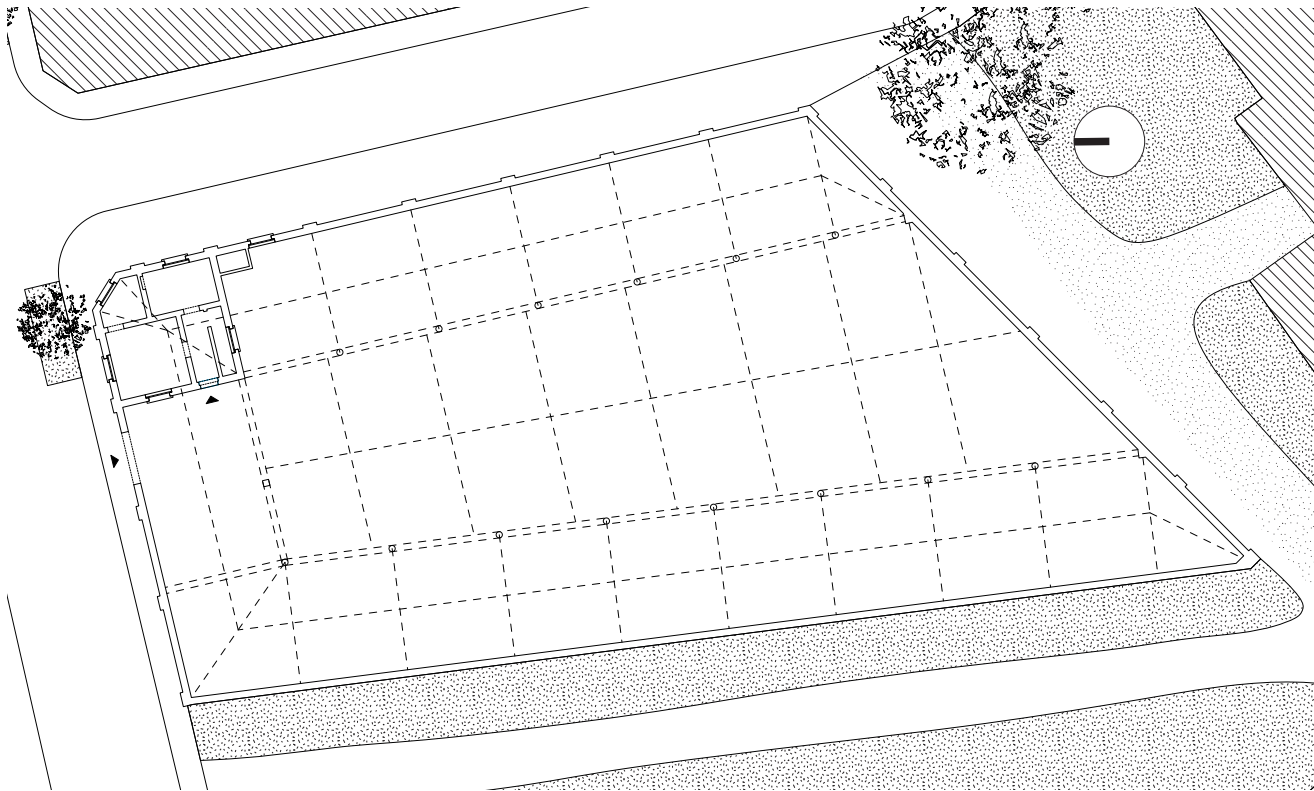
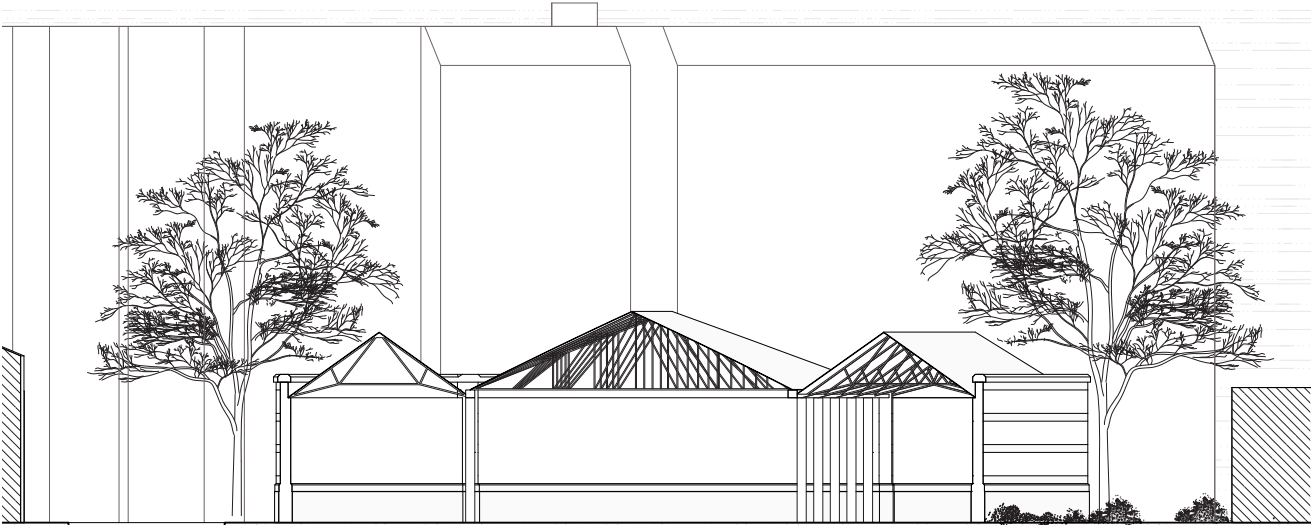


Figure 19:

A cross-section of the existing building showing the different trusses and the assemblage of roofs



02 The Social Fabric

From Research and Realities to a Positioned Brief

- | | | |
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| 2.1 | DRIVERS OF CHANGE
Economic shifts, policies, and emerging transformation dynamics | 28 |
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| 2.3 | FROM ANALYSIS TO BRIEF
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2.1 DRIVERS OF CHANGE

Economic shifts, policies, and emerging transformation dynamics

In the initial research phase, the neighbourhood was examined in its entirety, with attention to the historical events that have shaped its architectural evolution. The identified drivers served as a basis for understanding patterns of architectural production and transformation within the quarter.

For the more focused scope of the project, it is essential to recognize that such drivers are inherently dynamic and will inevitably be replaced by new forces that continue to shape the neighbourhood's development.

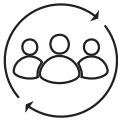
A central objective of the project was to identify these emerging drivers and to respond to them architecturally, thereby contributing to and advancing the ongoing evolution of the Heyvaert Quarter.

The identified drivers of change include the PAD Heyvaert, the Senne Park project, and the municipalities' intention to phase out the existing car trade in the neighbourhood.



Industrial & Economic Transformation

Shifts in economic activities reshape the built fabric, redefining plot structures, building typologies and patterns of production.



Societal Transformation

Changes in population, labour practices and social composition alter the everyday use of streets, buildings and shared urban spaces.



Legislative Transformation

Evolving planning regulations, environmental standards and labour laws redirect spatial practices and economic uses.



Meat Market-Driven Transformation

The establishment of the slaughterhouse structured surrounding land uses, building forms around meat-related production and trade.



Car Trade-Driven Transformation

The second-hand car trade repurposed former industrial and residential structures into storage, logistics and export-oriented spaces.



Senne Transformation

The covering of the Senne erased the river from the public realm, transforming its banks and reorienting urban development away from water.

Figure 20:

The drivers of change from the research part research showing what steered the architectural production within the neighbourhood

Figure 21:

Drivers of change graphics and which drivers apply most to the project



Legislative Transformation

Evolving planning regulations, environmental standards and labour laws redirect spatial practices and economic uses. In this case the PAD Heyvaert



Car Trade-Driven Transformation

The second-hand car trade repurposed former industrial and residential structures into storage, logistics and export-oriented spaces. For the project it is important to not that desire to get rid of the car trade is supported by the municipality



Senne Park Transformation

The introduction of the Senne park will lead to different layouts within the community most likely attracting investors and new residents

Figure 22:

Illustration from the drivers of change showing the development of Heyvaert

1930

Strongly industrial neighbourhood, closely linked to the canal and port-related activities. Presence of warehouses, workshops and logistics infrastructure along the canal.

1944

War-related damage and disruption during the Second World War affecting production and infrastructure. Beginning of post-war recovery and reorganisation of industrial activities.

1953

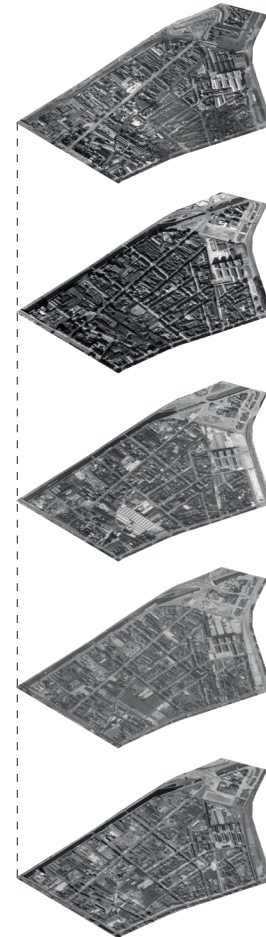
Consolidation of light industrial and logistics-related functions along the canal. Modernisation of industrial buildings and storage facilities.

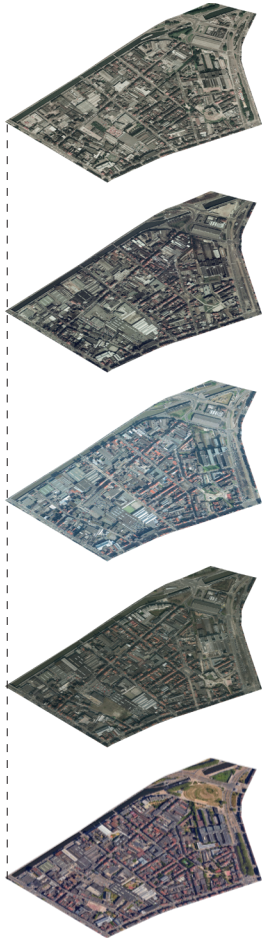
1961

Shift from heavy industry to a mix of light industry and craftsmanship. Growing presence of small workshops and transport-related services.

1971

Emergence of the used-car trade as a dominant economic activity. Development of car yards, garages and repair workshops. Decline of traditional industrial functions.





1987

Heyvaert established as a major cluster for the international used-car market, particularly export-oriented.

Morphological change of plots: open-air car yards and showrooms replacing former industrial buildings.

1996

Ongoing deindustrialisation and increasing specialisation in the automotive economy.

First urban regeneration debates, focusing on traffic, parking pressure and spatial quality.

2004

Launch of strategic studies and planning frameworks for the future of the neighbourhood.

Growing recognition of the canal as a key urban and spatial asset.

2012

Heyvaert identified as a priority area for urban regeneration strategies.

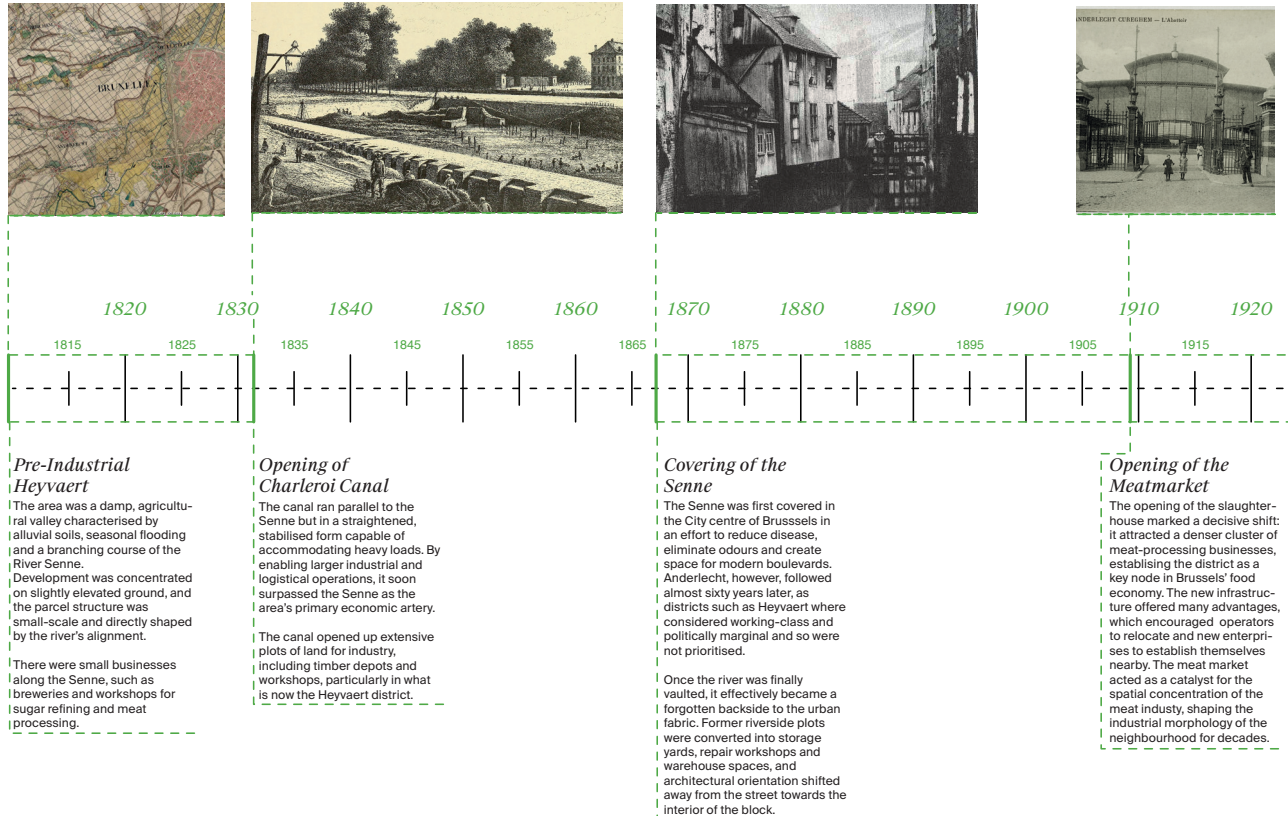
Continued dominance of automotive-related uses, alongside proposals for mixed-use development.

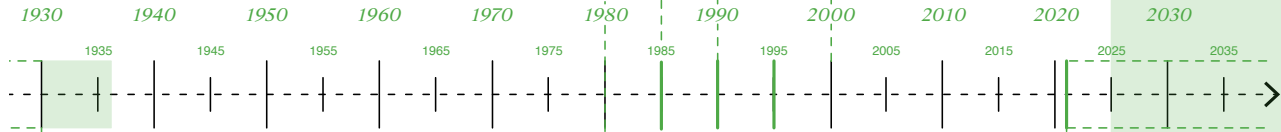
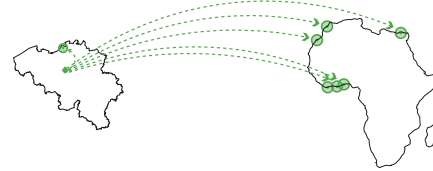
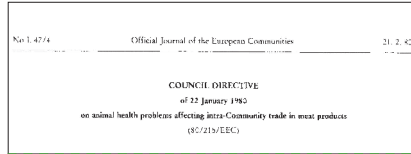
2024

Implementation phase of major regeneration projects begins.

Urban Renewal Contract "Heyvaert-Poincaré": housing projects, public space upgrades and green infrastructure.

Figure 23:
Time line of the drivers of change showing the neighbourhoods important developmental steps





Covering of the Senne in Heyvaert



EU Guidelines for hygiene

New EU regulations significantly restricted the operations of the meat trade in Anderlecht. The legislation introduced stricter hygienic requirements, forcing facilities to provide shielded unloading areas as well as separate gates for incoming and outgoing meat. These measures increased operational costs, placing considerable pressure on businesses whose premises could not easily be adapted. As a result, this marked a turning point in the decline and gradual vanishing of the meat-processing industry around the slaughterhouse.

Start of the Car Trading

The vacant industrial buildings, with their generous floor areas and robust structural capacity, proved particularly well suited for the storage and handling of cars. This new form of occupation was initially stimulated by Belgian-Lebanese traders, who repurposed the disused premises for transnational vehicle commerce and laid the foundations for the car-export economy that would come to characterise the Heyvaert district.

Complementary Industry develops

Car trading shifts to Africa

Enforcement of Environmental & Labour Laws

PAD Heyvaert

With the adoption of the PAD Heyvaert, the district formally enters a phase of regulated transformation. The plan defines the productive and active ribbon, restructures ground-floor economies, and imposes spatial rules that gradually replace the monofunctional car-export sector with contemporary productive urban programmes.

Kleine Zenne Park Masterplan

The Kleine Zenne Park is conceived as a linear public space reconnecting the buried river axis with contemporary ecological and social needs. The plan anticipates the opening of block interiors, integrates stormwater management, and creates a continuous green corridor linking Dauwspark, Ninoofsepoort and the Abattoir esplanade.

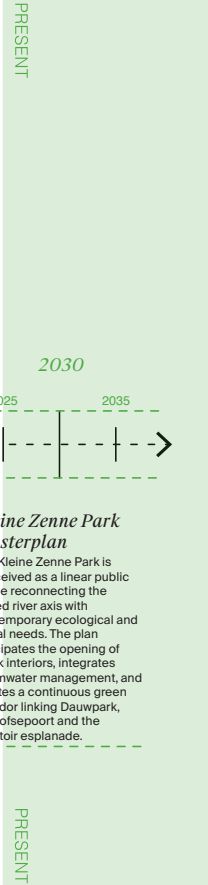
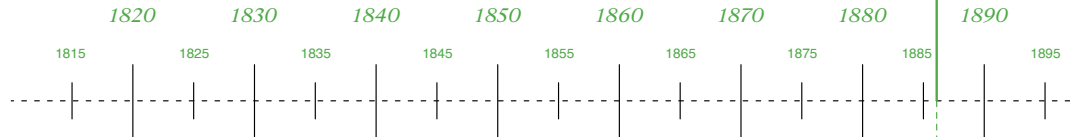
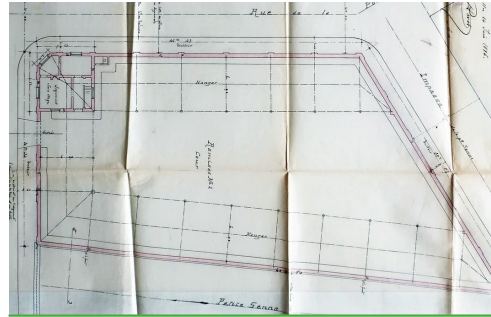


Figure 24:

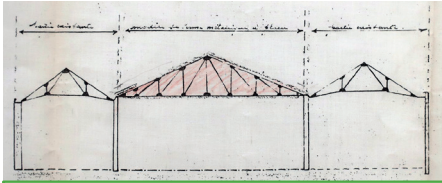
A Time line of the building with significant timestamps following the logic of the drivers of change research

The original plans of the building, showing the courtyard layout



Built for the City of Brussels

The building was constructed for the City of Brussels as carriage and vehicle sheds serving the adjacent slaughterhouse. The spatial organisation, comprising multiple hangars arranged around a central courtyard reflects a typology optimised for circulation, storage, and efficient handling of goods, characteristic of late nineteenth-century industrial architecture embedded within the urban fabric.



Section of the new roof trusses, showing the addition of the new roof

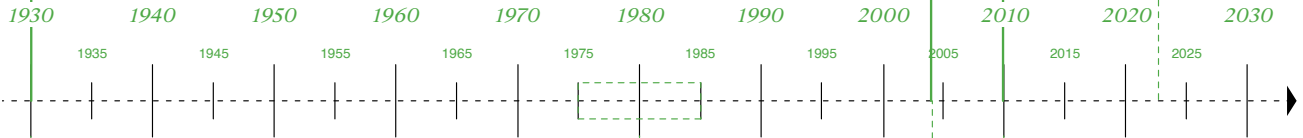
Collage of the facade with the art project of kids on it



Children planting in the community garden



Acquisition by investment firm ION



Adaptation of the complex

The building underwent significant modifications. The central courtyard was covered with a metal truss roof. At the same time, the carriage entrance was widened and additional openings were introduced, indicating changing patterns of use. These interventions illustrate a phase of modernisation within the existing industrial fabric, while layering on top of the original structural logic.

Bought by car trading company

This marks a significant shift from its original role within the meat-processing logistics to the emerging second-hand vehicle export economy. This transformation reflects broader socio-economic changes in the Heyvaert area, where vacant industrial structures were repurposed for new forms of trade and informal economies. The existing spatial configuration proved well-suited to storage of vehicles.

Art Project on the Facade

The building's façade was activated through large-scale artistic interventions, associated with initiatives such as *espace d'art enfants* and *galerie d'art publique*. These installations transformed the otherwise closed and introverted industrial envelope into a public-facing surface of cultural expression, momentarily recontextualising the site within the urban realm and introducing a layer of symbolic and visual permeability.

Jardin Alem

The Jardin Alem was established as a community garden initiative on underused land within the Heyvaert area. Developed through local engagement, it introduced a collective, small-scale productive landscape into the predominantly industrial and logistical context. The garden functions as a social and ecological micro-infrastructure, offering space for cultivation and exchange.

2.3 VOICES AND REALITIES

Everyday conditions, inequalities, and lived experiences - a report

The programmatic strategy for the site is not derived from the building itself, but from a broader reading of the socio-economic conditions shaping Heyvaert. The area has been historically structured by the emergence of the second-hand car trade, which continues to provide employment for a large share of residents. At the same time, the neighbourhood remains an active arrival district, with new populations continuously settling.

This productive ecosystem is increasingly under pressure as authorities seek to displace the car trade due to conflicts with residential environments. According to the SAAMO report, car-related businesses control approximately sixty percent of the land in Heyvaert.

On the one hand, it limits land circulation and suppresses property value escalation, resulting in relatively low rents; on the other hand, it contributes to the subdivision of dwellings and declining housing conditions.

With the anticipated displacement of the car trade, these dynamics risk inversion, as speculative investment targets the area, accelerating gentrification.

In response, SAAMO advocates for a substantial provision of social housing and the retention of productive activities as a stabilising, rather than transitional, urban force. This position aligns with the broader logic of the Productive City, which argues for the reintegration of production within the urban fabric as a means of supporting economic diversity, local employment, and social inclusion.

As the explained relations are about to shift the potential to steer the development of the neighbourhood towards a policy that is benefiting the current inhabitants remains an important cornerstone of the project.

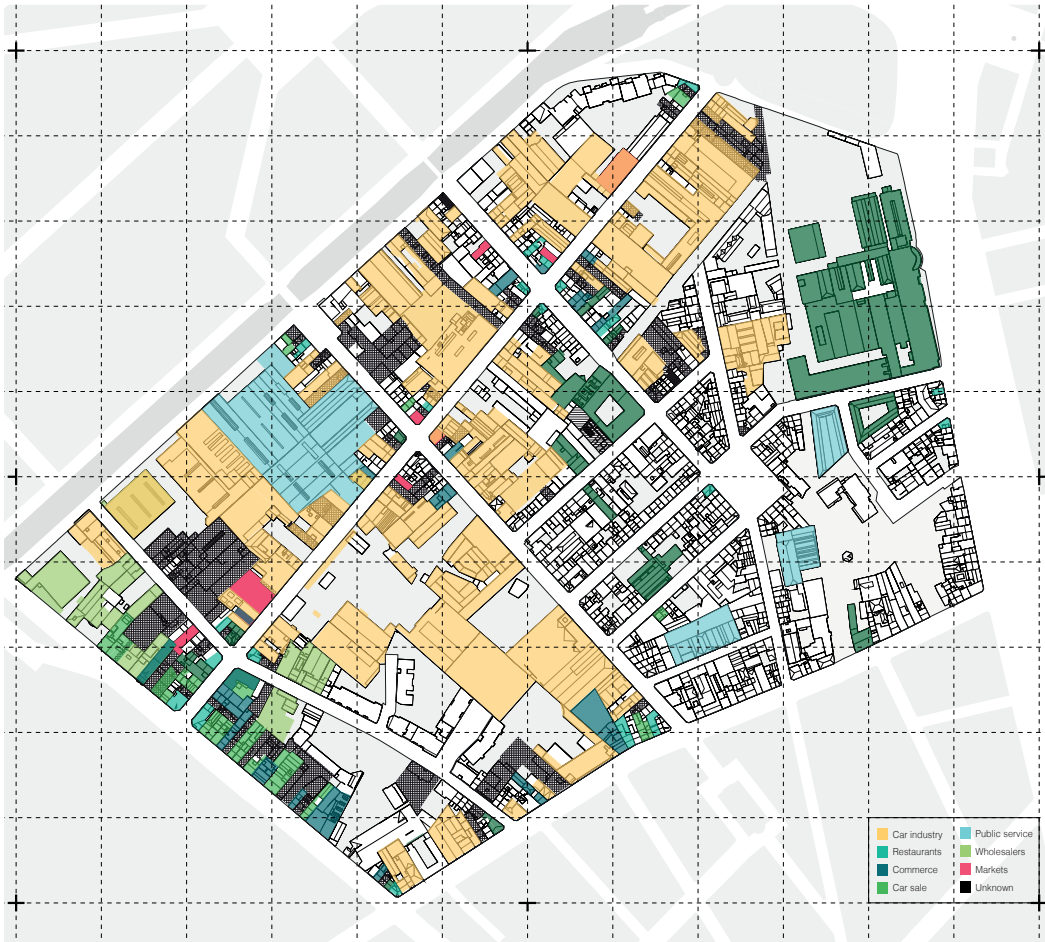


Figure 25:

Usage within the neighbourhood, showing how much of the area is used for car related business

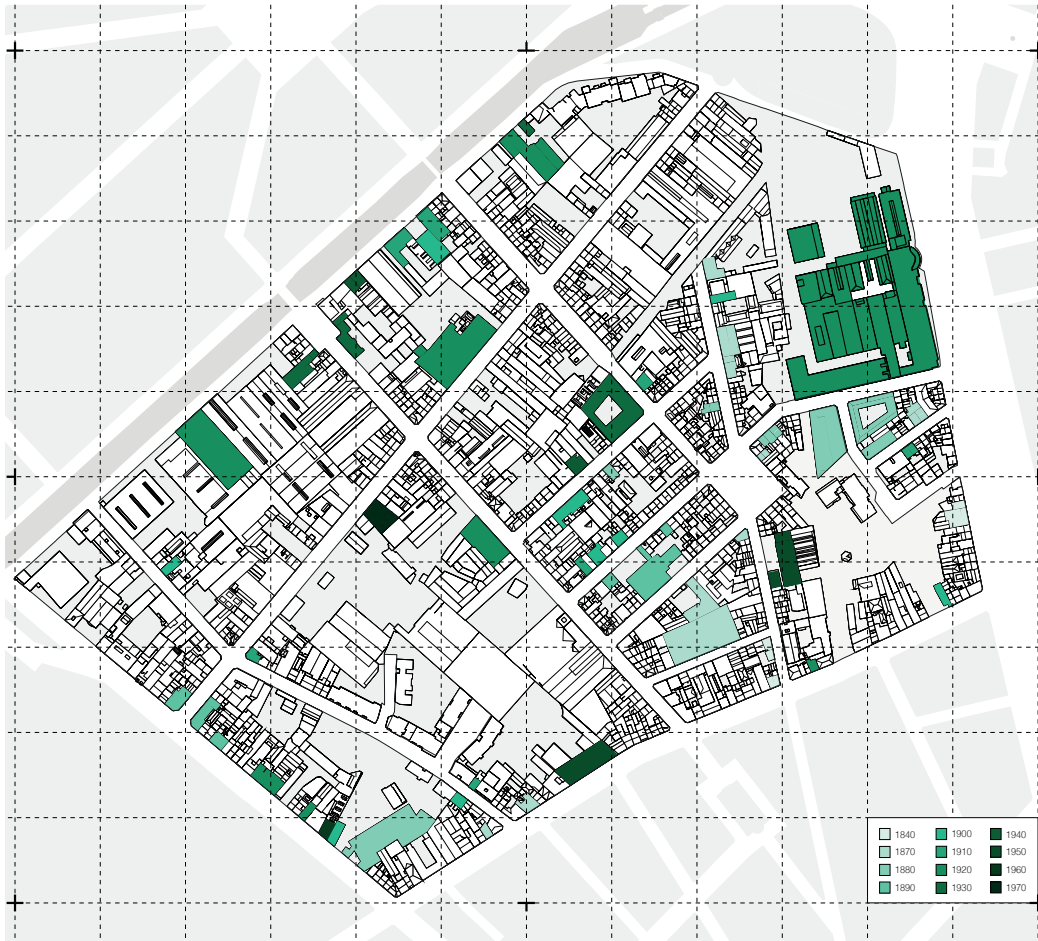


Figure 26:

Heritage map, showing the protected sites in the neighbourhood, the building is also listed

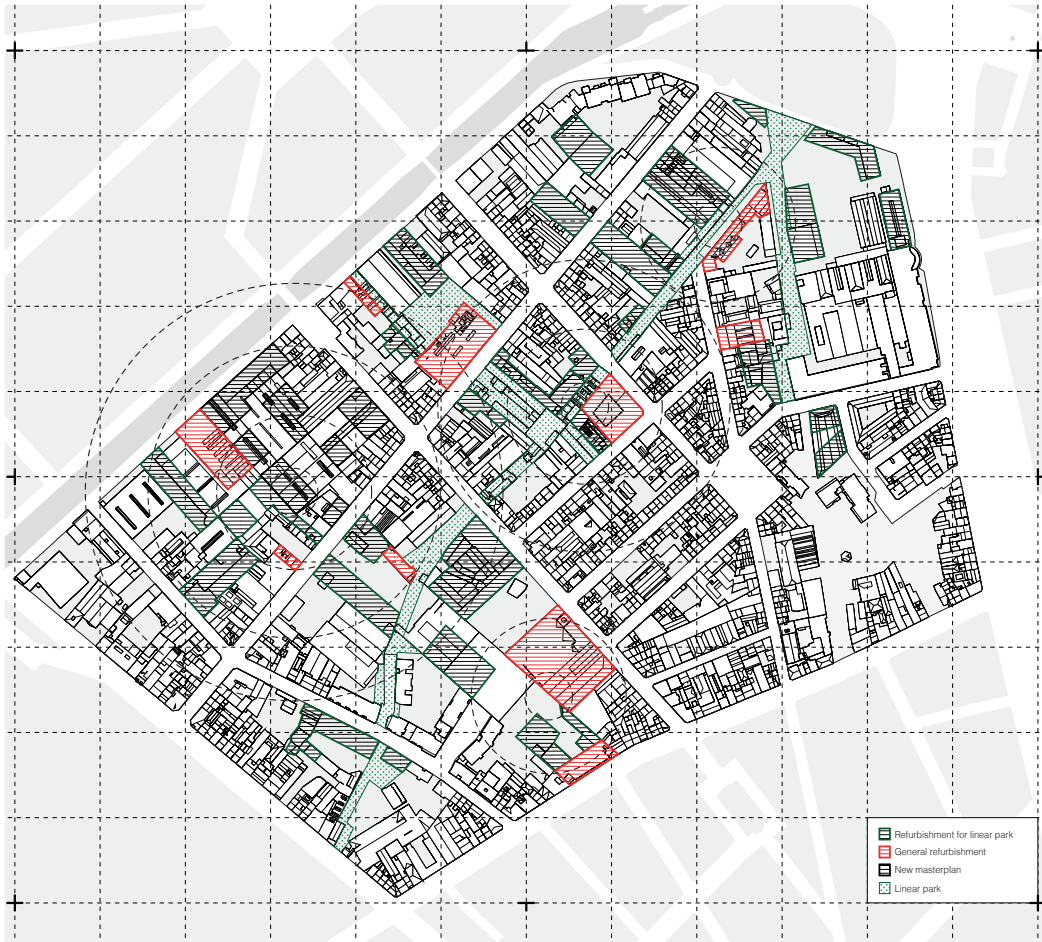
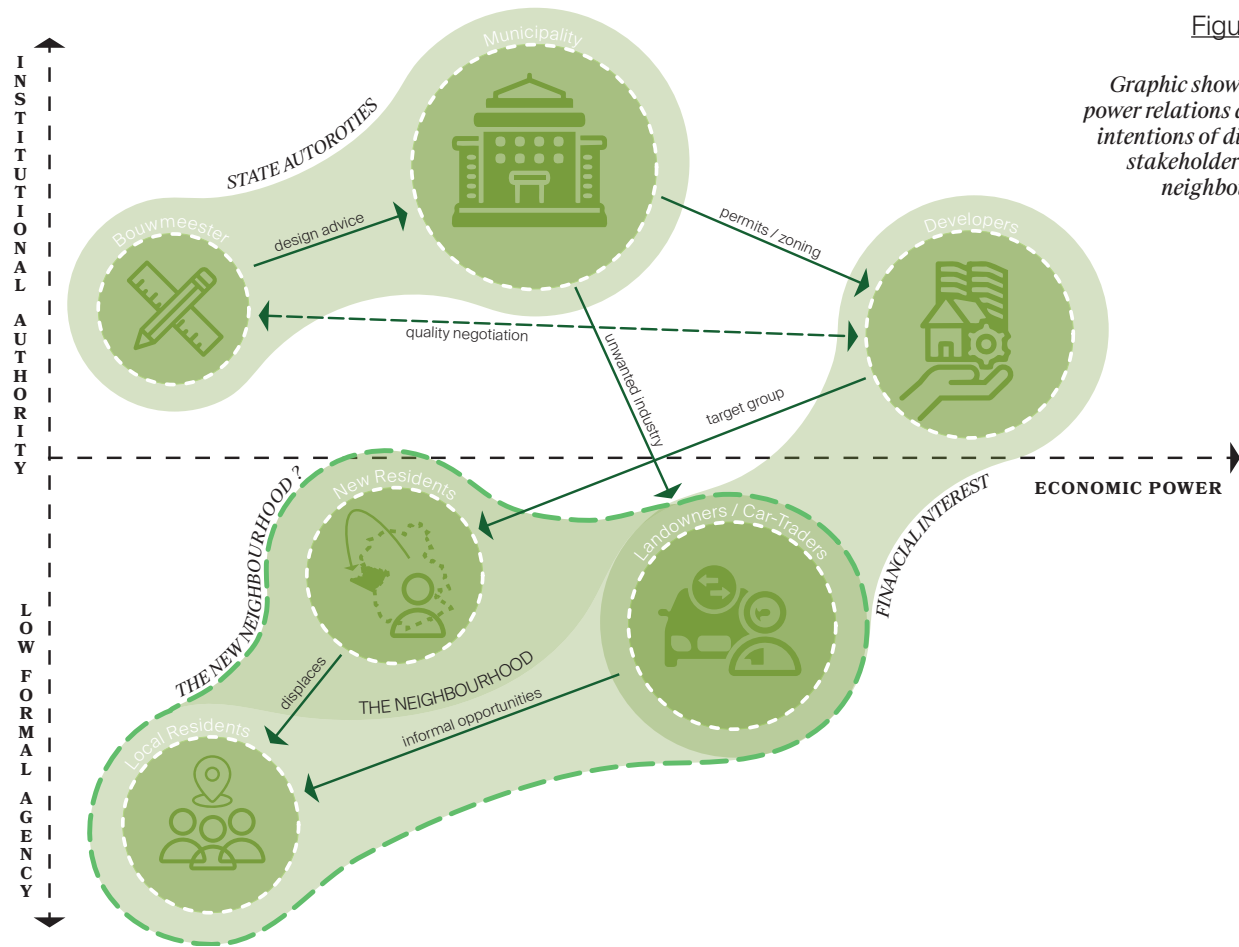


Figure 27:

The new linear park and sites that will be rebuild/refurbished in the coming years

Figure 28:

Graphic showing the power relations and the intentions of different stakeholders in the neighbourhood



2.4 FROM ANALYSES TO BRIEF

Translating socio-spatial conditions into a project agenda

Through an exercise that incorporated children's artwork applied to the building's walls, it became evident that even minimal acts of appropriation can fundamentally alter the perception of the structure. The intervention revealed a willingness to engage with and reinterpret the building.

The neighbourhood possesses a strong sense of belonging and a collective awareness of its identity within Heyvaert. Such informal acts of expression point towards an existing social fabric that is capable of engaging with spatial transformation and redefining its environment.

Within this framework and informed by these observations in the drivers of change and the SAMOO report as well as other sources, the architectural programme was conceived.

It proposes a productive plinth that introduces a trade school for adults, offering accessible forms of education that enable workers from the existing car-based economy to transition into new forms of labour. Complemented by a café connected to the adjacent linear park.

The programme establishes a spatial interface between production, learning, and public life, reinforcing the role of the building as an active participant within the neighbourhood.

Figure 29:

Photo of the bas-relief showing children's artworks in the facade of the old wall



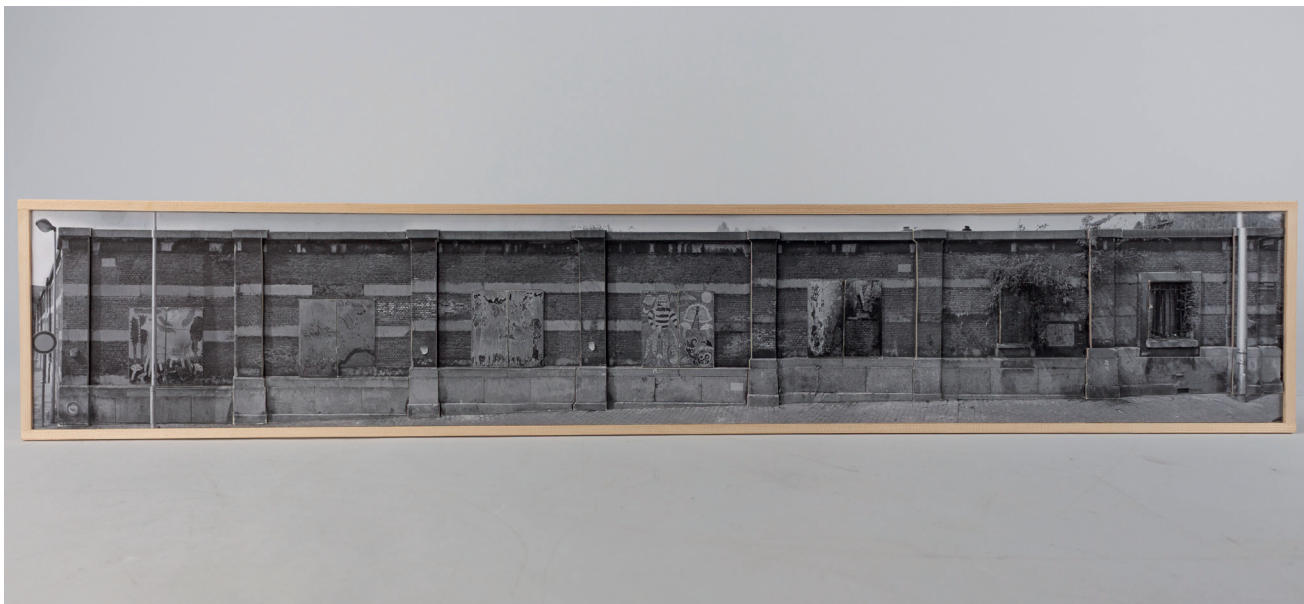


Figure 30:

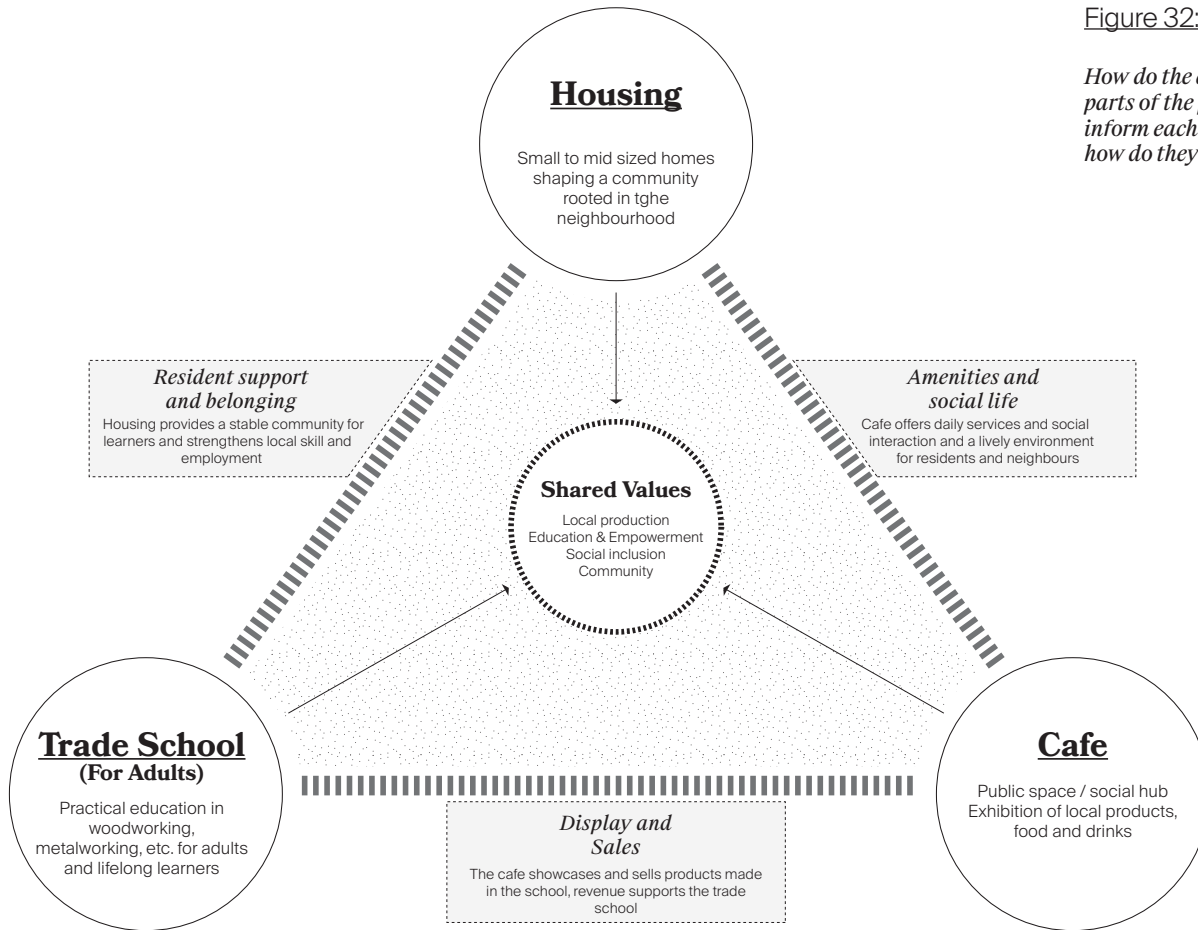
*Photo of the bas-relief
showing the destroyed
artwork in present
times*



Figure 31:
*Photo of the bas-relief
showing the kids
artwork as it is new*

Figure 32:

How do the different parts of the program inform each other and how do they connect



03 The Patchwork

Architectural Readings, Frictions, and Emerging Positions

- | | | |
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| 3.1 | TRACES OF THE PAST
Historic layers informing present conditions | 52 |
| 3.2 | THE PARK
Green space or space for improvement ? | 60 |
| 3.3 | URBAN PRESENCE
The face of building on the stage of the neighbourhood | 76 |

3.1 TRACES OF THE PAST

From observation to spatial consequence

Within the boundaries of the existing structure lies a potential that remains unexplored. Its current condition suggests separation while simultaneously calling for more permeability.

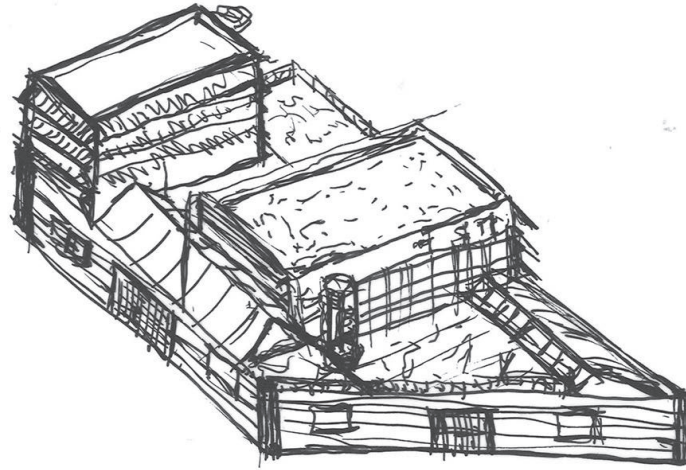
One of the first steps was therefore to investigate how the envelope could be altered towards greater openness, and which elements of the existing structure could be retained and adapted. The existing roof was removed, as it proved unsuitable for vertical extension. In contrast, the cast-iron columns were preserved, as they are capable of supporting a newly introduced mezzanine level.

The perimeter walls are selectively perforated to introduce light into the deep plan, while courtyards are inserted to further open the interior.

The existing structural system is complemented by a new array of columns, which support the housing structure above. The retained cast-iron structure and the new system establish a new structural order. This approach reflects the understanding of the building as an evolving system, capable of continuous transformation.

Figure 33:

*One of the first
Sketches done, showing
early stages of the
volumetric development*



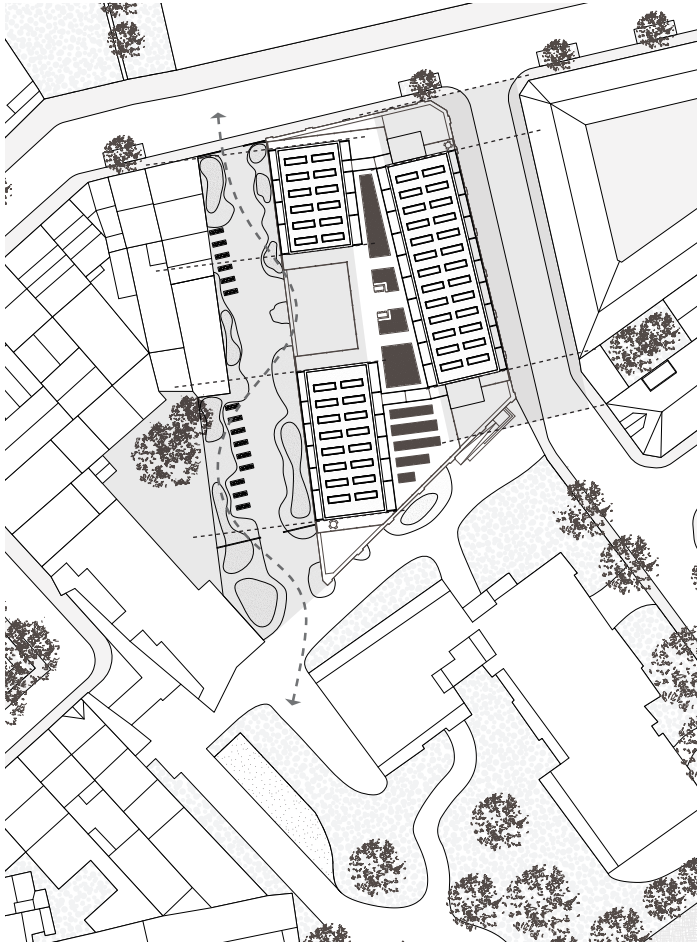


Figure 34:

Explaining the Positioning of the Volumes, creating a play between void and build structures

Volume No1:

This volume follows the urban block

Volume 2:

Sits within the free space created by the Linear park and the daycare Gardens

Volume 3:

Positioned across from its typological brother it does not claim the edges of the site to make the block not overpower the surrounding buildings

Figure 35:

Quick sketches showing the volumetric layouts gone through in the design process

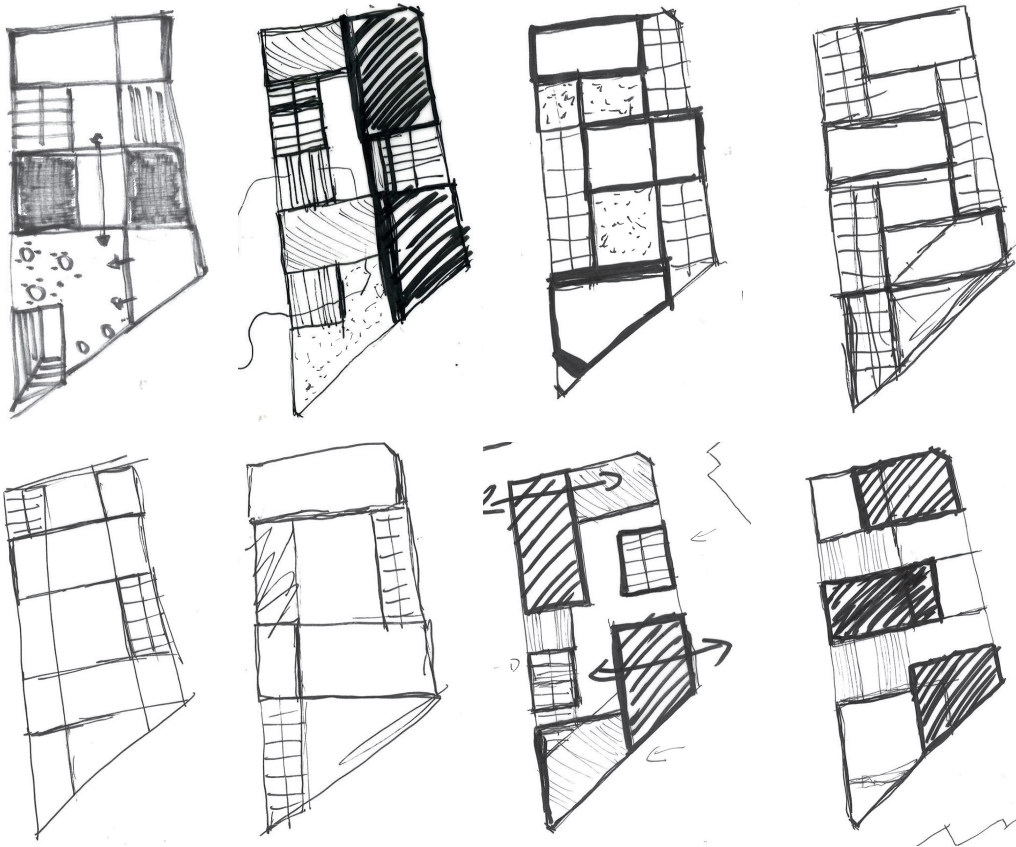
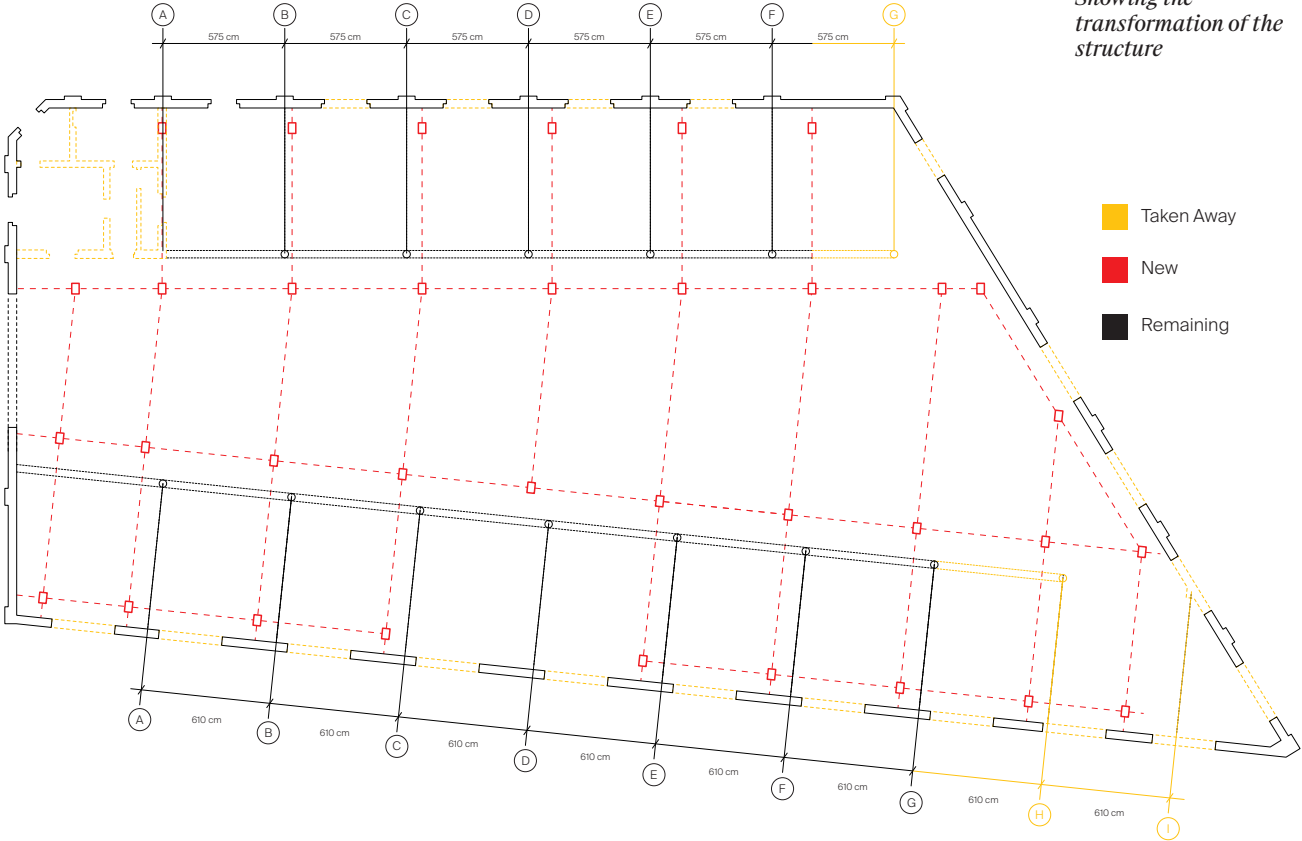


Figure 36:

Showing the transformation of the structure



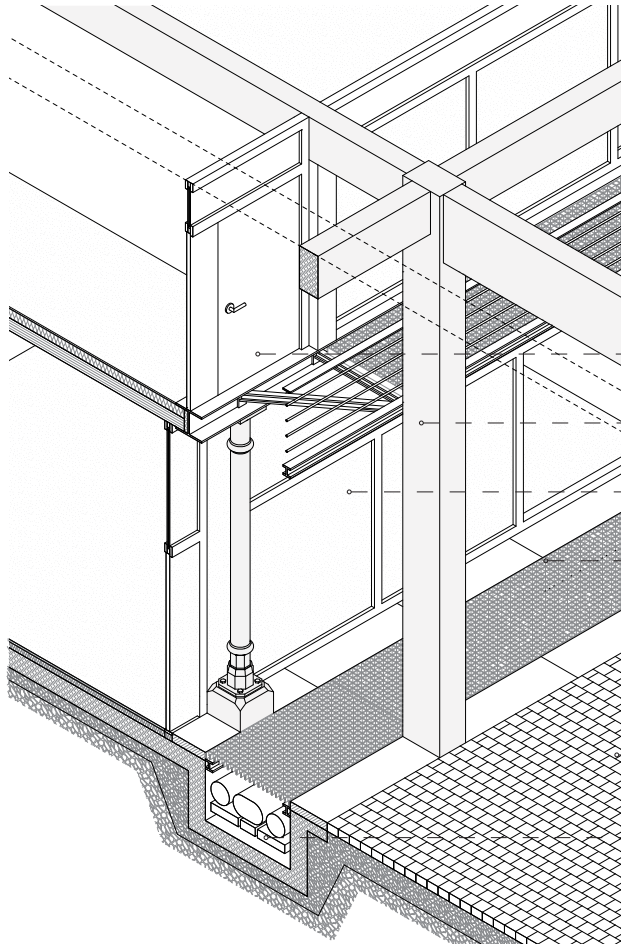


Figure 37:

*The old and the new
Construction
Two systems merge
into one*

--- New mezzanine level

--- Walkway spanning old & new

--- Existing Cast-iron Columns

--- New Columns Holding the Table

--- Existing Flooring kept in the Hall

--- Services running underneath

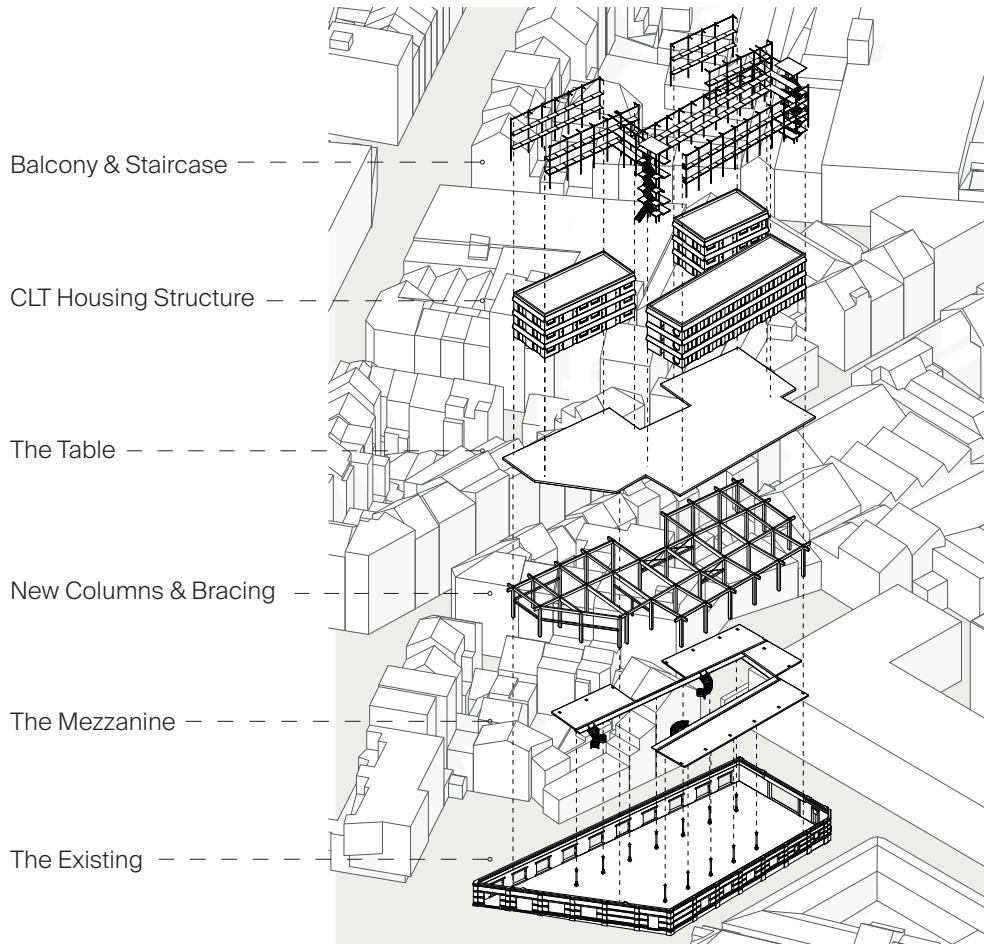


Figure 38:

*Exploded Axonometric
The constructive parts
of the building*



Figure 39:

Visualisation of how the old and the new parts come together in the courtyard

3.2 URBAN PRESENCE

The face of building on the stage of the neighbourhood

The project positions itself within the existing urban fabric of Heyvaert through negotiation between density, scale, and architectural expression. Much like the neighbourhood itself, the building adopts a patchwork-like architectural language that reflects the fragmented and layered character of its surroundings.

The three housing volumes are stepped back in relation to the street edge and the adjacent linear park. This reduces the visual impact of the vertical extension while allowing the building to relate more carefully to the surrounding residential scale. The balconies along the outer facade are conceived not as individual extensions of the apartments, but as collective spaces intended to encourage encounters between neighbours. Furthermore, they are constructed as a lightweight steel structure, emphasising the recessed position of the housing volumes. Similarly,

the shared space between the three housing volumes can be understood as a vertical continuation of the linear park, reinforcing collective living.

The positioning of the volumes further responds to the surrounding urban condition. The eastern volume follows the street front, while the shorter volume relates to the block structure of Rue de la Rosée. The third volume is positioned towards the open void created by the linear park and the adjacent crèche garden, establishing a spatial dialogue between the built and unbuilt spaces of the block. In this way, the project occupies both the edges of the urban block and its internal voids.

Particular attention was given to the facade composition of the project. The rhythm and placement of the new openings are informed by the existing structural logic, while the housing extension reflects the horizontal expression of the existing exterior wall. As a result, the overall facade composition can be understood as a microcosm of the existing wall.

Rather than concealing the distinction between old and new, the proposal allows both systems to coexist visibly, expressing the building as an evolving structure that has been continuously adapted over time.



Figure 40:

Proposed building for the site, the facade is layered on top of the building and is extremely bulky. The volume sits uneasy on the existing wall.

Street/Park



Courtyard

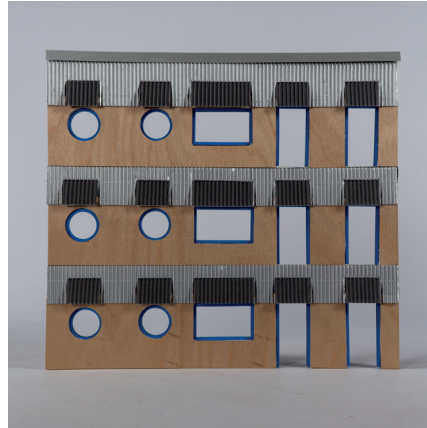
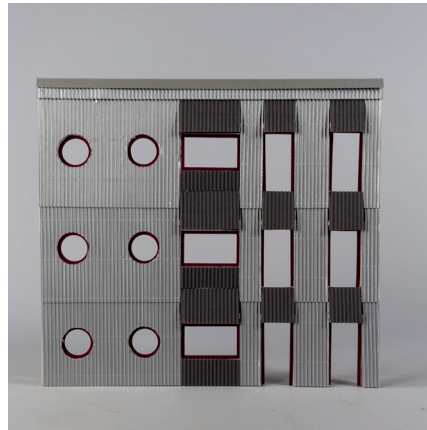
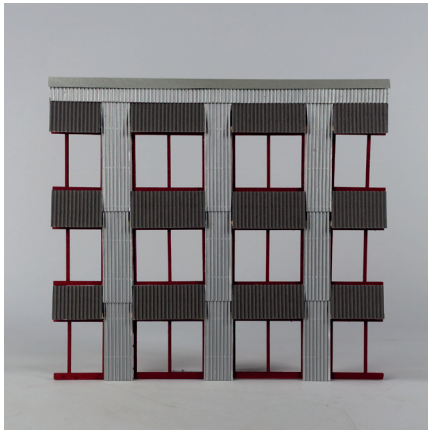
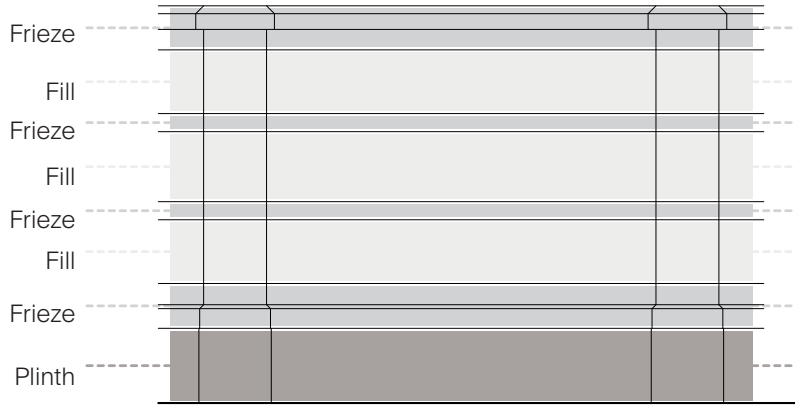


Figure 41:

Facade Variations and different colour schemes. The variations show a horizontal elements and are rather vertically structured. These options did not fit the final design.



The Existing Wall



The Facade

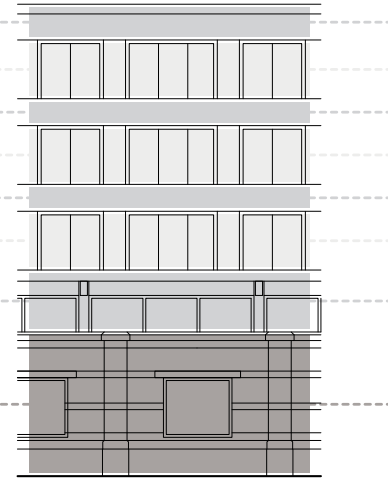


Figure 42:

*The Proposed top up
is a Microcosm of the
existing surrounding
wall as shown in the
diagram*



Urban Architecture

Figure 43+44:

The chosen facade variation and its colour schemes



Figure 45:

*Advanced Sketch with
the facade on top of the
existing*

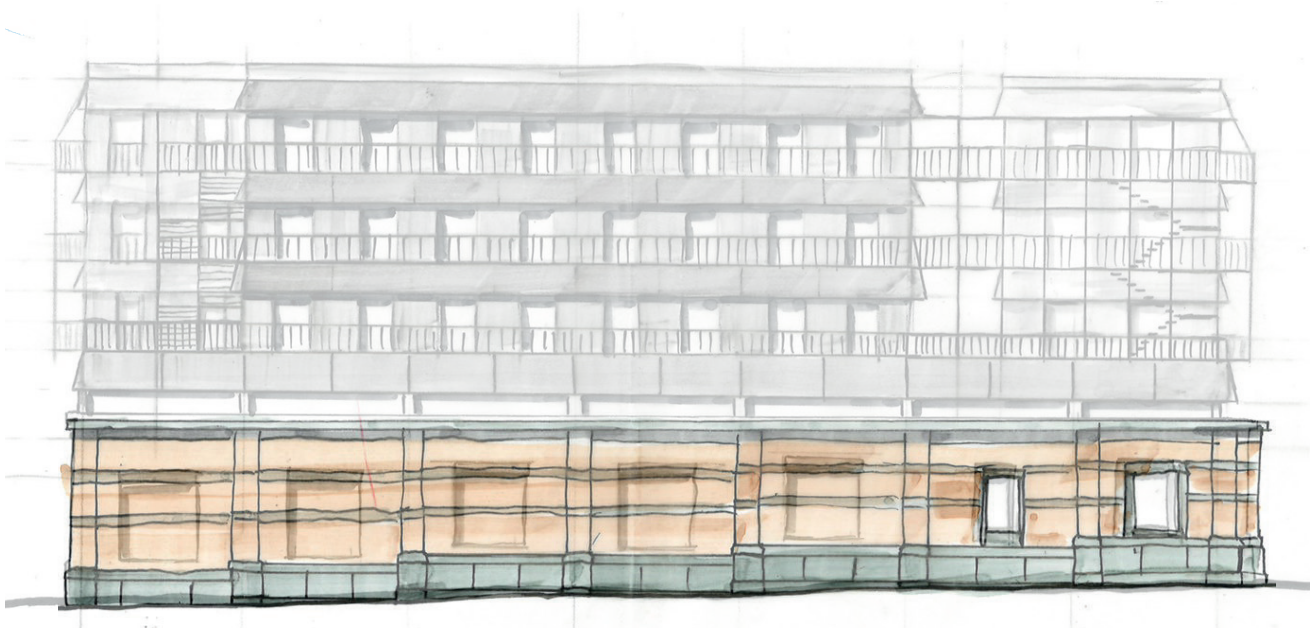




Figure 46:

The facade drawing in combination with the pictogram shows how the facade jumps back from the street scape, making the building appear more gentle towards its urban surroundings.

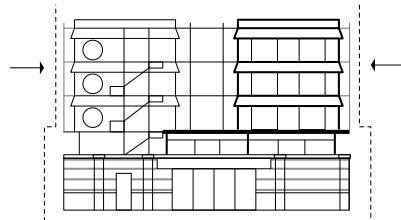


Figure 47:

Showing a Studio Apartment, the smallest unit in the proposal

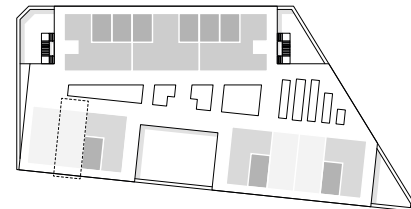
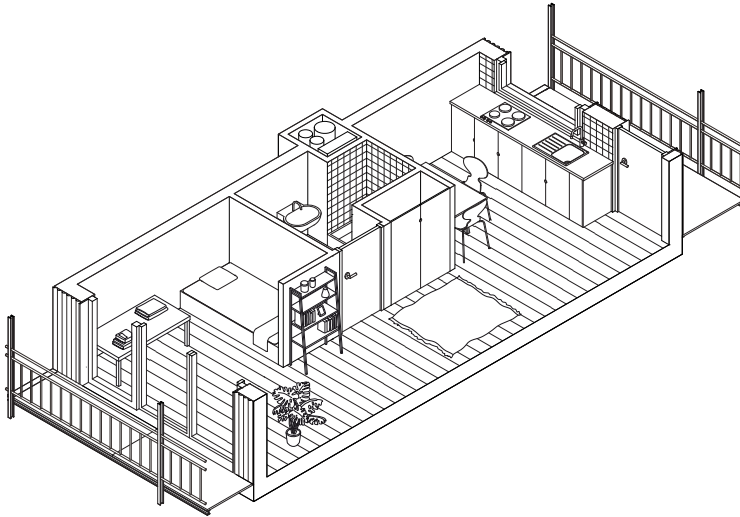


Figure 48:

*1.5 Room
Apartment, this
type will fit small
households and
singles*

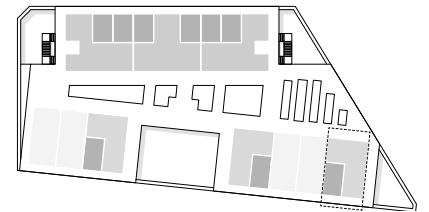
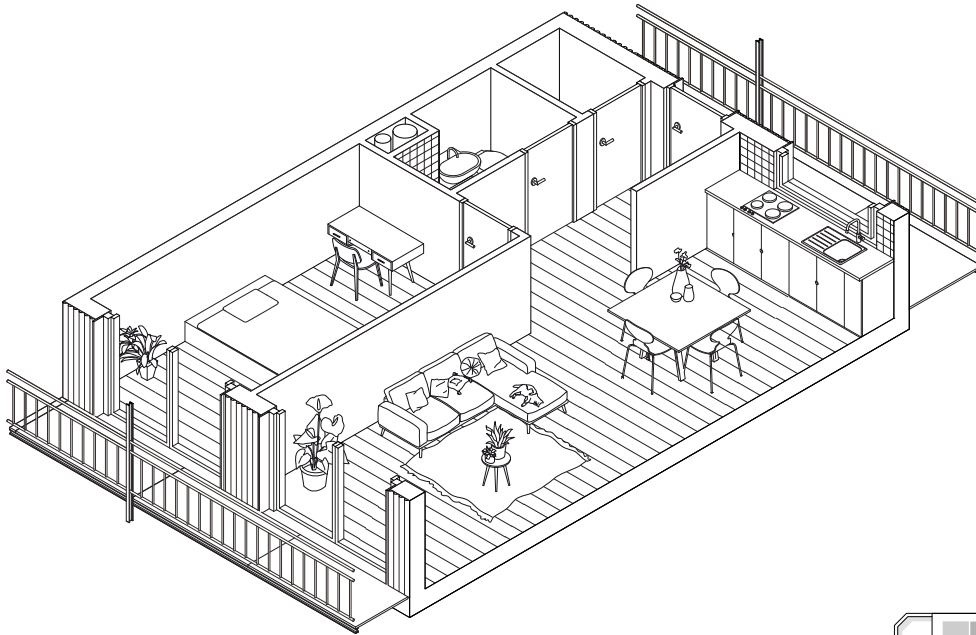


Figure 49:

*2.5 Room
Apartment,
for Families
and Small
communities*

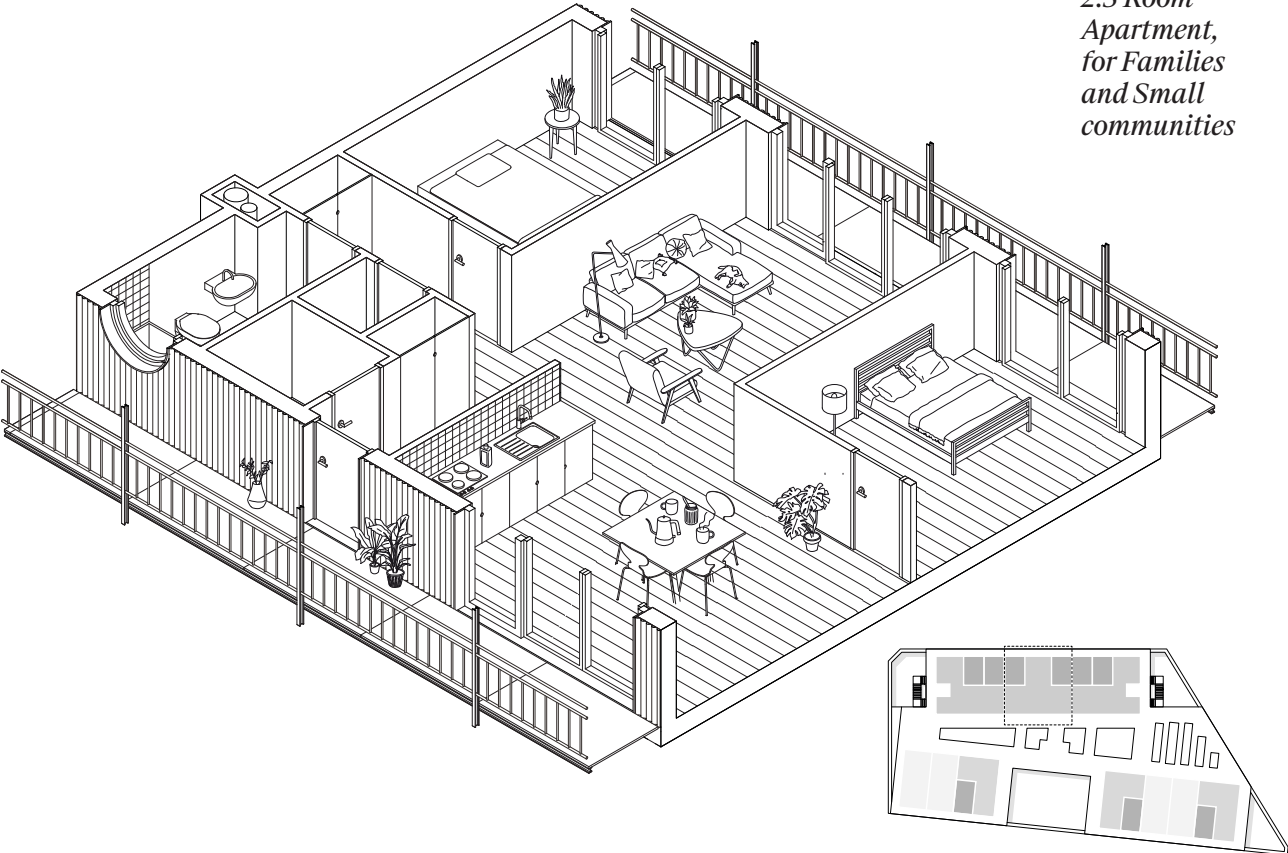




Figure 50:

*Visualisation
of the entrance
Staircase seen
from the hall, the
connection and
relation between
the two gets visible*



Figure 51:

As a connecting tool the Square on top of the plinth works as a space that inhabitants can claim and form together

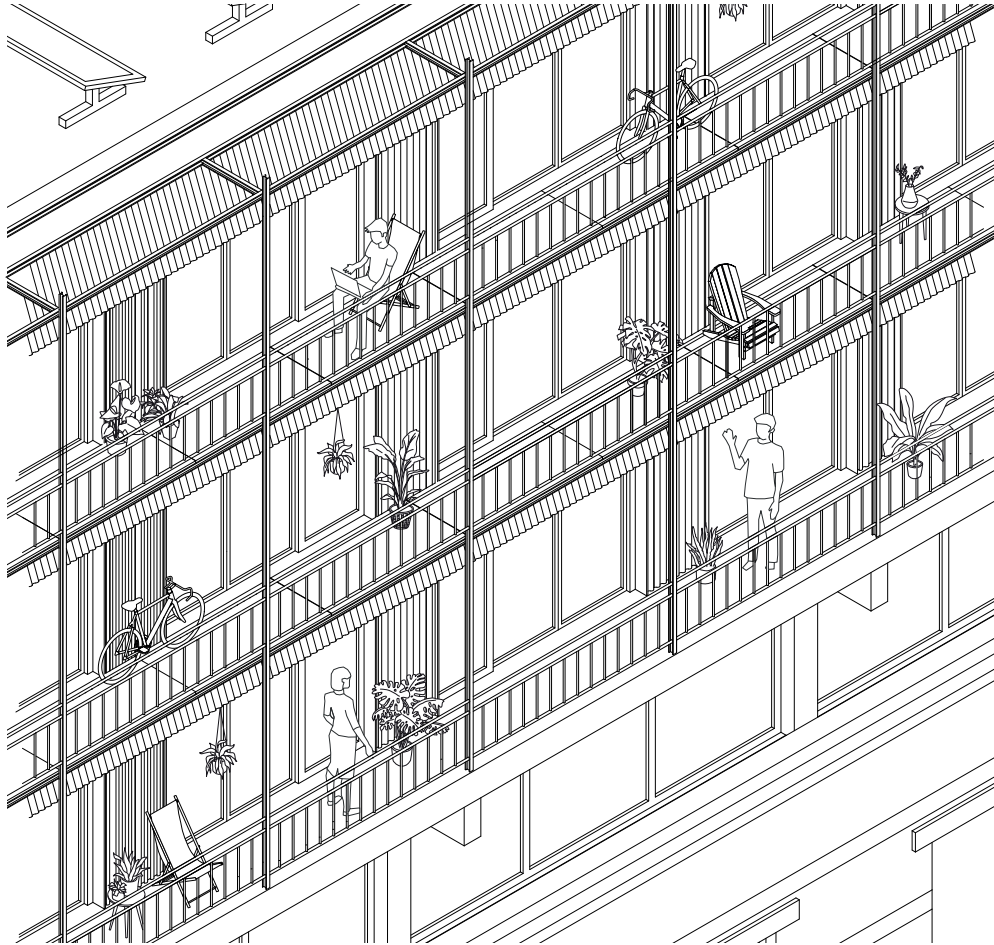


Figure 52:

The Balconies, designed as a strip running along the facade the balconies are meant to further boost exchange between the inhabitants.

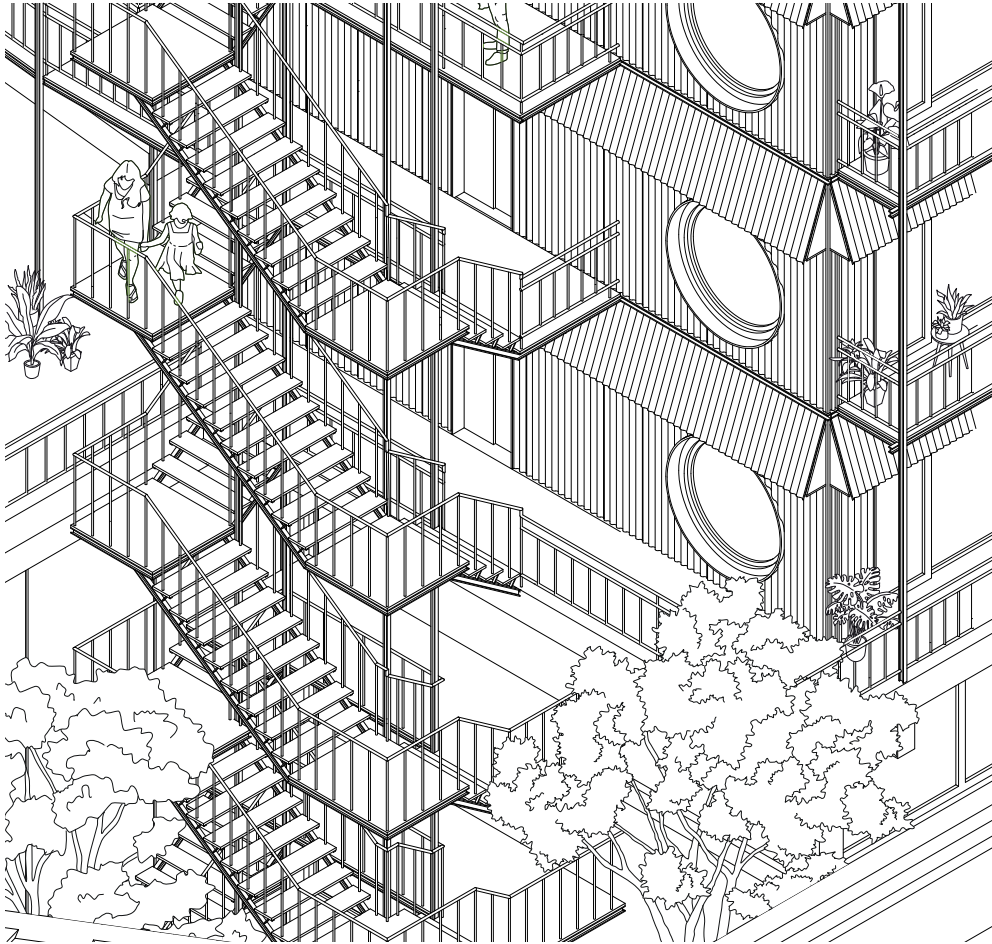


Figure 53:

The staircase, as a present sculpture in the streets the staircase grows out of the existing building weaving through new and old.



Figure 54:

Visualisation showing the square on top of the table as a shared space.

3.3 THE PARK

Green space or space for improvement ?

The proposed Zenne Park represents one of the most significant transformations within the neighbourhood. As such, it introduces a continuous public landscape through an otherwise fragmented urban fabric.

However, the section adjacent to the project site reveals several critical shortcomings. Discussions with the Brussels Bouwmeester team have clarified that maintaining public access to the park at night is not feasible. Due to its narrow, linear configuration, the park would be difficult to supervise. Within this stretch, an existing green area is already appropriated through the grassroots initiative Jardin Dalem, which has established an urban gardening project including planting beds.

While the current master plan acknowledges this initiative, it proposes to enclose it with fencing.

In response, the project challenges this approach by advocating for spatial integration rather than separation. The strategic placement of a café and a courtyard establish a direct interface between the building and the park furthering permeability.

The deliberate positioning of productive and social housing programmes along the park edge acts as a counterbalance to speculative development pressure.

It anchors socially and economically productive uses within this emerging urban landscape, ensuring that the benefits of the new green infrastructure remain embedded within the existing neighbourhood rather than serving as a catalyst for displacement.

The integration of public functions on the parks edge supports the gradual removal of fences, as these programmes ensure a continuous collective presence and informal supervision. Through everyday use and occupation, the park becomes a shared and socially monitored space, reducing the perceived need for physical barriers.



Figure 55+56:

*The state of the Jardin
Dalem today*





Figure 57-61:

*Kids Planting
vegetables in the Jardin
Dalem*

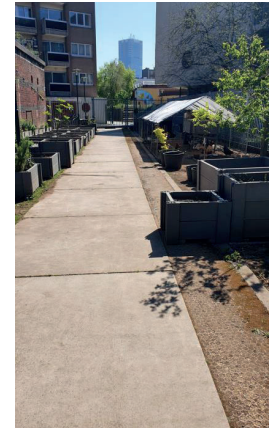
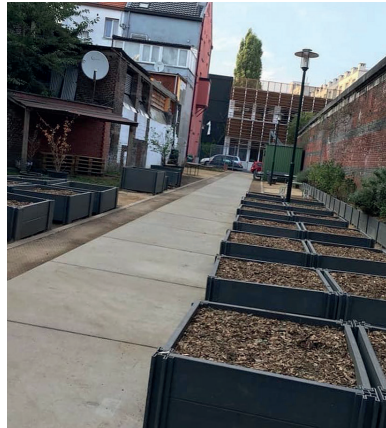




Figure 62+63:

Two visualisations showing the planned linear park, the passage will even be more subdivided in this plan



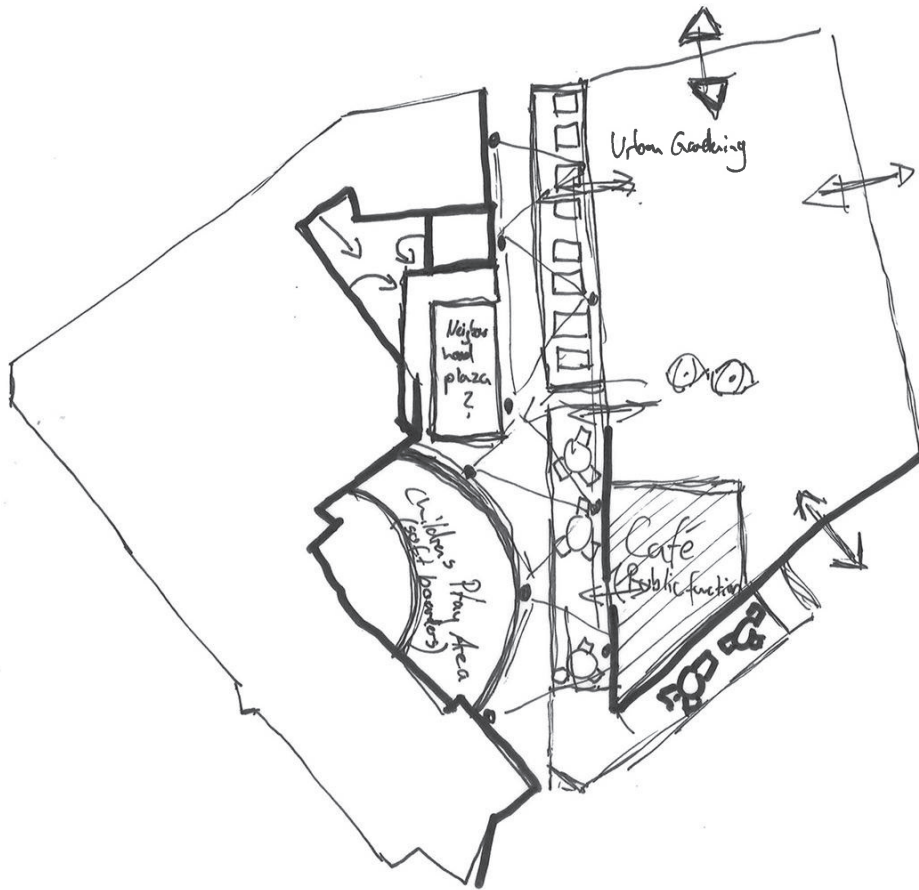
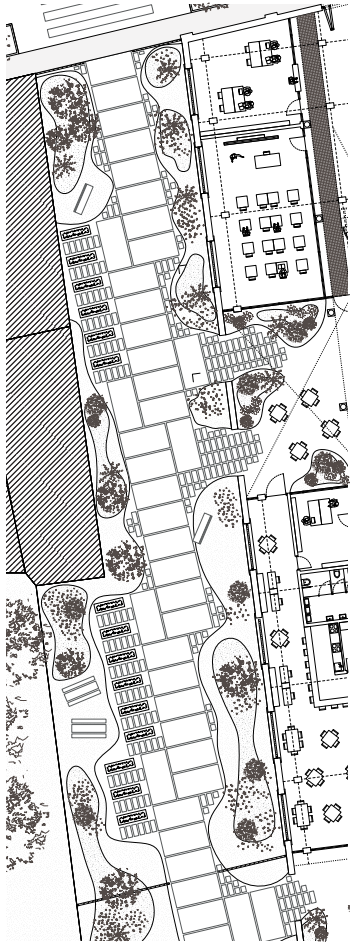
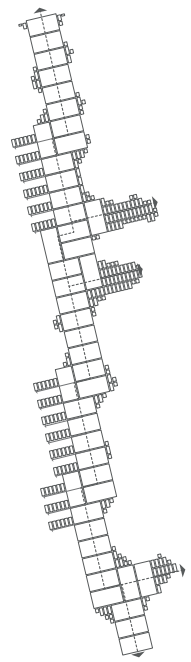


Figure 64:

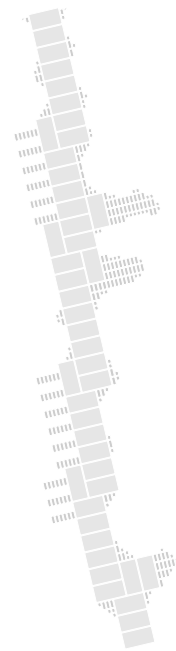
One of the first sketches showing the potential layout of the park, in this iteration neighbouring buildings have been removed, this idea has been revoked later in the design process as taking away buildings of residents was not aligning with the intentions of the project.



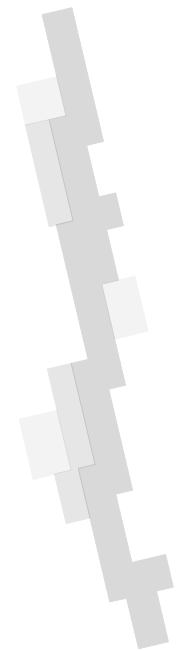
Green Pockets



No linear Movement



Paving Tectonic



Leisure, Pathways & Urban Gardening

Figure 65+66:

Showing the new logic of the linear park



Figure 67:

*Only one fence
is restricting the
accessibility to the park
instead of multiple*



Figure 68:

Showing the soft transition between the linear park and the adjacent Courtyard



Figure 69:

Visualisation of the linear parks new layout showing the Planters of the Jardin Dalem integrated more fluently within the park

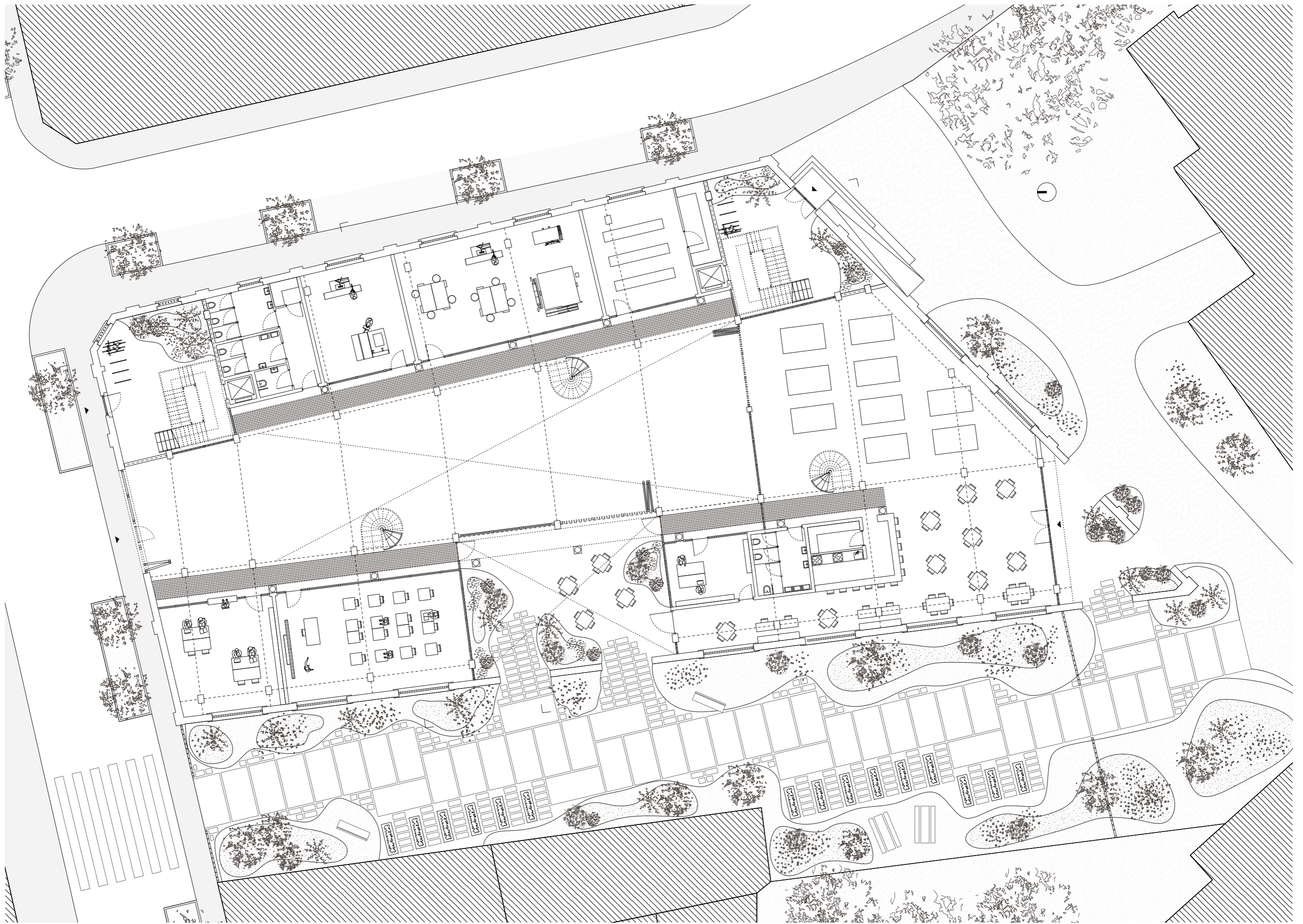
04 The Proposal

*A Spatial Framework for Transformation
and Coexistence*

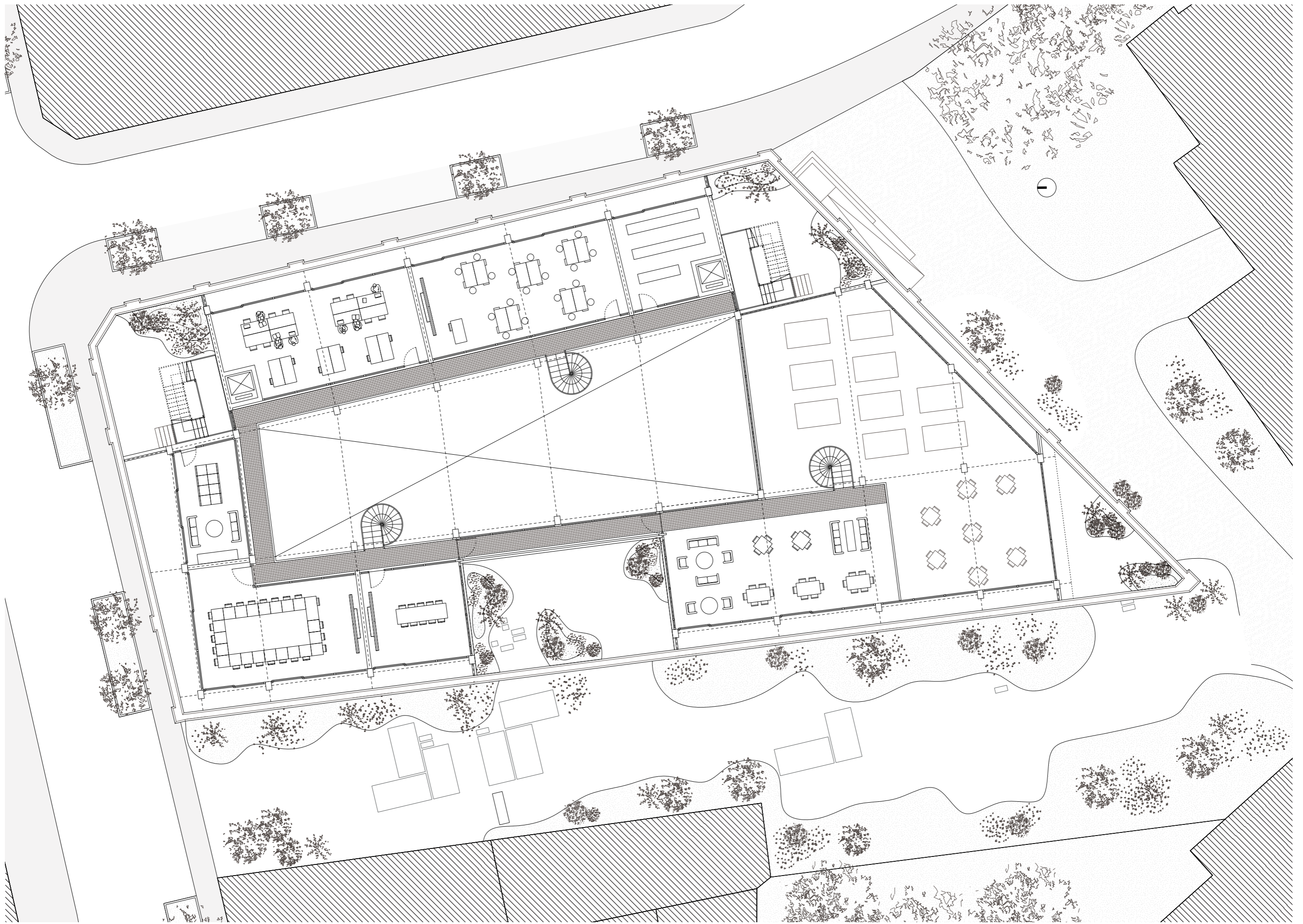
4.1	PLANS	88
4.2	ELEVATIONS	98
4.3	SECTIONS	104

The following chapter presents the architectural proposal through a selection of drawings developed throughout the design process. The material illustrates the project across multiple scales, from its urban integration within Heyvaert to the spatial organisation of the productive plinth, collective spaces, and housing volumes above. Together, the drawings communicate the architectural intentions, spatial qualities, and structural logic of the proposal.

Ground Floor
1:200



Mezzanine Floor
1:200



Plinth Floor
1:200



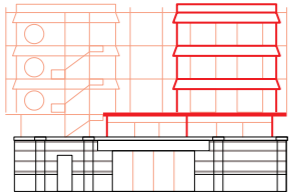
Standard Housing Floor
1:200



Roof Plan
1:200

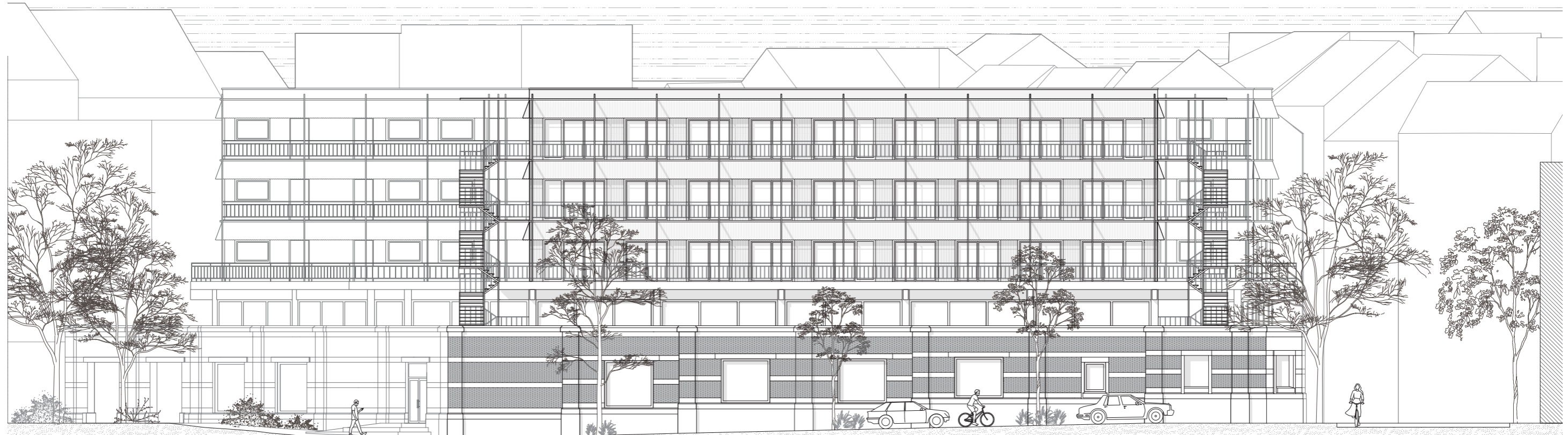
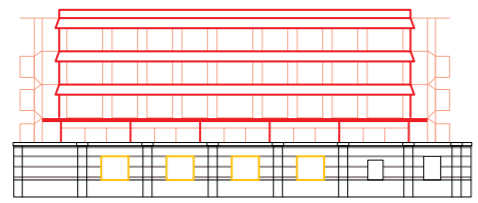


Elevation North
1:100



2/21/15

Elevation East
1:200



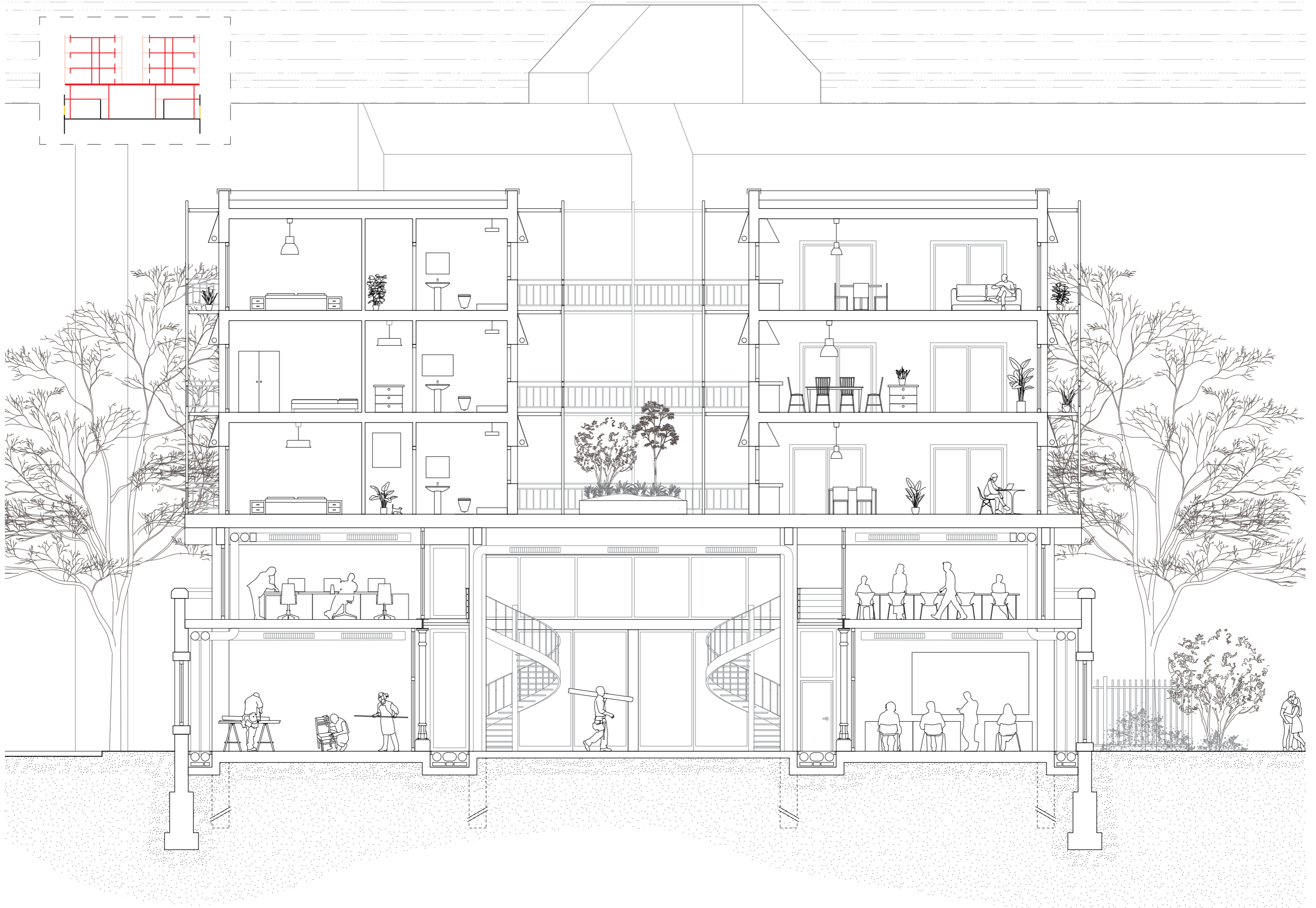
Elevation West
1:200



Section BB
1:100



Section AA
1:100



Section CC
1:200



Climate Section
1:200

Residential:

Heating

Uses dry underfloor heating panels integrated within the floor build-up to provide low-temperature radiant heating.

Sun Shading

Integrated fabric roller blinds within the facade regulate solar exposure while maintaining daylight and outward views.

Ventilation

Provides fresh air through facade-integrated overflow vents and natural cross ventilation across the central void.

Workshop:

Electrical Loop

Distributes energy across the building and connects productive and residential spaces through a shared electrical infrastructure.

Process Extraction Loop

Extracts heat, dust, and fumes from workshops to maintain healthy and controlled working environments.

Compressed Air Loop

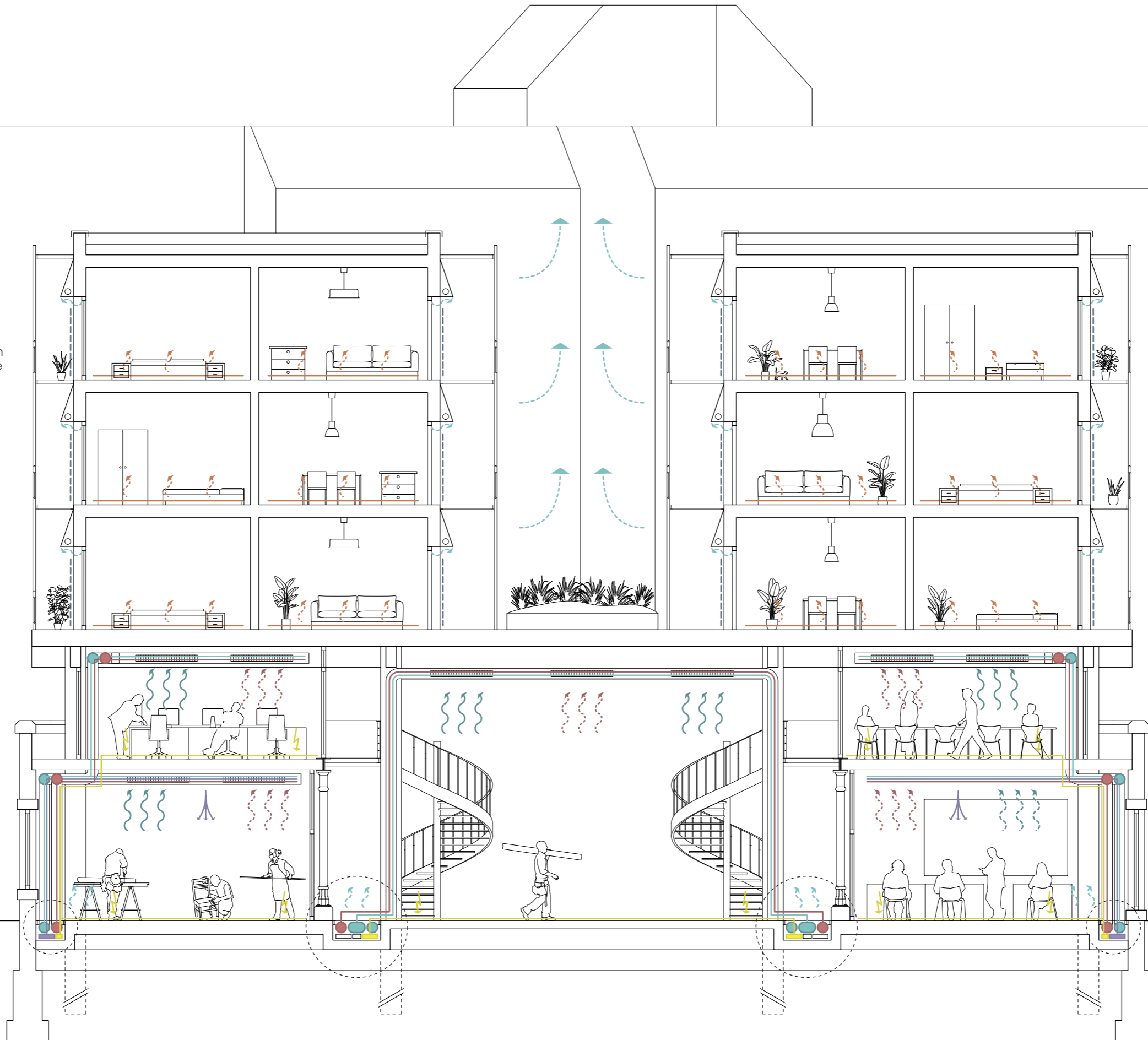
Provides shared pneumatic infrastructure for flexible and adaptable production spaces.

Workshop Ventilation Loop

Supplies workshops/halls with pre-tempered fresh air through a hybrid system combining courtyard ventilation and mechanically supported air distribution.

Service Trenches

Integrated floor trench distributing electrical, compressed air, water, and technical infrastructure across the workshops and productive hall.



05 Reflection

Position, Limitations, and Outlook

- | | | |
|-----|---|-----|
| 5.1 | AMBITION AND OUTCOME
Evaluating the project against its initial intentions | 114 |
| 5.2 | CONSTRAINTS AND BREAKTHROUGHS
Moments of limitation and adaptation within the process | 120 |
| 5.3 | CRITICAL OUTLOOK FOR HEYVAERT
Positioning the project within ongoing urban change | 124 |

5.1 AMBITION AND OUTCOME

Evaluating the project against its initial intentions

The ambition of the project was to position it within the ongoing transformations of Heyvaert. The project sought to read this narrative through the “Drivers of Change” research and extrapolate it into the future by identifying new developments within the neighbourhood.

As living space within the quarter is scarce, another central ambition of the project was to densify the plot. Early design stages focused strongly on volumetric studies and housing density. The question of densification remained a dominant concern throughout the project.

As the project developed further, the proposed volumes were gradually reduced in scale in an attempt to maximise the number of dwellings without allowing the building to overpower the surrounding urban context.

This revealed a central tension within the project: the ambition to create as many dwellings as possible often conflicted with the intention to produce a building capable of fitting into its urban surroundings.

Negotiating this tension became one of the project’s principal mental and architectural challenges.

Figure 70:

Volumetric studies showing different options that have been tried.

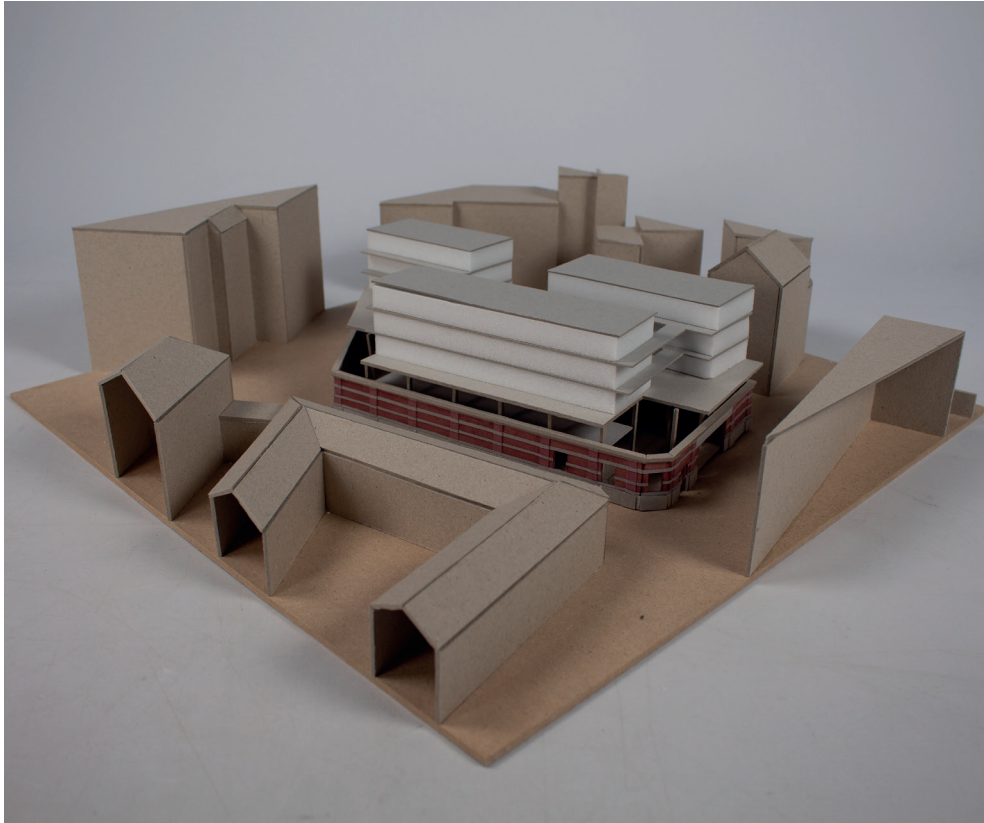


Figure 71:

Volumetric studies showing different options that have been tried.

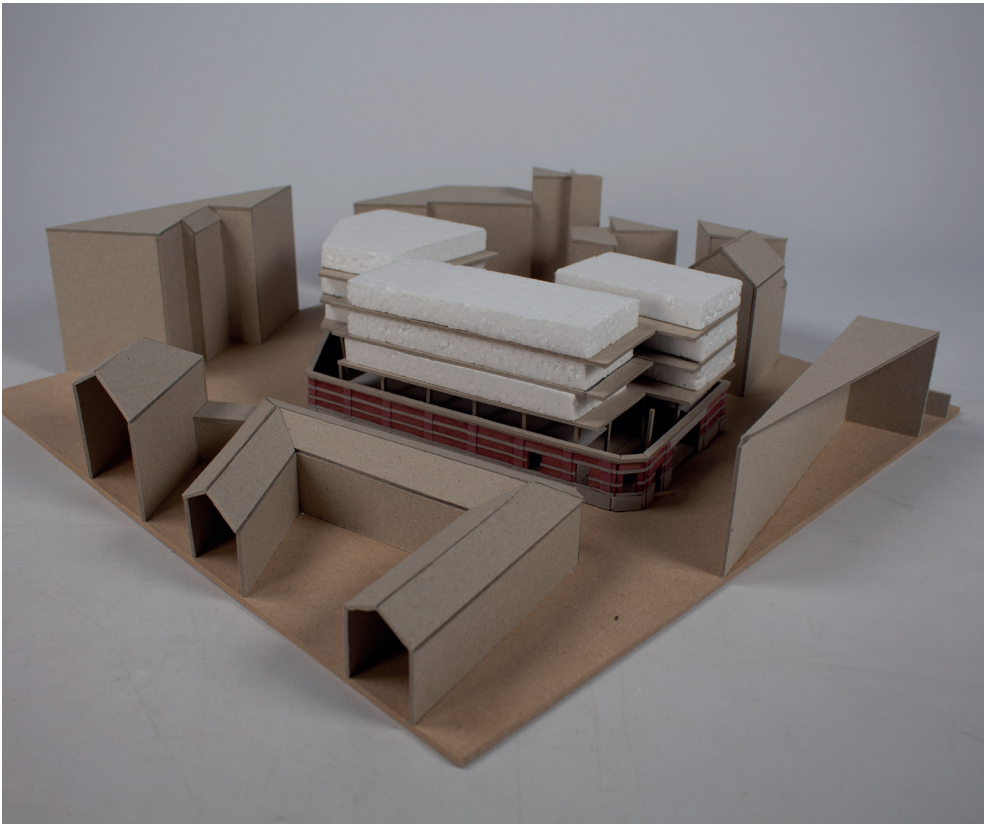


Figure 72:

Volumetric studies showing different options that have been tried.

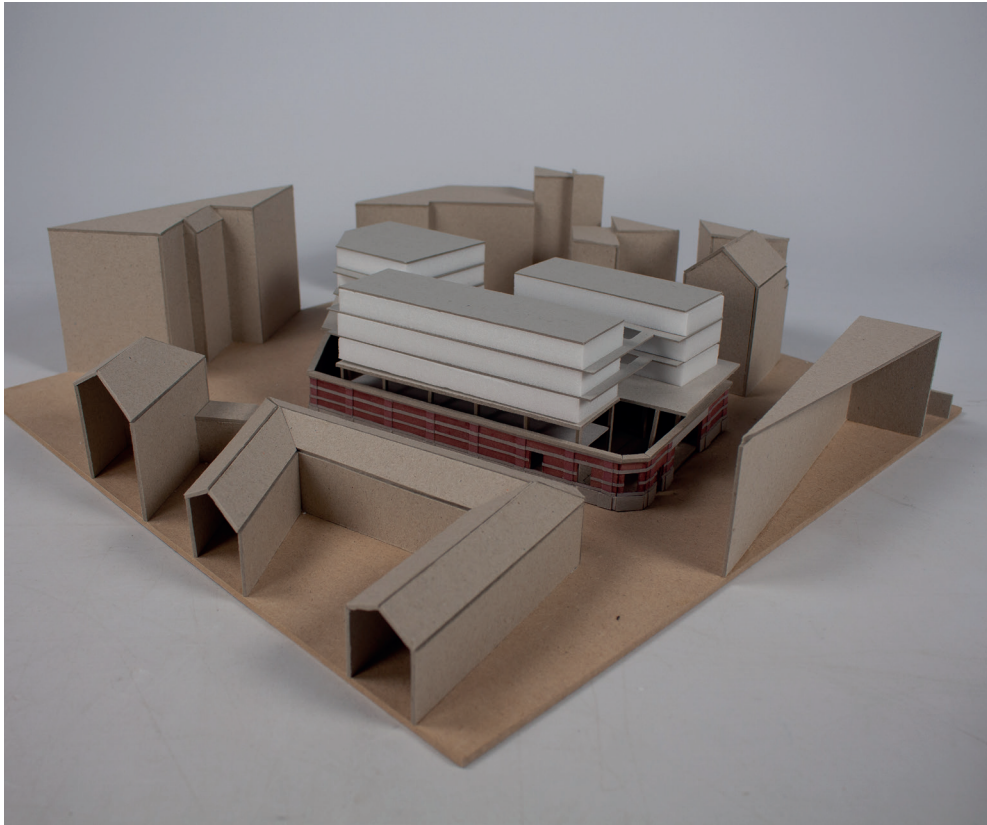
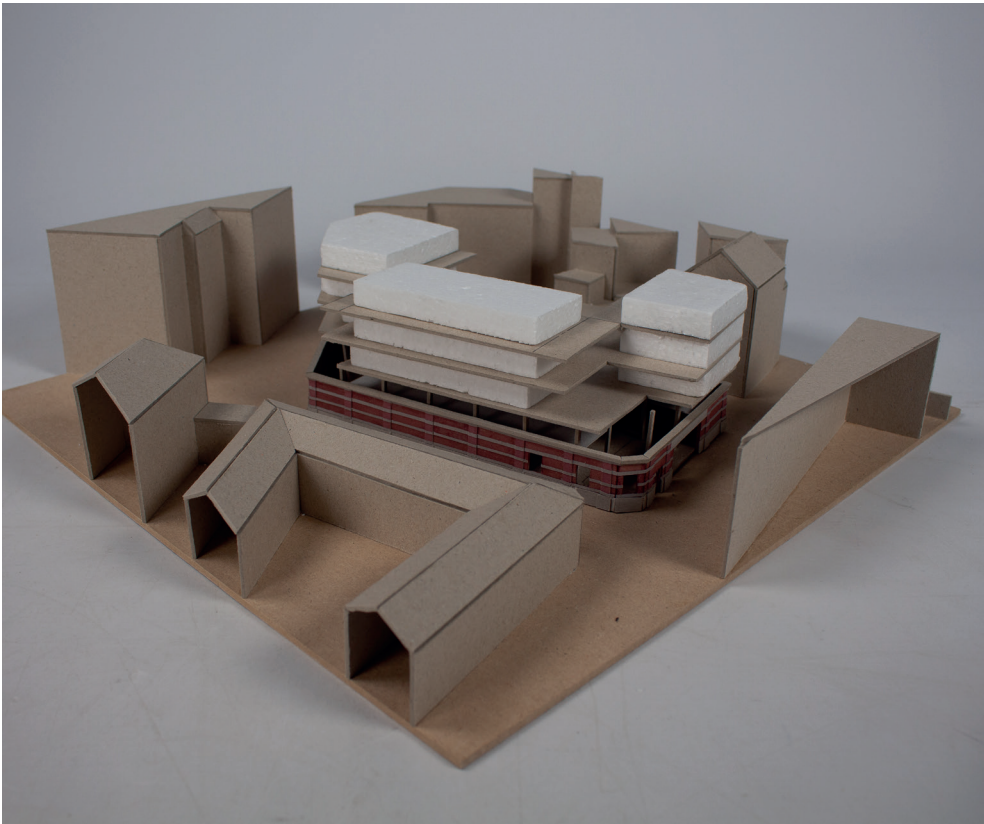


Figure 73:

Volumetric studies showing different options that have been tried.



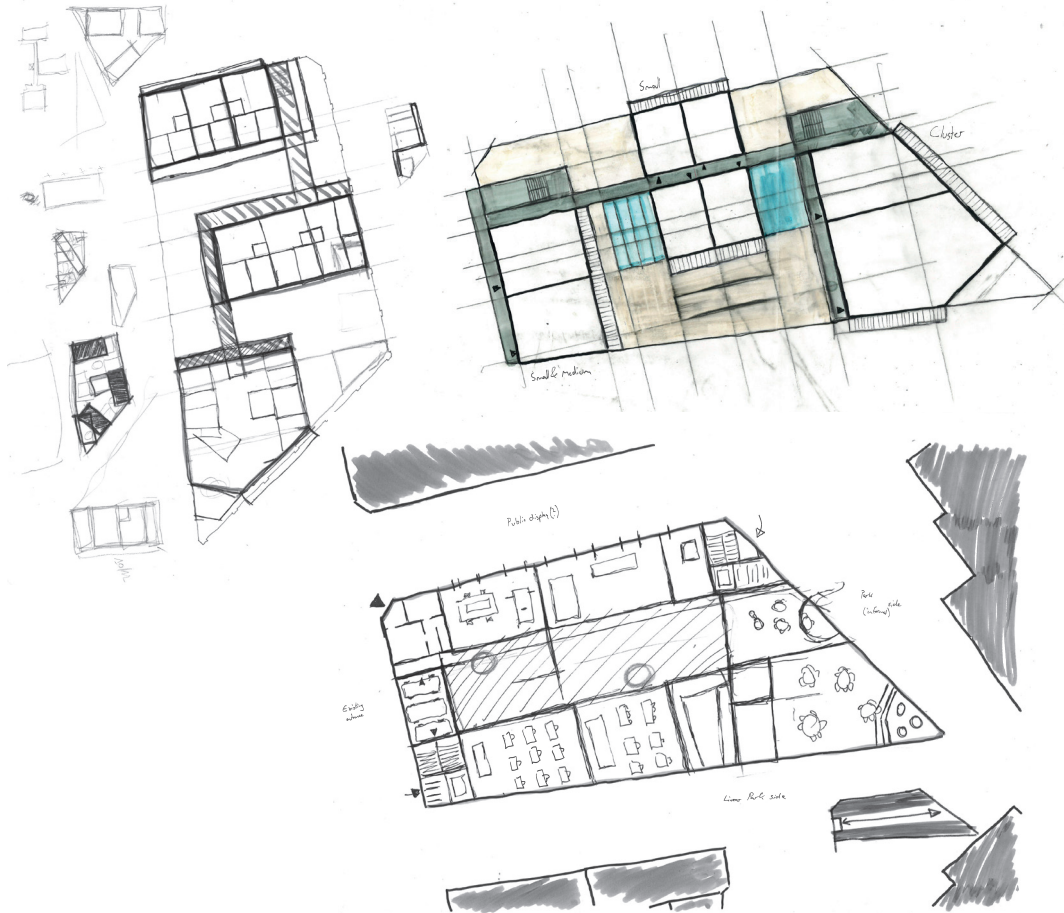


Figure 74-76:

*First sketches
of Different
volumetric layouts
and floor plans*

4.2 CONSTRAINTS AND BREAKTHROUGHS

Moments of limitation and adaptation within the process

The site itself, while highly appreciated for its unique spatial character, presented many challenges throughout the project. The existing structural logic of several intertwined systems made the adaptation of the layout particularly difficult. Since the ambition was to establish a dialogue between the old and the new, working with these overlapping conditions proved challenging.

Through the exploration of different options and variations, it gradually became clear that the imperfection of the existing system is also what gives the building its particular charm and identity.

Accepting this condition became an important breakthrough within the project and informed the architectural language of the final proposal.

Another important constraint concerned the linear park. The ambition was to keep the park accessible to the neighbourhood at all times. Following discussions with guest critics during the A2 presentation, it became evident that the expectation of closing the park at night is currently not feasible. Acknowledging these constraints as part of the existing reality allowed the proposal to remain grounded and connected to the actual conditions of the site.



Urban Architecture

Figure 77:

*Picture of the 1:33
Model showing the
hall*

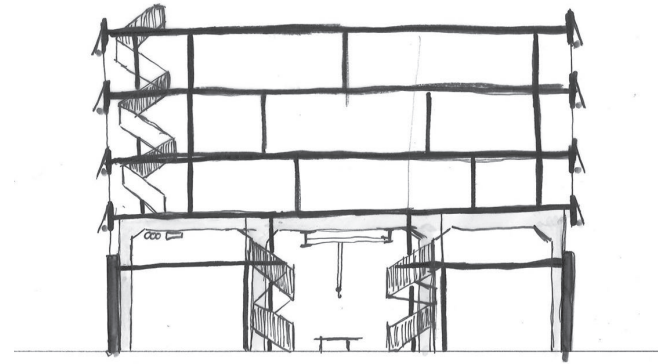


Figure 78:

*Sketch of one of
the first ideas for
the hall and its
layouts*

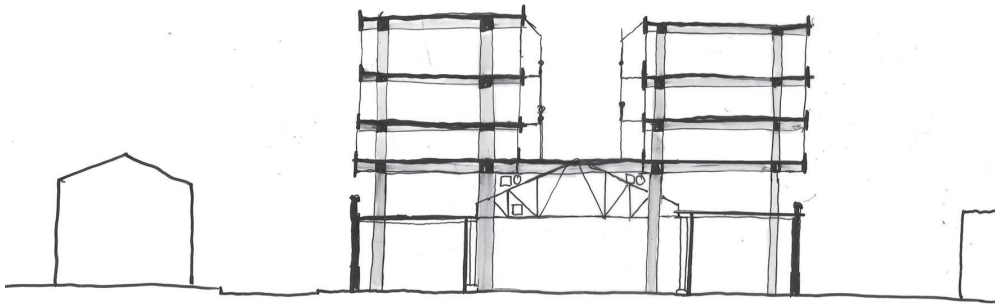
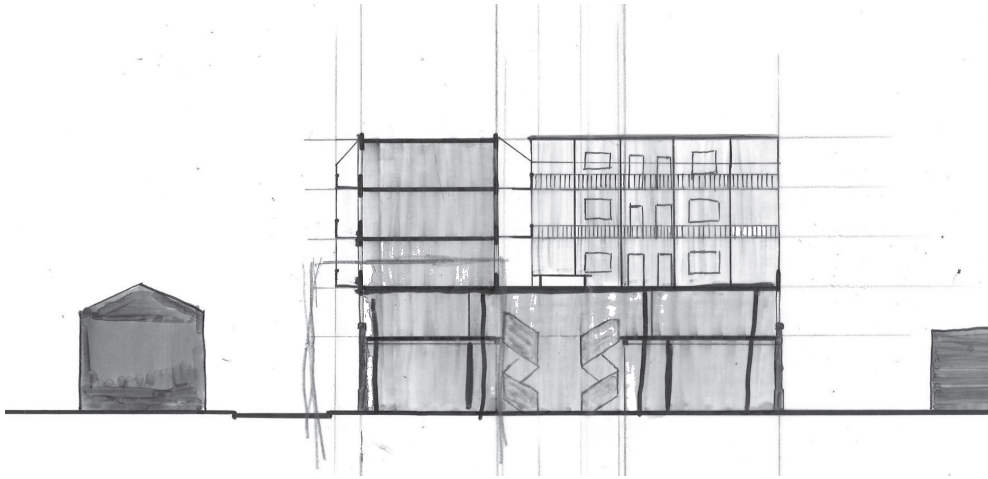


Figure 79:

*Picture of the 1:33
Model showing the
facade towards
the park*

Figure 80:

*Sketches of the
hall and the
housing above*



4.3 CRITICAL OUTLOOK FOR HEYVAERT

Positioning the project within ongoing urban change

Heyvaert will face significant structural transformations in the coming years. The bureaucratic complexity of Brussels makes these processes difficult to navigate. Many of these challenges extend beyond architecture itself, as questions of affordability, governance, land ownership, and social protection rely on broader political and economic frameworks.

At the same time, the neighbourhood's inhabitants form a fragile yet resilient community whose protection can easily become secondary within larger urban renewal processes.

Combined with the increasing scarcity of land within the city, Heyvaert's potential will continue to be explored and, if not carefully managed, exploited.

Developing the neighbourhood through strategies that avoid gentrification will therefore become one of the most important challenges. Through regulated programmes, social housing strategies, and stronger public control, speculative investment driven purely by profit must be kept in check in order to maintain the city as an accessible good for all its inhabitants.

