AN URBAN BIOGRAPHY

Social-Spatial Inequality in The Hague

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COLOPHON

PREFACE

I have lived in The Hague for the past 5 years now. At the start of my graduation year I was planning to move within the city of The Hague. When I was searching for a nice apartment, I noticed the big differences between the neighbourhoods of the city. I was drawn to some of them, whilst I had a negative image of others. Why did I have these certain images in mind? How did I get those? And were they true? In this research I focused on the city of The Hague, in order to find out more about its past and current situation to contribute to its future.

Because of my personal interest in ''social urbanism'', I choose to start this project with a social problem, that would benefit of a spatial approach. As an urban designer I would like to distinguish myself with an integral approach of both social and spatial matters. I want to look at the city at a human scale level. After all, people make a city. The building, maintaining and improving of the city is about people.

TUDelft Delft University of Technology   Urbanism

SUMMARY

In the Netherlands there is a current tendency of areas with extreme growth as well as areas with extreme shrinkage. Because of the increasing population in cities like The Hague, social problems intensify. Among these problems is the issue of social-spatial inequality. This occurs when the distribution of life chances is dependent on the place where you live. When the differences between places have an unjust distribution of life chances as a consequence, it is called social- spatial inequality.

The intention of this project is the development of a new approach, the *Urban Biography*, that makes it possible to get an elaborated understanding of the development of a public place, whilst using the physical, social and mental aspects of that place. This approach makes it possible to be able to read and understand the city, or a specific place at a higher level, in order to grasp the identity of this place. Especially important for this identity are the physical, social and mental aspects. Current research often lacks at least one of these aspects, which often results in a design that is only focused on the physical and not the human aspect. The basic idea is that studying these different parts will help with the understanding of the current situation of social-spatial inequality in growing cities. This deep understanding will create the opportunity to alter the public space in order to match both the historical characteristics and the challenges of the future, like the reduction of social-spatial inequality, in order to create a design for a more just future.

This *Urban Biography* approach is applied to the case of the city of The Hague. This city has a strong distinction between rich and poor neighbourhoods.

Considering the current differences between the neighbourhoods of the city, the neighbourhood, Statenkwartier is chosen to research in more detail. This neighbourhood is not necessarily the neighbourhood that comes first to mind when thought about social-spatial inequality, but is indeed a very interesting case. The elaborated study of the city as a whole and Statenkwartier in more detail, result in a redesign of the public space for Statenkwartier. The design will contribute to the reduction of social-spatial inequality in the city.

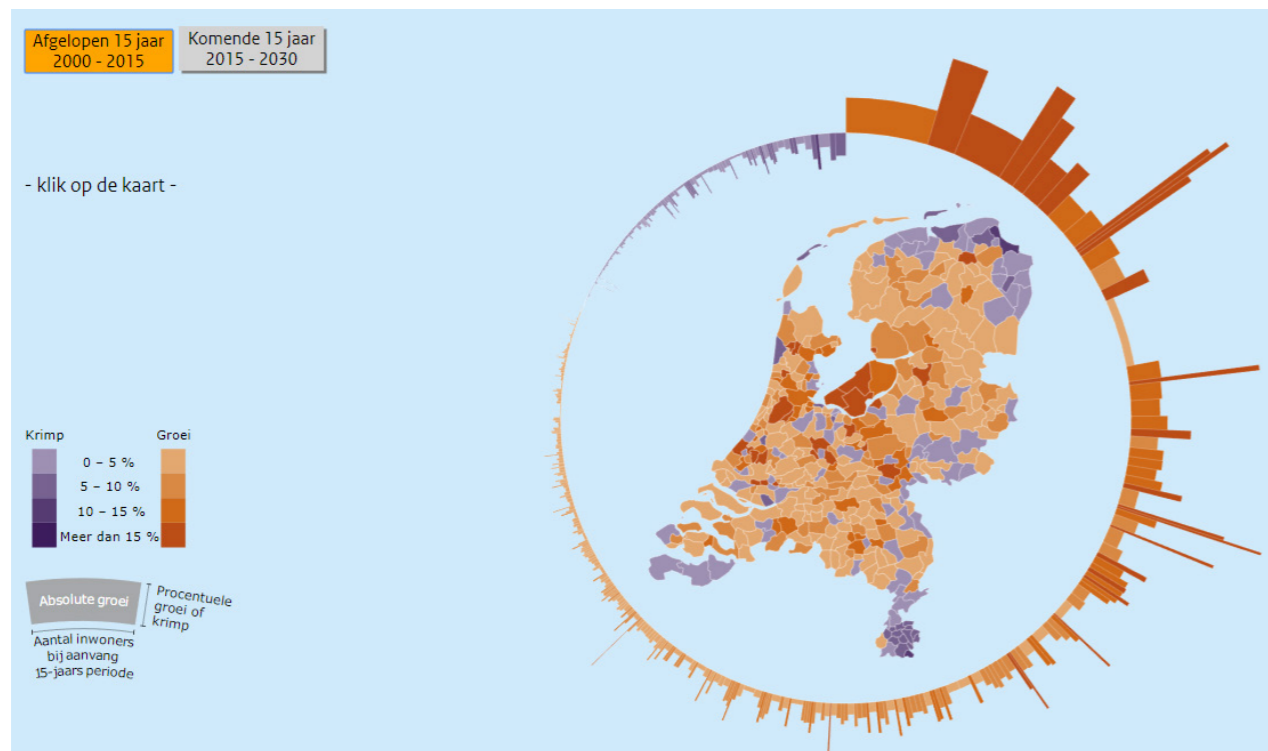# TABLE OF CONTENT

01

INTRODUCTION

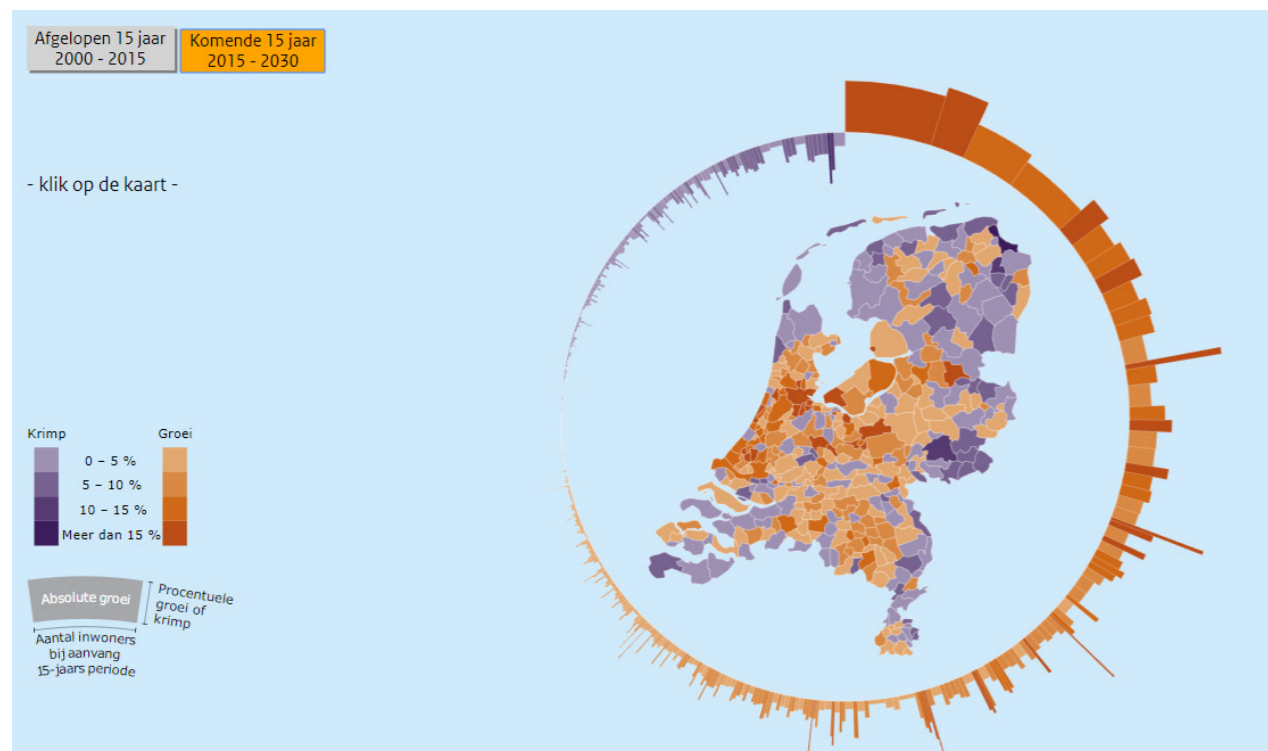Fig. 1 Population growth and shrinkage in the past 15 years (2000-2015) in the Netherlands (PBL, 2016).

Fig. 2 Expected population growth and shrinkage in the coming 15 years (2015-2030) in the Netherlands (PBL, 2016).

1.1| Problem introduction

In the Netherlands is a current tendency of extreme population growth on one hand and extreme shrinkage on the other hand. In figure 1 and 2 is the percentage of population growth and shrinkage in respectively the last 15 years (2000-2015) and the coming 15 years (2015-2030) visible.

The expected growth of the Dutch population will especially take place in the four big cities; Amsterdam, Rotterdam, Utrecht and The Hague (CBS, 2016). Together they will experience one third of the total population growth of the Netherlands (CBS, 2016). This population growth is formed by different trends with accompanying population groups. For examples natives and expats, who come to these cities for job opportunities and migrants, who come to the Netherlands in order to start a better life.

Because of the increasing population and greater diversity between people in these cities, social problems intensify and new problems arise. Figure 3

shows the social problems that the Dutch population addresses as disturbing. Especially immigration (red) and living together (green) form important points for the population. These problems are related to the 'new' groups that enter the society.

These concerns about different groups living together could lead to social problems such as social exclusion. Some of these social problems contain a strong relation with the spatiality of the cities.

Among these problems is the issue of social-spatial inequality. This occurs when the distribution of life chances is dependent on the place of residence. This has an unjust distribution of life chances as a consequence.

Social-spatial inequality is a problem nowadays, but it has a historical origin. The problem starts with the development and expansion of cities. A city accommodates a lot of different people. Based
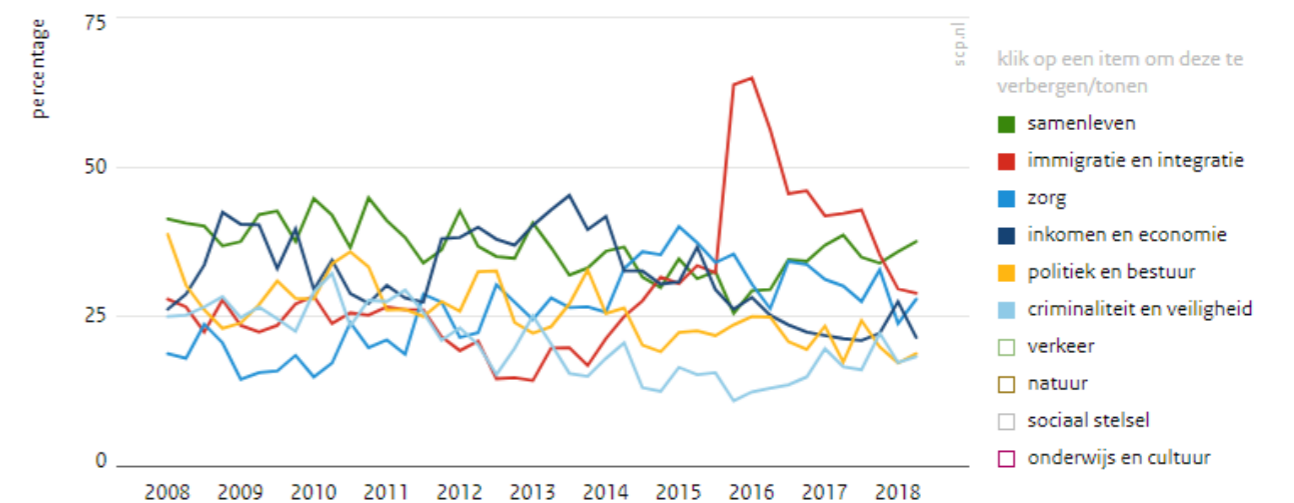

Fig. 3 Social problems addressed as disturbing by Dutch population (SCP, 2018).
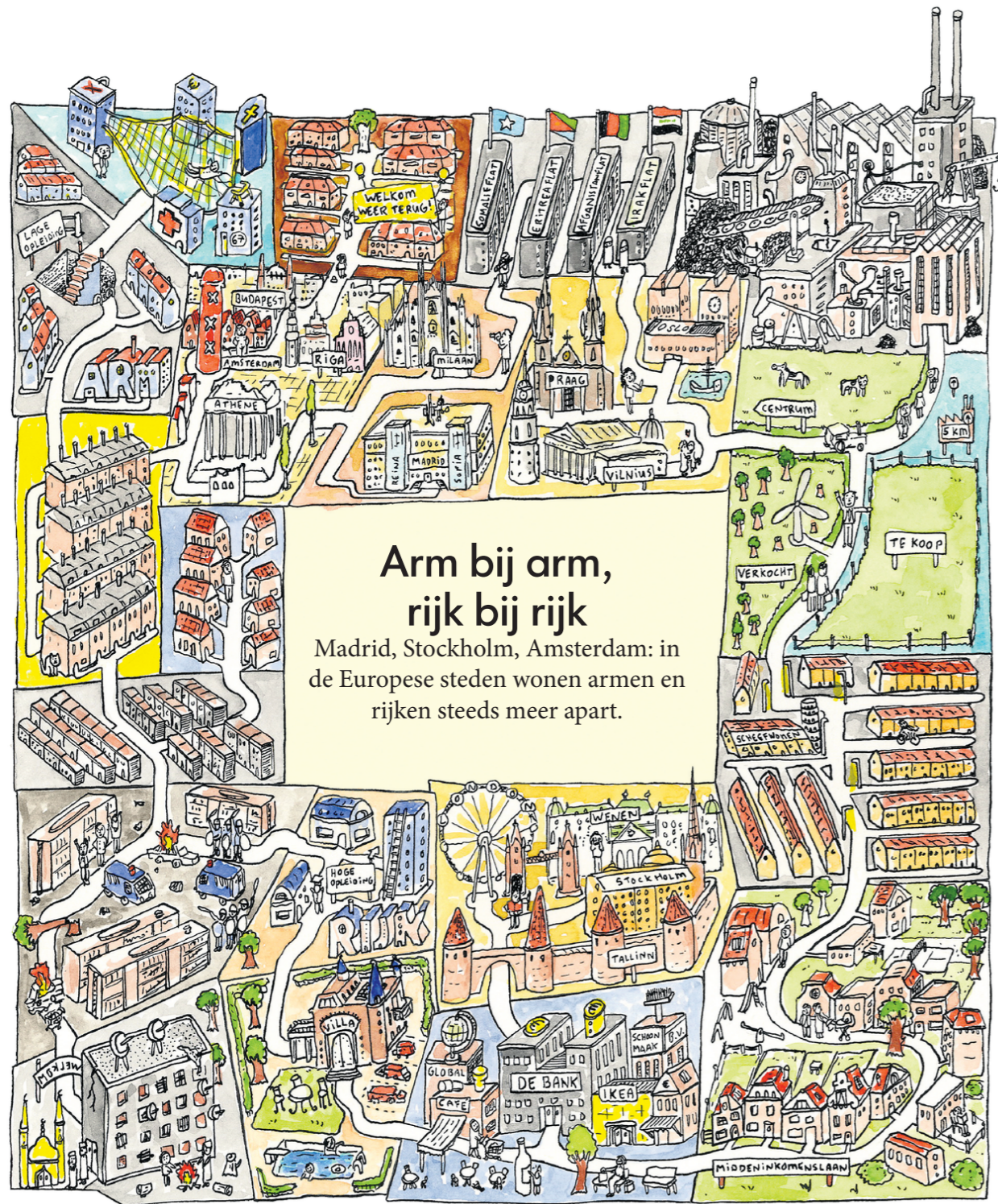
Arm bij arm,
rijk bij rijk

Madrid, Stockholm, Amsterdam: in
de Europese steden wonen armen en
rijken steeds meer apart.

Fig. 4 The segregated city. ''Poor with poor, rich with rich; Madrid,
Stockholm, Amsterdam: in European cities poor and rich are living
more and more seperated.'' (Pool, 2015)

on the demographic differences between these people, especially income differences, a distinction exist. Because of their income, people can afford a certain type of house. People with a low income have the least choice in choosing their location of accommodation. Assuming that one chooses an accommodation area that fits their income, a distinction in residents' accommodation areas exists. Generalised this means, rich people live in expensive accommodations and poor people live in cheap accommodations.

However, this does not explain the social-spatial inequality issue on the larger scale of the city. Remarkable is that neighbourhoods are often designed with only one building typology. This means that a whole neighbourhood consists of similar accommodations that are suitable for a certain type of residents with a similar income. That results in the clustering of people with a similar income. This happens with the clustering of people with a low income as well as with people with a high income. This clustering phenomenon is also known as segregation, as is visible in figure 4. It is important to realise that this distinction in neighbourhoods is already developed with the realisation of the city. The type of accommodations in a neighbourhood, determines the type of residents in this neighbourhood.

Therefore it is important to go back to the complete development history of a neighbourhood, to get a better insight in the underlying social-spatial inequality problem. If this is done, the city can be read in a more complete way.

In order to create a more just city, an equal and inclusive city without a social-spatial inequality problem (The Just City Lab, 2017), it is important to look at the places where people interact: the public space. The (re)design of the public space could contribute to improvement of the social- spatial situation in cities.

Current analysing methods lack a historical development approach. Next to the lack of a historical background, current urban analysis only focusses on the physical situation. The social and mental aspects of the city are not, or limited, taken into consideration. Whilst the city should be seen as the mirror of the human civilisation. They show how humans perceived and designed their living environment in the past and present (Rottier, 2004).

So the social-spatial inequality issue asks for a new approach. In this research a new approach will be developed to gain an elaborated understanding of the development and current situation of a place, whilst using the physical as well as the social and mental aspects of a place. With this approach the city could be read more thoroughly and it makes it possible to get an insight in the underlying development of social- spatial problems of the city. The gained understanding of the current situation of social- spatial inequality in growing cities will be the foundation for a design that helps create a more inclusive city and therefore a more just future.

The developed research approach is applied to the city of The Hague. This city is situated next to the Noordzee and forms the court capital of the Netherlands (figure 5). The city is with 524.882 inhabitants the third largest city of the country (CBS, 2018). The prospected population growth of The Hague between 2015 and 2030 is 19,7% (PBL, 2016).

Fig. 5 Position of The Hague

The city of The Hague has a rural past. Especially when it comes to the topic of inequality. As is visible in figure 6, the city is built in division based on the soil characteristics. On the high quality soil, the sand soil, the neighbourhoods for the upper classes were created. The peat soil, of a lower quality, accommodated the working class and the poor population of the city (Haagse kaart, 2017).

Fig. 6 Neighbourhood distinction in The Hague

This distinction, between rich and poor, is still visible nowadays in the third largest city of the Netherlands. The city struggles with ''big city problems''. Among them the problem of social inequality, by the city municipality marked as one of the most urgent and characteristic problems the city has to tackle (Gemeeente Den Haag, 2004b; 2005). Despite this concern, a solution for this problem fails to appear in the municipality visions for 2020 (Gemeente Den Haag, 2004b; 2005). In The Hague, the social inequality issue still contains, just as in the past, a strong relation with the spatial design of the city.

The city did create a social index that looks at four aspects to measure these social differences between neighbourhoods; (personal) capacities, living environment, participation and social binding (Maatschappelijke Index Den Haag, 2014).

The contrast between the social welfare of residents, has a relation with the spatial neighbourhood division of The Hague. These social differences lead to a form of social spatial inequality between neighbourhoods. Which means that the social differences are that big that residents of one neighbourhood have significant better chances in life than residents of another neighbourhood.
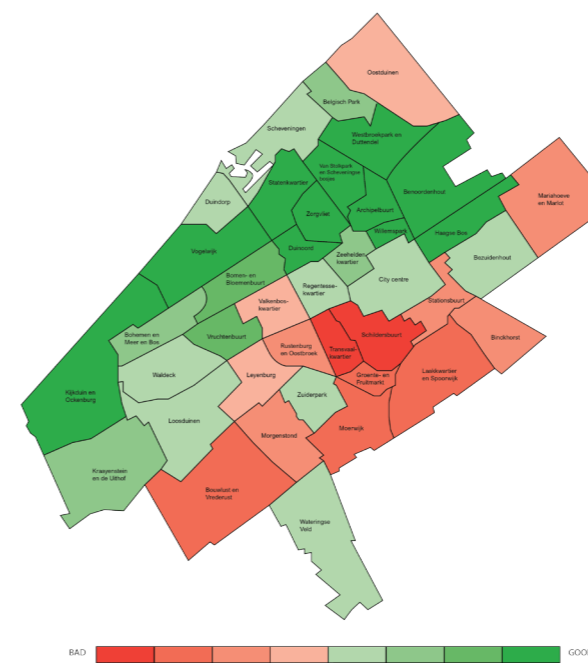

Fig. 7 Liveability contrasts Leefbaarometer Den Haag (based on Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2014)

The Leefbaarometer (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2014) map in figure 7 shows the big contrasts in liveability between the different neighbourhoods. The rich areas, neighbourhoods like Statenkwartier, Duinoord and the Vogelwijk, are the 'good' areas of the city. They are well developed, residents are pleased with their surroundings and the housing stock is of a good quality. The poor areas, neighbourhoods such as Schilderswijk, Moerwijk and Transvaalkwartier, are characterized as problem areas. In these areas more people are unemployed, people are less educated and more conflicts are mentioned. The neighbourhoods with a large share of residents with a low income are concentrated in a certain area of the city (Planbureau voor de leefomgeving, 2016).

The same neighbourhoods that are marked as insufficient according to the Leefbaarometer (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2014) are also part of several lists with names as empowered neighbourhoods, problem neighbourhoods, priority neighbourhoods. (Wittebrood & Permentier, 2011) These lists are collections of neighbourhoods that need special attention. Among the residents in these neighbourhoods, are significant more households with a low income, there are more non-western migrants living in these areas and the liveability and safety in these areas is unfavourable. (Wittebrood & Permentier, 2011) The consequences of the differences include issues like high unemployment rates, significant more crimes, large stock of bad housing a relative low form of social cohesion.

Considering the current differences between the neighbourhoods of the city, one neighbourhood, Statenkwartier, is chosen to research in more detail. This neighbourhood is not necessarily the neighbourhood that comes first to mind when thought about social-spatial inequality, but is indeed a very interesting case. As well as concentrations of people with a low income, concentrations of people with a high income are also part of the segregation problem. This will be explained in more detail in chapter 5. The elaborated study of the city as a whole and the neighbourhood in more detail, results in a redesign of the public space for this neighbourhood. Because public space is the place where people come together and where public life thus appears, it will have a major impact on the social-spatial equality of the city. The design of public space will contribute to the reduction of social-spatial inequality.
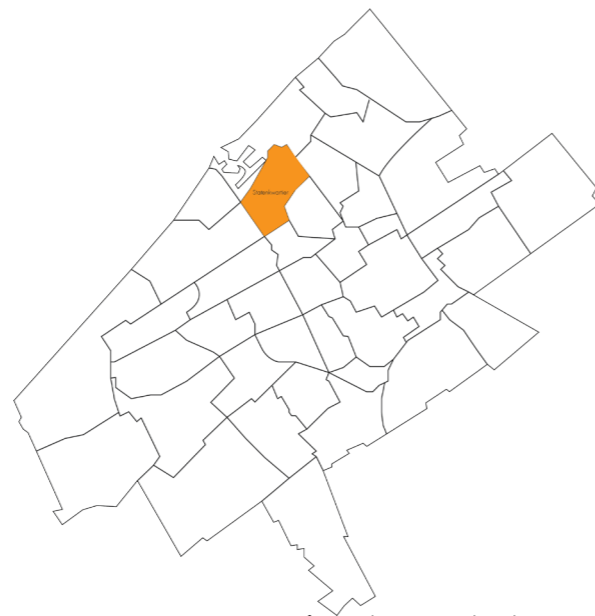
Fig. 8 Location of Statenkwartier within The Hague

1.3 | Reading guide

Chapter 2 will explain the research methodology. Chapter 3 places the problem of social-spatial inequality in a broader context and will provide a theoretical background. In chapter 4 the new approach for the reading of the city will be explained in detail. This approach will be used for the case of The Hague in chapter 5. In chapter 6 the design of the public space in Statenkwartier will be explained. The final chapters will provide a reflection on the new approach and the conclusions and recommendations of this research.

02

2.1 | Problem statement

Because of the extreme population growth in some Dutch cities, social problems arise. Among them the increasing problem of social- spatial inequality. The differences between places results in an unjust distribution of life chances. Because of this, the social structure in cities becomes unjust. The changing social structures are experienced in public space.

This also happens in the city of The Hague. The city is divided in neighbourhoods with big social differences between residents. The contrast between the social welfare of residents, has a relation with the spatial neighbourhood division of The Hague. A certain neighbourhood is used by a certain type of residents. This leads to a form of social- spatial inequality that is present in every neighbourhood of the city, not only in the typical 'bad' neighbourhoods.

The problem is not as severe as it could be, but if nothing is done, it could have serious consequences like high unemployment rates, significant more crimes, a low form of social cohesion and even ghetto formation. Therefore it is necessary to address this problem.

2.2 | Research approach

The main goal of this research is to develop an approach that makes it possible to get an elaborated understanding of the development of a place, whilst using the physical, social and mental aspects of a place. The basic idea is that studying the parts will help with the understanding of the current situation of social- spatial inequality in growing cities. Because of the historical origin of this problem, this research will provide an approach that is focused on the historical development of a place. To gain information about the development, three different layers will be discussed: the physical, the social and the mental based on the theory of Taverne (2009).

The deep understanding that is gained when this approach is used, will make it possible to create a fitted design for the public space of a city that contributes to a more just future. This idea of a 'just' future is based on the theory of the Just City Lab (2017).

This research approach will help to see and understand the city in a different way. Because of the gained insights, the social- spatial inequality problem can be positioned in a broader context. It has to be taken into account that this research will contribute to a deeper understanding of the underlying city development that created the problem of social- spatial inequality in the first place. However, it will not provide the final solution for this problem.

In order to test this approach, a case study will be executed. This case study will focus on the city of The Hague.

The (re)design of public space is used as a tool to contribute to the improvement of the social- spatial equality. In this (re)design, the historical development of a place could be of great value to give the place more character and identity and will therefore be implemented.

Considering the physical, social and mental aspects of a place. The chemistry between past and present will be the foundation for a bright 'just' future.

2.3 | Research questions

The following research question is formulated to structure the research:

''How can public space design contribute to the reduction of social- spatial inequality whilst using the historical value of the place, in order to contribute to a just city?''

In order to answer this question several sub-questions will be addressed.

- What is social- spatial inequality and what causes it?
- How does the historical development of the city connect to the current problem of social-spatial inequality?
- How can the historical characteristics of a place be implemented in a just (re)design of the public space?

2.4 | Research methods

The scheme below shows the used methods in this research. It explains how the project is set up.

The input methods provide the necessary information for the process of defining the problem, developing a new research method and applying this method in a case study. The reflection strives to improve the different parts of the process.

INPUT METHODS	PROCES	REFLECTION

theory → **PROBLEM** define the problem of social-spatial inequality in cities ← Is the design an answer to the problem?

theory analysis → **DEVELOP NEW METHOD** for reading and understanding the problem in cities ← Is the new method useful?

test new method

theory analysis data collecting → mapping site visit **CASE STUDY** project problem on case and use new method → **(RE)DESIGN PUBLIC SPACE** for the case city
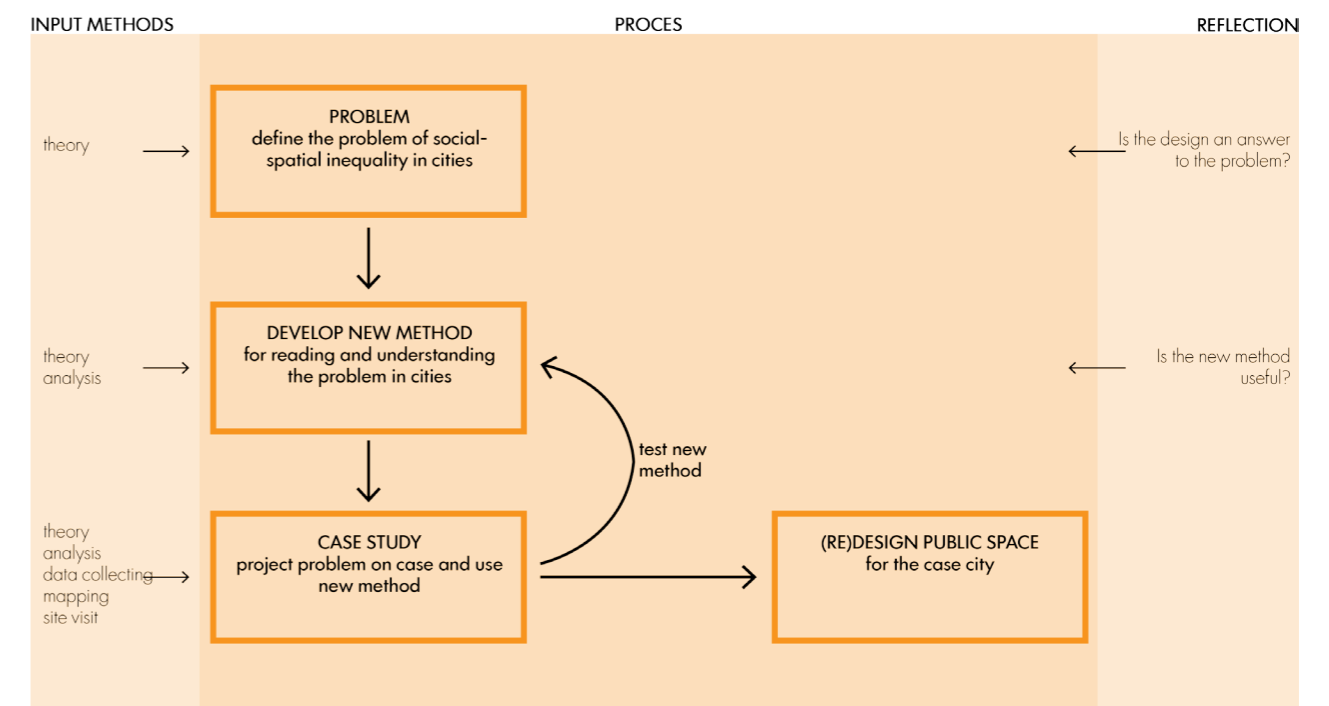
Fig. 9 Relationship between the research methods

2.5 | Scientific relevance

This research fills the gap of knowledge between the current morphological approaches of research, with a focus on the physical aspects of public space, and the increasing social problems in cities.

Current research methods focus on the physical condition of the public space in order to find out the spatial qualities and flaws of this place. However, a social approach is lacking in these methods. By whom the public space is used and for who the public place should therefore be designed, should be the key components of the public space research.

This research strives to implement this social approach in the early stages of the public space research. It makes it therefore possible to integrate the social component public life in the design of public space.

2.6 | Societal relevance

A change in the physical environment is a reaction to a change in the social environment. The physical environment is therefore always behind on the social reality, unless a suitable prediction for the future is being made.

Therefore it is useful to learn from the past to be able to recognise similarities and patterns. This knowledge can be used to predict and prepare for the future. Current research methods, as a preparation for a public space design, lack this historical approach.

But even more important, the current methods lack a human component. How does one use, interpret and value the public space? So in order to create a more human focussed design, it is important to analyse and design more than just the spatial structures.

The developed research method in this project makes it possible to examine the social- spatial inequality problem in general and in The Hague more specific.

2.7 | Possible ethical problems

This research focusses on the current social-spatial inequality problem in cities. This problem has both a social and a spatial aspect. In this research the focus lays on the influence of the spatial part. However, it is important to state that spatial interventions in public space will by no means be the only thing that helps tackle social-spatial inequality. This problem is broader and has therefore big social implications, like exclusion of certain groups of society.

The exclusion of certain groups contains a strong relation with demographic factors; economic (income, housing), cultural (class, ethnicity, religion) and social (gender, age, education). The distribution of options and opportunities among individuals determines their life chances.

Making a distinction between different groups should be done with great care. Distinctions should not be over-simplified. Because the exclusion of certain groups could be seen in the light of discrimination and racism. It is therefore important to make sure that no-one can get offended by the descriptions in this research.

03

3.1 | The growing city

People, of all colours, nationalities, faiths, and incomes, have to share the available space in our growing cities (Blackwell, 2015). Because of the great diversities between citizens, tension could occur in the extended society. For example, these different population groups have different demands for the available public space.
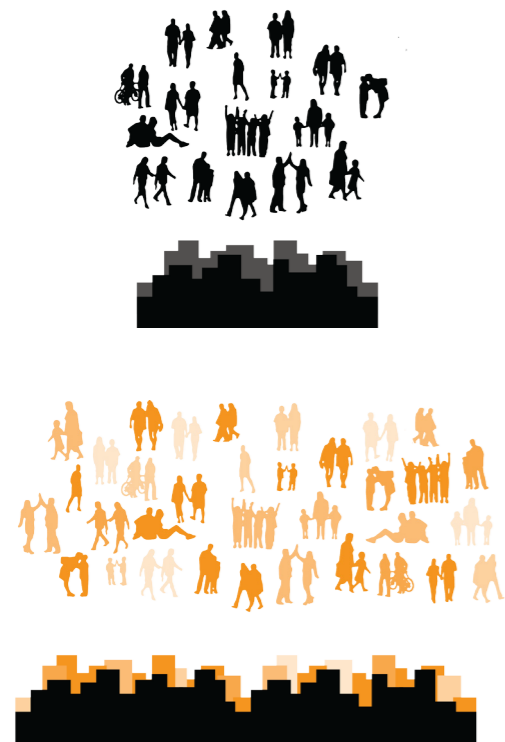

Fig. 10 Growing population, growing city

The way that benefits and burdens are distributed in society refers to the social justice in this society (Israel & Frenkel, 2017). It relates to the range of options and opportunities a person has, and one's ability to choose and actualize those (Israel & Frenkel, 2017). These ranges of options and opportunities are different for different groups in society, based on demographic factors; economical (income, housing), cultural (class, ethnicity, religion) and social (gender, age, education) (Lobao, Hooks & Tickamyer, 2007). For example people with a high income have better access to education.

To what extent can these social differences be justified? Justice concerns the acceptability of inequality (Planbureau voor de Leefomgeving, 2016).

The distribution of options and opportunities among individuals determines their life chances (Israel & Frenkel, 2017). Underprivileged individuals, with a lack of opportunities, also lack social mobility (Musterd, Ostendorf & De Vos, 2001). This means that it is hard to change you social status. For example, if you were born in a poor family the chance is small you will end up very rich. Having a lack of opportunities, solely based on demographic factors is unequal. However, if you get advantages solely based on demographic factors, it is unequal is well.

Inequality could have serious negative consequences for the social cohesion, health, levels of trust, liveability and the willingness to participate (Planbureau voor de Leefomgeving, 2016; McLaughlin, Stokes, Smith & Nonoyama, 2007). In a society like this social exclusion will occur. As is visualised in the figure below, this means that some people, or some specific social groups, are excluded from the society. Those people do not mingle with others. For example, people with a physical or mental handicap are often excluded because they are not able to attend societal activities. Another example, students are often seen as an exclusive group in society. They have their own social activities that do not intervene with the rest of society.
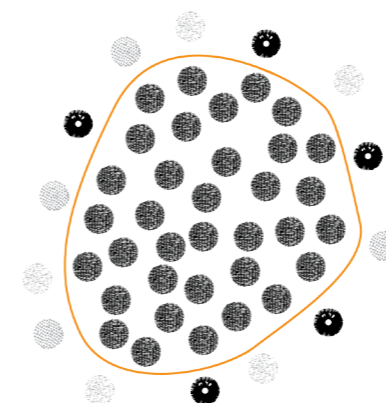
In addition to the social characteristics of exclusion, a strong spatial relation exists. This phenomenon is called segregation. This occurs when the excluded social groups are gathered in a specific place that differs from the others, as is visualised in the figure below.

People tend to cluster in groups with similar individuals, also known as homophily (Tammaru et. al., 2016). They cluster with people with a similar background, income, age, religion etc. (Planbureau voor de Leefomgeving, 2016; Lobao, Hooks & Tickamyer, 2007). This happens on a larger scale. Therefore neighbourhoods will have residents of a similar 'type'.

Fig. 11 Exclusion

Fig. 12 Segregation

Fig. 13 People tend to cluster in groups with similar individuals .
''No, not for us. This is just for rich people.''(Kort, 2015)
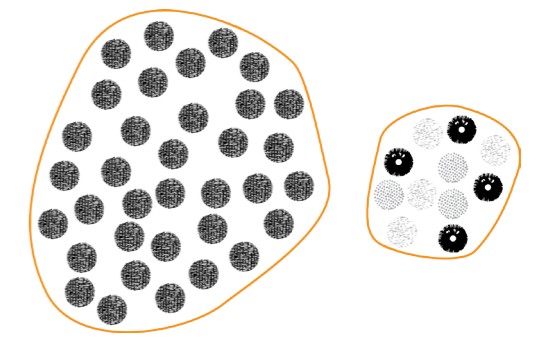
In combination with other factors – like spatial and housing policies, but also the availability of social housing that determines the distribution of low-income households and the prices of owner-occupied properties that determine the mixture of different income groups – this creates segregation (Planbureau voor de Leefomgeving, 2016; Tammaru et. al., 2016). ''Segregation is described as the uneven distribution of the population with respect to certain characteristics'' (Musterd, Ostendorf & De Vos, 2001). The relation between inequality and segregation is not one on one. It can work in both ways (Planbureau voor de Leefomgeving, 2016).

Remarkable is that neighbourhoods are often designed with only one building typology. This means that a whole neighbourhood consists of similar accommodations that are suitable for a certain type of residents with a similar income. That results in the clustering of people with a similar income. This happens with the clustering of people with a low income as well as with people with a high income.

For example, low and high income households have different opportunities to realise their perfect home and the perfect location (Planbureau voor de Leefomgeving, 2016). The opportunities are therefore not only distributed unequal amongst individuals, but also in the spatial structure. The differences between neighbourhoods create unequal life chances for residents purely based on their living location (Lobao, Hooks & Tickamyer, 2007). Duel cities of luxury and misery are the result of exclusion and segregation (Zárate, 2015).

Segregation could have negative consequences. An individual raised in a poor, segregated neighbourhood has fewer opportunities than an individual raised in a wealthy, professional neighbourhood (Irwin, 2007). People living in a neighbourhood with a lot of underprivileged residents, have fewer chances on the labour market. People dependent on social welfare have fewer job opportunities when they are surrounded by unemployed residents (Planbureau voor de Leefomgeving, 2016). The large share of underprivileged people in neighbourhoods is seen as having an extra negative impact, leading to even more underprivileged people than could be expected, with the consequence that poorer places may fall further behind in well-being (Musterd, Ostendorf & De Vos, 2001; Lobao & Hooks, 2007).

In homogeneous high-quality neighbourhoods something similar happens. The high proportion of privileged people has a positive effect here, leading to a decrease of the number of underprivileged people (Musterd, Ostendorf & De Vos, 2001).

However, it is important to realise that while this neighbourhood effect does influence the share of underprivileged people in the different neighbourhoods (and so the distribution), the total number of underprivileged people does not change (Musterd, Ostendorf & De Vos, 2001).

Fig. 14 Segregated city: differentiation in neighbourhoods
(Ahlefeldt, 2015)

In the Netherlands income segregation has always been present but has been seen as more important in recent years and the rise of 'income ghettos' and 'income neighbourhoods' is feared. ''This is a euphemism for areas that are relatively homogeneous with respect to income'' (Musterd, Ostendorf & De Vos, 2001).

''Although low-income Dutch urban neighbourhoods might not justify the use of the word 'ghetto' in some people's views, the debate on and the fear for the existence of ghettos and ghettoization is high on the country's political agenda'' (Musterd, Ostendorf & De Vos, 2001) . The term ghetto is based on the idea that the distribution of citizens amongst neighbourhoods is crucial.

''Segregated communities in ghettos, impoverished neighborhoods, and national peripheral regions all contain populations that, to a greater or lesser extent, probably did not consciously choose to live there. However, their possibilities to relocate are probably diminished, as their liberties are constrained'' (Israel & Frenkel, 2017). This segregation will have a negative effect on upward social mobility (Musterd, Ostendorf & De Vos, 2001). Middle-class minorities have a better social mobility, that is why the concentration of poor minorities in the ghetto will increase (Musterd, Ostendorf & De Vos, 2001).

''So, the 'battle' against ghettos is a battle against segregation, which is a battle against poverty concentrations that are supposed to negatively influence social upward mobility'' (Musterd, Ostendorf & De Vos, 2001).

Griffin, Cohen & Maddox (2015) wrote: ''The persistence of injustice in the world's cities—dramatic inequality, unequal environmental burdens and risks and uneven access to opportunity—demands a continued and reinvigorated search for ideas and solutions.''
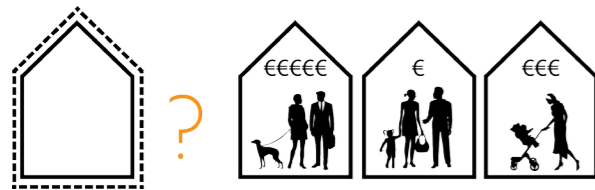

Fig. 15 Current interventions focus on improving housing stock (dashed line) and creating a social mix of residents.

Current interventions are limited. They mostly focus on the housing stock in neighbourhoods. By improving the housing, or creating a varied social mix of residents the situation should be improved. This solution would create a more integrated society, as is shown in the figure below.
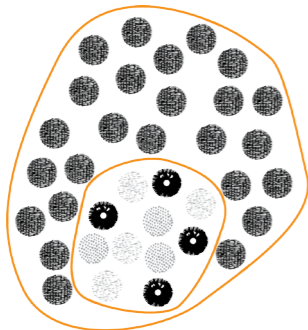

Fig. 16 Integration

The envisioned ideal city would be an inclusive city, as is shown in the figure below. Is an inclusive city the answer to the social-spatial inequality problem? Probably not. It does not directly address the spatial part of this problem. However, it would be the answer for a social equal city. But if an integrated city is not the spatial answer, what is?
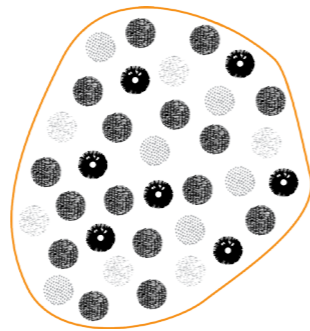

Fig. 17 Inclusion

Because of the close relation between the spatial division of neighbourhoods and the social differences between these neighbourhoods, it is more than logical that interventions in the public space would be helpful for the current situation.

Previous design methods like ''just city design'' hold the social component in account for both analysis and design of public space. Therefore The Just City Lab came to life. ''The Just City Lab investigates the definition of urban justice and the just city, and examines how design and planning contribute to the conditions of justice and injustice in cities, neighbourhoods and the public realm'' (The Just City Lab, 2017).

To what extent can spatial interventions contribute to the solution of the problem of social inequality? Israel & Frenkel (2017) and Lobao, Hooks & Tickamyer (2007) point out that justice can be measured on different levels of scale. ''Each spatial scale has the potential to produce a different theorization of justice, as well as practical implications''(Israel & Frenkel, 2017). Whether a spatial arrangement is (un)just is determined by the distribution of one's opportunities and life chances (Israel & Frenkel, 2017). ''Unjust geographies are embedded within social arrangements that conceal the asymmetry of power relations in cultural, gender, race, and class cleavages. The outcome of such asymmetry relates to the forms of exclusion, subordination, and exploitation among and between individuals and groups'' (Israel & Frenkel, 2017).

The Just City Lab (2017) describes their mission as follows: ''Would we design better places if we put the values of equality, inclusion or equity first? If a community articulated what it stood for, what it believed in, what it aspired to be – as a city; as a neighbourhood – would it have a better chance of creating and sustaining more healthy, vibrant place with positive, economic, health, civic, cultural and environmental conditions. Imagine that the issues of race, income, education and unemployment inequality, and the resulting segregation, isolation and fear, could be addressed by planning and designing for greater access, agency, ownership, beauty, diversity or empowerment. Now imagine the Just City – the cities, neighbourhoods and public spaces that thrive using a value-based approach to urban stabilization, revitalization and transformation. Imagine a set of values that would

define a community's aspiration for the Just City, and imagine that we can assign metrics to measure design's impact justice, and image we can use these findings to design interventions that minimizing the conditions of injustice.''

The Just City Lab created an index (Fig. 18 on the next page) that identifies 12 principles and 50 values that contribute to the realisation of the Just City.

In a study of the Public Life & Urban Justice in NYC's Plazas (Gehl Studio & J. Max Bond Center, 2015) the just city theory is elaborated. The indicators of Gehl: public space and public life are combined with the just city principles (Fig. 19). A new method to measure and evaluate who feels invited to new public spaces, or who does not, how spaces are used, and what types of economic or social opportunities they foster, was introduced (Gehl Studio & J. Max Bond Center, 2015). Within each of the eleven values, a combination of public life (how people use space and who they are), public space indicators (quality and design of the space) and urban justice indicators (human health, economic, civic, culture, aesthetic, and environmental wellbeing) were included as is visible in figure 19 on the next page (Gehl Studio & J. Max Bond Center, 2015).

So both the Just City Lab and Gehl conclude that the improvement of public space can contribute to the improvement of justice in cities. Both of these theories focus on the current situation and do not take the historical development into account. They set up a theoretical framework of a set of values.
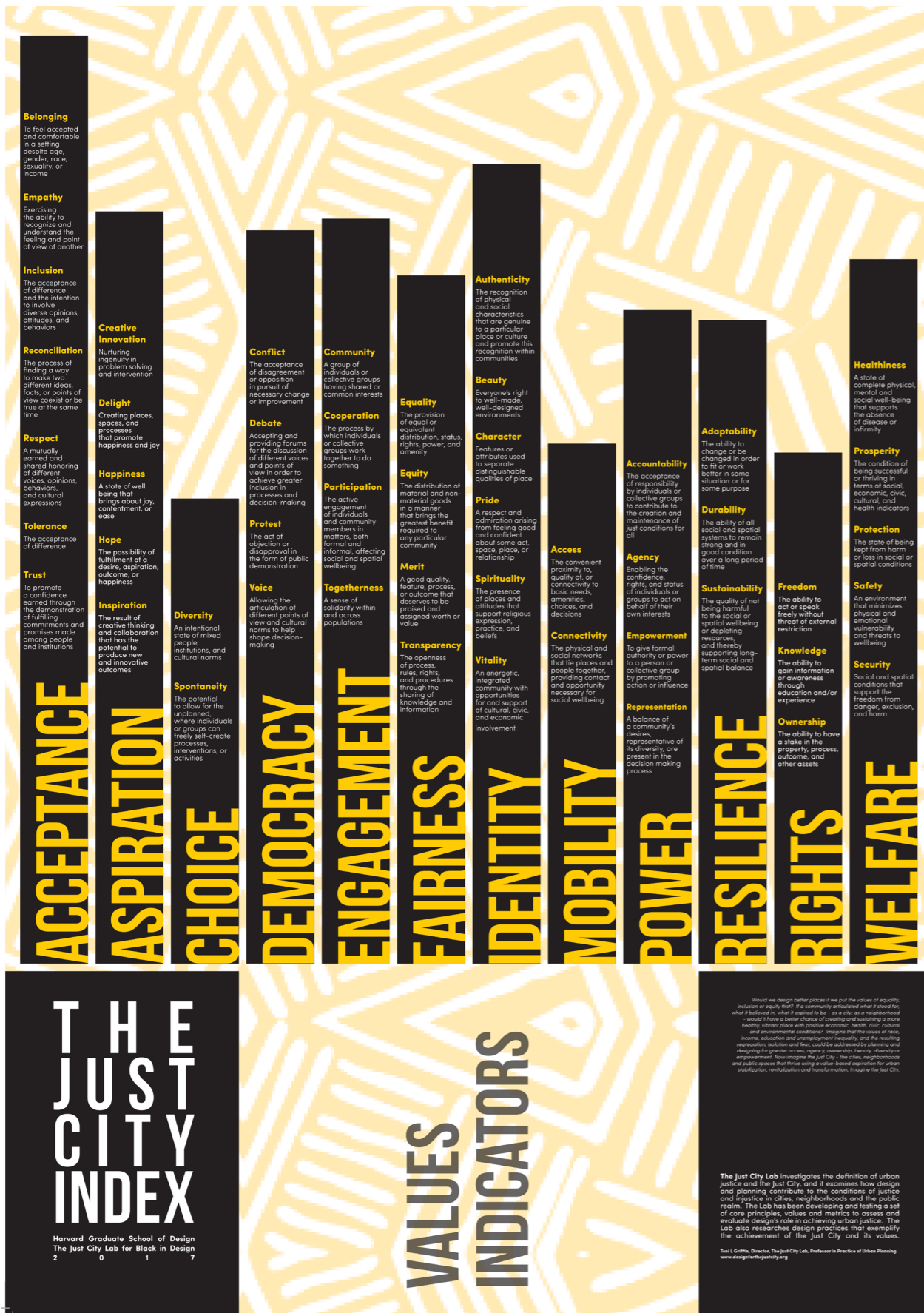
THE JUST CITY INDEX

VALUES

Belonging
To feel accepted and comfortable in a setting despite age, gender, race, sexuality, or income

Empathy
Exercising the ability to recognize and understand the feeling and point of view of another

Inclusion
The acceptance of difference and the intention to involve diverse opinions, attitudes, and behaviors

Reconciliation
The process of finding a way to make two different ideas, facts, or points of view coexist or be true at the same time

Respect
A mutually earned and shared honoring of different voices, opinions, behaviors, and cultural expressions

Tolerance
The acceptance of difference

Trust
To promote a confidence earned through the demonstration of fulfilling commitments and promises made among people and institutions

Creative Innovation
Nurturing ingenuity in problem solving and intervention

Delight
Creating places, spaces, and processes that promote happiness and joy

Happiness
A state of well being that brings about joy, contentment, or ease

Hope
The possibility of fulfillment of a desire, aspiration, outcome, or happiness

Inspiration
The result of creative thinking and collaboration that has the potential to produce new and innovative outcomes

Diversity
An intentional state of mixed people, institutions, and cultural norms

Spontaneity
The potential to allow for the unplanned, where individuals or groups can freely self-create processes, interventions, or activities

Conflict
The acceptance of disagreement or opposition in pursuit of necessary change or improvement

Debate
Accepting and providing forums for the discussion of different voices and points of view in order to achieve greater inclusion in processes and decision-making

Protest
The act of objection or disapproval in the form of public demonstration

Voice
Allowing the articulation of different points of view and cultural norms to help shape decision-making

Community
A group of individuals or collective groups having shared or common interests

Cooperation
The process by which individuals or collective groups work together to do something

Participation
The active engagement of individuals and community members in matters, both formal and informal, affecting social and spatial wellbeing

Togetherness
A sense of solidarity within and across populations

Transparency
The openness of process, rules, rights, and procedures through the sharing of knowledge and information

Equality
The provision of equal or equivalent distribution, status, rights, power, and amenity

Equity
The distribution of material and non-material goods in a manner that brings the greatest benefit required to any particular community

Merit
A good quality, feature, process, or outcome that deserves to be praised and assigned worth or value

Authenticity
The recognition of physical and social characteristics that are genuine to a particular place or culture and promote this recognition within communities

Beauty
Everyone's right to well-made, well-designed environments

Character
Features or attributes used to separate distinguishable qualities of place

Pride
A respect and admiration arising from feeling good and confident about some act, space, place, or relationship

Spirituality
The presence of religious expression, practice, and beliefs

Vitality
An energetic, integrated community with opportunities for and support of cultural, civic, and economic involvement

Access
The convenient proximity to, quality of, or connectivity to basic needs, amenities, choices, and decisions

Connectivity
The physical and social networks that tie places and people together, providing contact and opportunity necessary for social wellbeing

Accountability
The acceptance of responsibility by individuals or collective groups to contribute to the creation and maintenance of just conditions for some purpose

Agency
Enabling the confidence, rights, and status of individuals or groups to act on behalf of their own interests

Empowerment
To give formal authority or power to a person or collective group by promoting action or influence

Representation
A balance of a community's desires, representative of its diversity, are present in the decision making process

Adaptability
The ability to change or be changed in order to fit or work better in some situation or for some purpose

Durability
The ability of all social and spatial systems to remain strong and in good condition over a long period of time

Sustainability
The quality of not being harmful to the social or spatial wellbeing or depleting resources, and thereby supporting long-term social and spatial balance

Freedom
The ability to act or speak freely without threat of external restriction

Knowledge
The ability to gain information or awareness through education and/or experience

Ownership
The ability to have a stake in the property, process, outcome, and other assets

Healthiness
A state of complete physical, mental and social well-being that supports the absence of disease or infirmity

Prosperity
The condition of being successful or thriving in terms of social, economic, civic, cultural, and health indicators

Protection
The state of being kept from harm or loss in social or spatial conditions

Safety
An environment that minimizes physical and emotional vulnerability and threats to wellbeing

Security
Social and spatial conditions that support the freedom from danger, exclusion, and harm

ACCEPTANCE · ASPIRATION · CHOICE · DEMOCRACY · ENGAGEMENT · FAIRNESS · IDENTITY · MOBILITY · POWER · RESILIENCE · RIGHTS · WELFARE

INDICATORS

Harvard Graduate School of Design
The Just City Lab for Black in Design
2 0 1 7

The Just City Lab investigates the definition of urban justice and the Just City, and it examines how design and planning contribute to the conditions of justice and injustice in cities, neighborhoods and the public realm. The Lab has been developing and testing a set of core principles, values and metrics to assess and evaluate design's role in achieving urban justice. The Lab also researches design practices that exemplify the achievement of the Just City and its values.

Toni L Griffin, Director, The Just City Lab, Professor in Practice of Urban Planning
www.designforthejustcity.org

Fig. 18 Values and indicators for Just City Design (The Just City Lab, 2017)

Gehl & JMBC Project Indicators & Measurement Frameworks

PUBLIC SPACE

- Land Use
- Mobility Patterns
- Plaza Design
- Plaza Edge
- Cost

- Seating Opportunities
- Quality Criteria
- Commute Time & Rates

DELIGHT
- AESTHETICS
- CLIMATE
- HUMAN SCALE

PROTECTION
- VEHICULAR TRAFFIC
- CRIME
- SENSORY

COMFORT
- WALKING
- STAND / STAY
- SITTING
- LOOKING
- HEARING / TALKING
- PLAY

Public Life

- Pedestrian Volumes
- Age
- Gender
- Safety
- Time Spent Outside
- Stewardship

- Ownership
- Social Connectivity
- Who: Income
- Who: Race/ Ethnicity *

URBAN JUSTICE

- Equity
- Choice
- Access
- Connectivity
- Diversity
- Ownership
- Participation
- Inclusion / Belonging

- Beauty
- Creative Innovation
- Health and Wellness

Fig. 19 Indicators for Just City Design by Gehl Studio & J. Max Bond Center, 2015

ACCESS

A. Accessible Design
- Assessment of barriers near access points, such as fences, gates, bollard, jersey barriers, etc.
- Quality of plaza ADA accessibility, including adequate curb cuts + paving materials

B. User Accessibility – Number of people who have convenient access
- Number of residents within a 10 minute walk of the plaza
- Number of workers within a 10 minute walk of the plaza
- Restrictions on hours

C. Pedestrian Accessibility
- Adjacent vehicular traffic volumes
- Change in pedestrian injuries + cyclist injuries before + after plaza construction

D. Access + Adjacency to Other Land Uses
- Types of adjacent land uses

CONNECTIVITY

A. Transportation Connectivity (including volumes of walking + biking)
- Proximity to subway
- Proximity to bus
- Proximity to bike lanes
- Proximity to public modes of transportation relative to user volumes for weekday + weekend + land use
- How users get to the plaza
- Walking volumes in the plaza
- Biking volumes in the plaza
- Walking + biking in the plaza by age
- Walking + biking in the plaza by gender
- Age + gender of people walking + biking in the to the age + gender of people who live in the neighborhood

B. Interpersonal Connectivity
- Social recognition of others by race
- Social recognition of others by age
- Social recognition of others by income
- Social recognition of others by home zip codes
- Social recognition of others by frequency of use
- Proximity to public modes of transportation relative to user volumes

EQUITY

A. Individual's perception of value

B. Equitable distribution of open space
- Increase in sq ft of open space, by the plaza

C. Equitable access + use of human + funding capital
- Source of capital funds, public vs. private contributions
- Capital costs per average weekend/ weekday plaza user volumes
- Average annual operations costs
- Source of funds for operations

D. Equitable demographics
- Users by race relative to neighborhood + borough demographics for each plaza
- Users by age relative to neighborhood + borough demographics for each plaza
- Users by income relative to neighborhood + borough demographics for each plaza
- Plaza management staff demographics mirror or differ from neighborhood demographics

E. Equitable design
- Equitable distribution of design elements

OWNERSHIP

A. Neighborhood Ownership
- Rates of residential ownership
- Housing tenure

B. Formal Plaza Ownership
- Plaza ownership and management structure
- % of management staff living in the neighborhood

C. Informal Plaza Ownership
- Users feeling of ownership – "is this plaza yours? by age
- Users feeling of ownership – is this plaza yours? by race
- Users feeling of ownership – is this plaza yours? by income
- Users feeling of ownership – is this plaza yours? by housing tenure in the neighborhood

- Users feeling of ownership – is this plaza yours? by zip code of origin
- Opportunities for residents + workers to shape decisions about plaza design, programming and/or operations
- Opportunities for residents + workers to volunteer in operations of the plaza
- Sense of stewardship – would you pick up trash? by age
- Sense of stewardship – would you pick up trash? by race
- Sense of stewardship – would you pick up trash? by zip code of origin
- Sense of stewardship – would you pick up trash? by housing tenure in the neighborhood

BEAUTY

A. Individual's Perception Value

B. Design Features
- Has the physical appearance of the neighborhood changed, sorted by age
- Has the physical appearance of the neighborhood changed sorted by gender
- Has the physical appearance of the neighborhood changed sorted by race
- Has the physical appearance of the neighborhood changed sorted by income
- Has the physical appearance of the neighborhood changed sorted by housing tenure in the neighborhood
- What design features contributed to beautification, sorted by age
- What design features contributed to beautification, sorted by race
- What design features contributed to beautification, sorted by housing tenure in the neighborhood

C. Appearance
- Level of cleanliness: low, medium or high
- Has the appearance of adjacent uses changed since the plaza opened – storefront improvements, signage, lighting, other
- Edge conditions – storefronts, sidewalks, street plantings, lighting, building condition

CREATIVE INNOVATION

A. Impact
- Design – Which physical features contribute most? sorted by age
- Design – Which physical features contribute most? by race
- Design – Which physical features contribute most? by income
- Design – Which physical features contribute most? by housing tenure in neighborhood
- Are there any things you think are creative or innovative about this plaza?
- Ideas for what else to see

HEALTH + WELLNESS

A. Time spent outdoors
- How has this plaza increased the time you spend in public space? by age
- How has this plaza increased the time you spend in public space? by race
- How has this plaza increased the time you spend in public space? by income
- How has this plaza increased the time you spend in public space? by gender
- Time spent in plaza by age
- Time spent in plaza by race
- Time spent in plaza by income
- Time spent in plaza by gender

B. Plaza Activity
- # Children playing
- # Adult physical activities

C. Human Health
- User reported health conditions by race
- User reported health conditions by income
- Neighborhood obesity rates
- Neighborhood asthma rates
- Neighborhood heart disease rates

PARTICIPATION

A. Individual's Perception of Value

B. User Activity Participation
- Time spent in the plaza by age
- Time spent in the plaza by race
- Time spent in the plaza by income
- Time spent in the plaza by zip code of origin
- Frequency of use by age
- Frequency of use by race
- Frequency of use by income
- Visitor volumes on the weekend versus weekday

C. Participation In Operations
- Residents + business owners who participate in formal event programming
- Residents + business owners who participate in management organization

- Residents + business owners who participate in volunteer efforts
- Number of community engagement efforts by management for resident input + decision making

D. Design Facilitating Active Engagement
- Density of use weekend vs. weekday
- Number of options for sitting
- Amount of people accommodated in space available for group activities
- Presence of signage with rules about allowable activities
- Presence of multi-lingual signage

E. Rate of visitors that stay in plaza –– "Stickiness"
- Rates of activity in plaza compared to pedestrians walking through

CHOICE

A. Design Flexibility + Adaptability
- Quantity of moveable furniture + fixed furniture
- % of space devoted to movable furniture elements versus fixed furniture elements
- How does the overall size (total SF) + dimensions contribute to or restrict the types of activities that can be hosted on the plaza
- Plaza protection from the climate

B. Program Choices: Informal + Formal activities
- Average number of programmed events per year
- % age of active versus passive programmed events
- Types of activities people are engaged in, how this varies across the day, + on weekdays versus weekends

DIVERSITY

A. Individual's Perception of Value

B. Demographic Diversity
- Neighborhood diversity by age, race, income, gender, + tenure
- Plaza diversity by age, race, income, + tenure
- Plaza diversity by zip code of origin
- Plaza diversity by housing tenure in neighborhood
- Diversity of people walking + biking by age + gender

C. Design Diversity
- Diversity of plaza element furnishing + planting: DOT versus non-DOT elements

INCLUSION + BELONGING

A. Individual's Perception of Value

B. Demographic Inclusion + Belonging
- Plaza demographics compared to neighborhood + borough demographics
- User zip code of origin
- Presence of multi-lingual signage

C. Design Facilitates Inclusion + Belonging
- Presence of police
- Presence of gates, fences, + locks
- Lighting levels – street lights + storefront illumination
- Posted rules that restrict certain activities – in general + by age

D. Inclusion + Belonging Through Public Safety
- Safety - Do you feel more safe in the neighborhood? by age
- Safety - Do you feel more safe in the neighborhood? by race
- Safety - Do you feel more safe in the neighborhood? by income
- Safety - Do you feel more safe in the neighborhood? by gender
- Change in crime rates before + after plaza installation

Fig. 20 Values for Just City Design by Gehl Studio & J. Max Bond Center, 2015

These values mainly help to identify the problem and give a direction for the solution, but are not the solution in itself. The translation of these values into an actual design solution fails to appear.

If the sets of values are compared, it is visible that although the names of the values are different, they have a very similar meaning. In both sets a difference can be made between values that are in need of a primarily physical approach or a primarily social approach.

Physical	Social
Identity	Acceptance
Mobility	Aspiration
Resilience	Choice
Access*	Democracy
Connectivity*	Engagement
Beauty*	Fairness
	Power
	Rights
	Welfare
	Equity*
	Choice*
	Diversity*
	Ownership*
	Participation*
	Inclusion/Belonging*
	Creative Innovation*
	Health and Wellness*

*Gehl value, others Just City Lab.

The values on the left (physical) can be accomplished with solely physical interventions. For the values on the right (social), a physical intervention can

contribute to the accomplishment of this value. Therefore it is important to include these values in a spatial approach. However, a space does not only contain a physical and social component, there is a third component; the mental. This component can best be explained as the perception of a place.

This research will proceed with the distinction between physical and social, as both Gehl and the Just City Lab introduced. However, the third component, the mental, will be added in order to generate a more complete understanding of the public space.

Exclusion

Segregation

Integration
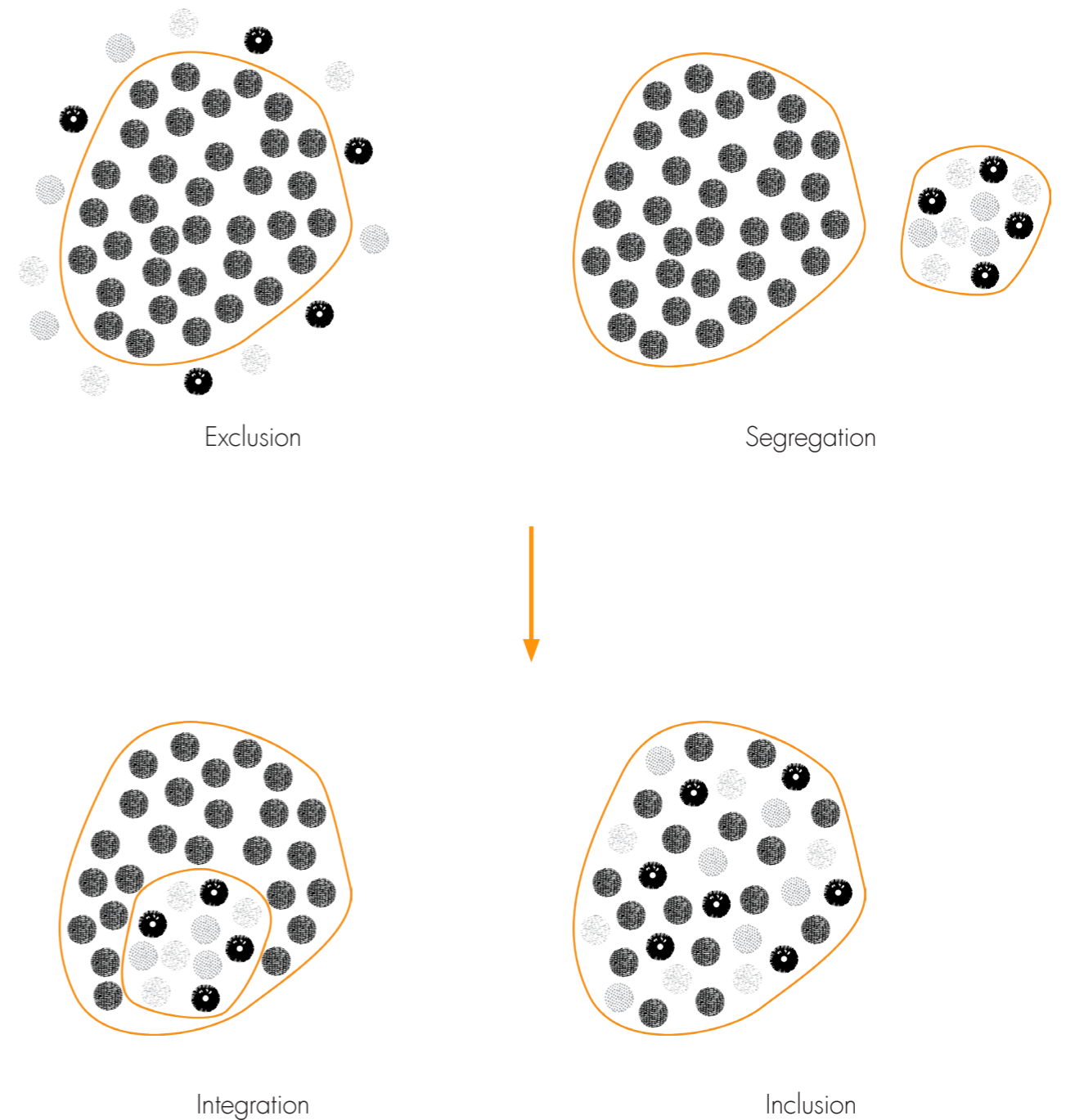
Inclusion

Fig. 21 From exclusion and segregation to integration and inclusion.

04

READING THE CITY: THE URBAN BIOGRAPHY APPROACH

1. Focus on public space

+

2. Physcial, social and mental component

+

3. Development approach

+

4. Different scale levels

Fig. 22 Conditions for a new research approach

Researching social-spatial inequality learns that current theoretical methods focus on detecting and classifying the problem. As written by Del Casino & Jones (2007) :''No single theoretical approach can resolve all the answers to our questions about sociospatial inequality. Thus, it is necessary to think beyond the boundaries of paradigmatic approaches, space and place, generalizability and particularity, and discrete and relational space, and examine social inequality and its inherent spatialities from multiple perspectives simultaneously''. The necessity of a practical solution is legitimate. In the search of a practical solution for the reading of cities a new approach is developed: the Urban Biography.

The goal of this approach is to improve the way of looking at the public space of cities. The new method will help detecting and researching the nature of the problem and will make it possible to translate this in an organised manner. The new method has a spatial approach that makes it possible to read a city in more depth. This in-depth research will contribute to the reduction of social-spatial inequality with a spatial approach. However, it will not be the solution for the social-spatial inequality problem.

The research in the previous chapters showed the urgency of the social-spatial inequality problem. In order to be able to contribute to the solution for the problem, it is important to get a deep understanding of a city that struggles with social-spatial inequality. The new approach should make it possible to look at every city as an unique situation. That makes it possible to create spatial solutions that are specific for the situation in the reviewed city.

A new approach that addresses this problem should focus on four components:
- Focus on public space and public life. The place where people come together will have a major impact on the social-spatial equality of a place.
- Distinction between physical, social and mental. The ground idea is that studying the different parts and combining them, will help with the understanding of the current situation.
- Historical development approach. An in-depth understanding of a city asks for a historical development approach, that is focusing not only on the current situation, but even more on the past. It will give insight in the current situation of the problem and the historical causes that contributed to the current situation.
- Different scale levels. Reading an urban structure should always happen on different scale levels.

The new approach results in a better understanding of the foundation of the problem. It helps with the discovery of the causes of social-spatial inequality. The gained understanding of the current situation of social-spatial inequality in cities will be the foundation for the translation to a redesign of public space for a more just future.

4.2 | Public space & public life

The social-spatial inequality problem can be translated in a social and spatial component. Both of those appear in cities. Public space is the place where people come together and where public life thus appears. Therefore it will have a major impact on the social-spatial equality of a city. Therefore the Just City Index and the Values for Just City Design are created by respectively the Just City Lab (2017) and Gehl Studio (2015) as mentioned in the previous chapter.

Publicness can be seen as the result of the distribution of bundles of rights. Who has rights to access what and in which conditions. As Oakley & Logan (2007) wrote: ''We need greater attention to human agency and how social actors strategically use and create spaces and places.''

This relation between social and spatial is also found in place attachment theory (see appendix). Place attachment is a strong bond between an individual and a specific place, because of this bond people want to remain in this comfortable and safe place. This bond can occur on different levels of scale, also in the scale of urban design. So place attachment has a physical and personal aspect. This personal aspect can be the psychological/ emotional response to the physical place, the social context or the historical character of this place.

When designing a place, the complete experience of people, both physically and psychologically should be researched. Urban designers should focus on the physical and personal aspects of places. When place attachment is taken into consideration as an important part of design analysis or as a design tool, places will form a more coherent whole. The increased place attachment will also

increase the quality of life. Tools as mixture of users and participation can lead to an improvement of the personal site of place attachment. In order to restructure the physical site of place attachment it is important to alter the physical place with the following attributes in mind: accessibility, legibility, vitality, diversity, transaction, distinctiveness, comfort and safety.

In elaboration on the Just City Index and the Values for Just City Design, an extra component is added. So every public space is formed by three components.

First the physical one, as is visualised in the figure 23. This includes the physical situation; the kind of buildings that surround the public space, the width of street profiles, the used materialisation, the kind of trees etc. This physical aspect is the one that we as designers create and people adjust.

The second component is the social aspect as is visible in fig. 24. This component is about the use of public space, the interaction between people, the places where they meet. It is focussed on the users of the public space and the public life that they create within this space.

Lastly the mental component of public space, in figure 25. People are more than objects that fill the space. They have wishes, desires, memories and emotions that will be evoked by the public space that they are part of. This component is about atmosphere, experience, interpretation and representation of memories and emotions.

To conclude, a public space is formed by a physical, a social and a mental component (Fig. 26).

Fig. 23 Physical component of public space

Fig. 24 Social component of public space
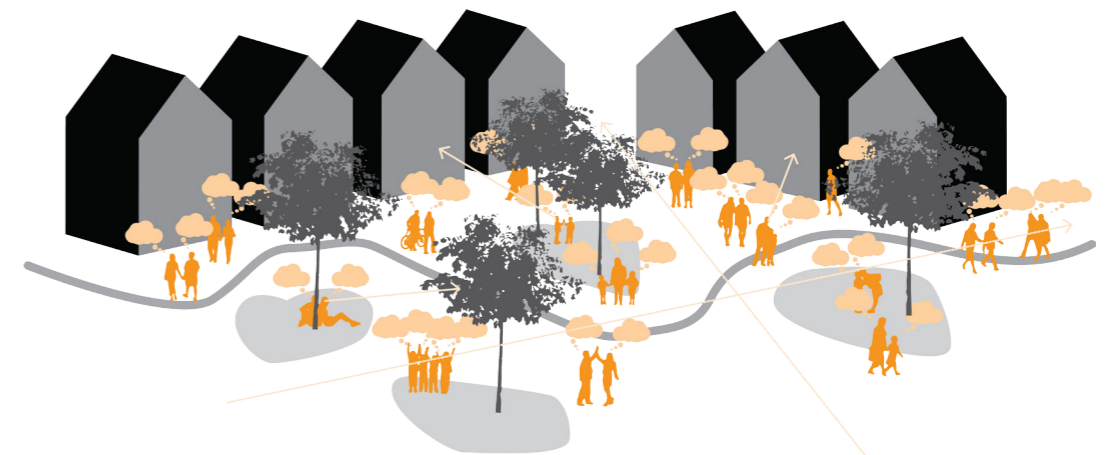
Fig. 25 Mental component of public space
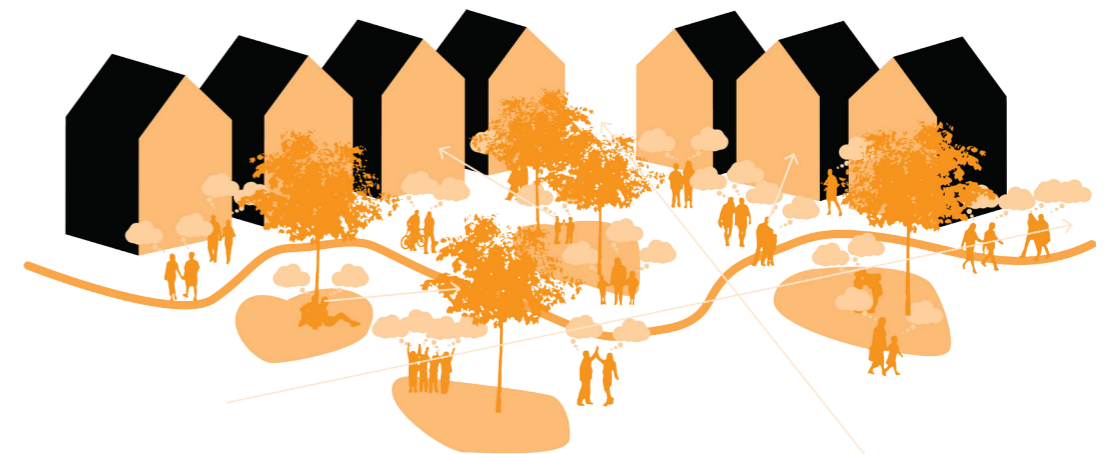
Fig. 26 Public space formed by physical, social and mental component
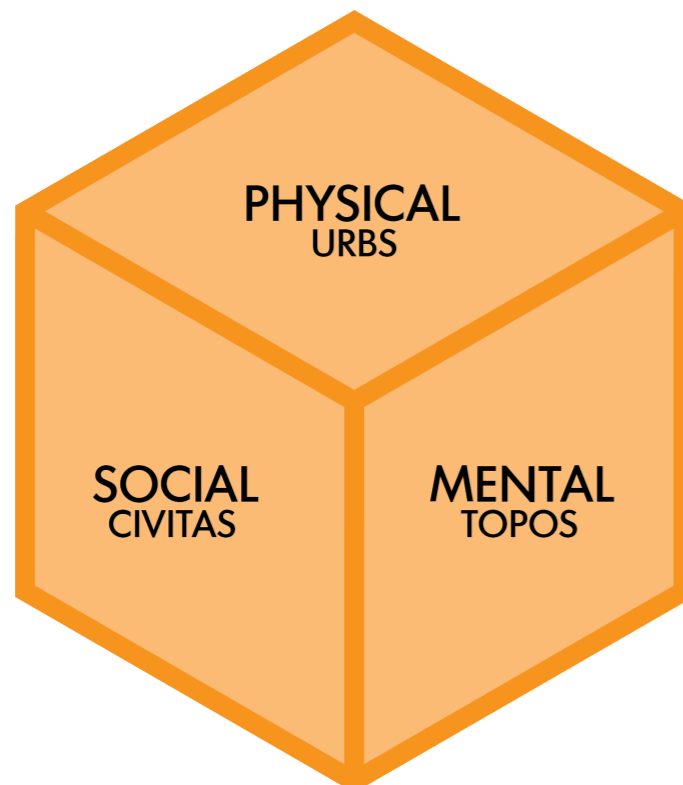
Fig. 27 Fundamental aspects of urbanism: physical, social and mental component

Current research of cities is mostly about the physical situation, about morphology and typology. Sometimes there is place for a more humane approach, but most researches still lack this. Whilst the design of public space first of all should be about people. How they use the space, how they want to use space and how they think about space, how is the space interpreted, does this correspond with the idea behind the space.

If research would focus more on the human side of cities, it would be a large addition to generate a more humane public space. The design of public space must mean something to people. It must have added value in the daily life of people. When the design is part of the conversation, there is a reaction to it. Next to that it is necessary to get a grip on the human perspective to fully understand the city and public life in the city. You have to understand human behaviour in public spaces in order to deal with those spaces. Collect knowledge about a place by locating, describing, observing, measuring, evidencing, perceiving, representing, categorizing (Havik, 2014).

As Maddox (Just city essays, 2015) wrote: ''We need to communicate what we value and build our cities accordingly. You need to see the patterns and perspective and not only the details – the beating of the heart and not just the heart's location in the chest.''

There are several theories that also put the human aspect as one of the fundamentals. Taverne makes a division in three fundamental aspects of urbanism: urbs, civitas and topos.

Urbs refers to the physical city, as envisioned by urban planners and architects. The spatial structure and built shape are the main characteristics of this aspect (Schippers, 2013). This physical aspect is concerned with the kind of buildings that surround the public space, the accessibility, the width of street profiles, the used materialisation, the kind of trees etc. This physical aspect is the one that we as designers create and people adjust.

Civitas refers to the city as a place in which political, economic, social and cultural developments come together (Schippers, 2013). This aspect is about the daily life of people, how they use and intervene with space and place. People are influenced by the way an area is planned, but also have the power to use the space as they want. This social aspect is focussed on the use of public space, the interaction between people, the places where they meet. It is focussed on the users of the public space and the public life that they create within this space.

Topos refers to the representation and interpretation of the city. Texts, images and representations can describe the ideals, dreams and visions for or about a place (Schippers, 2013). It is about a perceptive image of the city. Topos is the soft city, of illusions, myths, dreams and aspirations. This mental aspect is about atmosphere, experience, interpretation and representation of memories and emotions. People are more than objects that fill the space. They have wishes, desires, memories and emotions that will be evoked by the public space that they are part of.

The way a city is functioning, seen and perceived is shaped by the historical development of this city. A city, or in more general a place, carries her history. It is one of the elements that makes every place unique. Because no single place has the same history or development story. As learnt in the previous chapter, the development history of a city is one of the causes of social-spatial inequality.

Current research methods are mainly focussed on the current situation of a place. They do not take the historical development of a place into account with the identification of the social-spatial inequality problem. A new approach that links the knowledge of the past to contemporary issues could be part of the solution (Kolen & Renes, 2010).

In landscape design, biographical approaches have been discovered. As Kolen & Renes (2010) wrote: ''The aim [of a biographical approach] must be to bring insights into historical processes, historical narratives and memories to the relevant actors, so that old landscapes can be transformed from vulnerable landscapes into socially vital and resilient landscapes.'' A biographical method makes it possible to show the history and the gained historical qualities of a place. It gives a meaning to the use, organisation and interpretation of landscape over time (Roymans, et al, 2009). Biographical methods make it possible to integrate experience and connect micro-histories of places to large-scale developments (Kolen & Renes,2010).

As Roymans et al. (2009) point out: ''Heritage is viewed as a practice designed to situate the past in or adapt it to the present.'' A historical development research will extract the qualities that could and should be used in future design. In order to preserve and conserve the development history of a place and to create a more just future. Goransky (2015) wrote: ''A just city is a city that chooses to remember and share its history with the generations to come and exhibits its past in memory sites, in public places in which, at the same time, democratic values and human rights are promoted''. With an biographical approach that dives into the historical development of a place this is possible.

The historical value of a place is a strength that can contribute to the improvement of the future public space. It can give this place more character and identity. It can be the starting point to redesign a public space in order to make it more just. ''Any leader or resident or designer must dig into the history of a place and look at the policies that have shaped it. If you do that and use the tools of design the right way, I am convinced that design will matter, that engaging smart designers will help as we try to bend the arc of history towards just cities (Schupbach, 2015)''. The chemistry between past and present will be the foundation for a bright ''just'' future.
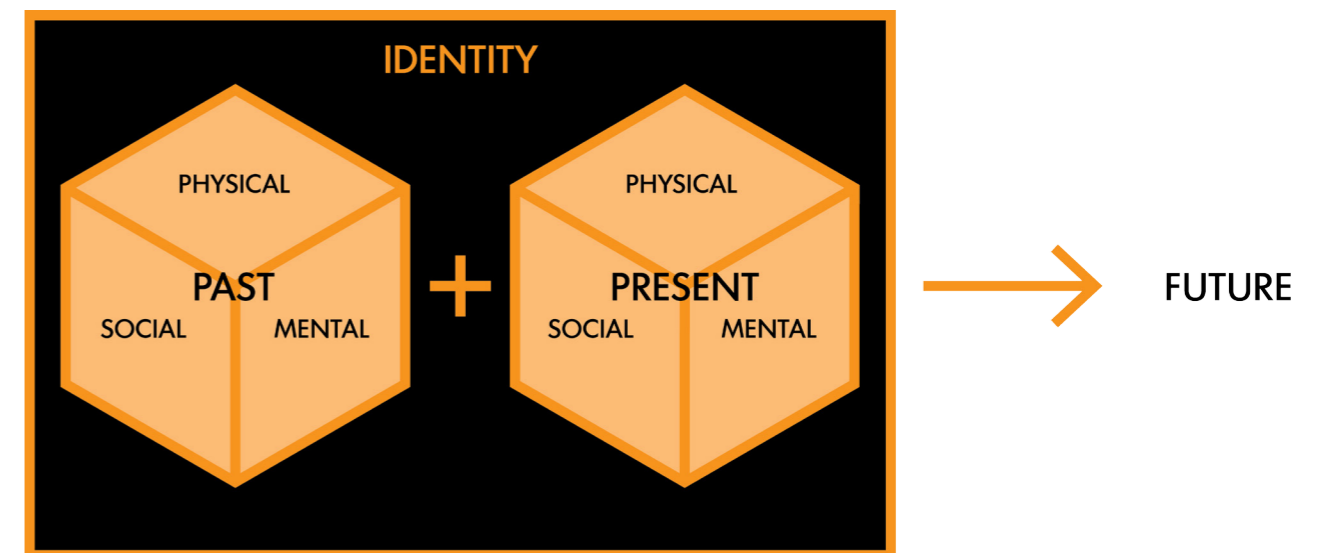
Fig. 28 Identity is formed by historical development

MACRO

	PAST	+	PRESENT	→	FUTURE
URBS					
CIVITAS					
TOPOS					

MESO

	PAST	+	PRESENT	→	FUTURE
URBS					
CIVITAS					
TOPOS					

MICRO

	PAST	+	PRESENT	→	FUTURE
URBS					
CIVITAS					
TOPOS					
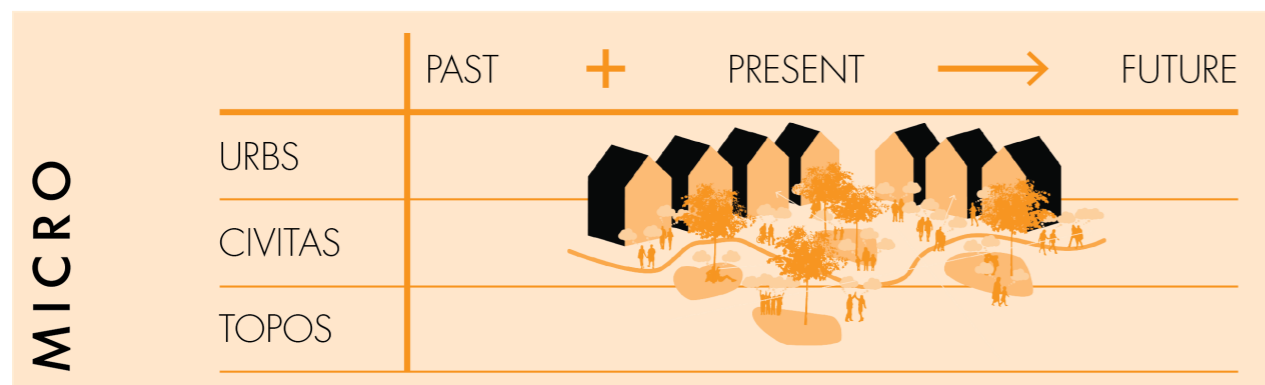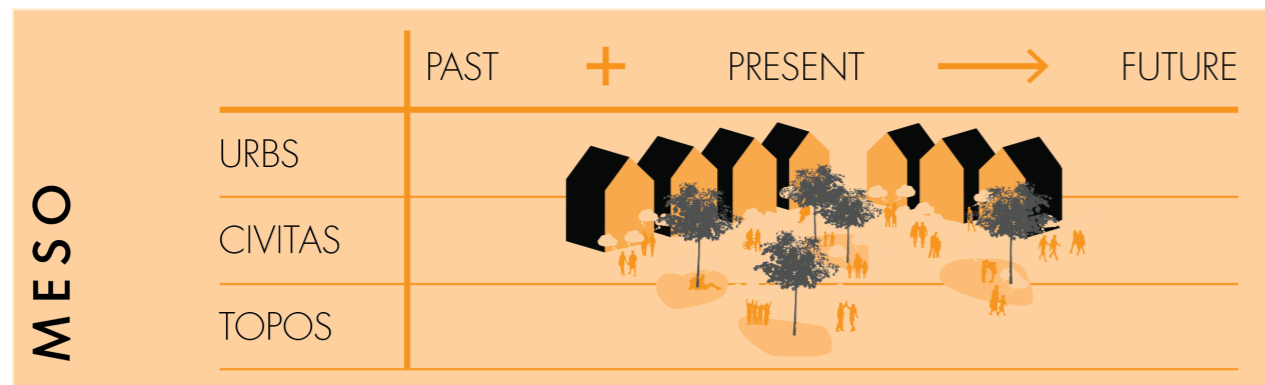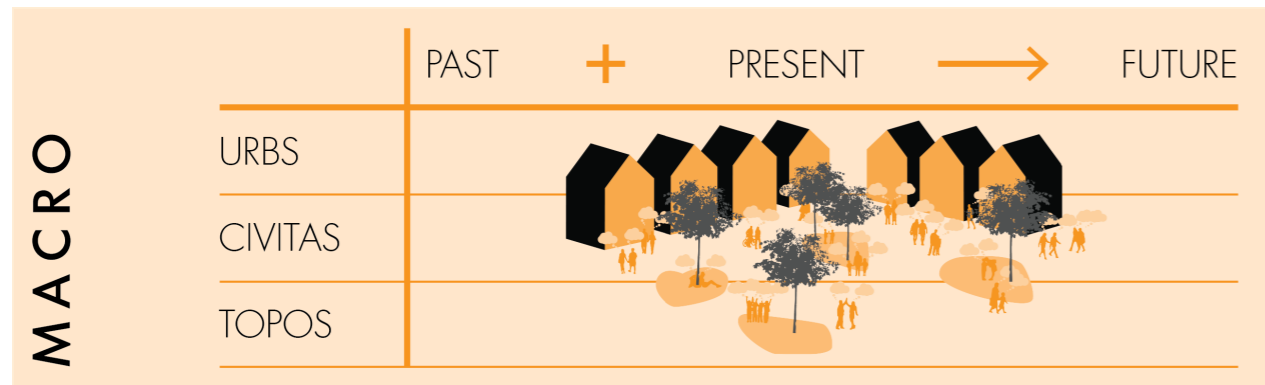
Fig. 29 The Urban Biography, containing a focus on public space, a physical, social and mental component, a development approach and three different scale levels.

4.5 | New research approach: Urban Biography

The new approach for reading the city addresses the historical development, different levels of scale, a focus on public space and public life and a distinction between physical, social and mental. It forms an organised documentation and analysis of the historical development of public space and public life in the three categories; urbs, civitas and topos.

The new approach elaborates on the theory of Taverne with the distinction between physical (urbs), social (civitas) and mental (topos). It combines this distinction with the development approach by making a timeline from past to present. In every time period is elaborated on the physical, social and mental aspects of public space and public life. This development element is the reason for the name biography. A story that tells the complete development of a place with a focus on the most characteristic and outstanding moments in the history of a certain place.

The goal of the Urban Biography is to be able to read and understand a city or a specific place at a higher level, in order to grasp the identity of this place. This deep understanding will create the opportunity to alter the public space in order to match both the historical characteristics and the challenges of the future.

How can information be gathered, analysed and translated? The physical element is focussing on the spatial structure of public space. This is done by the analysis of maps, but also by the original plans and intentions of urban designers. The social element analyses the use of public space. For this an analysis of pictures could give insight in how public space was used in a certain period of time. The mental aspect shows the interpretation of public space. This is mainly done by the analysis of paintings, books, papers. The people that made or wrote this are professionals. They made a living out of looking and interpreting life and translating that in images or words.

The combination of and relation between the physical, social and mental aspects in a certain period of time gives a certain time image. In order to translate all this information, the most characteristic elements of the time period can be abstracted. Those elements will form the so called characteristics. It is about the identification and abstraction of the most important elements of the development history. This will make it possible to create an image for the desired future.

The Urban Biography approach can be used on several scale levels; city, neighbourhood, street. It is important to detect the problem of social-spatial inequality first and get a general understanding of this problem. Depended on the specific situation in a city the scale level of the urban biography can be chosen.

The Urban Biography gives information about the how/what/who/when/why/where of a place. It gathers and translate information like the origin, execution, idea, use and interpretation of a place. If this method is used, a lot of knowledge about a specific place is gathered. A designer is able to translate this information in a design for the future, that is based on the physical, social and mental components of the development of a place. It detects the characteristics that make the place to what it is now.

05
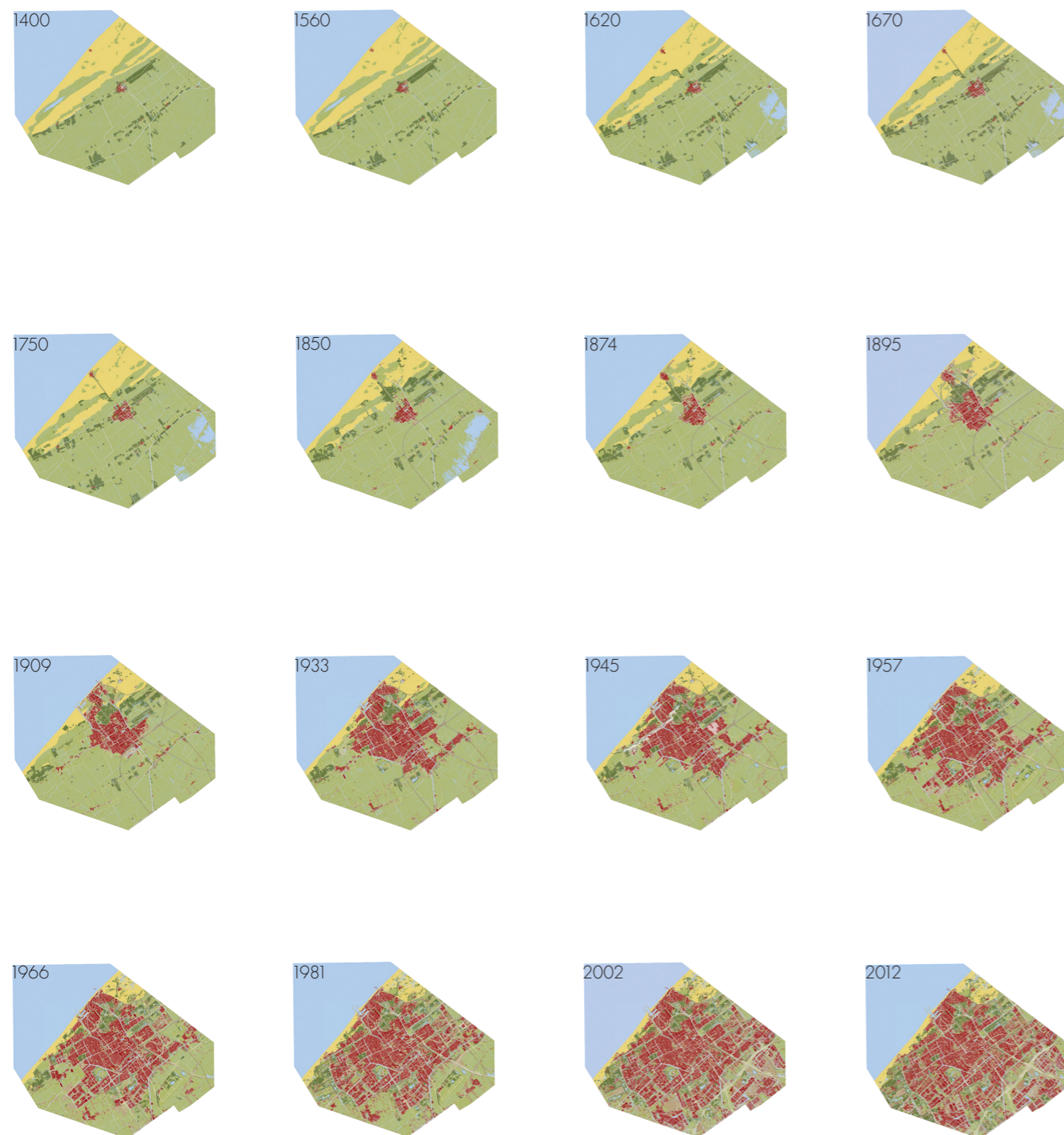
Fig. 30 Development of The Hague (Haagse Kaart, 2017)

5.1 | Research location

The new approach, the Urban Biography, could be used in every city that struggles with social-spatial inequality.

In this research the city of The Hague is presented as case. The choice for this specific location is made because the expected growth of the city and the accompanying social problems that will intensify. As discussed in the introduction of this thesis.

The city of The Hague has been struggling with big differences between rich and poor for decades. Those differences have been present since the early days of the city. In the figure on the left the growth and extension of the city is visible.

Next tot that a personal interest in the city is a driving force for the location choice. As in daily life a noticeable difference between different neighbourhoods is experienced.

In order to get a better understanding of the social-spatial inequality problem in the city, will be elaborated on one neighbourhood.

5.2 | Neighbourhood scale

When the problem of social-spatial inequality is projected on the city of The Hague, something stands out. The social inequality problem contains a strong relation with the spatial neighbourhood division of the city. Therefore, the Urban Biography method is used on neighbourhood scale.

Considering the fact that the big social- spatial differences between neighbourhoods have a historical origin, this research will focus on the influence of the historical development on the current situation of the neighbourhoods of The Hague. Therefore the relation between the historical development and the current situation will be researched.

The social problems within each neighbourhood hold together with the own characterising residents and looks of the specific neighbourhood.

To get a better understanding of the current situation this research will focus on one neighbourhood. This neighbourhood is probably not the first that comes to mind, when thought about social spatial inequality. Because it is marked as a high standard neighbourhood: Statenkwartier. This is a very popular and one of the most expansive neighbourhoods of The Hague (Wonen in Den Haag, 2017a).

For this neighbourhood an individual urban biography will be made: a neighbourhood biography.

Fig. 31 Location of Statenkwartier (top) in the city of The Hague.

Fig. 32 Statenkwartier

5.3 | Statenkwartier: exclusion, segregation, integration and inclusion

The neighbourhood Statenkwartier is maybe not a typical example of a neighbourhood that experiences exclusion and segregation. More typical neighbourhoods are often marked as problem neighbourhoods in some sort. Because the problems in these kind of neighbourhoods are very obviously visible. However, next to the typical neighbourhoods, also non-typical neighbourhoods, like Statenkwartier, experience phenomena of exclusion and segregation. These problems are buried under the surface, but are most definitely worth it to portray. In order to contribute to a spatial solution.

Statenkwartier is known as one of the better neighbourhoods of The Hague. Characteristic for the neighbourhood are the buildings, that are labelled as monumental (beschermd stadsgezicht in Dutch). These special buildings are part of the most expensive dwellings of the city. Because of the high housing prices, only a certain type of resident is attracted. These residents are able to pay high mortgages or rents. The share of residents over 45 is relatively high and can also be explained because of the high housing prices.

So the neighbourhood struggles with a problem of exclusivity. Because of the homogeneous group of residents, the public space is only used and designed for this specific 'group type'. Other users and residents of The Hague will not feel at home as fast, there is a high threshold to enter the neighbourhood which results in an exclusive neighbourhood accessibility.

This, whilst an inclusive city asks for public space that is accessible and appealing for everyone. In order to make the neighbourhood more inclusive, it is necessary to improve the accessibility of the neighbourhood. Not only practical, with smooth traffic transitions, but especially mentally. The neighbourhood should be appealing to everyone despite demographic differences as income, ethnicity or religion.

Next to the type of residents in Statenkwartier, the exclusiveness is enlarged by the international institutes that form part of the neighbourhood. Some of these institutes, different museums and World Forum, strive to attract a large public to experience art and culture. However, the other institutes are very private. These include ministries and Europol. These institutes protect their building and surrounding public space with high fences and surveillance cameras. So the lack of accessibility plays here an important role as well.

In conclusion, the functions within the neighbourhood and the public space are not accessible and appealing for everybody. Certain types of users will feel excluded from the neighbourhood. So the neighbourhood should improve the accessibility and exploit all the special characteristics within the neighbourhood.
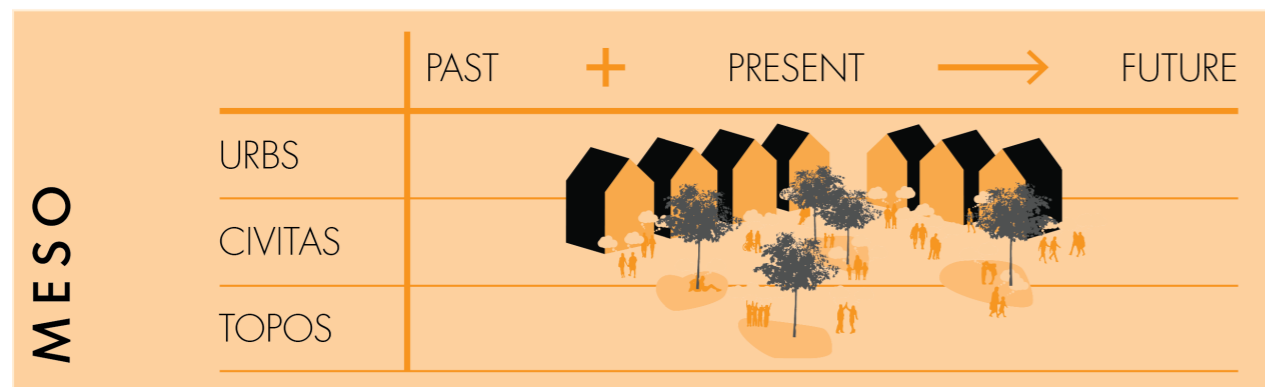
Fig. 33 Urban Biography on meso scale: neighbourhood biography

5.4 | Neighbourhood biography

The next pages show the urban biography on neighbourhood scale: the neighbourhood biography of Statenkwartier. The neighbourhood biography of Moerwijk can be found in the appendix.

Every time period is introduced with the conclusions of that time period; the key-elements. These are the most important and characteristic elements that together should form an image of a certain time period. The collages show the combination of the key-elements of the different layers in a certain period in time and are explained in the corresponding text. The key-elements are gained as a result of the comprehensive analysis of the urbs, civitas and topos per time period. After the conclusion page of a time period all the gathered information and analysis is added with the distinction between urbs, civitas and topos.

Urbs refers to the physical city, as envisioned by urban planners and architects. The spatial structure and built shape are the main characteristics of this aspect. The envisioned city and spatial structure are discussed. The physical development is explained here. Next to that there is elaborated on the ideas of urban planners and designers. So urbs explains the envisioned city and the physical structure.

Civitas refers to the city as a place in which political, economic, social and cultural developments come together. This aspect is about the daily life of people, how they use and intervene with space and place. The societal developments and the usage of public space are discussed. This line gives an impression of how and by whom the public space was used in a certain period of time. So civitas is about societal developments and the usage of public space.

Topos refers to the representation and interpretation of the city. Texts, images and representations can describe the ideals, dreams and visions for or about a place. It is about a perceptive image of the city. Topos is the soft city, of illusions, myths, dreams and aspirations. The perceived city is discussed. Interpretations in the form of paintings, texts and social media are explained in this line. So topos explains the perceived city.

In the appendix an overview timeline of both of the biographies is added. The timeline shows the development history of The Hague in general and of the neighborhoods Statenkwartier and Moerwijk. The timeline consists of four parts per neighbourhood. The first horizontal line (blue) consists information about urbs, the physical environment. The second line (green) is about civitas, the social. The third line (yellow) is about topos, the mental. Next to the three layers (urbs, civitas, topos) a fourth layer (red) will be introduced. In this fourth layer the most characteristic elements of the three other layers will be combined: the key-elements. The whole conclusion line together should show the most important developments in time.

NEIGHBOURHOOD BIOGRAPHY
STATENKWARTIER

1890-1900
Statenkwartier

large class distinction

limited use of public space

slow transportation methods

first extension plan by Lindo

wasteland

This time period can be recognised by some outstanding characteristics.

First of all, city extension was necessary because of the growth of the population. Therefore the first extension plan was made by Lindo. The extension of the city in North-West direction on the sand dune wasteland resulted in the building of Statenkwartier.

During this time period, the original plans changed but resulted in the final street plan. The end of this time period is marked with the building of the first house.

Next to that, it is important to realise the large class distinction in this time period. There were major differences between the working class and the wealthy families. There was, partly because of this distinction, a different use of public space than we see nowadays.

Statenkwartier was only designed in this period, so there was not yet public life present. If the city as a whole is examined, it is visible that public space was mainly used for trade and the transportation of goods and people. Most streets were not intensively used yet, so there was a lot of space for the users.

Because of the slow transportation methods in this period, by foot, bicycle or carriage, distances between the city centre and the suburbs, like Statenkwartier, were perceived as much longer.

Map 1: Non-used sand dune ground

Map 2: First extension plan: Statenkwartier by Lindo

At the end of the 19th century the population of The Hague grew enormously. It was therefore necessary to expand the city. In 1985 Lindo designed a plan for the extension of the North-West part of The Hague: Statenkwartier (Freijser et al., 1991). This extension was situated on the non-used sand dune ground as is visible in map 1.

This neighbourhood was a continuation of the in 1893 built neighbourhood Duinoord. The extension plan of Statenkwartier, was created within the steam tram route and the canal. The tram route (used to be line 11) from Duinoord to Scheveningen around the Zorgvliet was the boundary on the East side, whilst the in the 19th century dug canal, Verversingskanaal, formed the boundary on the West side (toelichting bij het besluit tot aanwijzing van het beschermde stadsgezicht statenkwartier).

The extension plan of Lindo mainly consisted of a hierarchical road structure. Within this structure was room for private investors and building companies to develop the residential neighbourhood. The hierarchical road structure was molded in a star shaped pattern. There where the roads come together, the most important crossings are formed. This is visible in map 2.

In 1899 the final street plan was determined. A connection with the already existing city parts is made with a bridge. The building of the first house started: villa Henny by Berlage. That marked the beginning of the existence of the neighbourhood.
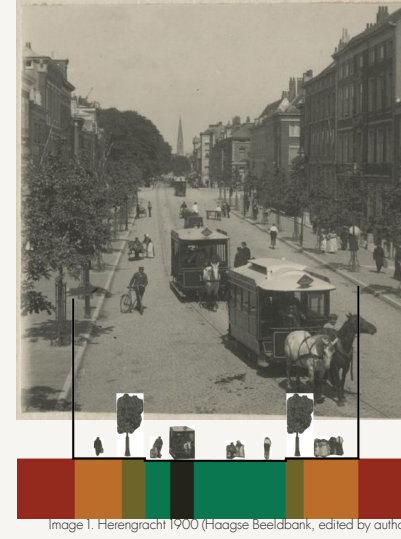
Image 1: Herengracht 1900 (Haagse BeeldBank, edited by author)

Image 2: Building of bridge as connection between city centre and Statenkwartier 1899 (Haagse BeeldBank)

When Statenkwartier was built, a big class distinction was still present in the Netherlands. There were big differences between wealthy families and the working class. The higher classes had personal staff that provided help with groceries, cleaning, children and more. Statenkwartier was built for the more wealthy citizens.

People moved by foot, bicycle or carriage. The tram was slowly introduced, but the car was not yet visible on the street. Because of the traffic possibilities, distances between the city centre and the suburbs were perceived as much longer. It took some time to get from A to B. So there was limited mobility.

This limited mobility is visible in image 1. Because the building of Statenkwartier only started in this period, a picture of another street is chosen to analyse the street life in this time period. This picture shows the Herengracht around 1900. Remarkable is the extremely wide street profile for the amount of traffic. The profile is split in a pedestrian, green and vehicle area. The street is surrounded by buildings with an average height of four levels. In the line of sight a church is visible. This gives the street a certain direction and goal. The vehicles that are used in these days are all quite slow, such as bicycles, carriages and horse-drawn trams. At first it looks quite chaotic, but with a closer look it is visible that everyone moves on the right side of the road, except from the sidewalk.

The streets filled the space between the buildings and were not really used as a place to stay. The squares were in service of the important building with which they were surrounded. Meeting and interaction took mainly place inside, at least for the higher classes. So there was not really a public life that needed accommodation in the public space.

Image 2 shows the bridge that made the connection between the city centre and Statenkwartier. Remarkable is the distinction within the street profile. There is a separate strip for pedestrians. The overall profile is rather small and is not designed for a heavy traffic flow.

Painting 1: Gezicht op het Noordeinde Den Haag, around 1900 by Arntzenius

Painting 2: Wandelaars op de Lange Poten te Den Haag gezien richting het Spui, around 1900 by Arntzenius
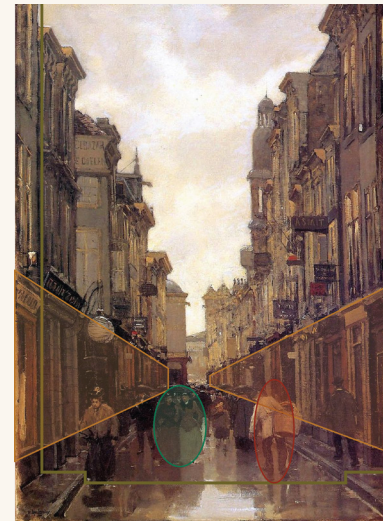
Painting 3: Spuistraat, around 1900 by Arntzenius (edited by author)

"-Het zal moeilijk zijn iets te vinden, zei Constance. Wij hadden in Brussel een heel lief appartement en ik hoû eigenlijk meer van een appartement dan van een heel huis. Maar in Holland is zoo iets niet te vinden.
- Ach, Constance! zei Cateau, groote oogen. Vindt jij zóo een appartement... niet benauwend?
- O neen... en ik vind het heerlijk zoo alles op een étage. Ik hoû niets van meiden, die op de trappen draven.
- Ja maar... er MOET toch schoon gemaakt... WORDEN .
- Nu, dat gebeurde bij mij ook... Alleen bij een buitenlandsch appartement wordt niet zoovvel aan de bel gehangen, als aan een Hollandsche voordeur... De keukenmeid gaat 's morgens naar de markt...
- En dan koopt ze maar... van álles?
- Dan koopt ze voor een paar dagen: groenten en eiëren en wat ze noodig heeft.
- Laat je dat dan over... aan de KEUKENMEID ??
- O ja! Verbeeldt je als je het niet aan haar overliet! lachte Constance. Ze zoû er niets van begrijpen. Ik geef haar alleen eenige aanwijzingen.
- Maar dát vind ik nu toch... heelemaal geen DE G E L I J K E manier van... HU I S houding! Vindt jij wél... Kárel?
- 's Lands wijs... bromde Karel, en sourdine. Dacht je een huis te zoeken in de nieuwe buurten, Duinoord bijvoorbeeld?
- Liever niet zoo heel ver... van jullie allemaal af.
- Die Constance! lachte Cateau, rond gezicht. Maar we wonen... ALLEMAAL ... nog al UI T elkaar?"

"Ten huilende wind woei uit het Noord- westen en streek over de straatplanen, die kabbelden; de boomen dropen-uit zoo zwaar als regende het nog steeds en de bleeke lichten geelden, bibberend in de bedagen lantarens, meer over de straat. Zoo kort na het middag maal was bijna niemand buiten; langs de huizen schuifelde een man met wijde, haastige beenen, brengende een pakje uit een winkel."

"Zondag-avond ingesteld als samenkomst der in Den Haag aanwezige familie-leden, en zoovveel mogelijk had ieder zich des Zondags-avonds vrijgehouden om te komen op het 'familie-tafereel'. De instandhouding van dien avond getuigde van de nauwe banden, die de onderlinge familieleden samenhielden."

"Zoodra hij weêr kans zag, sprak hij voort, schuin naast haar gaande en pratende aan haar oor, telkens uitwijkende, op de nauwe trottoirs van Hoogstraat en Veenstraat, baar even verliezende, omdat een paar stapvoetsche rijtuigen hen scheidden en haar weêr inhalende..."

Writing 1: Quotes from De Boeken der Kleine Zielen, around 1900 by Couperus

Painting 1 shows the street life in The Hague around 1900. Remarkable in this artist perception are the people. All of them see to be in a hurry. They all have a destination in mind, and the public space in which they are present is not that destination. Next to that it looks like no one is interacting in the public space despite the amount of people in it. People of different social classes use the public space in the same way, for transportation or trade.

Painting 2 shows the distinction in the use of public space. Pedestrians have their own strip in the public space. They seem to make use of it rather neatly. However, the majority of the street profile is designed for faster traffic methods, like trams and carriages. But this part is less intensively used.

In painting 3 from Arntzenius (1900) the Spuistraat is visible. Despite the rainy weather it is quite busy in the street. Remarkable is that the street has a profile with sidewalk, but the whole street is only used by pedestrians (green). The shops in the streets all have big store windows (yellow). A variety of classes is visible in this painting, the upper classes as well as the working classes make use of this street (red and blue).

The quotes from Couperus' De boeken der kleine zielen, give a better insight in the daily life around 1900 in The Hague. Some quotes are visible in writing 1. Remarkable are the large differences in social class. Furthermore the quotes about the street markets make clear that the private traders travel with their goods. They do not sell them on a specific spot, but just in the street and by the door. People travel by foot or in carriages. Last of them is only used by the upper class. Because of these travel possibilities, distances where considered much longer than we know them now. Most of the life of the upper class exist indoors. Their staff does the grocery shopping. They meet their friends and family in their homes, not in a public place. So the public life in streets contains mostly the working class people.

class distinction

public life: transportation and trade

slow transportation methods

Lindo vs Berlage

building period

1900-1911
Statenkwartier

The public life in this time period is comparable to the period before. Public space was still mainly used for transportation and trade. The transportation methods were still relatively slow. In Statenkwartier was not yet a public life present, because the majority of the neighbourhood was only built in this period.

The building plans changed slightly because of the critical comments on Lindo's original extension plan. Berlage took over and the building of Statenkwartier was finished according to his plan. The completed streets were still rather empty because of the lack of public life.

The houses in this neighbourhood were meant for the higher classes of society, the wealthy. The price class of the houses was dependent on their location. The buildings on the main streets were for the highest classes. The houses in the secondary streets were less expensive.

Map 1. Extension plan Lindo

Map 2. Extension plan Berlage

Map 3. Physical situation in 1911 (by author)

During the building of Statenkwartier between 1898 and 1914, Lindo worked on further extension plans for The Hague (Freijser et al., 1991). Lindo had a very specific opinion about the function of urbanism; the only rational method to connect different building groups by the shortest road (Freijser et al., 1991). Typical for Lindos plans are:
• Straight lines. He thought of them as practical, and they would offer the opportunity for viewing points along an axis.
• Squares as a result of the assembly of important traffic routes. ''Closed squares'' were a no-go in the urban fabric.
• Lack of ''artificial parks''. Lindo thought of them as unnecessary because of the fresh air that entered the city from all directions.
• Hierarchical road structure in the urban fabric. Residential streets are not wider than necessary.
(Freijser et al., 1991)

The extension plan that Lindo presented in 1903, as is visible in map 1, gained so many remarks that Berlage got the assignment in 1907 to improve this plan according to the remarks (Freijser et al., 1991).

The most important remarks about the public space were:
• The extension of streets is not according to the practical demand of the city traffic.
• The construction of roads by involved owners is disapproved.
• The plan is rough and a random gathering.
• The squares are meaningless on the assembly of routes. They are not designed with a building supportive function, or to create light and air in the city.
• There is no room for a dominant building such as a church or school.
• There is a lack of a clear image for every single neighbourhood.
• A ring road, as an embellished route for strolls, horsemen and carriages is lacking.
• The plan with its lines, diagonals, and symmetry is abstract and should be more scenic.
(Freijser et al., 1991)

Berlage considers modern urbanism as the task to look at public space as an architectural problem. Therefore, the main aim of the extension plans is to reconcile the practical with the beautiful. The city should functional in the first place, but should also be a beautiful assembly (Freijser et al., 1991). The extension plan that Berlage presented in 1908, visible in map 2, came too late for Statenkwartier, because the realisation of the neighbourhood already started. So the design of Statenkwartier was superseded before it was finished.

Map 3 shows the situation of Statenkwartier in 1911. The tramline was built in 1904. This tram used to be pulled by horses, but in 1906 the first electrical tram was introduced. The tram line was not yet embedded in greenery, but was part of the street profile. The middle of the profile was formed by greenery, that was not designed to use.

Next to the tramline the fan shaped streetplan with some South East-North West radials is visible. Because of this radial pattern, several square shaped crossings appeared. The North-Eastern and South-

Eastern edges of the neighbourhood were formed with an open building typology of villas.
The most important radials had a wide profile with in the middle greenery and had the largest houses. The building in the secondary streets were smaller and more simple. The Western part of the neighbourhood, Geuzenkwartier, is characterised by early examples of tenement houses (toelichting beschermd stadsgezicht).
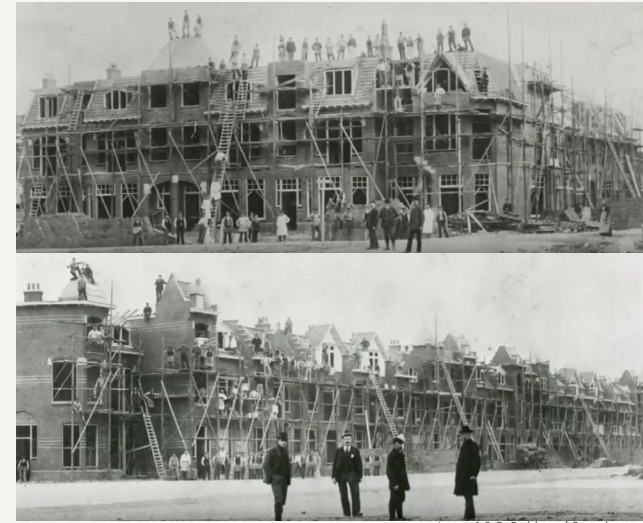
Image 1 & 2. Building of Statenkwartier

Image 3

Image 4
Image 5
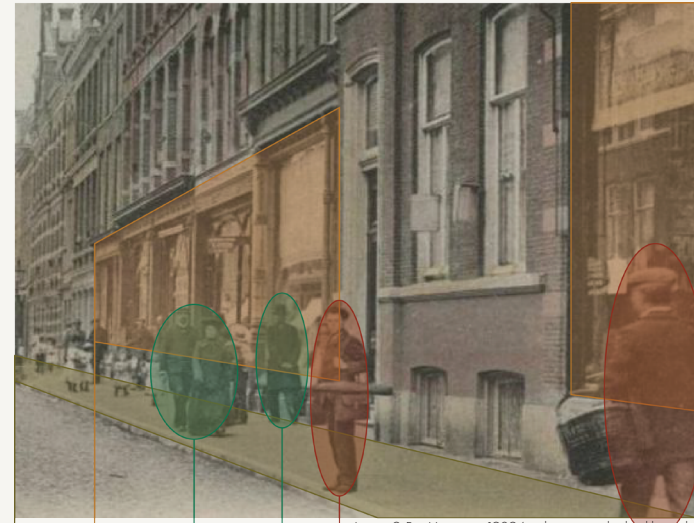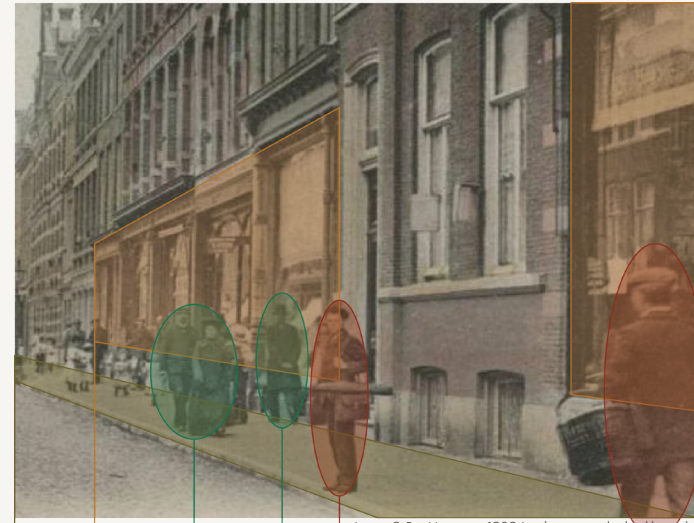
Image 6
Image 7 - Image 8

Image 9 Piet Heinstraat 1909 (geefheinstraat.nl edited by author)

rich people
working class people

extremely large slow windows
all pedestrians are just the sidewalk

Image 1 and 2 show the building of Statenkwartier. In these images the class distinction is already clearly visible. The men in the front of the image are the foremen of the building process, the others are building the houses. The houses in this neighbourhood were meant for the higher classes of society. The price of the houses was dependent on the location within the neighbourhood. The buildings on the main streets were for the highest classes. The secondary streets are less expensive.

Image 3, 4, 5, 6 and 7 show the just finished streets of Statenkwartier. Because of the just finished building process, the public space looks really clean and sober. The trees that are embedded in the street profiles are still really small. Interestingly the public space is designed with separate strips for different transportation methods. A strip for pedestrians, the tram, greenery and the remaining space is for the other transportation methods like bicycles and carriages.

The public space in Statenkwartier still lacks a public life, probably because of the newness of the neighbourhood. To get an impression of the public life in this time period, another street in The Hague is examined. Image 9 shows a shopping street in 1909. Remarkable are the enormous shop windows. Probably used to attract people to go into the shops. Furthermore the differences between people are visible. Both upper class and working class seem to use this street. The pedestrians are all just using the sidewalk. The street has, for as far as visible, no plants or trees.

Writing 1

Painting 1
Painting 2
Painting 3
Painting 4

From the newspaper articles in text 1, it appears that residents of Statenkwartier are involved in the urban establishment. They comment on the current tram route. Next to that they are asked to contribute to the expenses for the (maintenance) of greenery in the neighbourhood.

In the artist impressions of The Hague on the paintings is visible that the public space is rather intensively used for transportation from A to B and trade. All the people seem to move with a clear destination in mind.

In painting 4 it is clearly visible that people move very close to the buildings. The street in between the buildings is rather empty.

building completion
public space: clean, bare and empty
more cyclists
faith

museum?

museum plans complete
public space: abandoned
slow transportation methods
public life: not visisble
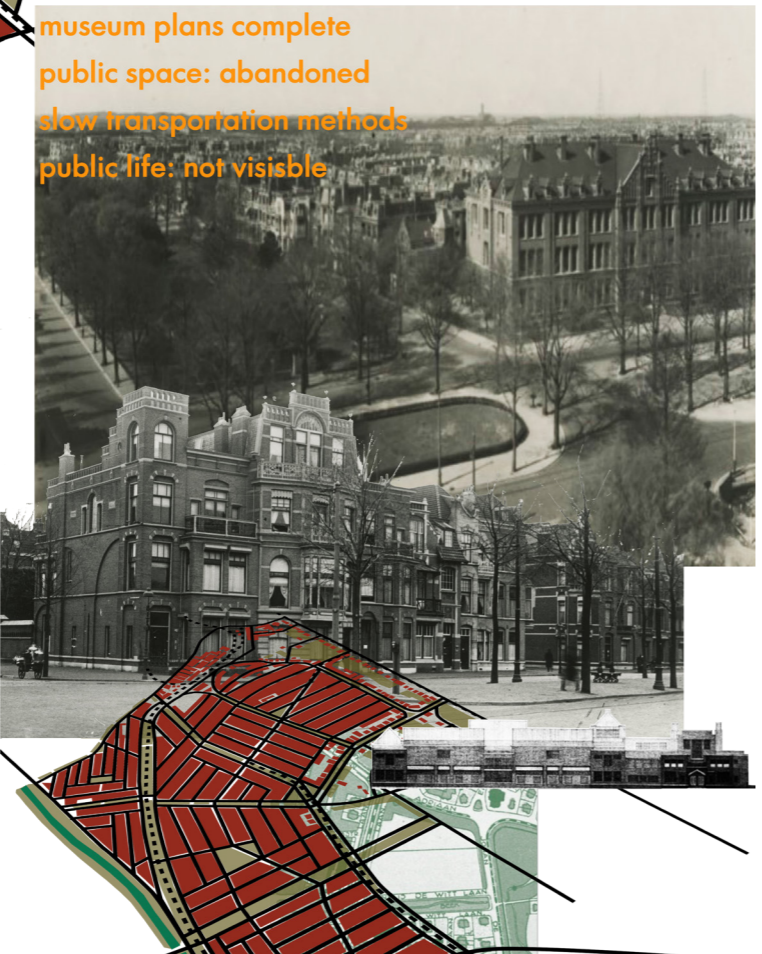
1911-1934
Statenkwartier

In this period of time the neighbourhood Statenkwartier was finished. All the intended buildings and roads were completed.

In this time period, the use of cars was only possible for the richest people. Although the residents of Statenkwartier were of a high social class, there are almost no cars visible in the public space.

Because of the just finished neighbourhood, the slow transportation methods and the social structure, the public spaces were not intensively used. There is no sign of a vibrant public life in the public spaces. However those spaces had a very clean and neat appearance. Sometimes the roads were used for big events.

The Gemeentemuseum and the Martelarenkerk were built in this period of time. They contributed to the cultural and social value of the neighbourhood. And were built in order to let people from different social classes come together.

Map 1. Physical situation 1911
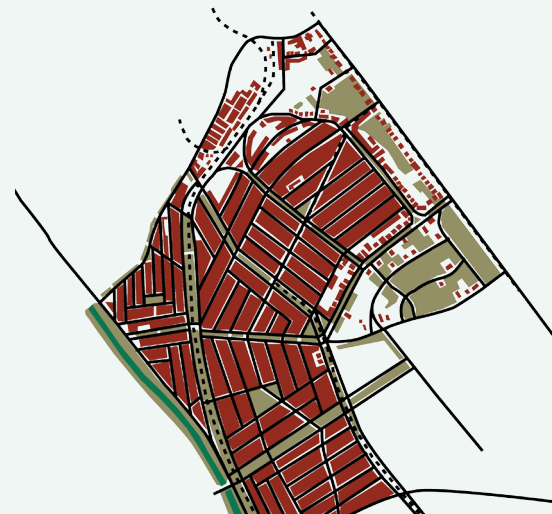
Map 2. Physical situation 1924

Map 3. Non-used piece of land for the building of Gemeentemuseum

The majority of Statenkwartier was finished at the beginning of this time period as is visible in map 1. In 1914 the whole neighbourhood was finished.

In 1912 van Gelder (1876-1960) becomes the director of the Gemeentemuseum. He dreams of a large new museum building complex, with concert and congress halls. After World War I, the municipality of The Hague appoints a piece of land next to the Stadhouderslaan for the building of a museum. Berlage (1856-1934) is assigned as architect for this task.

Van Gelder and Berlage knew each other already and shared the common vision that art could raise the people. The new museum should not have an elite appearance, but be the temple of culture for the common man.

Berlage designed the museum as a place for everybody to experience art. Accessibility for the common working men was really important in order to achieve the goal of connecting people. The museum should form an addition to the current and future society and city. And was a haven in the hectic city.

The museum is built with the thought of creating a more democratic society. It was an attempt to let people from different social classes come together and enjoy the art.

In 1934 the start of the building of the museum on a non-used piece of land (map 3). This piece of land was supposed to be a part of the villa neighbourhood Zorgvliet, but was assigned by the municipality.

Because of the placing of the museum it misses a strong connection with the rest of Statenkwartier and the urban fabric. It formed the other side of the road (Stadhouderslaan), but lacked a connection with the already existing buildings.

The street pattern around the museum changed over time. The museum used to be a kind of island between different main axis. Across the museum the Stadhoudersplein was situated. Next to this square a church, Martelarenkerk, was built in 1924.

Image 1

Image 2

Image 3

Image 4

Image 5

Between 1914 and 1918 the first World War took place. The Netherlands have a neutral role in this war and therefore became a shelter for refugees and the military.

This major incident did not really influence the public life in Statenkwartier. As is visible in image 1, 2 and 3 the streets of Statenkwartier are not intensively used. The presence of a public life fails to appear. This might be due to the residential character of the neighbourhood. Although the public space looks abandoned, it is also very neat and clean.

Image 1 does show that the streets are maintained very precisely and are therefore very clean.

As is visible in image 4, occasionally the streets are used for parades and other festivities.

In this time period, the use of cars was only possible for the richest people. Although the residents of Statenkwartier were of a high social class, there are almost no cars visible in the public space.

Sculpture 1
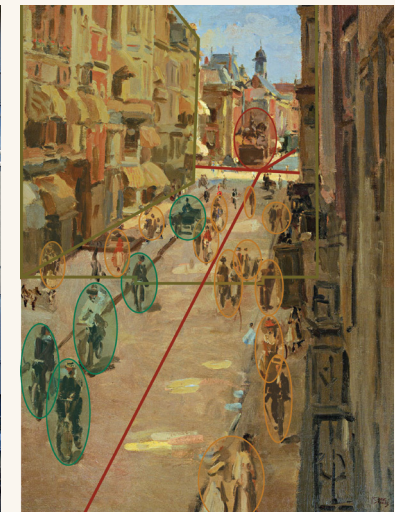
Painting 1

Painting 2

Writing 1
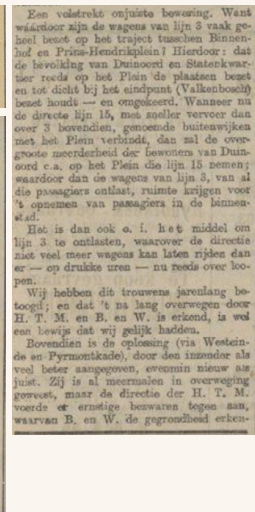
The sculpture (1) shows that belief was still an important part of everyday life in this time period.

In this painting from Isaac Israels (1917) Noordeinde is visible. The street has a wide profile and a big variety in facades (green). The street is mainly used by pedestrians (yellow), cyclists and some other vehicles (blue). In the line of sight a big statue is visible, this statue marks the crossing (red).

Writing 1 shows several fragments from newspapers in this time period. They address the fact that residents were asked to invest in the green supply of the neighbourhood and that the tram connection between Statenkwartier and the city centre is not yet efficient.

museum built, big opening
WOII: atlantikwall, break down buildings,
ruins, evacuation
public life: rising amount of cyclists
Dudok
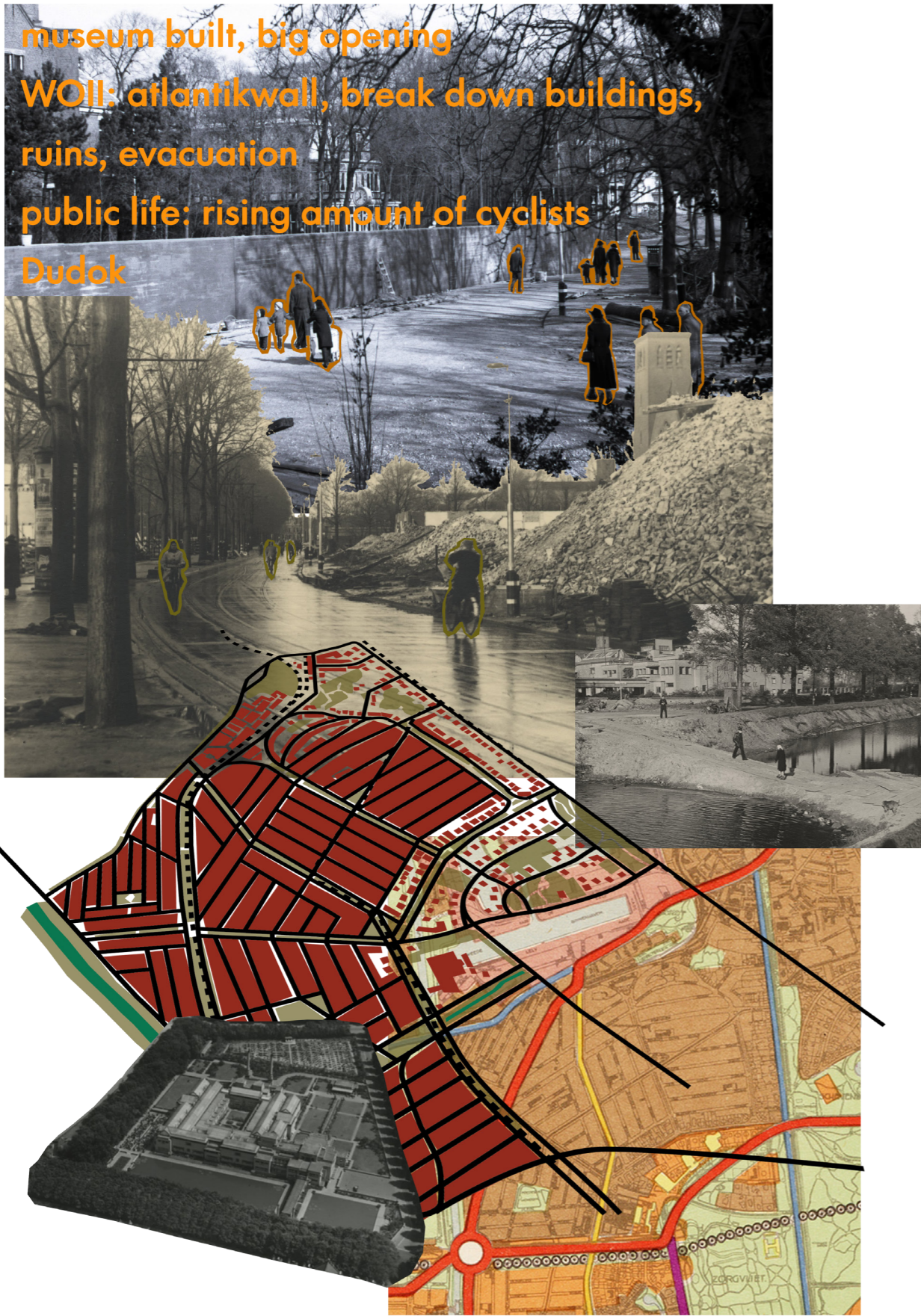
1934-1950
Statenkwartier

The Second World War has a strong impact on the neighbourhood. A lot of buildings are demolished for the building of the Atlantikwall and the anti-tank ditch. Because of the demolishing of houses, a large share of residents was forced to move, which meant an enormous change in the society.

The war leaves its scars. The once so clean and neat neighbourhood is now covered with ruins. Next to that the mobility was sparse. People moved around by food or bicycle.

The forced move and the lack of mobility had a large impact on the life of people.
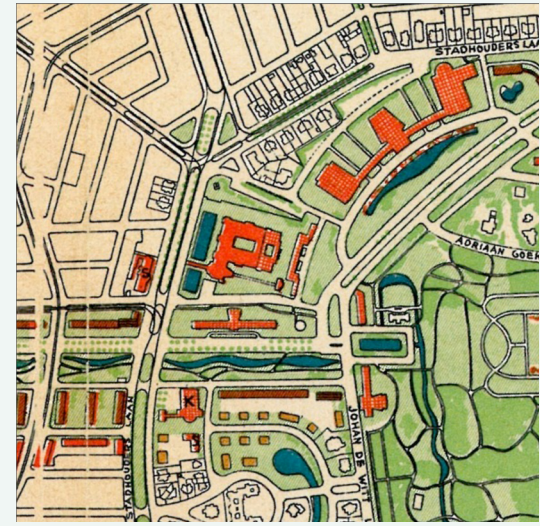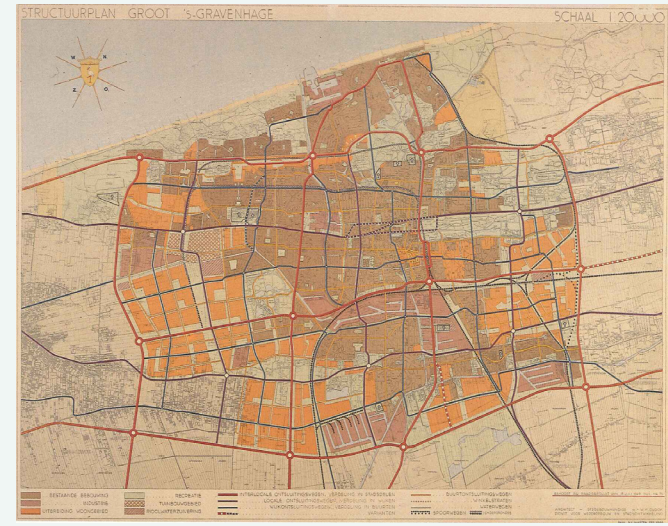
In 1935 the Gemeentemuseum by Berlage opened its doors, but not for long. In World War II the museum was occupied by the German army of occupation and by them used as a depot.

The building of the anti-tank ditch and the Atlantikwall in World War II, meant that a lot of houses were demolished (toelichting beschermd stadsgezicht). This meant that people were forced to move.

During the War, the Martelarenkerk was demolished as well in 1942.

After restoring works, the museum was re-opened in 1946.

Because of the demolishing of houses, a large share of residents was forced to move, which meant an enormous change in the society.

The war leaves its scars. The once so clean and neat neighbourhood is now covered with ruins. Next to that the mobility was sparse.

We weten vrijwel niet hoe volwassenen op de gebeurtenissen reageerden. Met Lou de Jong (deel 6b, pag.779) mogen we ervan uitgaan dat de meeste burgers in het toenmalige Nederland met zijn geringe mobiliteit in sterke mate gehecht waren aan hun woning, en diep geworteld waren in hun buurt, stad of dorp, en dat vooral veel oude mensen de evacuaties als een alles verstorende ingreep zullen hebben ervaren

''Zij keken met verlangen uit naar de dag waarop zij zich weer in hun vertrouwde omgeving zouden bevinden.'' People have a strong desire to get back home after the forced evacuation in order to built the Atlantikwall. The buildig of this wall has strong implications as a lack of mobility.

The paper states that the opening of the museum is a great contribution for the neighbourhood: ''Grote aanwinst residentie'' ''Is er een beter middel om zich voor een poze te onttrekken aan kwellende zorgen van allen dag dan om zich onder te dompelen in den stroom der oneindigheid, wat goddelijke inspiratie aan den besten van ons menschelijk geslacht heeft geleerd?''

reconstruction period

new park

change of traffic lanes

slow traffic methods

1 9 5 0 - 1 9 8 5
S t a t e n k w a r t i e r

The areas that were demolished in the war, were restored in this time period. That had some big changes as a consequence. However, the structure of the neighbourhood stayed the same.

The mobility increased during this time period, which resulted in a different use of the public space.

The areas that were demolished in the war, were restored in this time period. That had some big changes as a consequence. New buildings were situated on the side of Duinoord. The Dutch congress building was built between 1956 and 1969. Old villa's were replaced by offices or transformed into offices. A new tram line was realised and because of the increase in car mobility, green spaces were transformed into parking spaces. However, the structure of the neighbourhood stayed the same.

What used to be the Stadhoudersplein is transformed into a new city structure and the Stadsmakersplantsoen.

The use of a car was at the beginning of this period still non-affordable. During this period an increase in the use of cars has implications for the use of public space.

1985-2018
Statenkwartier

In this time period no large physical changes happened in Statenkwartier. However, the public life changed immensely. The mobility increased enormously. Most people have access to a car, so the car is dominating the streets.

People do appreciate all sorts of things in Statenkwartier, from the appearance of the buildings to the events that are being organised.
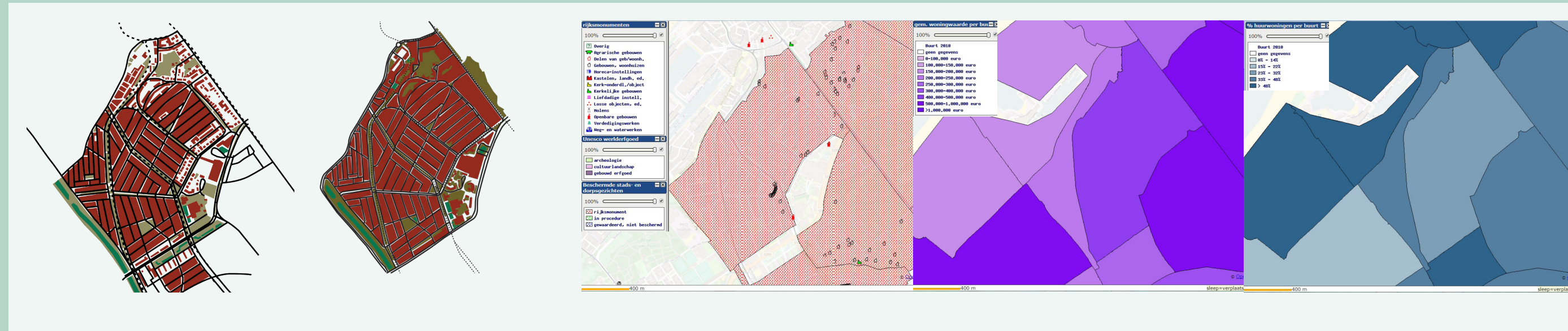
Statenkwartier is mainly residential area (blue). It contains a long shopping street (yellow) and several schools and offices.

Statenkwartier is really easy accessible with public transport. Several tram and bus lines drive through the neighbourhood.

The whole neighbourhood is protected, because it is marked as a monumental city view.

Statenkwartier is one of the most expansive neighborhoods with an average house worth between 500.000 and 1.000.000 euros.

Statenkwartier has a low percentage of rental houses in the neighbourhood.
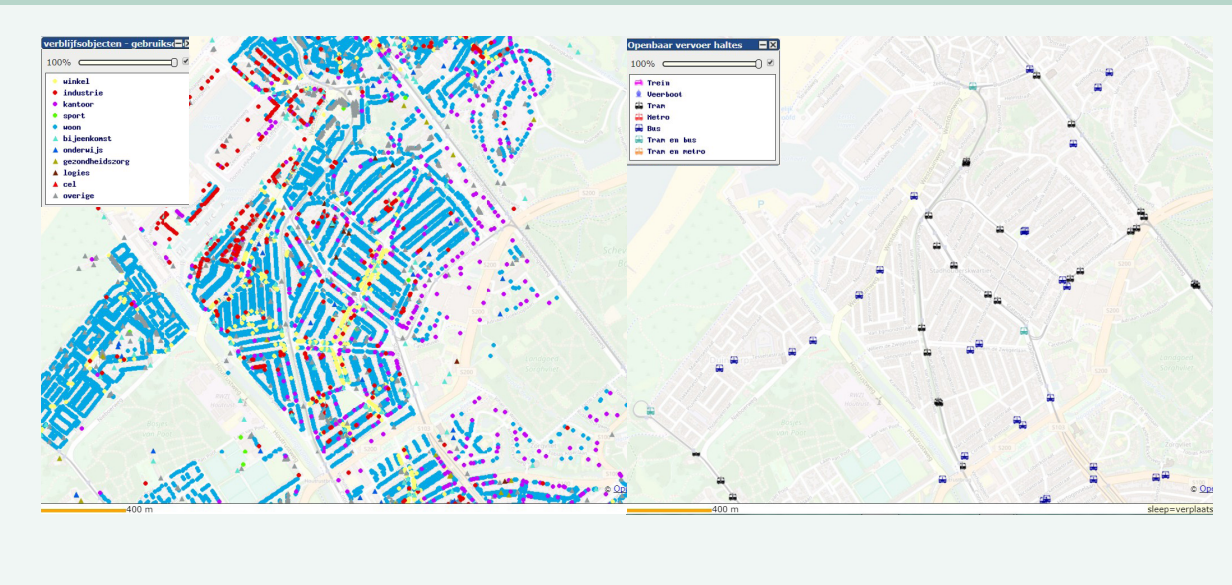
The images describe remarkable things in the street. One of them is very outstanding, the public space is not designed for pedestrians in this neighbourhood. There is no public living area where people can easily meet.
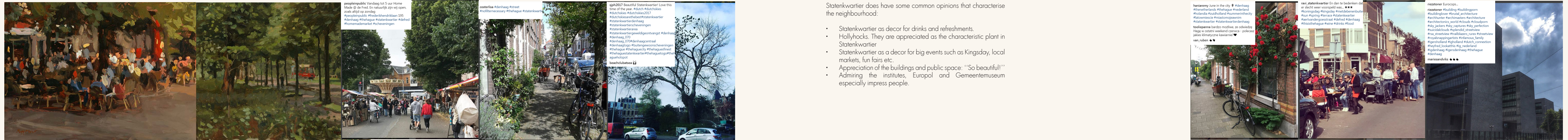
Statenkwartier does have some common opinions that characterise the neighbourhood:

- Statenkwartier as decor for drinks and refreshments.
- Hollyhocks. They are appreciated as the characteristic plant in Statenkwartier
- Statenkwartier as a decor for big events such as Kingsday, local markets, fun fairs etc.
- Appreciation of the buildings and public space: ''So beautiful!''
- Admiring the institutes, Europol and Gemeentemuseum especially impress people.

06

6.1 | Neighbourhood characteristics – meso scale

The key-elements that are abstracted from every time period of the neighbourhood biography, create a concluding image for a certain period of time. The collection of the concluding images represents the most important characteristics in the development of the neighbourhood. This collection forms the neighbourhood characteristics.

These neighbourhood characteristics should be seen as the most important starting points on, meso scale, for the design. So the set of neighbourhood characteristics express the important characteristics that should be taken into account with the design for the future. The design should adapt these characteristics in order to not lose the abstracted qualities and characteristics of a neighbourhood.

Emstede (2015) created a method to judge the value of a place. She made a distinction in data, interpretations, values and advices. This distinction is also present in the Urban Biography. The data is formed by the collection and analysis of information. The key-elements form the interpretations. The values are set in the neighbourhood characteristics and the design is the advice for the future of a place.

The neighbourhood characteristics that are gained, can be described by the three different components: urbs (physical), civitas (social) and topos (mental).

As an urban designer it is only possible to alter the physical public space. However, alterations in the physical space have an impact on the social and mental component of the public space.
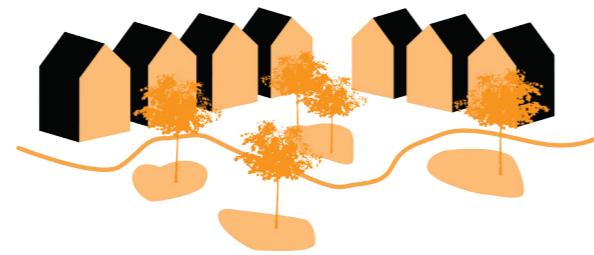
Fig.34 Physical component

The physical neighbourhood characteristics are concerned with the kind of buildings that surround the public space, the accessibility, the width of street profiles, the used materialisation, the kind of trees etc. This physical aspect is the one that we as designers create and people adjust.
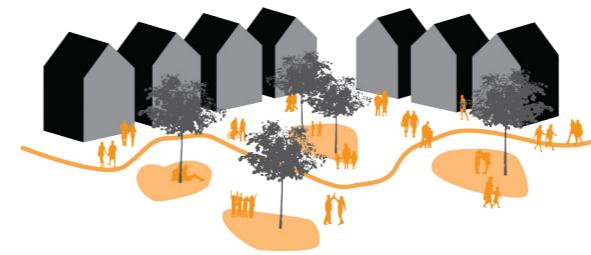
Fig. 35 Social component

The social neighbourhood characteristics are focussed on the use of public space, the interaction between people, the places where they meet. It is focussed on the users of the public space and the public life that they create within this space.

Fig. 36 Mental component

The mental neighbourhood characteristics are about atmosphere, experience, interpretation and representation of memories and emotions. People are more than objects that fill the space. They have wishes, desires, memories and emotions that will be evoked by the public space that they are part of.

Fig. 37 Main structure

SIMILAR BUILDING TYPOLOGY

DIFFERENT BUILDING TYPOLOGY
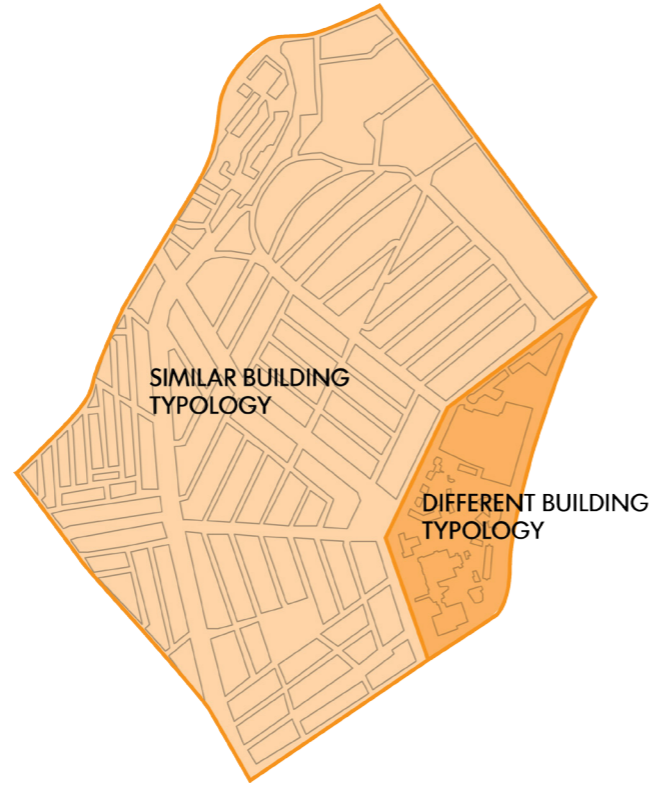
Fig. 38 Difference in typology

BEACH

CITY

Fig. 39 Connection between city and beach

PARK

SQUARE

SHOPS

MUSEA

SQUARE

PARK

Fig. 40 Public spaces

6.2 | URBS Neighbourhood characteristics Statenkwartier – meso scale

There are four main physical neighbourhood characteristics:

- Historical main structure, where hierarchy and the complemented green structure are valuable elements (Fig. 37).
- The neighbourhood consists of three parts with a different building typology. The institutes do not match the characteristic buildings in the high segment residential part. The buildings in the low segment residential part are more simplistic, and the streets in this part are smaller. Extensions around the original neighbourhood have a different character in function and building typology and are not connected to the residential part (Fig.38).
- The location of the neighbourhood as a connecting place between beach and city centre. The connection is, from the early start, made by the tramline (Fig. 39).
- The neighbourhood has several larger scale public spaces (Fig. 40).

RESIDENTIAL

INSTITUTIONAL
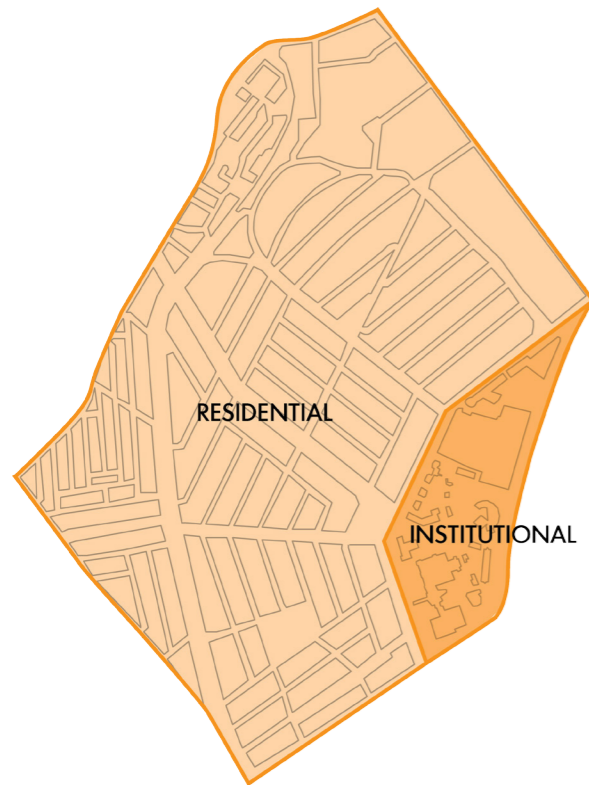
Fig. 41 Difference in function

A —————————→ B

SHOPS

Fig. 42 Public life consists of transportation and trade

6.3 | CIVITAS Neighbourhood characteristics Statenkwartier – meso scale

Statenkwartier has four main social neighbourhood characteristics:

- Difference in function between two parts; large share of residential functions and a smaller part for international oriented institutions (Fig. 41).
- The transition in public life from very little to more intensive use. Public space has been interpreted mainly as a transportation place, but also as a place where different social groups come together. Public life still mainly consists of transportation and trade. However, public space slowly gets a destination function, instead of transportation function (Fig. 42).
- Specific user group. Used to be the high class of society and still is used by mainly the richer population of the city. Next to that businessmen and tourists make use of the institutional functions (Fig. 43).
- The transition in public space from clean, bare and empty to car oriented space. The user of public place used to have a lot of space, but is displaced by the more intensive use of public space (Fig. 44).

WEALTHY RESIDENTS

BUSINESSMEN

TOURISTS

Fig. 43 Difference in users

Fig. 44 Public space is dominated by cars

Fig. 45 Memories, emotions, opinions about the neighbourhood

6.4 | TOPOS Neighbourhood characteristics Statenkwartier - meso scale

Statenkwartier does have some common opinions that characterise the neighbourhood:

- Statenkwartier as decor for drinks and refreshments.
- Hollyhocks. They are appreciated as the characteristic plant in Statenkwartier
- Statenkwartier as a decor for big events such as Kingsday, local markets, fun fairs etc.
- Appreciation of the buildings and public space: ''So beautiful!''
- Admiring the institutes, Europol and Gemeentemuseum especially impress people.
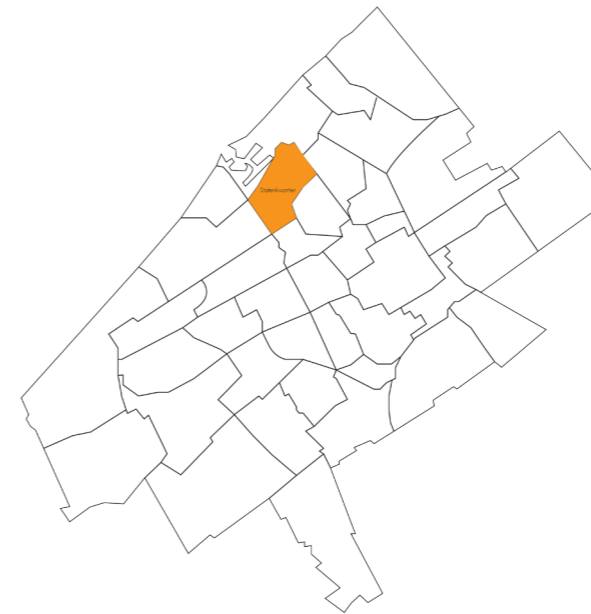
Fig. 46 Statenkwartier within The Hague

6.5 | Design Statenkwartier

In the design an integrative approach is necessary. Just as the new Urban Biography approach prescribes. The same aspects should be taken into account with the adapting of the public spaces in a city.

Now that the identity of Statenkwartier is formulated by using the Urban Biography, it is time to apply this identity in the design as well. In order to create a design for a more just city future it is important to understand that the alterations in the public space do not have to be drastic. They can be very small and nuanced, but have an important impact for the reduction of social-spatial inequality. The design is a tool, not a solution in itself.

The design should embrace the historical qualities of the neighbourhood, but should focus on the future.

Prins Mauritslaan

Statenlaan

Willem de Zwijgerlaan

N
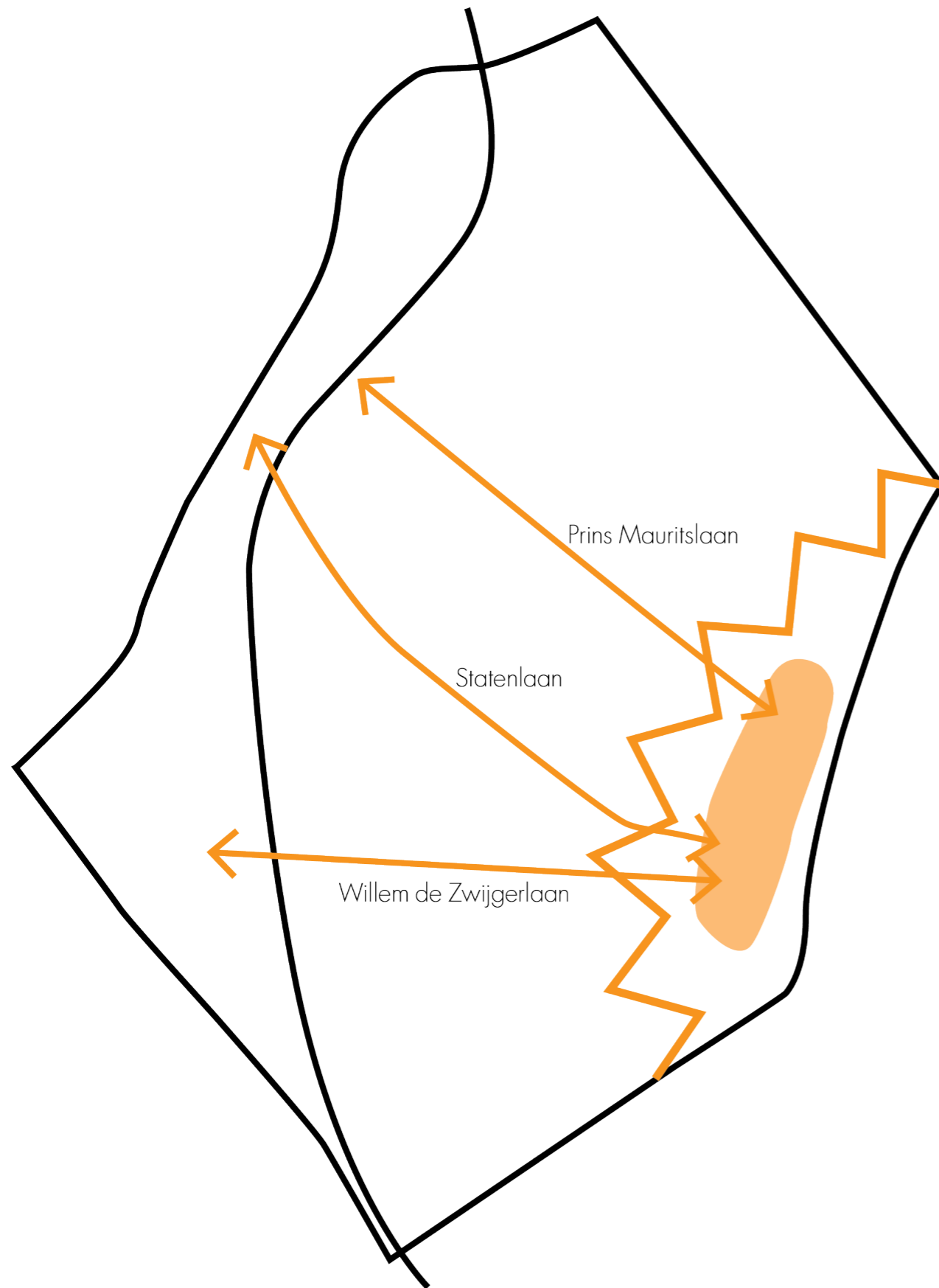
Fig. 47 Design Assignment Statenkwartier

Fig. 48 Part 1 Design Assignment Statenkwartier

Fig. 49 Part 2 Design Assignment Statenkwartier

Prins Mauritslaan

Statenlaan

Willem de Zwijgerlaan
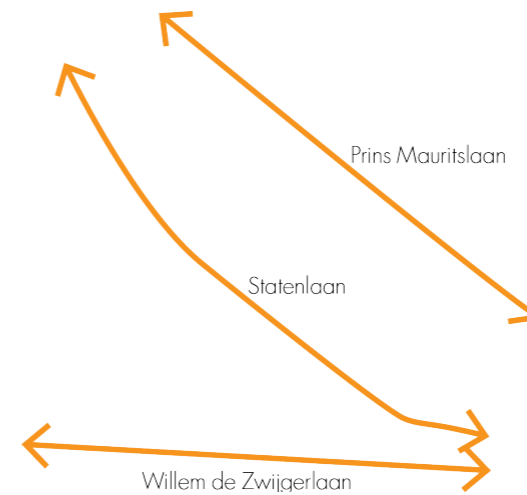
Fig. 50 Part 3 Design Assignment Statenkwartier

6.6 | Design Vision Statenkwartier – meso scale

Based on the neighbourhood characteristics, the design vision, on macro scale, is set for Statenkwartier. Statenkwartier is a closed-of neighbourhood that consists of three smaller parts: institutional part, high class residential area and middle-class residential area. The design should connect the different parts within the neighbourhood and the neighbourhood on the larger scale level of the city. The design assignment is formulated according to three aspects:

1. The design should increase the accessibility for all kind of users, by reducing the harsh boundary between residential and institutional (Fig. 48).

2. The international institutes that are present in the institutional part, should exploit the surrounding area. The inner pedestrian part plays an important role in that (Fig. 49).

3. The three East-West axises should make it more appealing to move between the different parts of the neighbourhood. They should be the connecting factor and show of the qualities that the neighbourhood as a whole has to offer (Fig. 50).

Eisenhowerlaan and Stadhouderslaan

Harsh boundary between the residential and the institutional part of the neighbourhood.

Eisenhowerlaan

Stadhouderslaan

Stadhouderslaan

Statenplein

Chaotic traffic square. Does not give any direction into any of the connected axes.

Statenplein from corner Willem de Zwijgerlaan

Statenplein

Statenplein from Eisenhowerlaan

Inner area of the international institutes

No coherence between the different parts. One part is well designed, the other not at all. Surrounded by rear building sides.

Inner area of international institutes

Inner area of international institutes

Inner area of international institutes

Willem de Zwijgerlaan

Street is dominated by cars. Institutes are not clearly visible from this street.

Willem de Zwijgerlaan

Willem de Zwijgerlaan

Willem de Zwijgerlaan
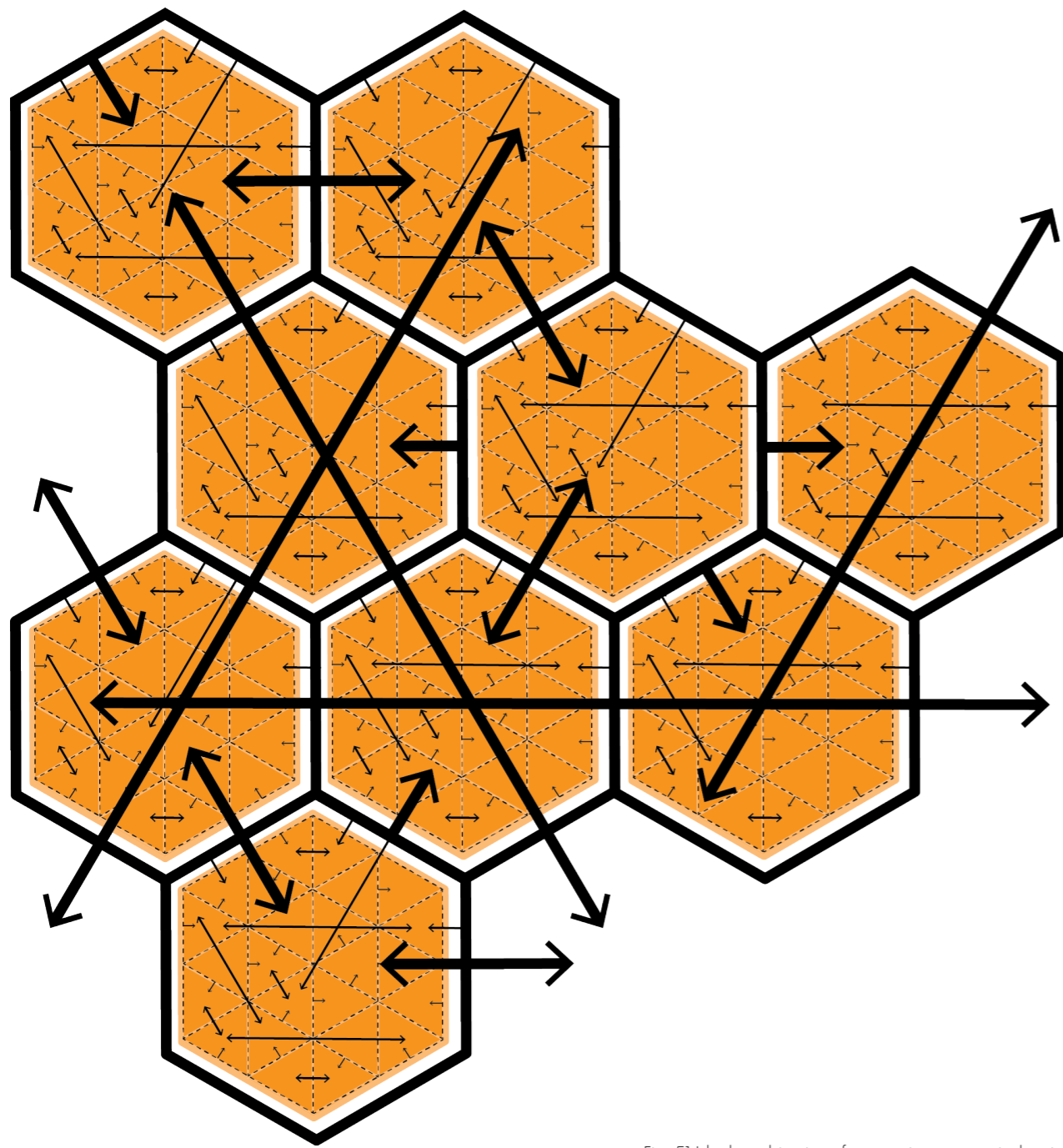
Fig. 51 Ideal combination of connecting patterns in the city

6.7 | Connecting principles

A spatial solution for reducing social-spatial inequality can be found in connection. The connection between different city parts reduces and/or softens the boundaries in a literal sense.

Connecting different city parts can be done in several ways. Based on the pattern language of Alexander, the principles, as shown on the next pages, are created for the macro and meso scale. The principles on macro scale connect different neighbourhoods. The principles on meso scale connect different parts of one neighbourhood. On micro scale level, street level, connecting is not present.

The different principles appear in different combinations. However the ideal situation for connecting different city parts, is a combination of all the connecting patterns, as is visible in figure ? on the left.

Especially principles B and C on both macro and meso scale are important for the improvement of accessibility between neighbourhoods and different parts within a neighbourhood.
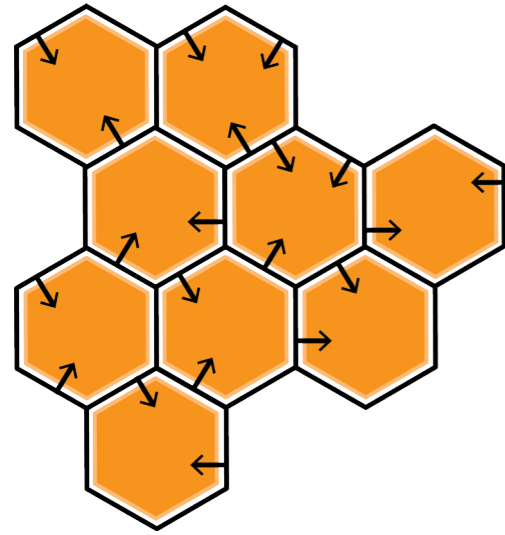
MACRO - A

No neighbourhood connection. The different neighbourhoods are separated by a main road-structure around them. The neighbourhoods are only accessible from that road.

MESO - A

No connection between neighbourhood parts. The different neighbourhoods parts are separated by a main road-structure around them. The parts are only accessible from that road.

MACRO - B

Adjoining neighbourhood connection. Adjoining neighbourhoods are directly connected by a connecting road.
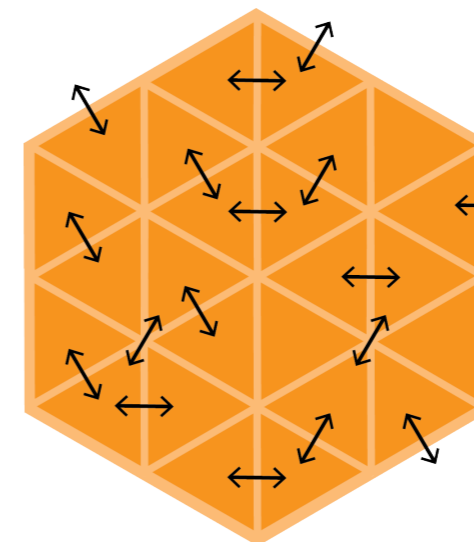
MESO - B

Connection between adjoining neighbourhood parts. Adjoining neighbourhood parts are directly connected by a connecting road.

MACRO - C

Multi neighbourhood connection. Several neighbourhoods are connected by large axes that form a main road structure in the city.
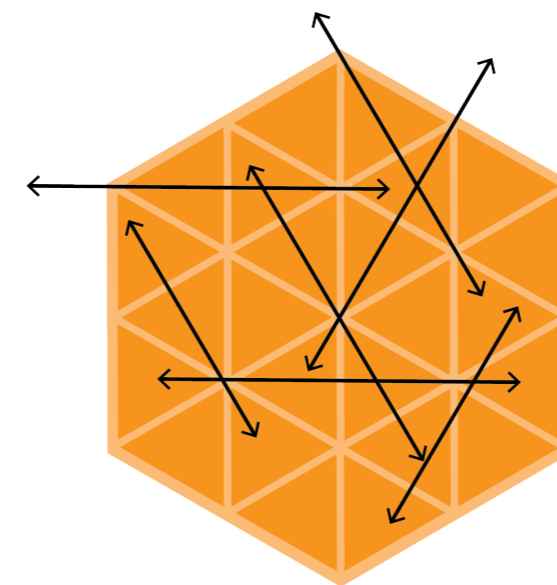
MESO - C

Connection between multi neighbourhood parts. Several neighbourhood parts are connected by large axes that form a main road structure in the neighbourhood.

Prins Mauritslaan

Statenlaan

Willem de Zwijgerlaan

Stadhouderslaan/Eisenhowerlaan
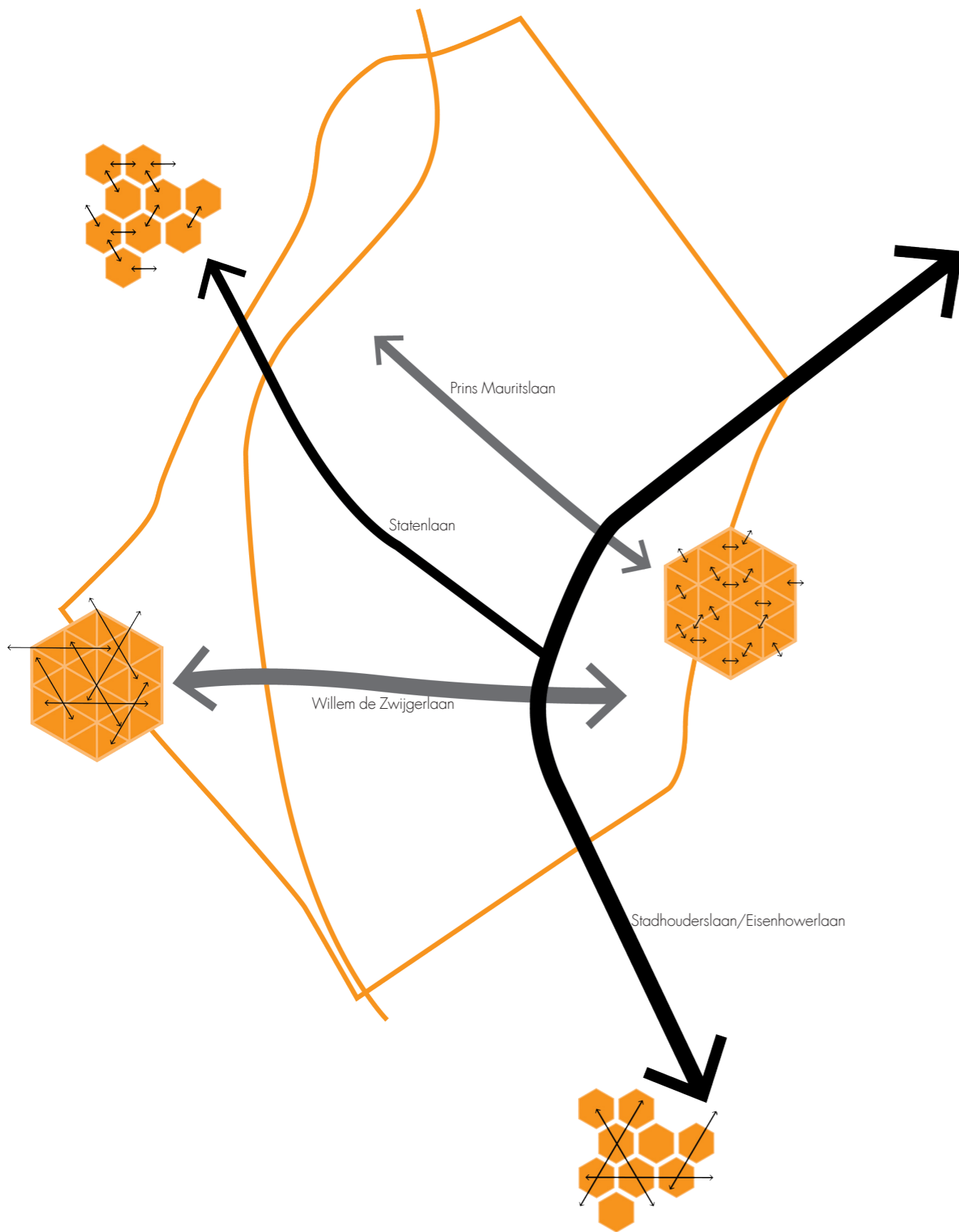
Fig. 52 Connecting principles applied to design assignment
Statenkwartier

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6.8 | Connecting principles applied in Statenkwartier

If the, previously discussed, connecting principles are applied to the design vision of Statenkwartier, four axes appear. These axes together form the main structure of Statenkwartier. Next to that they all contain a strong historical value for the neighbourhood as a whole. They have the potential to reduce the segregation and exclusion within the neighbourhood.

Each of the four axes has an own level of scale and different purpose. They are all part of a different connecting principle.

Figure 52 on the left shows the four different axes and the corresponding principles. The black arrows represent the marco scale principles and the grey arrows the meso scale principles. The thickness of the arrows presents the dominance of the axis.

Macro-C: Stadhouderslaan/Eisenhowerlaan
Connection on city scale between multiple neighbourhoods. This axis is part of the connection between the city centre and Scheveningse bosjes Because of the international institutional functions along this axis, there should be given special attention to public places that invite people to stay. In order to make sure that the axis is not only used as a city highway.

Macro-B: Statenlaan
This axis connects Statenkwartier to the sea in Scheveningen. Next to the important connecting function, the axis should express the highlights of the neighbourhood (museums, institutes, shopping area and the see).

Meso-C: Willem de Zwijgerlaan
This axis should connect three different neighbourhood parts: high segment residential part, middle segment residential part and the institutional part. The axis should focus on the smaller scale level with special attention for pedestrians and cyclists. Next tot that this axis should invite a vibrant public life with high quality public space that invites people to stay.

Meso-B: Prins Mauritslaan
This axis connects the high segment residential part and the institutional part of the neighbourhood. The axis should focus on a small scale character and pay special attention to slow traffic (pedestrians and cyclists) and places to stay.

Scheveningen

Westbroekpark,-
Belgischpark en
Duttendel

Scheveningse
bosjes

Duindorp

Statenkwartier

Zorgvliet

Vogelwijk

Duinoord

Zeehelden
kwartier

Bomen en
bloemenbuurt

City centre

N
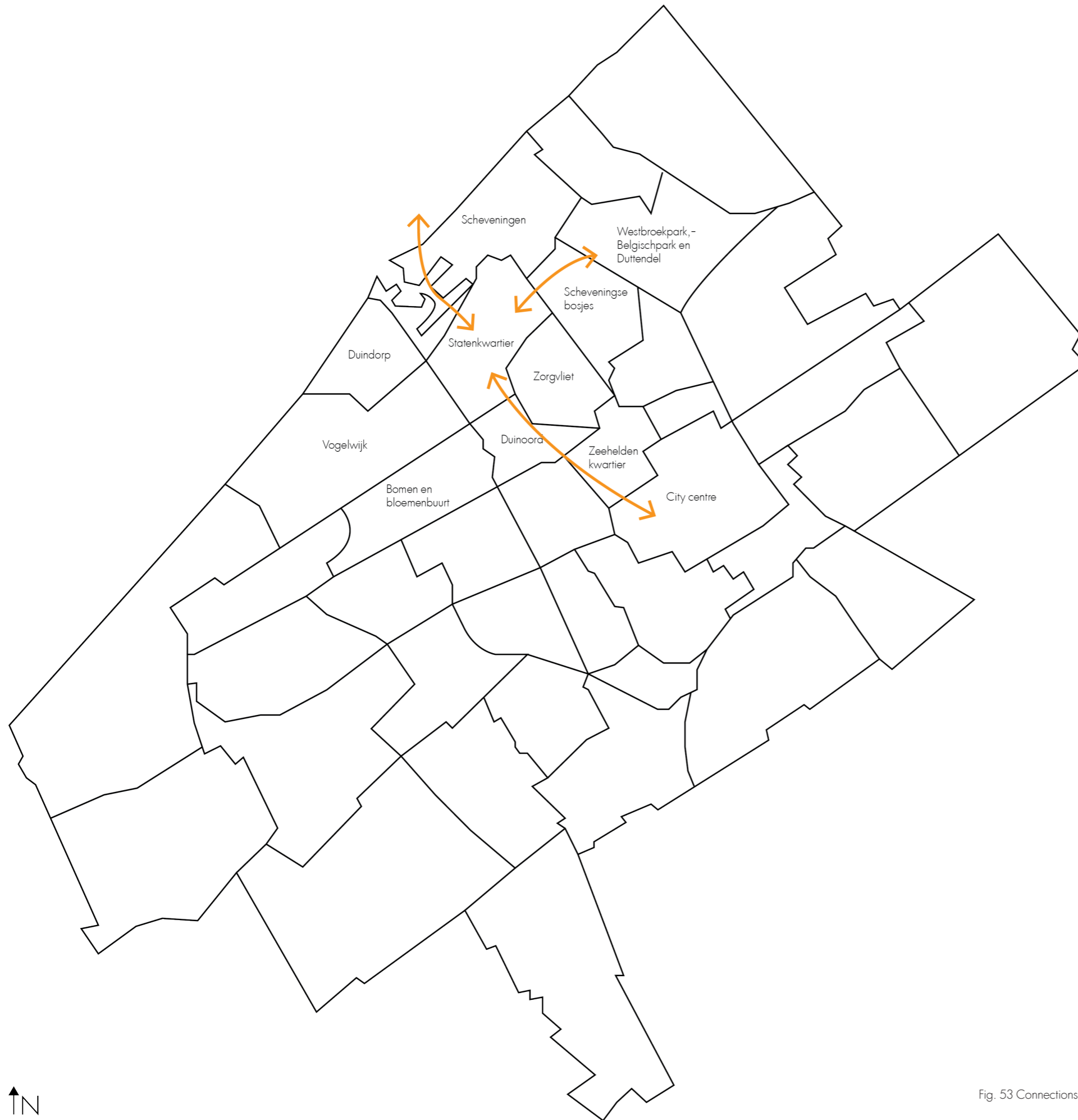
6.9 | Design Vision Statenkwartier – macro scale

The city of The Hague likes to portray itself as a city next to the beach. Statenkwartier is one of the neighbourhoods closest to the sea and therefore the perfect neighbourhood for the connection between the city centre and the sea. As is visible in figure 53 on the left.

This connection will be formed by both Stadhouderslaan/ Eisenhowerlaan and Statenlaan. These axes will connect the neighbourhood on city scale and form an attractive route to move through the neighbourhood.

Fig. 53 Connections Statenkwartier on macro scale

The building alignment shows that the four axes consist of a different structure. The axes that connect multiple neighbourhoods (Stadhouderslaan/ Eisenhowerlaan and Statenlaan) contain fewer building blocks. The axes that connect neighbourhood parts have more building blocks and are more focussed on the smaller scale.

6.10 | Analysis axes – micro scale

Due to the focus on four different axes in the design vision, an extra analysis on these axes is necessary. The following pages show the most outstanding characteristics of these axes.

N

All of the four axes contain a double tree structure. However, the strictness of this structure depends on the axis. The Stadhouderslaan/Eisenhowerlaan has a very strict pattern where the trees are aligned straight. Willem de Zwijgerlaan does have a double tree row, but a lot of trees are missing in the structure. Statenlaan has a three double tree row at a certain point. Prins Mauritslaan has two different patterns, one where the trees are aligned straight, in the other part they are aligned diagonally across each other.

Main structure consists of four types of trees: elm trees (Stadhouderslaan & Statenlaan & Prins Mauritslaan & Willem de Zwijgerlaan), lime trees (Eisenhowerlaan), maple trees (Willem de Zwijgerlaan) and poplar trees (Statenlaan)
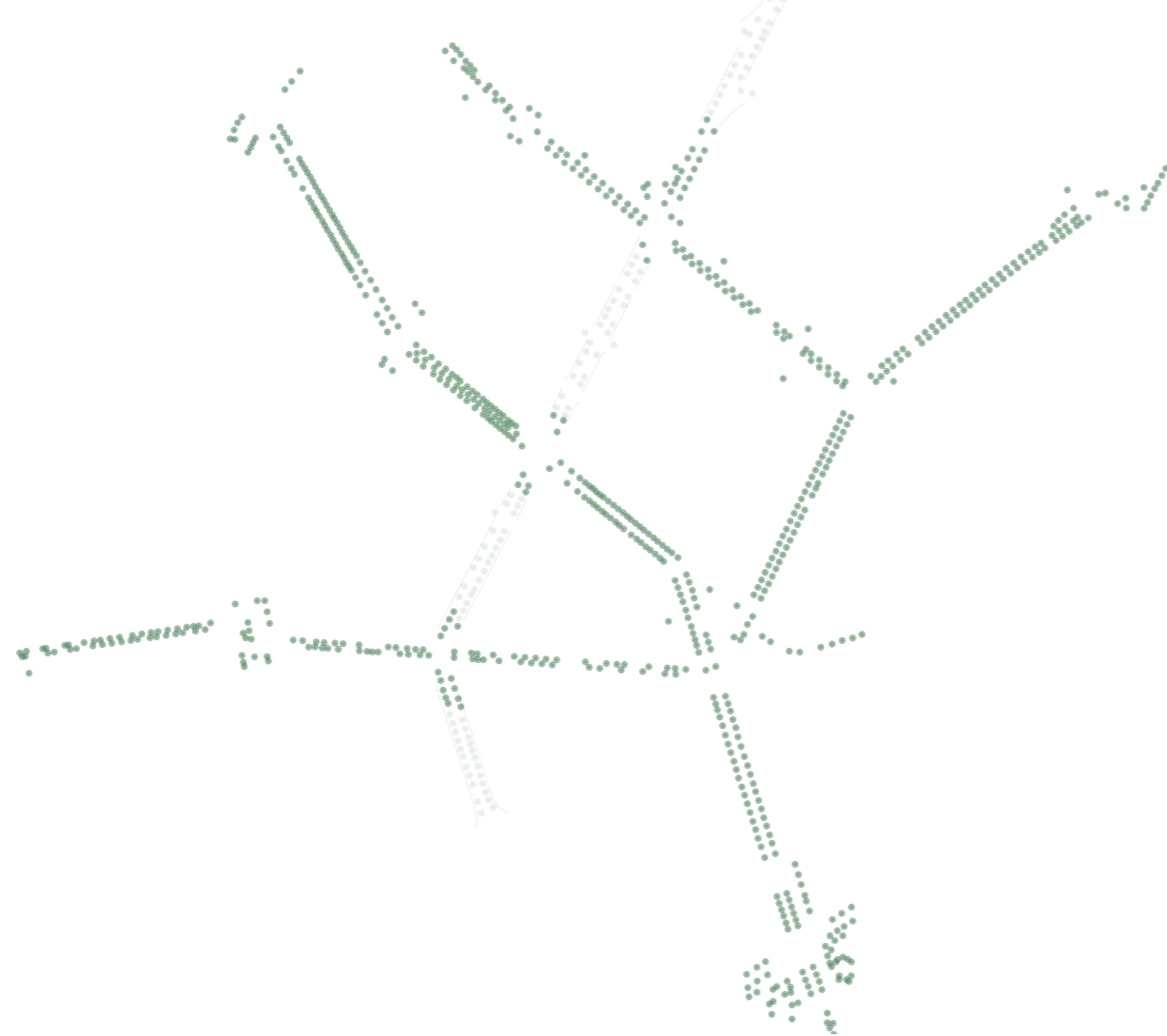
Gewone esdoorn (Maple tree)
Acer pseudoplatanus L.

AARD	**loofboom**	
BLAD	**enkelvoudig blad**	
	bladrand: gespleten	
	bladvorm: niervormig	
	nervatuur: handnervig	
VRUCHT	**gevleugelde splitvrucht**	
BLOEIWIJZE	**in trossen**	

J	F	M	A	M	J	J	A	S	O	N	D

Gladde iep (Elm tree)
Ulmus minor M.

AARD	**loofboom**	
BLAD	**enkelvoudig blad**	
	bladrand: dubbel gezaagd	
	bladvorm: ovaal	
	nervatuur: veernervig	
VRUCHT	**gevleugelde noot**	
BLOEIWIJZE	**tros**	

J	F	M	A	M	J	J	A	S	O	N	D

Linde (Lime tree)
Tilia platyphyllos S. (Zomerlinde)/ Tilia cordata M. (Winterlinde)/ Tilia x vulgaris H.(Hollandse linde)

AARD	**loofboom**	
BLAD	**enkelvoudig blad**	
	bladrand: gezaagd	
	bladvorm: hartvormig	
	nervatuur: veernervig	
VRUCHT	**noot**	
BLOEIWIJZE	**tuilvormig bijscherm**	

J	F	M	A	M	J	J	A	S	O	N	D

Italiaanse populier (Poplar tree)
Populus nigra cv. 'Italica'

AARD	**loofboom**	
BLAD	**enkelvoudig blad**	
	bladrand: gezaagd	
	bladvorm: ruitvormig	
	nervatuur: veernervig	
VRUCHT	**doosvrucht**	
BLOEIWIJZE	**in katjes**	

J	F	M	A	M	J	J	A	S	O	N	D

Fig. 54 Tree information (Bomen determineren, 2018)

The buildings combined with the building alignment shows that the buildings on the Stadhouderslaan/ Eisenhowerlaan are placed quite far back from the alignment. Next to that, the buildings in this axis are large individual ones. The other axes mainly contain buildingblocks, with typical doorsteps.

The Frederik Hendriklaan is currently the centre of the neighbourhood because of the commercial functions. However, this axis is smaller than the other four and is built in a different way, without a dividing strip.

The inner area of the institutes is quite chaotic. The different pedestrian areas are not connected.

N

N

The crossings on these axes are the places where the different axes come together. Depending on the amount of axes that come together, three scales of crossings are distinguished.
When solely the crosses are examined, it stands out that the organised consistent linear structure fails to appear.
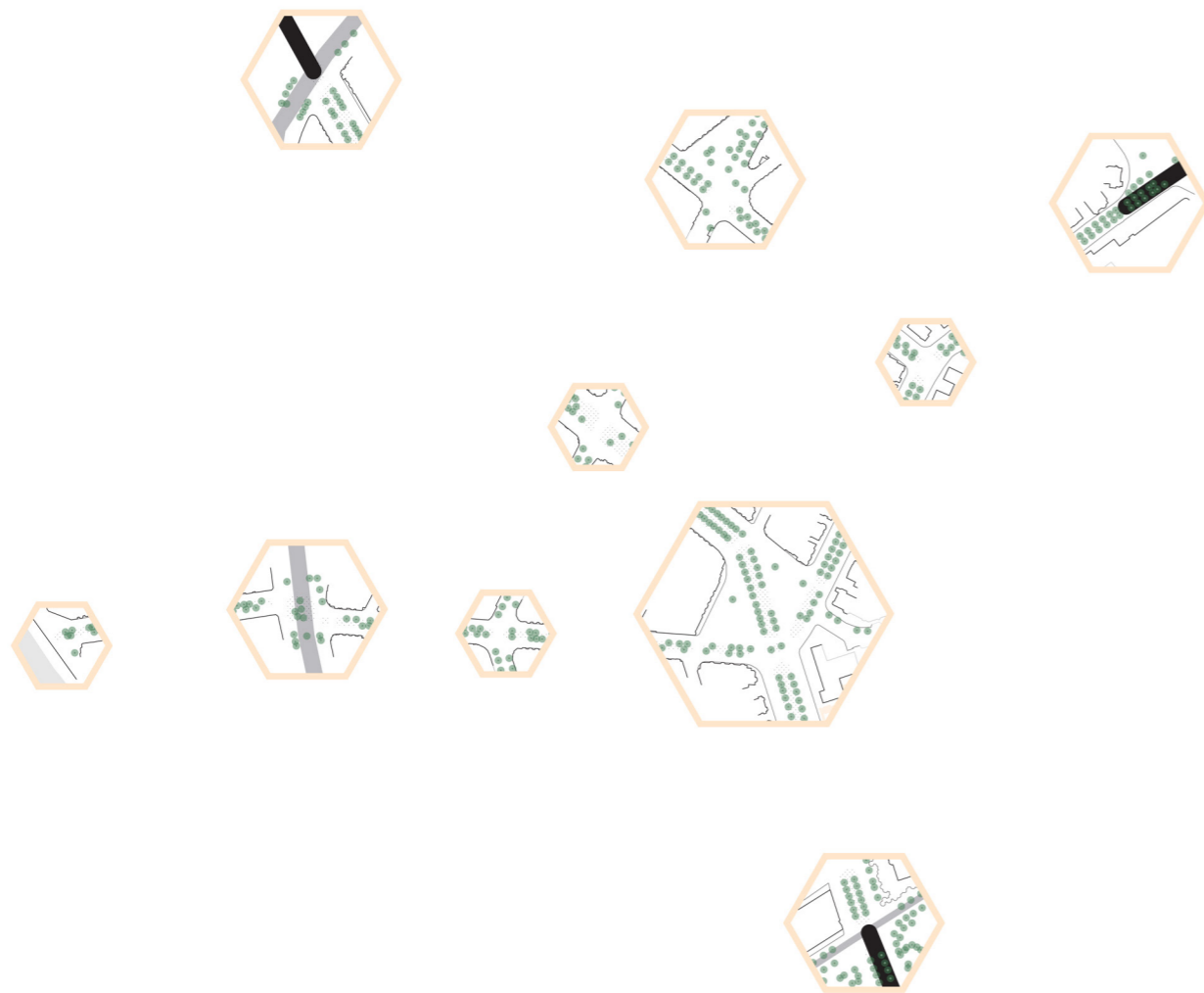
6.11 | Design Framework – micro scale

From the extra analysis, some outstanding elements should be taken into consideration in the design. Within the main structure of the neighbourhood several elements stand out. They form the most important elements on micro scale level. The collection of these elements results in a design framework on micro scale.

The framework can be seen as the collection of design requirements on both meso and micro scale level. All the elements within the framework have both a physical, social and mental aspect. The strength of the design lays within the combination of these aspects. Only when all three of them are considered an optimal design can be created.

This design framework is both the starting point for the actual design, and the assessment framework for the evaluation of the design.

N

6.12 | Design Framework Statenkwartier

The following elements are the main elements in all the axes. They are the most important elements that create the character of the axes. Every element has some requirements for the design of the axes. So the presence of the elements in every axes is important, but the way in which the element is present can differ among the axes. So every axes has a different nuance in the design. The next pages show the elements and the requirements per element.

| Double tree lane structure
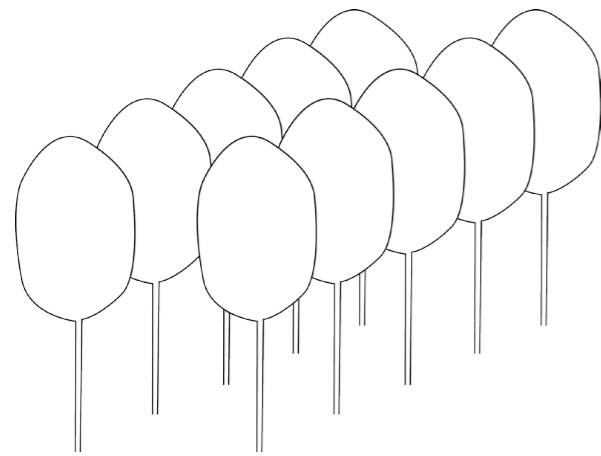
All of the four axes contain a double tree structure. These double tree lane structures are essential for the understanding of the main structure of the neighbourhood. It is therefore important that all the axes maintain the double row tree structure.

The structure of the tree lanes has a vertically repetitive and uniform character (=physical). This creates an understandable structure (=mental). As visible in the figure below.
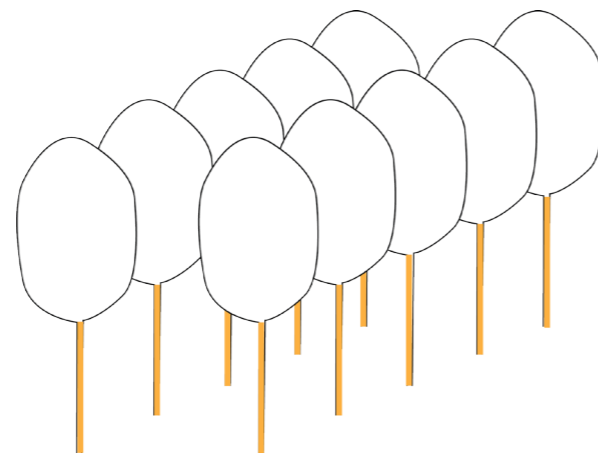
The trees can be aligned straight or diagonally across each other. Both variations are suitable to maintain the character of the double tree structure. As is visible in the figure below.
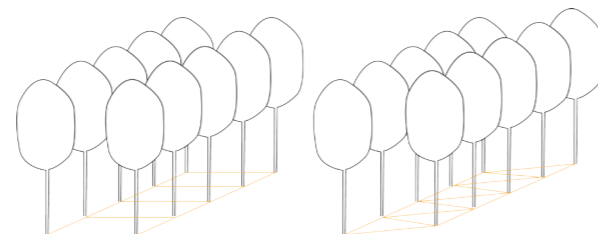
The type of trees in the double tree lanes gives a certain character, because of the colour and smell of the trees (=physical & mental). The type of trees can be altered and a variation of different types is also possible. As the figure below shows.
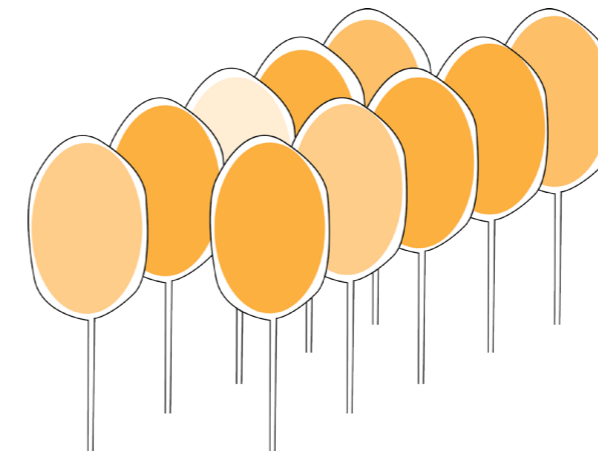
The hierarchical structure of the axes determines which continuous tree lane structure gets priority.

| Buildings

The buildings are a main component in every axis that create the sphere of that axis. They form a main element of the experience of the space (=mental).

The function of the buildings could make social interaction possible, such as the public functions of the museums (=social).

There are two main building typologies in the neighbourhood. This is dependent on the function of the buildings.

The residential building typology can be characterised by the building height of three floors. Next to that the façades have mostly vertical lines as visible in the figure below. The façades alter in the closeness to the building alignment. This creates a very playful image (=physical & mental).
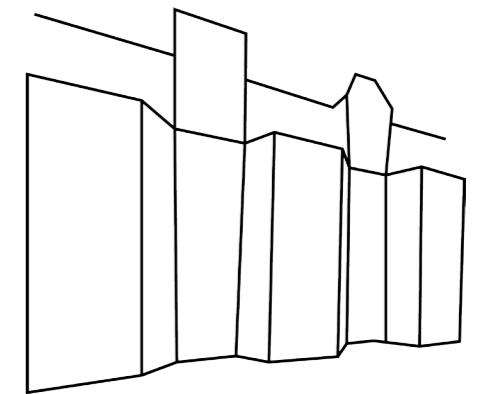
The doors and windows in this typology are large as is visible in the figure below. This creates an interaction between inside and outside, and provides opportunity for social control (=physical & social).
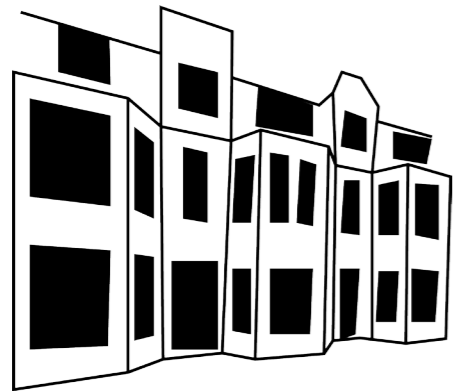
The buildings have characteristic details that mainly create horizontal lines in the façades as is visible in the figure below.

The residential buildings are mostly made out of brick in a colour range from yellow, to brown to red.
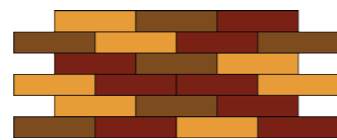
The building typology of the institutional buildings can be characterised as a modern building style, with straight lines. It is simplistic and large scale. The buildings are further away from the building alignment line. The institutional buildings are mostly made from materials in grey shades.

A new building should answer to the current building stock.

| Street surface – division and materialisation

Each axis has a division stroke in the middle, this is the place for the double tree lane structure. These trees are a requirement for every axis. However, the rest of the axis may have different functions, dependent on the level of scale the axis works. Another requirement for this division strip is the extra addition of green to the street (=physical & social & mental).
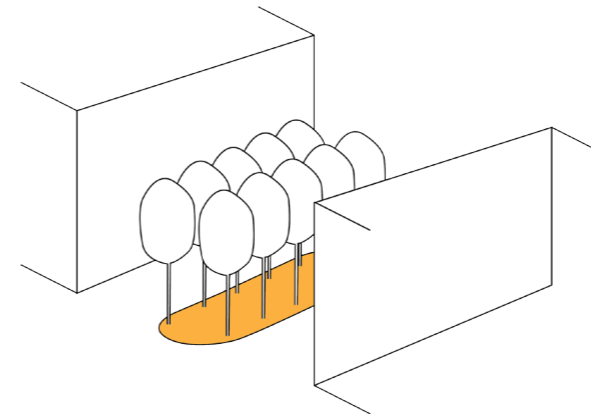
The hierarchy of the axes depends which axes continuation has priority in the crossings.

The pavement of the street surface should contribute to the main users of the axis. As well in physical sense as mental experience of the space (=physical & mental).

Dependent on the width of the axis, a certain type of users gets special attention. In the small axes the slow traffic (pedestrians and cyclists) should be the main focus. In the wider axes, faster traffic like cars and public transport get more space. However in all the axes is the pedestrian accessibility important to improve in order to improve the social interaction on street level (=social).
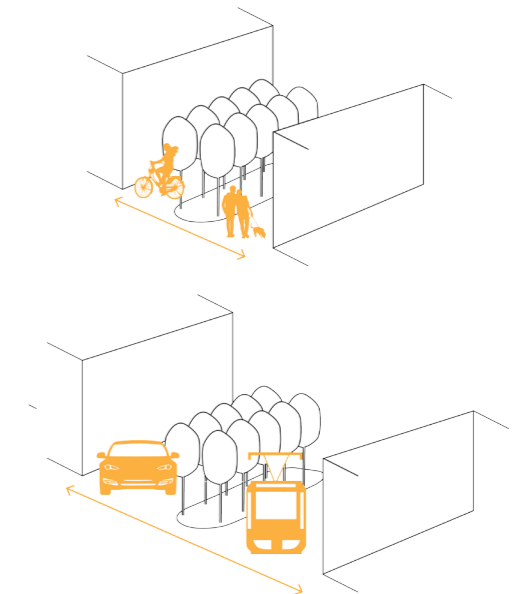
Each axes has a car parking solution. However, the way this is done is dependent on the axes. Can be in parking strips or in the dividing strip (=physical & social & mental).

The lighting in all the axes is important in order to generate a certain sphere in the axes. The lights gives a certain colour to the street. The physical look of the lights can call memories. Next to that people are drawn towards light. Lights form an important part of the social safety (physical & social & mental).
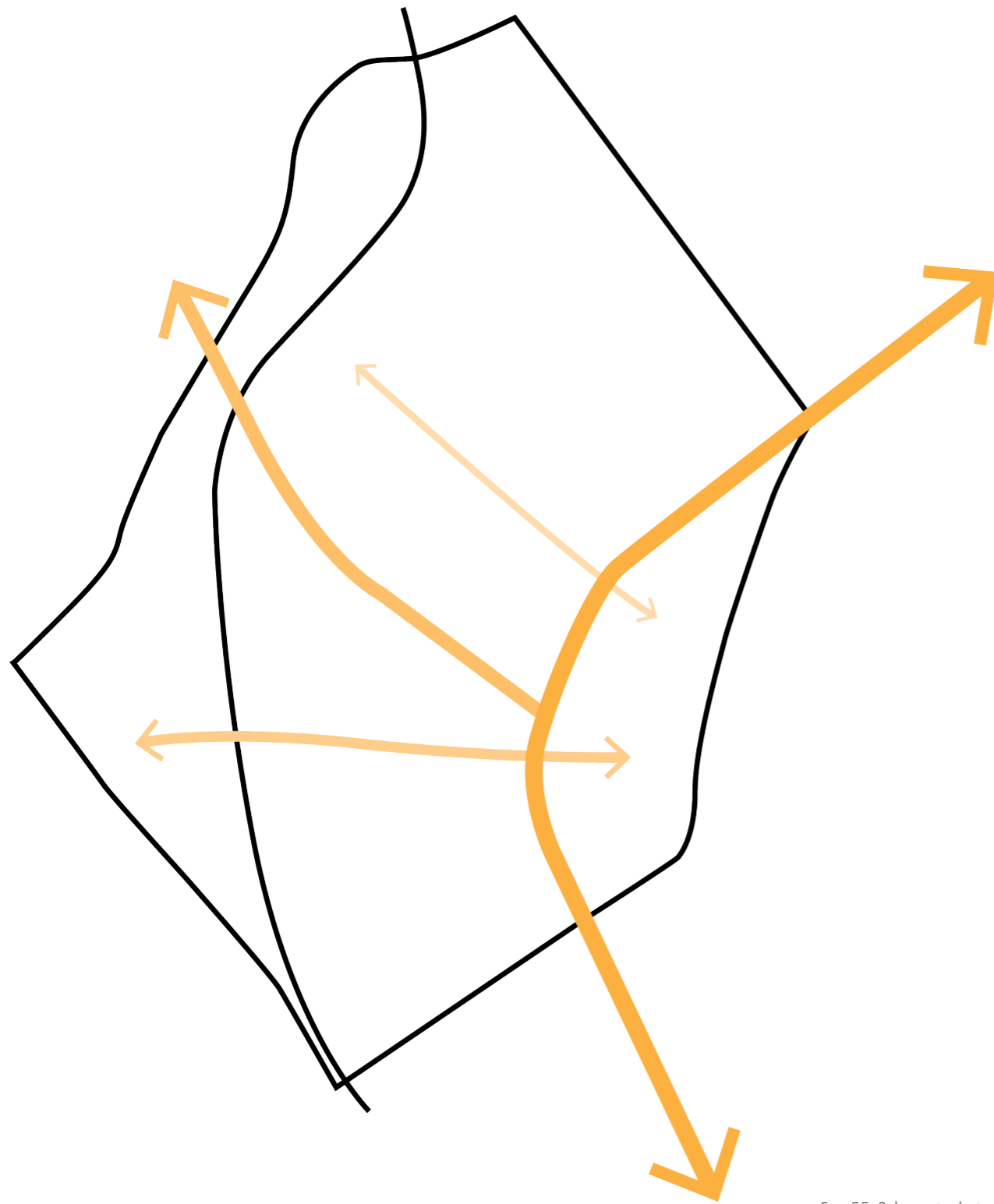
Fig. 55 Schematic design

6.13 | Design

The four different axes are all designed according to the design framework. So they all have a similar approach. As is visible in figure 55 they are all yellow. But each axis has specific nuances depending on the connection principle on which the axis works. As is visible in the figure, they all have a different shade of yellow.

The thickness of the arrow that symbolises the axes expresses the hierarchical order of the axes. The thicker the axis is, the higher in the hierarchy.

The character of each of the four axes is explained in the next pages.

Meso-C | Willem de Zwijgerlaan

Willem de Zwijgerlaan connects three different neighbourhood parts; two kinds of residential areas and the institutional area. The small scale character of this axis changes along the different functions, but the design will make the axis appear as a whole.
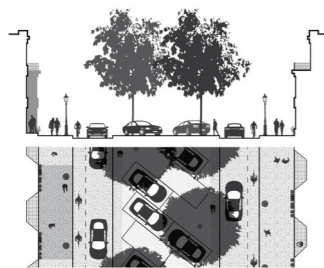
Meso-B | Prins Mauritslaan

Prins Mauritslaan connects the high segment residential area and the inner area of the institutions. This axis has a small scale character that especially focusses on pedestrians and cyclists.

Macro-C | Stadhouderslaan/ Eisenhowerlaan

Stadhouderslaan/Eisenhowerlaan forms a transition zone between the high segment residential area and the institutional area. The axis is connecting different neighbourhoods and an appealing route through the neighbourhood in itself.

Macro-B| Statenlaan

Statenlaan forms the connection between the neighbourhood and the sea. The axis emphasis the different highlights of the neighbourhood: museums, shopping centre, institutes and the sea.

Fig. 56 Willem de Zwijgerlaan

Fig. 57 Stadhouderslaan

Fig. 59 Statenlaan

Fig. 58 Eisenhowerlaan

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N

'S-GRAVENHAGE, Statenplein

Fig. 60 Statenplein 1909 (Haagse Beeldbank)

N
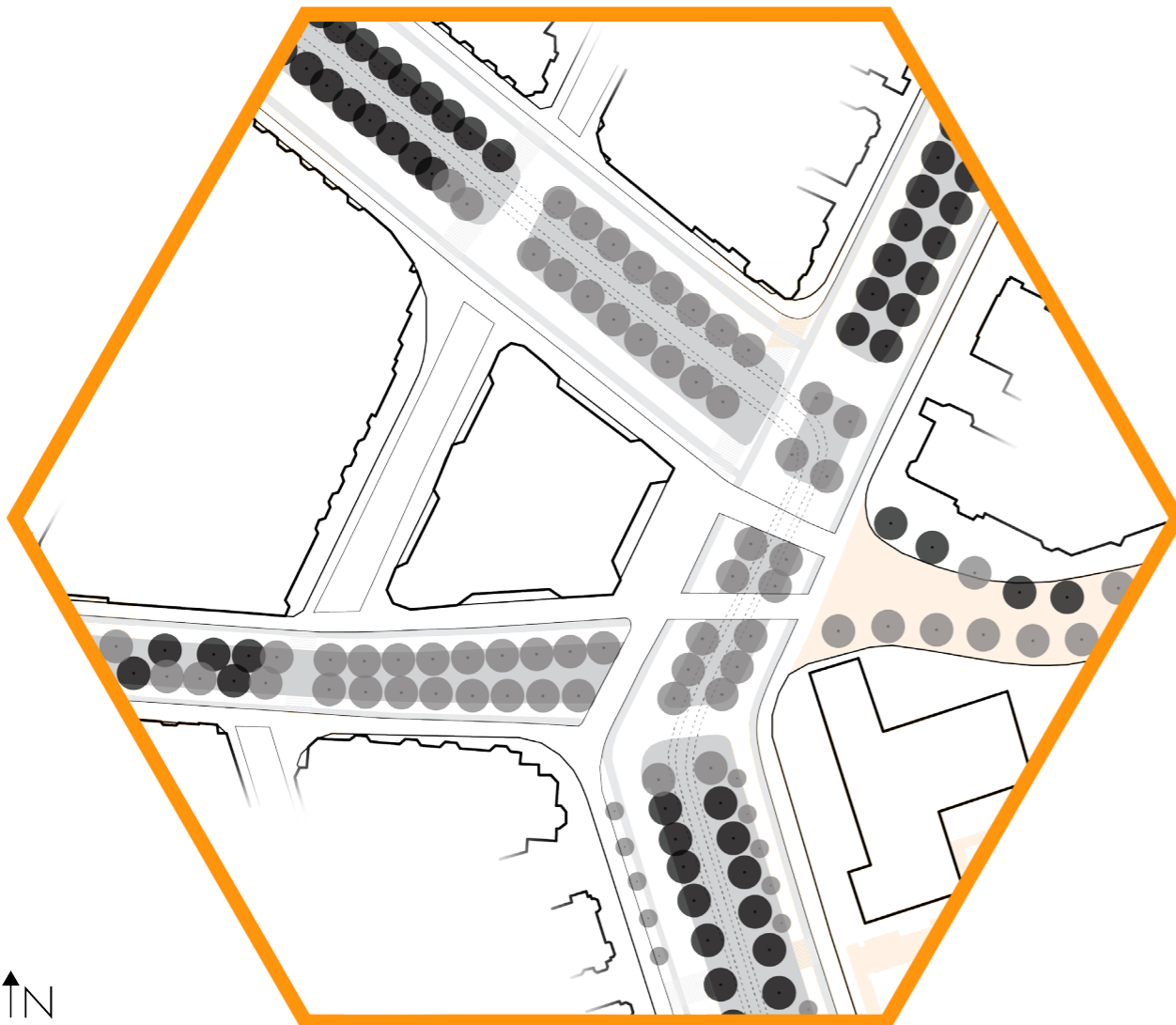
6.14 | Statenplein: the new cluster

Statenplein is the perfect place for a new cluster. This is the place where three out of the four axes come together.

Because of the excessive space on this square, it does not function as a navigation and connection point. Therefore a new building is introduced. The new building in this cluster is the literal connection of the two worlds: residential & institutional.

The building is located within the residential part of the neighbourhood, but has a public institutional function such as a combination between museum, library and restaurant. The colour scheme and materialisation of the building are similar to the buildings in the residential part of the neighbourhood. The building style should be modern with straight lines and should fit the building style of the institutional part of the neighbourhood. The building height is on one side an answer to the residential building blocks, the other part of the building is much higher and forms a recognisable point in the neighbourhood. It gives the three axes a direction. Next to that, it is an answer to the building typology of the institutional part.

The new building creates a new public cluster within the neighbourhood. The entrance of the building is made by a square. It is a new centre for the neighbourhood. However, it does not take away any of the already existing qualities of the neighbourhood, it just adds another one to it. It increases the value of the neighbourhood through the clear connecting of the different neighbourhood parts.

This new cluster is made extra visible from the different axes, by the implementation of a different kind of trees (light grey in plan) in addition to the original double lane tree structure (dark grey in plan). This is done in order to generate more focus to this specific point in the neighbourhood. It stands out. Because of the difference in trees it is obvious that something is happening at this point.
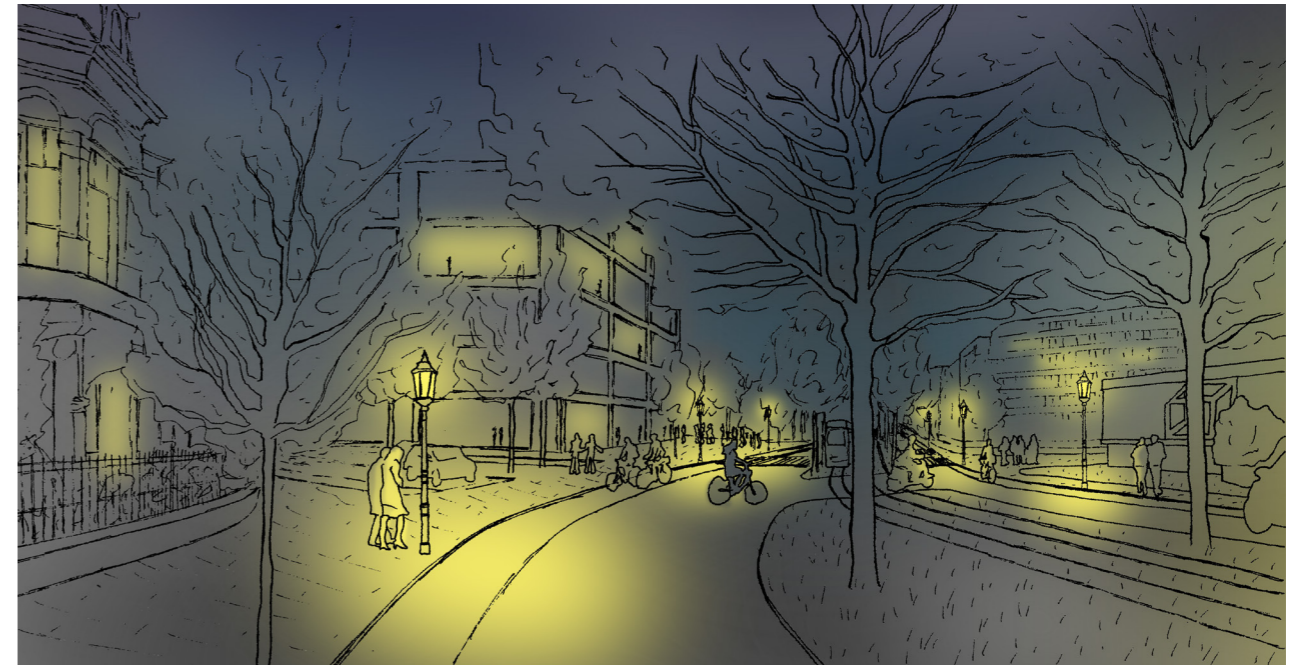
Building typology and building colour

Japanese Cherry trees

Street lights

Clinker pavement

Asphalt and cycling lane

Elm trees
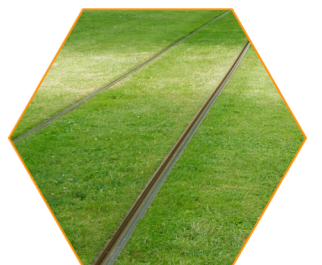
Tramlines embedded in grass

Den Haag
Willem de Zwijgerlaan

Fig. 61 Willem de Zwijgerlaan 1915 (Haagse Beeldbank)
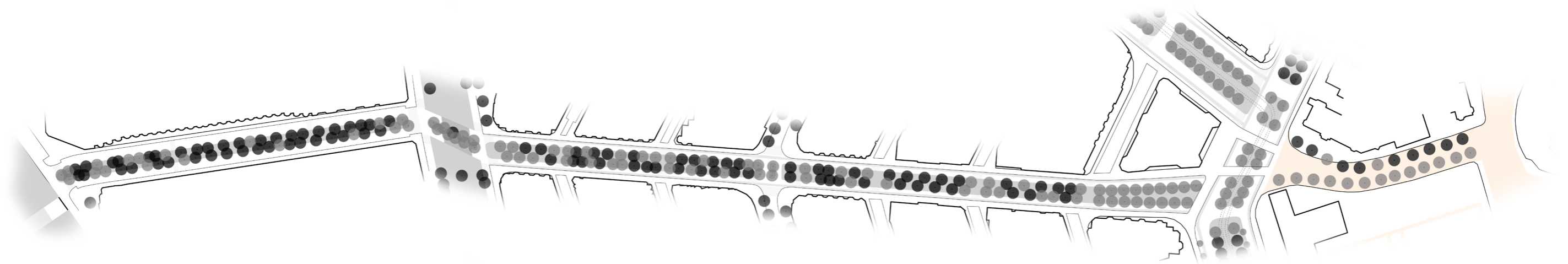
6.15 | Willem de Zwijgerlaan

Willem de Zwijgerlaan connects three different neighbourhood parts; two kinds of residential areas and the institutional area. So the axis works according to the meso-C connecting principle. The small scale character of this axis changes along the different functions, but the design will make the axis appear as a whole.

The alterations of the axis contain:
- The expansion of the sidewalk in order to create more space for pedestrians. Next to that more pedestrian friendly road crossings are added.
- The parking strip next to the buildings on both sides of the road will be removed.
- The division strip will be extended in order to create organised diagonal parking underneath the trees. This will be done on grass clinker pavement, which introduces more green into the axis.
- The strict tree pattern will be re-introduced by the addition of extra trees (light grey in plan).
- In order to bring people in contact with each-other, several special places to stay are created at certain points of the division strip
- The materialisation of the axis will be changed back into clinker pavement as it used to be when this axis was originally built.
- The addition of green on the sidewalk will make it possible to create more characteristic doorsteps.
- The change in street lights to similar ones that were used when the neighbourhood was built.
- The change of the street pavement. The original clinker pavement will be brought back.

N
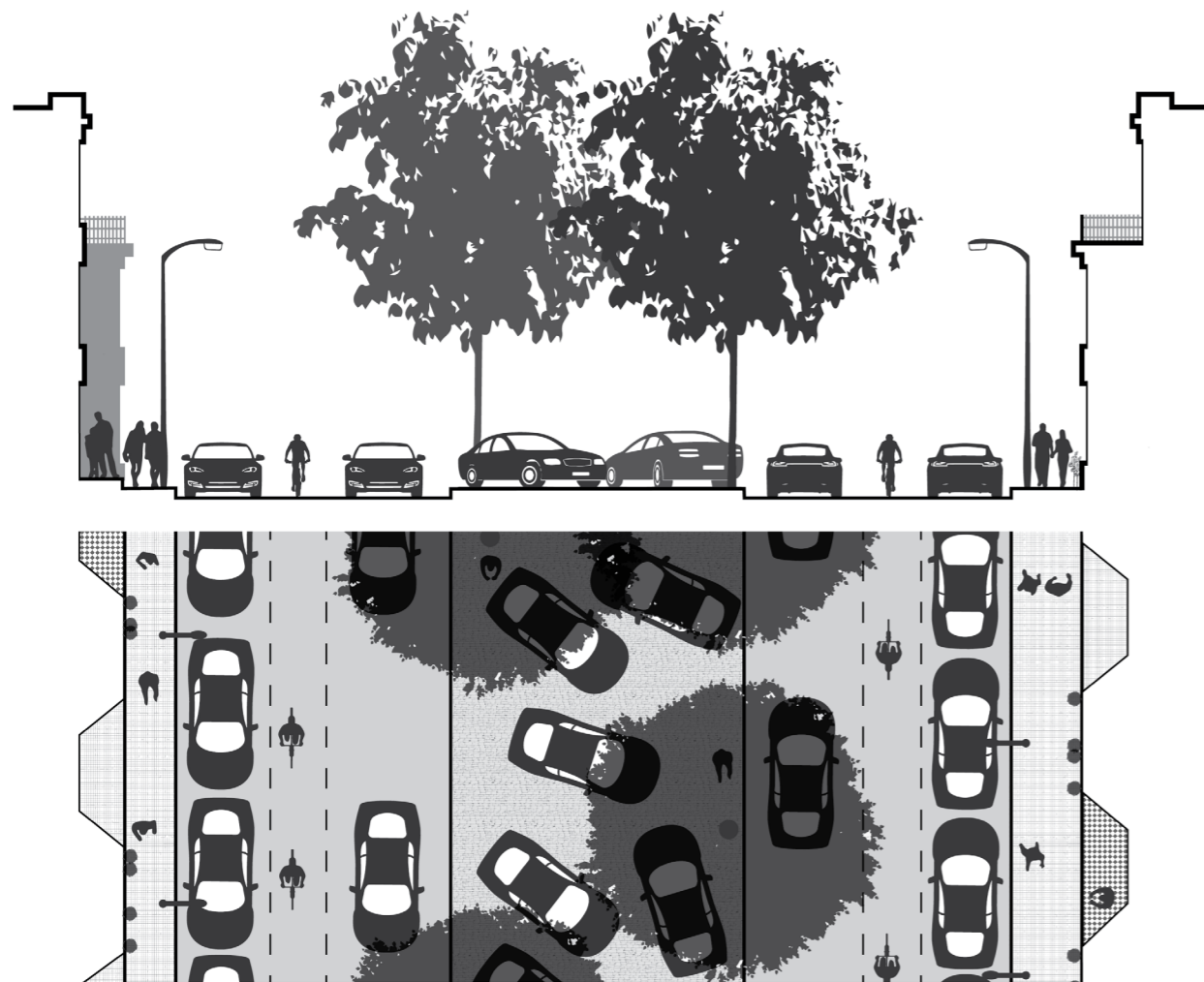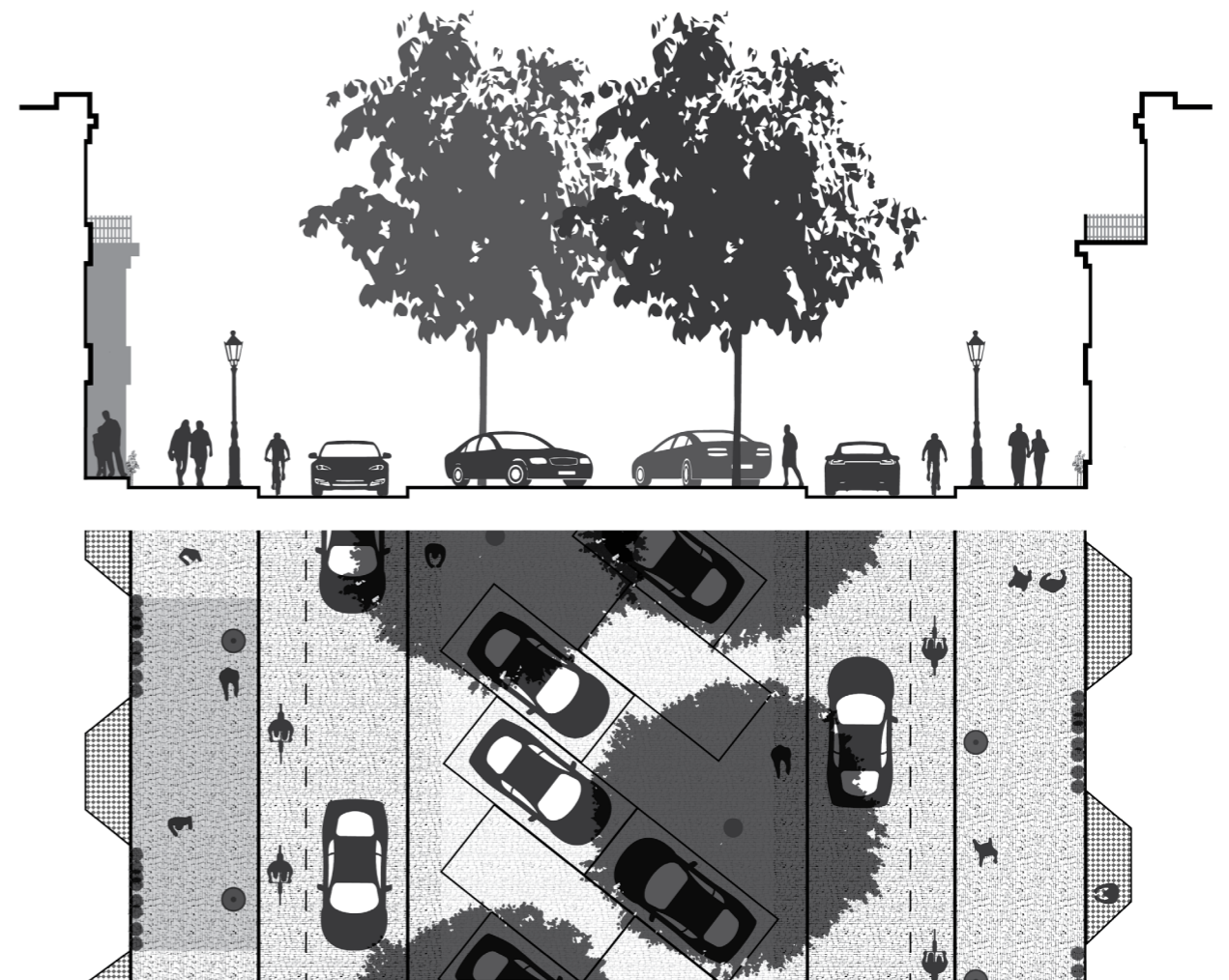
Mental component:
expansion of division strip and organise
all parking under the trees

Mental component:
removal parking strip makes
characteristic facades visible

Mental component:
bring back authentic street lights

Social component:
strict division in pedestrian area with
kerbstone

Mental component:
increas amount of green by adding
characteristic hollyhock flowers

Mental component:
improve characteristic doorsteps with
different pavement and actual step to
create a space between private and
public

Mental component:
re-introduce clinker pavement with a
different color and pattern in
pavement to exhibit special facades

Social component:
widen sidewalk; improve amount of
space for interaction

Mental component:
division strip with grass clinkers, to
improve the amount of green in the street

Social component:
extra space for pedestrians in dividing
strip
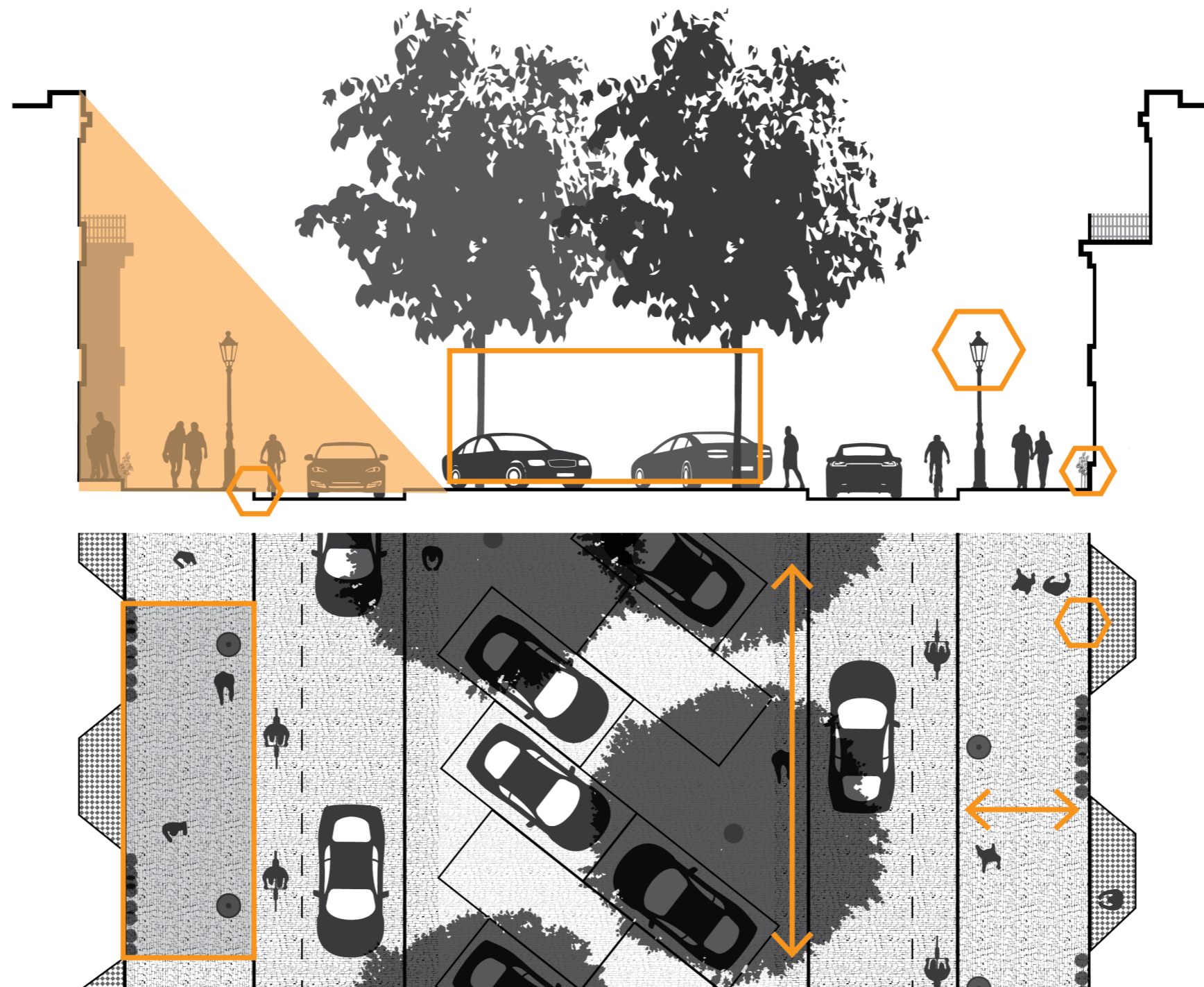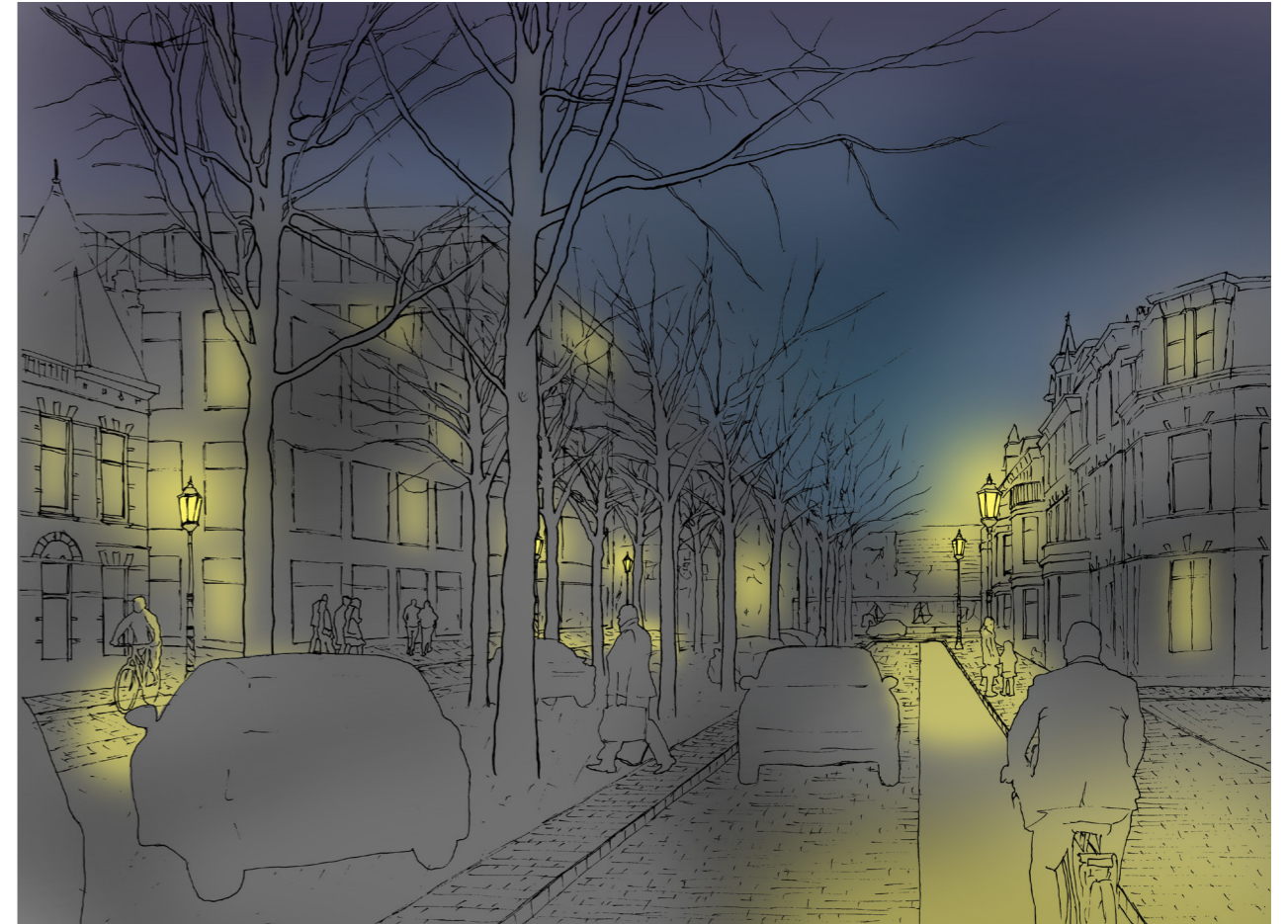
Elm trees
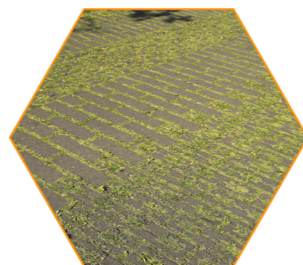
Grass clinker pavement

Japanese Cherry trees

Clinker pavement and cycling lane

Clinker pavement

Street lights

Building typology and building colour

Fig. 62 Stadhouderslaan 1903 (Haagse Beeldbank)
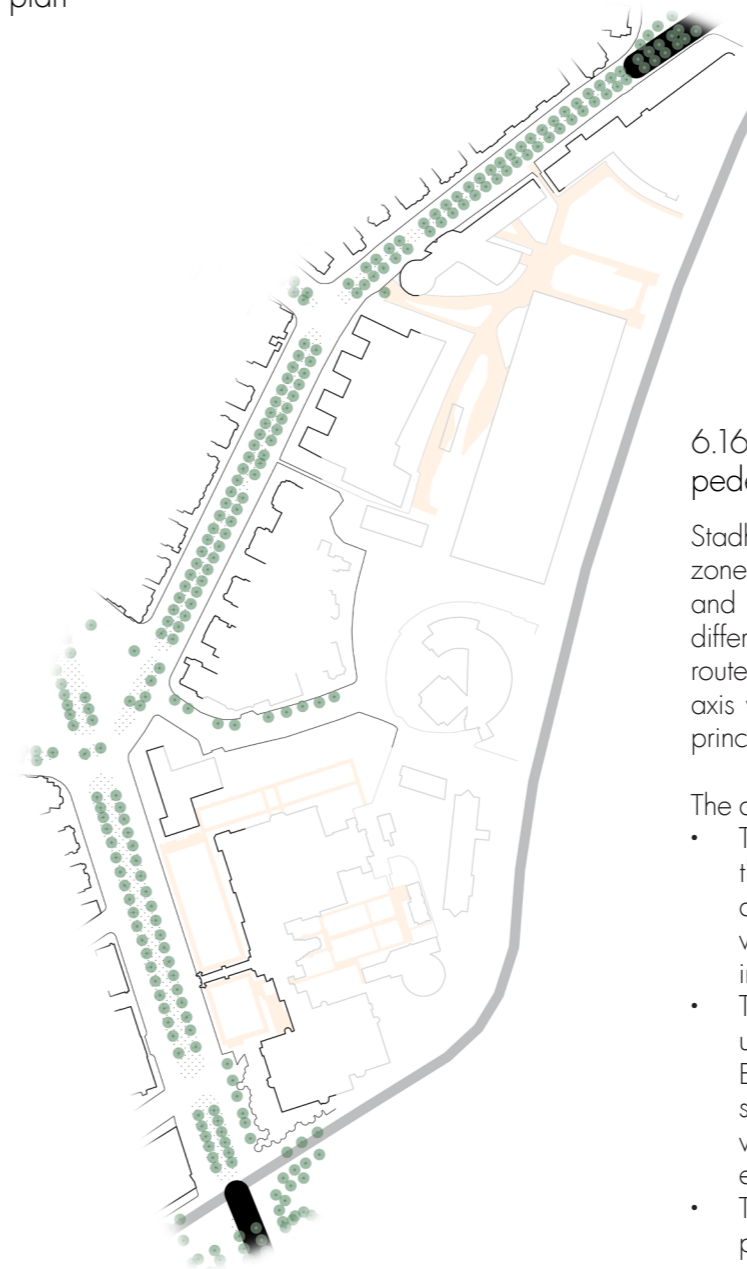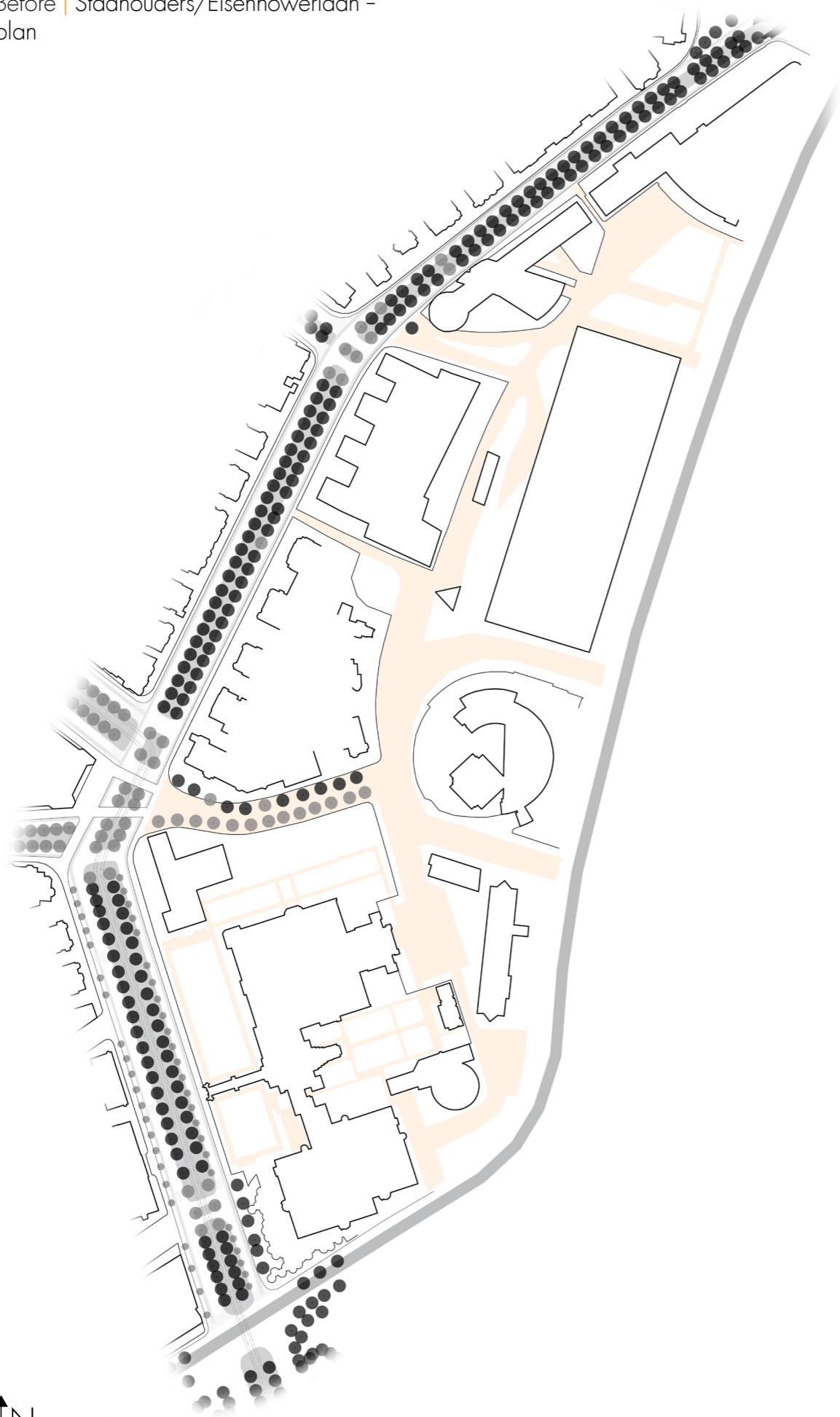
6.16 | Stadhouderslaan/Eisenhowerlaan & pedestrian area

Stadhouderslaan/Eisenhowerlaan forms a transition zone between the high segment residential area and the institutional area. The axis is connecting different neighbourhoods and is an appealing route through the neighbourhood in itself. So the axis works according to the macro-C connecting principle.

The alterations of the axis contain:
- The removal of the parking strips on one side of the axis (Stadhouderslaan), in order to create a new pedestrian friendly space. This space works as the transition between residential and institutional zone.
- The dividing strip in Stadhouderslaan is still used for the tram line. The dividing strip in Eisenhowerlaan is transformed to a pedestrian space, that brings the residential and institutional worlds closer together. With the addition of extra vegetation.
- The new pedestrian friendly areas contain places to stay where people can meet each other. The human scale is introduced in this zone by the addition of smaller trees, pedestrian friendly crossings, benches and better lighting.
- The addition of trees, to re-introduce the strict tree pattern and addition of extra trees of a different kind in the pedestrian space, to create a nice environment. These new trees (light grey in plan) are similar to the trees in the new cluster.
- The improvement of the continuity of the axis from the Stadhouderslaan into the Eisenhowerlaan. This is realised by the redesign of Statenplein.
- The continuation of the inner pedestrian area between the institutes. The museum gardens are connected to this area as well.
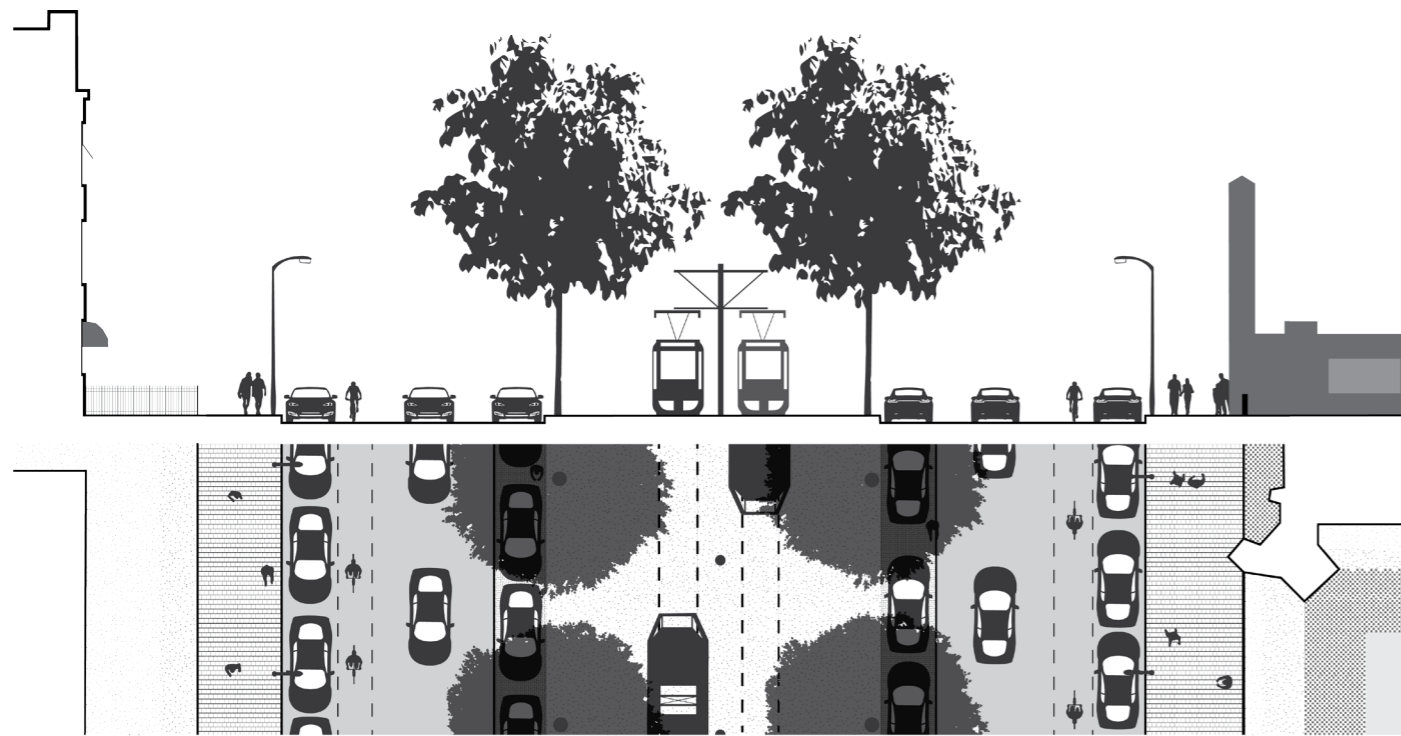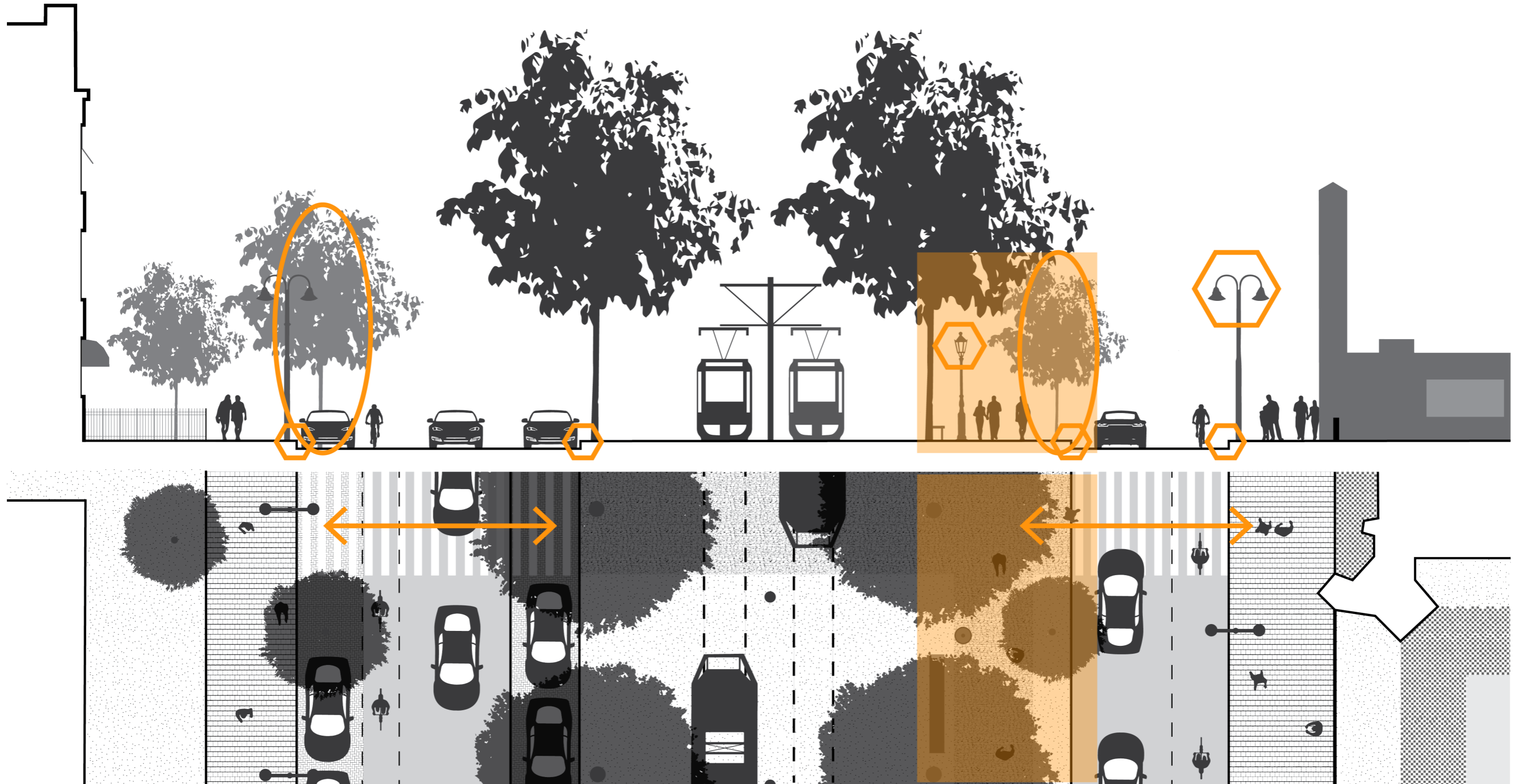
N

Elm trees
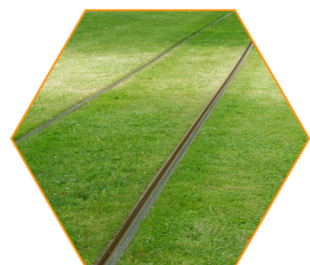
Tramlines embedded in grass

Benches

Clinker pavement

Prairie vegetation

Japanese Cherry trees

Asphalt and cycling lane

Street lights

Before | Eisenhowerlaan –
section

After | Eisenhowerlaan –
section
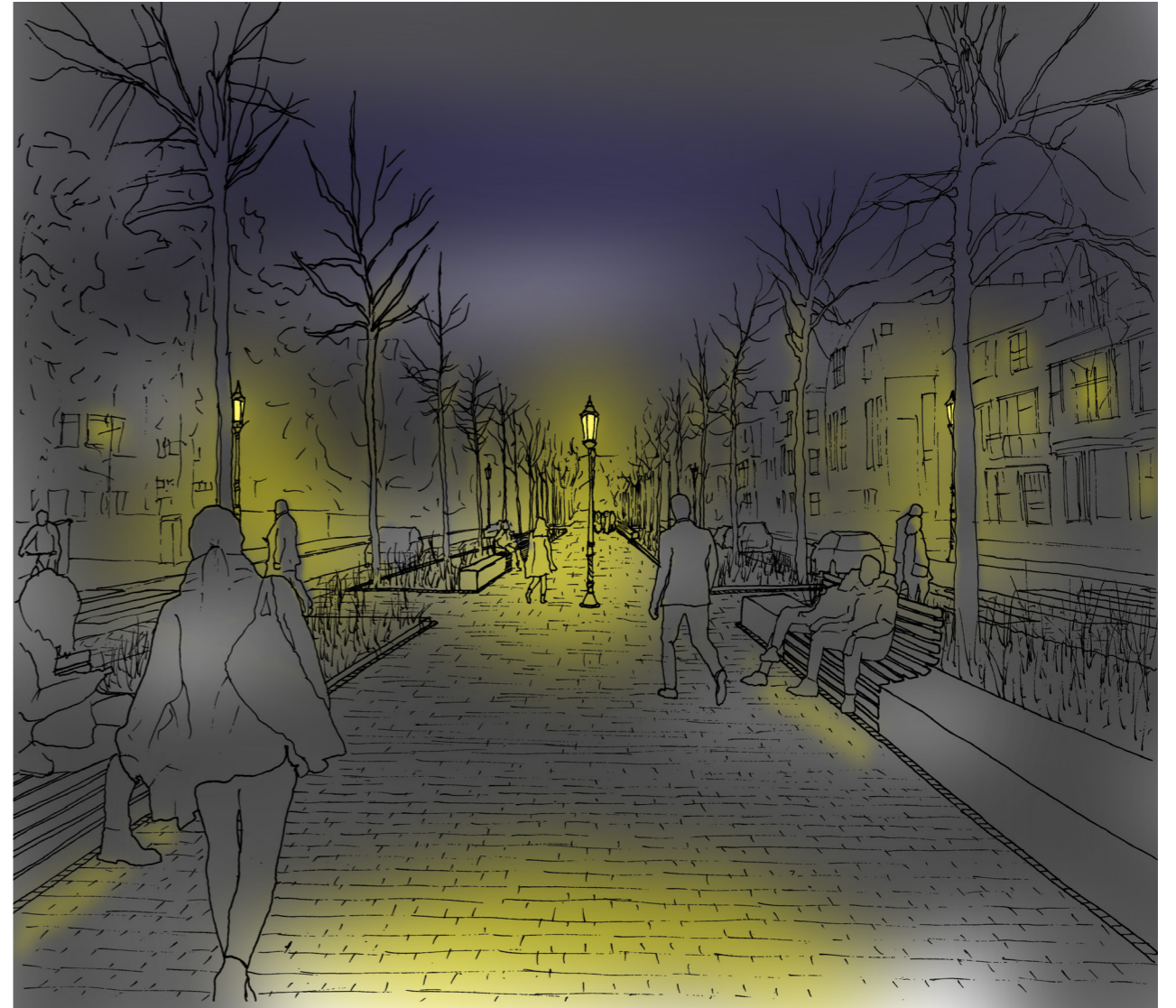
Asphalt and cycling lane

Lime trees

Prairie vegetation

Street lights

Clinker pavement

Benches

Clinker parking strip and asphalt

Building typology and colour

Den Haag. Statenlaan bij Statenplein.

Fig. 63 Statenlaan 1915 (Haagse Beeldbank)

After | Statenlaan-plan

Before | Statenlaan-plan

6.17 | Statenlaan

Statenlaan forms the connection between the neighbourhood and the sea. The axis emphasis the different highlights of the neighbourhood: museums, shopping centre, institutes and the sea. The axis works according to the macro-B connecting principle.

The alterations of the axis contain:
- The extension of the axis by the introduction of the new building on Statenplein.
- The strict tree pattern will be re-introduced by the addition of extra trees (light grey in plan).
- Change of the street pavement.
- The introduction of pedestrian friendly crossings.
- The addition of green on the sidewalk will make it possible to create more characteristic doorsteps.
- The change in street lights to similar ones that were used when the neighbourhood was built.
- The change of the street pavement. The original clinker pavement will be brought back.

↑N

After | Statenlaan –
impression daytime & materialisation
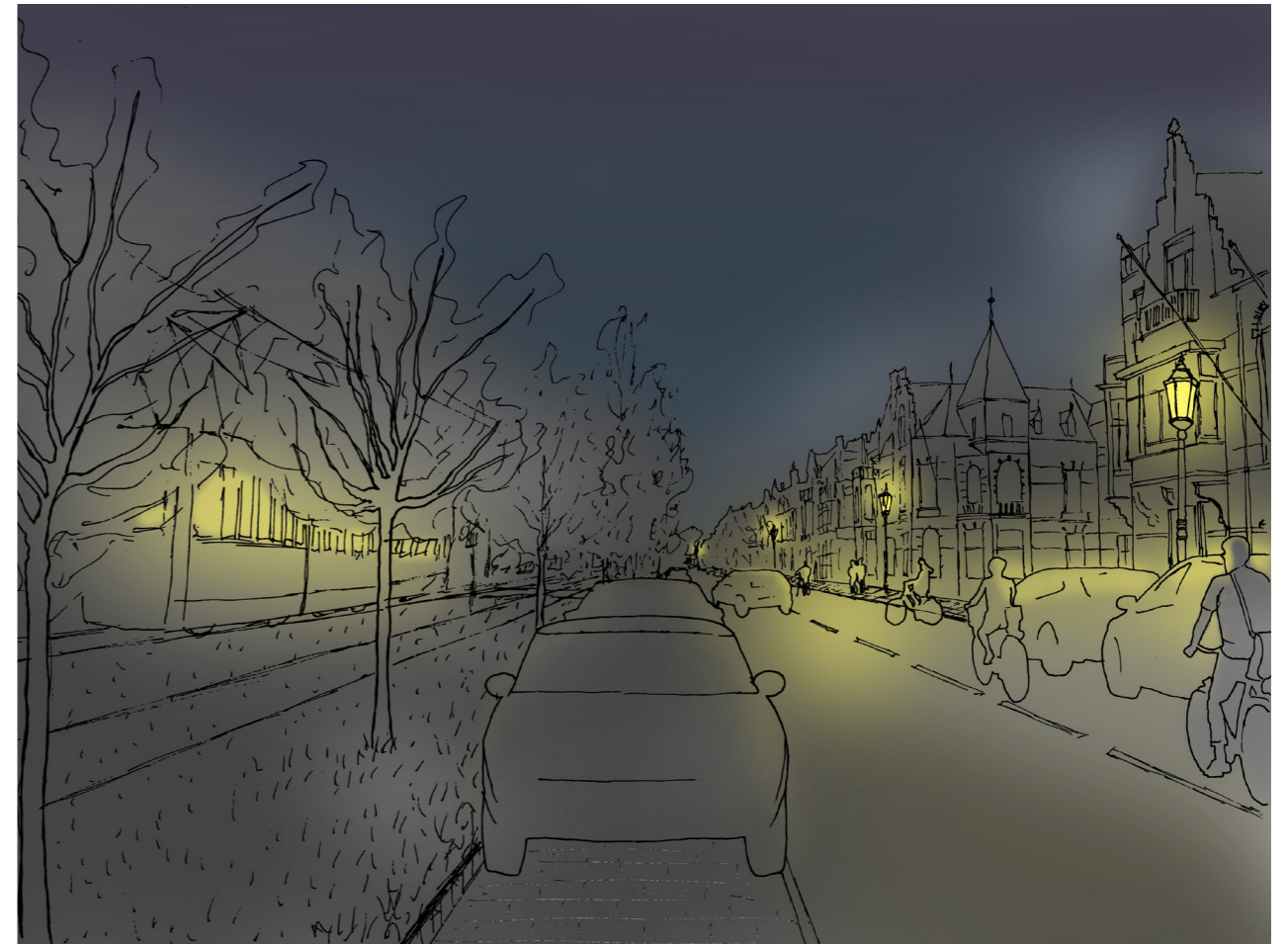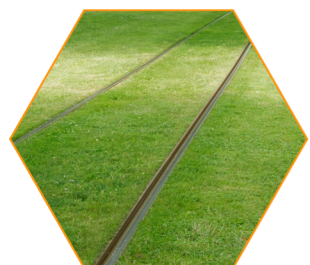
Tramlines embedded in grass

Japanese Cherry trees

Elm trees

Clinker parking strip and asphalt

Asphalt and cycling lane

Clinker pavement

Street lights

Building typology and colour

07

REFLECTION

| Reflection on Urban Biography approach

The Urban Biography approach is universally applicable. In the next piece will be elaborated on the different components of this approach.

1.   Focus on public space
Public space can only improve social inclusion to a certain extent. It is definitely not the only aspect that needs to be tackled in order to solve the problem of exclusivity and inequality. However, public space is the place where people meet and interact with each other, everyone uses public space. When this public space is well designed, it provides inviting places for interaction between different people. This will contribute to the improvement of inclusivity and equality. Public space brings people together.

2.   Physical, social and mental component
In order to alter the public space, it is important to gain a deep understanding of the space. Therefore it is important to look at all the elements that form a public space: the physical, social and mental. Only when all three of them are examined, this deep understanding is gained. This makes it possible to alter the public space to a coherent and desirable place.

3.   Development approach
The history and heritage of a place is a complementary aspect in this approach. Every place has its own history, that is part of what makes every place unique. If the development story of a place is part of the gained knowledge, it can help with the identification of the place specific identity. If this development is taken into consideration, it can enhance the identity of a place and will therefore have added value. This implies that public space

needs place specific interventions because every place is, and should be, unique.

So the approach of the Urban Biography is universally applicable. However, there are a lot of social problems that are place specific. These will have different implications for the desired design. The two main components on which the design for Statenkwartier is built: identity and connection, are universally applicable as well in order to increase interaction and reduce inequality. However, the implications of these components on the design are place specific as well. The Urban Biography approach gives the tools in order to elaborate on this place specify.

| Moerwijk

In the appendix a brief example is given of the application of the Urban Biography approach on a different kind of neighbourhood: Moerwijk. This neighbourhood is often called a problem neighbourhood (Wittebrood & Permentier, 2011; Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2014). Moerwijk is a residential neighbourhood and one of the least expensive neighbourhoods of The Hague (Wonen in Den Haag, 2017b). Remarkably enough, Statenkwartier and Moerwijk are connected by tramline 16. So this tram takes you in one hour to two completely different worlds.

In Moerwijk something similar happens as in Statenkwartier. The neighbourhood appeals a certain homogeneous type of users and residents. However, this type is completely different from the one in Statenkwartier. Where Statenkwartier is seen as an elite neighbourhood, Moerwijk is more seen as a problem neighbourhood. Moerwijk is highly accessible for people with a low income and ethnical minorities. Despite the differences between them, for both of the neighbourhoods applies that the accessibility for different kind of users should be improved in order to reduce exclusion and exclusivity. The Urban Biography approach makes it possible to examine this problem in more depth.

Fig. 64 Position of Statenkwartier (top) and Moerwijk (bottom) within The Hague

Fig. 65 Moerwijk

| Relationship between research and design

This thesis is especially focussed on the spatial implications of a social problem. So the thesis contains a large research part. This elaborated research is used to develop a new approach for the reading of a city. The development of this approach could be seen as a theoretical design. In which the research is translated to a usable tool. In the next step of this thesis, the new approach is applied to a test case city. This test case created the opportunity to make a location specific design and to test the new approach. So the design within the test case reflects the research on spatial implications of a social problem.

| Relationship between graduation topic, graduation studio, Urbanism master track and the master programme

The master Architecture, Urbanism and Building Sciences tends to blend knowledge and skills from design practice, physical and social sciences and technology (TUDelft, 2018). The Urbanism track combines urban design, landscape architecture, spatial planning and engineering. In order to shape and plan a more sustainable development, the track integrates social, cultural, economic and political perspectives with the natural and man-made conditions of the site (TUDelft, 2018). The History and Heritage studio studies policy, theory and methods related to tangible and intangible aspects of (historic) urban landscapes. It explores how these spaces can be assessed, (re)defined, and used in urban and regional development plans (TUDelft, 2018). The studio is especially focussed on identifying and grasping the essence of a place. This essence should contribute to the development of a place. This thesis project strives to grasp the essence of a place by the development of a new approach for reading the city and implement the essence of a place in the redesign of this place. Just as the Urbanism track prescribes, social and cultural perspectives are combined with the specifics of a site.

| Elaboration on the relationship between graduation project and the wider social, professional and scientific framework, touching upon the transferability of the project results.

This thesis fills the gap of knowledge between the current morphological approaches of research, with a focus on the physical aspects of public space, and the increasing social problems in cities.

A change in the physical environment is a reaction to a change in the social environment. The physical environment is therefore always behind on the social reality, unless a suitable prediction for the future is being made.

Therefore it is useful to learn from the past to be able to recognise similarities and patterns. This knowledge can be used to predict and prepare for the future. Current research methods as a preparation for a public space design lack this historical approach.

Current research methods focus on the physical condition of the public space in order to find out the spatial qualities and flaws of this place. However, a social approach is lacking in these methods. By whom the public space is used and for who the public place should therefore be designed, should be the key components of the public space research.

This thesis strives to implement this social approach in the early stages of the public space research. It makes it therefore possible to integrate the social component of public life in the design of public space.

The developed approach in this thesis could be applied to any city in order to get a deeper understanding of the social component within the development of this city.

| Ethical issues and dilemmas

This research focusses on the current social-spatial inequality problem in cities. This problem has both a social and a spatial side. In this research the focus lays on the influence of the spatial part. However, it is important to state that spatial interventions in public space will by no means be the only thing that helps tackle social-spatial inequality. This problem is broader and has therefore big social implications, like exclusion of certain groups of society.

The exclusion of certain groups could be seen in the light of discrimination and racism. It is therefore important to make sure that no-one can get offended by the descriptions in this research.

08

CONCLUSION

Apply this depper under-standing in altering the physcial public space

Reducing levels of exclusion and exclusivity

Apply Urban Biography approach

City that experiences social-spatial inequality

Physical alterations have influence on social and mental component

Gain a deeper understanding of the situation

Contribute to the reduction of social-spatial inequaltiy

Fig. 66 Visual representation conclusion

The central question in this thesis was: ''How can public space design contribute to the reduction of social-spatial inequality whilst using the historical value of a place, in order to contribute to a just city?'' The research and design in this thesis lead to the following conclusion.

Although the design of public space is not a direct solution for the problem of social-spatial inequality. Altering the public space could contribute to the reduction of exclusion and exclusivity. In order to do that a new research approach should be applied: the Urban Biography. This research approach contains a strong focus on public space and has a physical, social and mental component. Next to that the approach pays attention to the development of a place on different levels of scale.

If the new approach is applied, it is possible to gain a deeper understanding of the characteristic of the public space that it is applied to. This deeper understanding makes it possible to alter the public space not only on a physical, but also on a social and mental level. The side note that should be made is that as an urban designer, one can only alter the physical component of public space. However, physical alterations influence the social and mental component of public space.

09

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10

APPENDIX

THE VALUE OF PLACE ATTACHMENT

Place attachment as a design tool
The value of place attachment for urban design

by Bella Bluemink

Abstract – Place attachment has been a research topic for several years. Different theories about this phenomenon have been presented. However, place attachment in the context of urban design has not yet been researched explicitly. This paper will review different theories about place attachment. The common thought in this theories is that place attachment is a strong bond between an individual and a specific place. Because of this bond people want to remain in this comfortable and safe place. This bond can be of great value for urban design. This paper will make the influence of place attachment on urban design clear.

Key words – place attachment; urban design; design tool

1 | Introduction

When designing public space, the meaning of, and attachment to a place are not always taken into complete consideration. The main focus of designers and planners is on the quality of the physical components of a place whilst users are the key components of urban places (Ujang & Zakariya, 2015a; Ujang, 2009). In order to create a more complete design, it is important to consider the psychological aspects next to the physical and visual aspects of a place (Ujang & Zakariya, 2015b).

In this paper the psychological aspect of place attachment will be researched. Place attachment is a phenomenon that could be used as a tool for the design of public space.

When designing public places different questions should arise such as: How do people value a place? In what way are they attached to (certain elements) of a (public) place? How can you grasp the essence of place attachment? Why would it be valuable for the future design of public space?

This paper will proceed on the different theories that have been developed in the past. It will combine and relate these theories to each other and the design of public space, in order to create a better understanding of the meaning and value of place attachment for urban design.

Therefore, this paper will strike to give an answer to the following question: 'What is place attachment and what can it mean for urban design?'

In order to do so the following chapter will explain the definition of place attachment. After that the value of place attachment will be explained. Chapter four will describe when place attachment occurs. Lastly the influence of the phenomenon on urban design will be discussed.

2 | Place attachment

The definition of place attachment that Hidalgo and Hernandez (2001) produced: 'place attachment is a positive affective bond between an individual and a specific place, the main characteristic of which is the tendency of the individual to maintain closeness to such a place'. This positive bond is consciously or unconsciously formed over time and based on different factors such as behaviour, emotions and cognitions (Firouzmakan & Daneshpour, 2015). Because of this bond people want to remain in this comfortable and safe place (Shao & Liu, 2017). This bond can be associated with elements of attraction, frequency of visits and the level of familiarity of this place (Ujang & Zakariya, 2015a). Brown et al. (2015) mention in their research that place attachment is not necessarily positive, but that it can also be negative. This depends upon the personal experience in this place.

2.1 Related concepts

As described by Hidalgo and Hernandez (2001) the term place attachment has had a lot of different explanations and is not always recognized within the same term. Also terms as community attachment, sense of community, place identity, place dependence, home range and sense of place are similar approached as place attachment.

Home range
In their research Brown et al. (2015) also propose that place attachment has much in common with home range. This home range consists of a spatial area that contains the basic resources for humans such as a house, work and food (Brown et al., 2015). Home

ranges can change over time when changes in behaviour occur, just as place attachments (Powell & Mitchell, 2012). In the figure below is the relation between place attachment and home range according to Brown et al. (2015) visible. Place attachment forms a part of home range and they share the same values as is visible in figure 1.
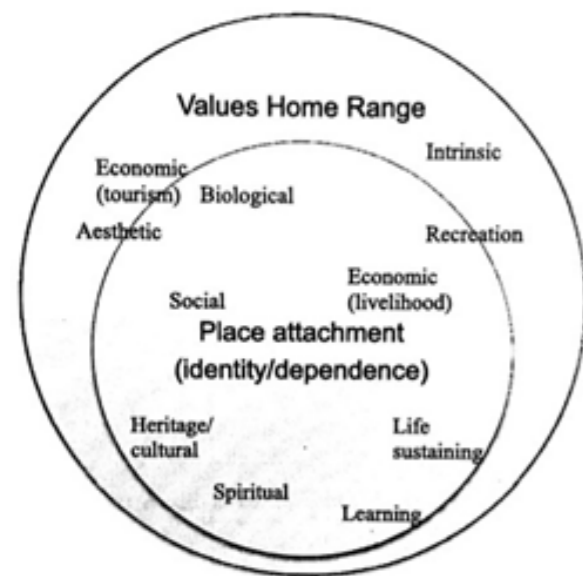

Fig. 1 Relation between place attachment and home range (Brown et al., 2015)

Place identity
A more common comparison of terms are place attachment and place identity. They are often both used to give a meaning to the psychological aspect of a place. Rollero and Piccoli (2010) distinguish two dimensions that separates place attachment from place identity. Place attachment is related to the emotional bond toward places, whilst place identification is more about the cognitions of an individual as a member of a physical place (Rollero & Piccoli, 2010). This thought about place identity as a reference to the psychological dimensions of an individual is supported by Brown, Raymond & Corcoran (2015). Symbolic connections and physical settings define individuals. It is the connection between people and their memories, interpretations and ideas of physical places (Shao & Liu, 2017). Ujang and Zakariya (2015b) mention in their research that place attachment contributes to the making of place identity. Place identity is just as home range a bigger concept wherein place attachment fits.

Sense of place
The concept of place is physical as well as psychological. As is visible in figure 2, there are three components that together form a place: the physical form, activity and meaning (Ujang & Zakariya, 2015b; Montgomery, 1998).
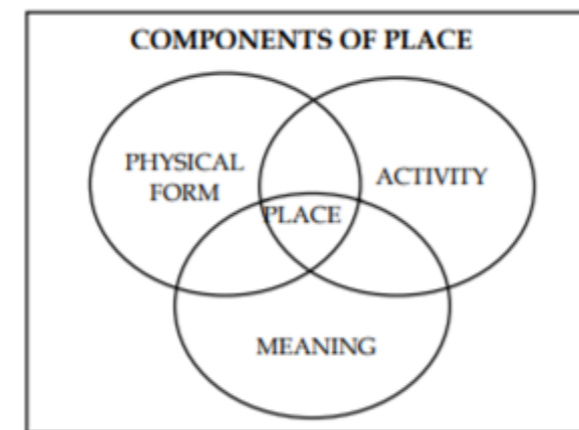
Fig. 2 The components of place (Montgomery, 1998)

Meaning is in this concept concerned as personal perception (Shao & Liu, 2017). This is created by psychological and social processes and a result of personal experiences, motivations and backgrounds (Firouzmakan & Daneshpour, 2015). This personal perception is related to the sense of place and results in comfortable feelings at a certain place. As Firouzmakan and Daneshpour (2015) mention in their research: 'Place attachment is a positive dimension of total sense of place and emotional attachment that an individual develops for a place'.

Position in concepts
Place attachment is a part of the three different concepts presented before. Home range are the important places in everyday life, place attachment is the value that these places have for an individual. Place identity focuses on the cognition of individuals, whilst place attachment is about the emotional connection. Place identity is more about the connections with one's past and why one is attached to a certain place. The sense of place is similar to the perception of a place. From that perception a form of place attachment develops.

3 | Value of place attachment

Place attachment has several important qualities that can contribute to better places.

3.1 Qualities of place attachment

Place attachment is an indicator of the quality of life. Responding to people's needs brings, among other things, attachment. This will result in a satisfactory living environment and therefore improve the quality of life (Firouzmakan & Daneshpour, 2015). Strong emotions of place attachment may lead to space claiming, greater freedom of behaviour, feelings of pride, exploration, confidence and affective responsiveness within the local community (Rollero & Piccoli,

2010; Brown et al., 2003). Next to that it will promote the emotional wellbeing, fulfilment and happiness of the users (Ujang & Zakariya, 2015a).

The role of the user has an impact on the attachment (Ujang & Zakariya, 2015b), a strong attachment will achieve a higher motivation to do something for the place (Rollero & Piccoli, 2010).

Place attachment can be a major force to bind and attract people (Shao & Liu, 2017). When people are highly attached to a place, they will perceive it as better than it actually is (Rollero & Piccoli, 2010).

3.2 What if?

What will happen when psychological aspects like place attachment are not taken into consideration? Places can result in non-places, places without identity (Ujang & Zakariya, 2015b). It also works the other way around, place attachment diminishes by the loss of (meaning of) place (Ujang & Zakariya, 2015a;2015b). Unfit interventions will weaken places and the embedded attachment of people (Ujang, 2009).

3.3 Down site

A strong attachment to a place can have serious consequences as described by Brown et al. (2003). People might stay in declining neighborhoods, because of place attachment. This can erode the financial well-being, as declining neighborhoods loos financial value. Strong attachment to a community might close of wider opportunities in the social and physical environment. This strong attachment could and should be used as a quality for place improvements (Brown et al., 2003).

4 | Occurrence of place attachment

The places to which people can get attached to differ in scale, specificity and tangibility (Altman & Low, 1992). This is supported by several researches. However place attachment is harder to conceptualize. Therefore different theories are researched through the years.

Hidalgo and Hernandez (2001) distinct two dimensions of attachment: social (bounding) and physical (rootedness) attachment. These two dimensions have been identified earlier by Riger and Lavrakas (1981).

Whereas Brown, Raymond & Corcoran (2015) make a distinction in three different focus points for people-place interaction:

personal, environmental and social context.

An even more narrowed down approach is presented by Ujang and Zakariya (2015b). They deepen the personal focus point of Brown et al. (2015) by looking at the feeling, emotion and behaviour of people in response to a place.

Shao and Liu (2017) define 4 aspects to grasp place attachment: physical appearance, social interaction, sensory experience and historical character.

All authors make a distinction between a physical and personal aspect. This personal aspect can be the psychological/ emotional response to the physical place, the social context or the historical character of this place.

4.1 Indicators

Sense of belonging, degree of attraction, frequency of visits, length of association and level of familiarity are indicators of place attachment (Ujang & Zakariya, 2015a; 2015b). The degree to which a person feels attached to a place is based on how well his or her needs are satisfied in this place (Ujang & Zakariya, 2015b). When a place is well-identified, provides conditions to fulfil functional needs and supports behavioural

goals of users, a high rate of place attachment will develop (Ujang & Zakariya, 2015b). As Rollero and Piccoli (2010) say: 'the higher people evaluate characteristics of the physical and social environment, the higher the likelihood of attachment to place.'

In the research of Hidalgo and Hernandez (2001) is found that social attachment is greater than physical attachment. People attach more psychological value than physical value to a place.

There is a connection between social bonds and place attachment, that works both ways. Social bonds like social cohesion, social control, friendships and participation are indicators for place attachment (Brown et al., 2003; Rollero & Piccoli, 2010), but place attachment is also an indicator of the presence of social bonds.

4.2 Personal attachment

As pointed out by Ujang and Zakariya (2015a) demographic factors as age, gender, level of education and ethnicity play an important role in the value of place attachment. The attachment to place increases with age (Hidalgo & Hernandez, 2001; Brown et al., 2003), probably because people will get more familiar with and dependent on the

place when they age. Different researches point out that women tend to have a greater place attachment than man, probably because of their stronger social role (Hidalgo & Hernandez, 2001; Rollero & Piccoli, 2010). Place attachment is often greater for people with a lower education level, because they are more dependent on the place (Rollero & Piccoli, 2010). The culture of people, among other things, influences the reaction they have towards a place (Ujang & Zakariya, 2015a). Home owners tend to have a greater place attachment, they invest more in the physical structure and social bonds (Brown et al., 2003).

5 | Influence on urban design

In order to determine the quality of a place, it is important to address people's psychological connection with a place (Ujang & Zakariya, 2015b). When designing a place, the complete experience of people, both physically and psychologically should be researched. This is most certainly also the case for urban design. Currently urban designers fall short in integrating the value and meaning of place attachment in design (Ujang & Zakariya, 2015b).

5.1 Measurement methods

Place attachment could be used to identify places that lack the quality of attachment and places with a high potential to increase place attachment (Brown et al., 2015).

Brown et al. (2015) did a research where they asked participants to mark several places on a map, such as their home, the boundaries of an area that they most strongly identify with/ depend on (place attachment area), esthetical, recreational, biological, economical, historical/cultural, learning research and social places. They tried to clarify the values of different places.

Because this research goes from a certain location and prescribed assignments, does it not necessarily focus on the aspects that are really important for the participant. When they would be asked to draw the most important points of their living environments, a more broad and personal answer will occur. This technique of mental mapping (Lynch, 1960) would be useful to map place attachment.

In order to make it useful for design, the mapping of place attachment must be capable of predicting outcomes (Brown et al., 2015). Next to that a scale based method could give more insight in the value of attachment to different places (Brown et al., 2015).

5.2 Design tools & solutions

In order to measure place attachment it is important to identify which elements matter to users' daily engagement, and are therefore of value for place attachment (Ujang & Zakariya, 2015a). In order to enhance place attachment, the attachment characteristics that are familiar and meaningful should be enhanced.

A good mixture of users creates diversity of activities which lead to different types of social interaction and will boost the attachment to place (Ujang & Zakariya, 2015a). According to Brown et al. (2003) mixed building blocks with house owners and renters will increase the place attachment opportunities for all residents. Another form of mixture can occur when new residents are brought together with long-term residents. New residents can socialize and get to know more about the strengths and history of the neighbourhood (Brown et al., 2003).

Public participation has proved to be of great influence for the increase of place attachment (Firouzmakan & Daneshpour, 2015). Figure 3 shows the improvement factors according to Firouzmakan and Daneshpour (2015). Different social factors for strengthening the

sense of community and for the increase of participation, and physical factors for improving the quality of public places, functional neighbourhood's independence and also emphasis on morphological aspects, will increase place attachment (Firouzmakan & Daneshpour, 2015). In order to improve the physical factors, different attributes should be taken into consideration, such as accessibility, legibility, vitality, diversity, transaction, distinctiveness, comfort and safety (Ujang, 2009).
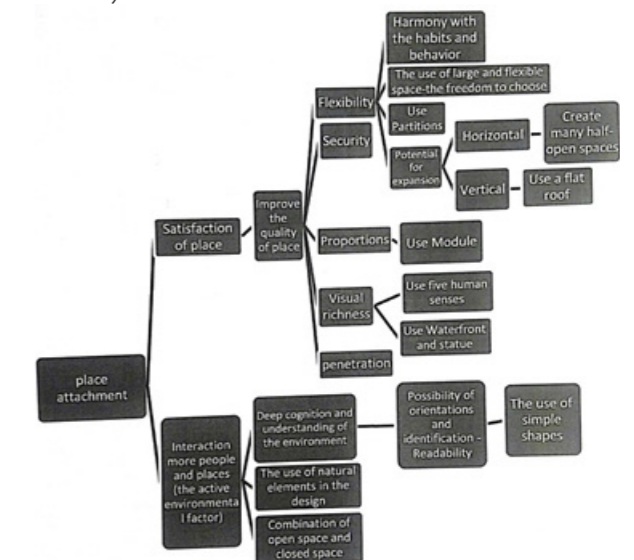
Fig. 3 Factors to create/ improve place attachment (Firouzmakan & Daneshpour, 2015)

6 | Conclusions

The paper reviewed different theories about place attachment in order to answer the main question: 'what is place attachment and what can it mean for urban design?'

Place attachment is a strong bond between an individual and a specific place, because of this bond people want to remain in this comfortable and safe place.
This bond can occur on different levels of scale, also in the scale of urban design.

Place attachment has a physical and personal aspect. This personal aspect can be the psychological/ emotional response to the physical place, the social context or the historical character of this place.

When designing a place, the complete experience of people, both physically and psychologically should be researched. Urban designers should focus on the physical and personal aspects of places. Tools as mixture of users and participation can lead to an improvement of the personal site of place attachment. In order to improve the physical site of place attachment it is important to improve the physical place with the following attributes in mind: accessibility, legibility, vitality, diversity, transaction, distinctiveness, comfort and safety

When place attachment is taken into consideration as an important part of design analysis or as a design tool, places will form a more coherent whole. The increased place attachment will also increase the quality of life.

7 | Discussion

To continue the research of the value of place attachment for urban design, a practical research could be useful. This paper can be the theoretical background. In the practical research the different elements of designing with place attachment that are discussed can be used in practice. This could lead to new ways of place attachment use in urban design.
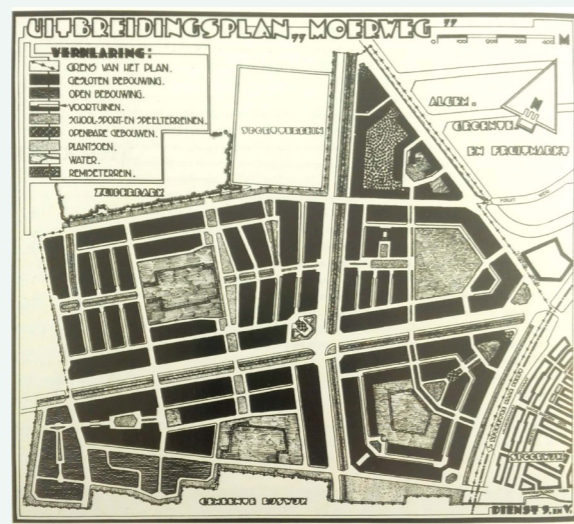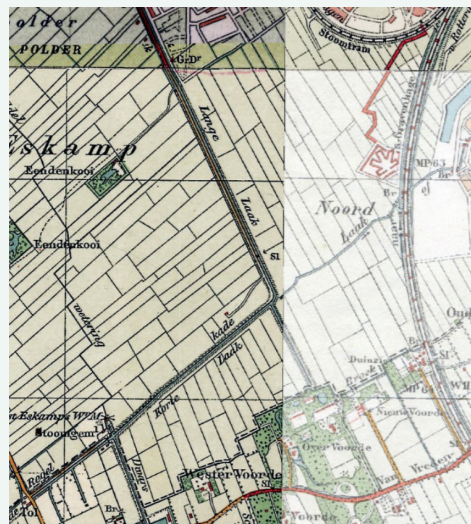
Extension plan for Moerwijk by Dienst Stadsonwikkeling en Volkshuisvesting, 1929 (Valentijn, 2002)

Winkels in het Puntje
In het Puntje, het oudste deel van Moerwijk, dat gelegen is tussen de Troelstrakade, Moerweg en Melis Stokelaan, zijn mijn ouders in december 1934 komen wonen. Ze hebben het pand aan de Jan de Weertstraat 47 gekocht voor ƒ. 3.300,-. De familie en vrienden vinden het maar niks, want ze gaan voorbij de brug van het Veluweplein wonen, helemaal aan het einde van de stad!
Mijn opa werkte bij Pander, afdeling stoffering. Hij haalde in het oude huis het zeil van de grond en legde het in de Jan de Weertstraat weer netjes neer. Er werd behangen, de meubels kregen een plaats en de woning werd betrokken.

Op bijna iedere straathoek in het Puntje was een winkel gevestigd.
Op de hoek van de Jan de Weertstraat en de Jan van Rodestraat had slager Roest zijn winkel en aan de overkant zat een ?etsenwinkel, waar ook fietsen en steppen werden verhuurd.

Groenteboer Hardorff woonde in de Jan de Weertstraat op nummer 7 en aan de overkant was zijn groentehal. Achter in de hal stond zijn paard, want Hardorff ging ook de wijk in met paard en wagen.

Op de hoek Jan de Weertstraat – Vierheemskinderenstraat was kruidenierswinkel Akse.

Op de hoek Vierheemskinderenstraat – Boendalestraat was een drogisterij. Hier werd o.a. petroleum verkocht en één keer per maand werd ik daar gewogen op een personenweegschaal met schuifjes voor de kilo's en de onsjes.

Hoek Moerweg – Hadewychstraat had melkboer Kager zijn winkel. Ook deze handelaar ging met zijn handel de wijk in.

In de bocht van de Hadewychstraat was groenteboer Smits. Die woonde met zijn gezin naast de groentehal.

Op de hoek Hadewychstraat – Jan van Rodestraat was aan de ene kant de bakkerij van Hus gevestigd en aan de overkant de kruidenierswinkel van De Volharding.

Iets verderop in de Hadewychstraat zat de slagerij van De Volharding in een eigen winkel.

Om de hoek, in de Jan van Rodestraat 12, zat de huisdokter van, u raadt het al, De Volharding. Als de praktijk 's morgens werd geopend, haalde de huisarts eerst de sleutel van het pand bij Bram, de chef van de kruidenierswinkel.

Op de hoek Hadewychstraat – Troelstrakade zat een melkwinkel van Heemskerk. Aan de overkant was een sigarenwinkel. Op de hoek Jan van Rodestraat – Beatrijsstraat was weer een kruidenierswinkel gevestigd. Later zat hier een ?etsenwinkel. Hoek Beatrijsstraat – Vierheemskinderenstraat weer een melkzaak en aan de overkant een groentezaak.

Hoek Beatrijsstraat – Melis Stokelaan was De Gruyter. Op de hoek Melis Stokelaan – Troelstrakade bakker Korts en op de volgende hoek slager Goebel.

In dit wijkje zaten ook diverse dames- en herenkappers. Op de Troelstrakade zelfs een bibliotheek. Doordat er dagelijks boodschappen werden gedaan, kenden de buurtbewoners elkaar vrij goed.

Straathandel
In de Jan de Weertstraat kwamen drie verschillende melkboeren, Kager, Heemskerk en van der Wiel. De laatste had slechts drie adressen en deze man moest van ver komen. Er kwamen ook diverse bakkers aan de deur.
Op een gegeven moment is dit alles gesaneerd, zodat er één handelaar overbleef. Op vrijdag kwam er altijd een visboer door de wijk. Heel lang kwam er nog een groenteboer met zijn paard en wagen (niet Hardorff) door de straat.
De voddenman kwam langs en niet te vergeten op zomerse dagen, na het eten: Jamin! Dan kregen we een ijsje van een dubbeltje en soms een met chocolade eromheen van vijftien cent.
De kolenboer kwam ook aan huis en dat gaf veel gedoe. De kleden werden opgenomen en iets van kranten en ander oud spul werd neergelegd. Dan liepen de heren via de gang en de huiskamer naar de tuin. Achterin de tuin stond het kolenhok; daar werden de zakken in geleegd. Die werden dan keurig op een stapel gelegd en geteld waar de huisvrouw bij stond. Daarna werd er afgerekend.

Houten groentekisten
Op de Troelstrakade ongeveer vanaf de brug van het Veluweplein tot aan de Beatrijsstraat stonden aan de kant van het water, vóór de woonboten, houten groentekisten opgestapeld. Deze waren van de Groothandelsmarkt aan de andere kant van het water. De bewoners van de woonboten klaagden over de ratten die er rondliepen.
Zo zag de levendige handel in een deel van Moerwijk in de jaren 50-60 er dus uit. Wat is er veel veranderd!

Lia Houtschild

1924

URBS

CIVITAS

TOPOS

GOEDKOOP BOUWPLAN
IN DEN HAAG

ZUIGELINGENZORG TE
's-GRAVENHAGE

Nieuwe woningen
vertonen gebreken

JEUGD IN KELDERS

De kerkelijke situatie
in Moerwijk

1 9 3 4

Het Heeswijkplein lééft!

1953
In 1953 opende koningin Juliana het eerste winkelplein van Den Haag: het Heeswijkplein. Winkeliers en bewoners kwamen naar buiten om dit feestelijke gebeuren mee te maken. Een lijst van winkeliers uit die beginperiode laat zien wat een variatie aan zaken er was. Menig modern winkelcentrum zou er jaloers op zijn. Er was een banketbakker, sigarenhandel, twee slagers, twee kruideniers, fotograaf, drankenhandel, twee bakkers, kaasboer, sportzaak, kolenhandel, drogist, kapper, melkhandel, herenmodezaak, visboer, een winkel met elektrische apparaten, sigarenboer, schoenwinkel, twee groenteboers, stoffenhandel, boekhandel, schoenmaker, fietshandel, kiosk, manifacturenwinkel, stomerij, bloemenzaak, dameskapper, naaimachinewinkel en een winkel in huishoudelijke artikelen. En dan was er ook nog een café, waar de winkeliersvereniging regelmatig in het zijzaaltje vergaderde.
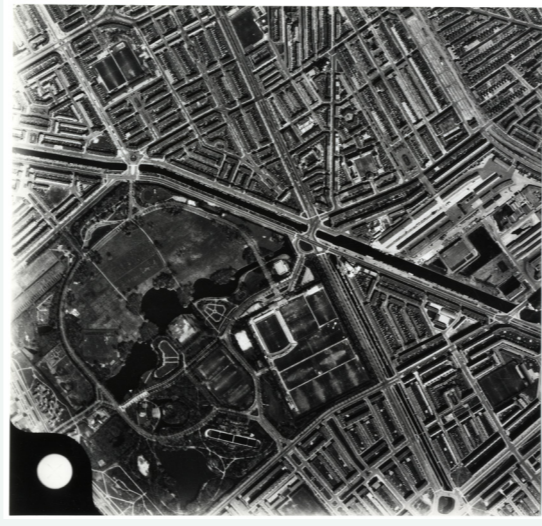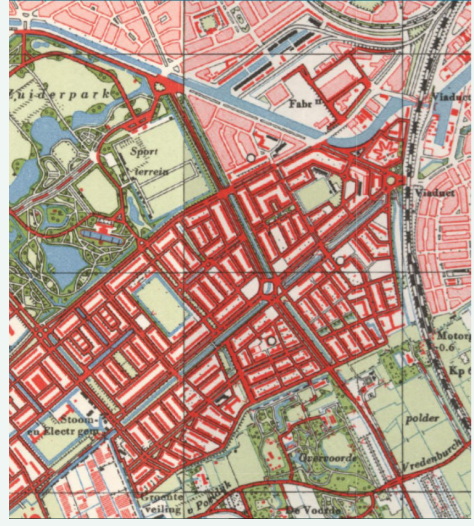
Heeswijkplein 1955

Veel zaken zijn inmiddels verdwenen of hebben een andere bestemming gekregen. De kaasboer van toen is nu een sigarenwinkel en de slagerij een Turkse supermarkt. De drogisterij is er nog, alleen vindt men nu de zoon achter de toonbank in plaats van de vader. Veel winkeliers wonen nog boven hun vroegere zaak. Mevrouw Dingjan, die 30 jaar een slagerij heeft gehad, woont naast de heer Rozeboom, die vroeger een sportzaak had. Contact tussen de buren was er niet altijd: men wilde liever geen klanten op visite.

Het plein zag er vroeger anders uit dan nu en vormde een bloeiend middelpunt van activiteiten. Er was een vijver met een water spuitend beeldje erin. Wat zou daar mee gebeurd zijn toen het water werd gedempt? De avondvierdaagse eindigde altijd op het Heeswijkplein, waar de stoere wandelaars op de laatste avond met bloemen en muziek van drumband Sint Jacob werden ingehaald. Ook erg feestelijk was de kermis, die halverwege de jaren vijftig op het plein zijn tenten opsloeg. Hoeveel ouders hebben nog een plakboek met foto's van stralende kinder snuitjes in een zwierende attractie?

Hoewel het plein vroeger heel leeg was en men de neiging heeft om te denken dat vroeger alles beter was, mochten de kinderen er eigenlijk niets. Werd er stiekem toch gevoetbald, dan wist men de ouders van de belhamels makkelijk achter de toonbank te vinden. Tegenwoordig staan er bankjes rond het plein, waar veel wijkbewoners elkaar ontmoeten voor een praatje. Op het middenplein kunnen de kinderen voetballen, steppen en fietsen en ook daar is het bij mooi weer een drukte van belang.
En dat is maar goed ook, want het Heeswijkplein is mooi en groot genoeg om veel en vaak gebruikt te worden.

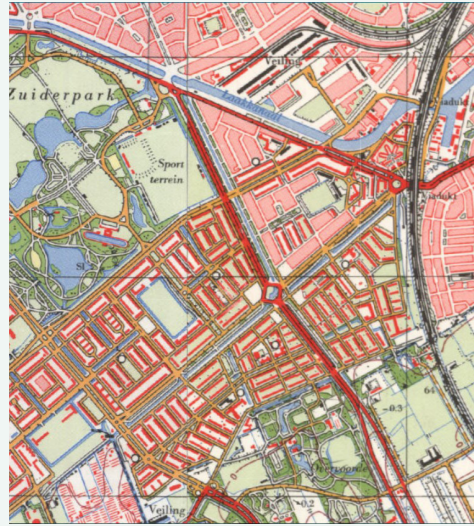Desiré Hodes, opgeschreven voor mevrouw Dingjan

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