FINAL REPORT: SUMMER SCHOOL PLANNING AND DESIGN WITH WATER 2017

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PLANNING AND DESIGN WITH WATER

17th to 28th of July 2017

Summer School TU Delft

Faculty of Architecture and the Built Environment
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These organisations contribute to the Summer School with lectures, workshops and grants, without which the Summer School would not be possible.

The Summer School also relies on a number of TU Delft staff, who contribute with workshops and lectures:

- Professor Vincent Nadin, Head of the Department of Urbanism
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- Dr. Taneha Bacchin, Assistant Professor Urbanism
- Igor Moreno, PhD candidate OTB
- Ir. Guus van Steenbergen, PhD candidate Urbanism
- Dr. Roberto Rocco, Assistant Professor Urbanism
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And individual contributions:

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- Dax Boot, Trainee, Ministry Infrastructure and the Environment
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- Rebeca Rabello, EMU alumna, TU Delft
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The TU Delft students who helped organize and manage the Summer School:

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And the true heroines of organization, the secretaries of the Department of Urbanism: Karin Visser, Astrid Roos-Aukes, Annemieke Klein (executive-secretary)

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The Ministry of Infrastructure and the Environment of the Netherlands
Spatial Planning at TU Delft

by Vincent Nadin

Spatial planning and strategy is a core chair in the Faculty of Architecture concerned with knowledge about the formulation, implementation and evaluation of strategic and urban planning tools - visions, strategies, plans and programmes.

We are particularly interested in how intervention through spatial planning can meet the challenge of territorial management in the context of the growing complexity of networked urban regions. We undertake international case studies and cross-national research on global and European cities and regions and the planning tools they use.

We contribute to teaching at all levels and have played a central role in the development and implementation of the prestigious European Masters track in Urbanism which is delivered in partnership with UPC Barcelona, KU Leuven and IUAV di Venezia. Staff also make a considerable contribution to the work of the International Federation on Urbanism.

For more information, please visit our website: http://spatialplanningtudelft.org
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Why a Summer School on Planning and Design with Water

by Roberto Rocco

Among the many challenges faced by our cities today, water management is one of the most pressing. Issues include the provision of fresh water and sanitation to growing urban populations in the Global South, the preservation of natural water environments, pollution and contamination of water sources, flood risk management and last, but certainly not least, tackling the consequences of climate change1 (ICPR, 2013).

This is why we believe that every city must be planned and designed “from the ground up”, that is to say, taking into account its particular geography and water resources. And this is why we have this school.

The Netherlands has a long and rich tradition of bringing together water management and urban development. Initially a country built on swamps and marshes, threatened continuously by the sea, with a large portion of its territory below sea level, the Netherlands is known today as a reference for outstanding achievement in combining water management, urban design and planning. Building on territorial conditions that even the Romans considered inferior forced the Dutch into vision building, cooperation and carrying out urban plans collectively as early as the sixteenth century.2

The Netherlands is a leader in engineering and in technological solutions for dealing with water issues, particularly flood risk. Much has been achieved in reclaiming and protecting land, but in face of continuing environmental threats and climate change this battle to contain flood risks is now seen as futile. This means that rather than fighting the water, the Dutch now seek to work with the water system in order to create more sustainable and prosperous cities and regions.

This paradigm shift has produced new approaches towards safety and urban development. In order to promote safety from flooding from the sea and rivers, a “Multi-Layer Safety Approach” was introduced. Here, there are three levels of safety advocated. The first is protection, the second is adaption and the third is retraction. Another crucial policy that represents this paradigm shift is the “Room for the River” programme, which enables rivers to cope with huge amounts of water flow and limits the risk of flooding. This programme is reversing some of the past engineering works to allow rivers to flood large areas of land in times of risk, in order to protect the rest of the country. Rijkswaterstaat (the Dutch Agency for Public Works and Water Management) is using the “Room for the River” programme to improve the overall environmental quality of the Delta and to prepare for climate change3.

At the urban scale, Dutch municipalities have produced Water Plans that do not restrain themselves to technical solutions for dealing with rainwater, but are looking for durable and resilient spatial solutions that can be incorporated into the planning and design of urban environments, such as water squares, parks and underground water storage.

These water management policies and measures have consequences for how cities and regions are designed and managed. They imply different ways of occupying the land and managing territories, different ways of planning and design, and require new adaptive ways of co-habitation with water bodies.

But how can all those things be designed and implemented in a modern planning framework, where participation, accountability, efficiency and economic feasibility are key elements? Through the elaboration of a vision and an urban plan, we will conceive a spatial strategy that effectively integrates the technology of water management and urban development in a case study in The Netherlands.

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The Urbanism department draws on the Dutch tradition of combining urban design, landscape architecture, spatial planning and engineering. Students learn to integrate social, cultural, economic and political perspectives with the natural and man-made conditions of the site in order to shape and plan for more sustainable development. Until the Industrial Revolution this integration was strong part of the Dutch practice of urban development (Hooimeijer, 2014).

The urbanism department

The making of Dutch polder cities, as Burke emphasizes, is not a matter of architecture alone, but primarily a visionary way of dealing with the hydrological demands of the wet territory: ‘the poorest natural resources . . . constant danger’ on urbanization that is done with ‘qualities of courage and tenacity, ingenuity and faith’ demonstrated in the Dutch landscape and cities (Burke, 1956).

The planning of the expansion of Alkmaar in the sixteenth century already took - due to the vertical issue of stepping of the dry core onto wet and soft soil conditions - an integrated technical plan. It represents the Fine Dutch Tradition in which urban plans are made using the parameters of the natural system – linking in an efficient way the hydrological cycle, the soil and subsurface conditions, technology and urban development opportunities (Hooimeijer, 2014).

With the unreliable character of the climate and the willful behaviour of water, an innovative and more adaptive attitude towards the natural system, sustainability, is vital. In the summer school we take the students through planning with water to design with water. When you understand the spatial impact of the water system it is possible to plan better and use it as inspiration to design.

References:

Pictures: Alkmaar in the sixteenth century. Source: Burke 1956
The objective of the Summer School is to introduce students to strategic spatial planning, through the elaboration of a simple spatial plan for a city district in The Netherlands, having climate adaptation, water resiliency and sustainability as main guidelines. The aim is to provide students with a summarized experience on spatial plan and strategy, making use of short practical exercises and ample theoretical input to build up a simulated planning and design cycle.

The teaching approach is very much the one used at the Department of Urbanism at TU Delft, where research and design go hand in hand. Students are expected to actively participate in practical exercises and to reflect on the theory. Research, in this case, is done through a collective effort to understand the context and the theoretical framework, in cooperation with scholars, policy makers, designers, planners and other actors involved. We strive to make the exercise relevant by partnering up with real stakeholders, such as the city of the Hague, the Dutch Ministry of Infrastructure and the Environment, the Delta Metropol and other significant institutions and individuals. There is a good dose of self-learning involved and we expect students to be active, independent and critical, yet we encourage an attitude of cooperation rather than competition.

The Summer School focuses on an area of the waterfront in the City of The Hague in order to provide students with a test bed where to apply knowledge and skills acquired during the course.

### Teaching Steps:

#### DAYS 1 to 3 of the workshop:

Students will be invited to develop a comprehensive analysis of the area, taking into account:
- Its geographical make-up and position in the water system
- Its social, environmental and economic trends,
- The spatial characteristics of the existing built environment, natural system and
- The position of the area in the urban, metropolitan and regional contexts in relation to, and connected with water issues.

Students will be also invited to explore spatial planning and design innovations, good and bad practices, good and bad examples of plan making, urban design and management in relation to water sustainability and resilience.

Activities involve: directed literature exploration (issues of planning and design with water, based on papers provided by the Summer School), directed mapping, site visits, mapping exercises and talks with officials and specialists.

Tools used are directed literature exploration, maps, group discussion and self-learning

#### DAY 4:

Students will be encouraged to define the challenges and opportunities offered by area X through SWOT analysis and mapping exercises, with emphasis on issues of water management and design/ flood risk management/ sustainability of water resources and sustainability and resilience of urban environments in face of climate change.

Activities involve: SWOT workshop, mind mapping exercises, mapping and group discussions and self-learning

#### DAYS 4 to 8:

Based on their findings, students will be asked to elaborate a draft strategic spatial plan composed of one or several alternative visions, in which the policies and spatial interventions that are used to achieve a particular vision are explained in text and image (text and designs) and through presentations. Students will be also encouraged to map the stakeholders involved in their plan and to connect them to the policies and interventions proposed. In day 6, we will carry out presentations of preliminary results.

Activities involve: workshops on strategy-making, drawing and sketching exercises, mind-mapping and role-play exercise on stakeholders and the roles of planners and designers in relation to stakeholders, to society and to the task at hand.

#### DAYS 9 and 10:

Students will be asked to explain and present the logic of their plans orally and through visualization (posters and slide presentations) and to support their proposals with evidence and references.

Activities involve: putting together a presentation that describes the main steps of the process of plan making and the preliminary results. Students will be encouraged to prepare not only a slide presentation, but to express their ideas through posters, drawings, maps, photographs and other graphic materials, as well as to explain their ideas orally and textually.

### POST-SUMMER SCHOOL:

Students will be asked to format their materials according to a template provided to them and to submit their results in the form of a mini-report, where the crucial steps are explained textually and graphically. The idea is to collect presentations in a bundle and publish results on-line.
Learning Outcomes

At the end of the summer school, students will be able:

• To explain the challenges of water issues in regional, metropolitan and urban environments and describe resilience of urban environments in relation to climate change

• To elaborate a draft spatial plan and design using basic spatial planning and strategy-making tools in relation to water issues

• To discuss the possible roles planning and design professionals might have in delivering socially, economically and environmentally sustainable urban environments

• To connect issues of governance, participation and democracy to spatial planning and design

• To take general steps in spatial plan and strategy-making, using clear methods and tools associated with each step

Desirably, students should be able to answer the following questions:

• How does your strategy and design address the three essential dimensions of sustainability? (social, economic and environmental?)

• How does your strategy and design engage and attribute clear roles to the three big groups of stakeholders in a governance arrangement? (civic society, the public sector and the private sector?)

• What are the values underline your strategy and design?

• What does your strategy and design achieve in terms of spatial justice?

• What does your strategy and design achieve in terms of public goods?

• How does your strategy and design cater for the needs of vulnerable groups (disabled, the elderly, children, minorities)?

• How do you use policies, zoning, economic investment and participation in your strategy and design?
One of the biggest learning curves I have taken from this experience is the strength in diversity. Working on a project with such a diverse group of people who come from such different backgrounds was incredible. It was inspiring to meet people from all different places, to hear their stories and to learn about the world through them. Not only learning about their cultures and traditions, but also about their different methods of approaching and solving problems. It was also eye opening to learn about their different cities, how water impacts our lives in different ways and the various issues that arise with water.

The summer school was very well organised, engaging at all times and was also a lot of fun. Delft as a city is beautiful and the university and its staff are the same. Overall, I am extremely grateful for this incredible opportunity I was able to undertake. The summer school both developed and fostered my personal interests and professional capabilities. Through this travel I have understood the benefits that can come through observing and absorbing ideas from diversity - be it places, people or experiences. From the two weeks I have gained so much, both in education and in the friendships I have made. I feel so thankful to have been able to meet so many passionate, friendly and interesting people from all over the world and I will take the memories I have made on the summer school with me forever. Thank you TU Delft!

Georgina Maree Kerr
Queensland University of Technology
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The Planning and Design with Water Summer School was an incredibly enriching experience that I will not be forgetting any time soon. As a student of urban and regional planning, the School allowed me to have a greater understanding of the different approaches and factors that need to be considered when planning and designing with water. The lectures were interesting and informative, and it was great to be able to hear different perspectives from a range of professionals. The study trips were also a fantastic opportunity to see how the Dutch approach water management at a range of scales. It was very cool to be able to physically see these methods in practice whilst visiting different areas of Holland. The school has definitely fuelled my passion for wanting to become an urban planner that values the environment, plans cities for the people who live in them and embraces an integrated approach to solving problems.
Values and Diversity

STATEMENT OF EQUAL OPPORTUNITIES AND DIVERSITY

TU Delft is an inclusive university. This means that we offer education based on values of equity, fairness, and non-discrimination.

TU Delft is an international university where values of mutual respect and cross-cultural learning are upheld. There are no separation or discrimination among students and staff based on gender, race, religious beliefs and sexual orientation.

Students are cordially invited to uphold these values while they are with us.

DIVERSITY IN THE SUMMER SCHOOL

The Summer School’s objective is to form future leaders for positive change. It gathers excellent students from diverse backgrounds and encourages all to apply. In order to accomplish that, we keep a “low-fee” policy to broaden the target group and we also provide a few scholarships.

This means that our fees are much lower than most Summer Schools run at comparable universities. The idea is to attract students who have the potential to lead processes of change in their respective communities irrespective of their ability to pay.

To ensure diversity in the Summer School, we don’t accept more than 10 students from a single university. This is to ensure that a variety of approaches and world-views are represented during the course.

Students who bring exceptional or singular life experiences to the Summer School are most welcome. This includes, but is not limited to, students from least developed nations, students from Sub-Saharan Africa, students from countries in transition, students who face persecution in their countries of origin because of their gender, race, religion or sexual orientation, members of ethnic groups who are traditionally disadvantaged, and so forth. We recognise the rights and the expression of LGBT+ students.

We understand that diversity enriches learning experiences and makes our world richer and freer.
Literature


BINNEKAMP, R., GUNSTEREN, L.A.V. & LOON, P.P.V. 2006. Open design, a stakeholder-oriented approach in architecture, urban planning, and project manegement. Amsterdam, IOS.


MARCUSE, P. 2009. Spatial Justice: Derivative but Causal of Social Injustice. Espace et justice/Space and Justice 1,


Every year, the Department of Urbanism and the Section of Spatial Planning and Strategy of the TU Delft organize a Summer School ‘Planning and Design with Water for Sustainability’. This is the report on the fourth edition of the school, organized between 15 and 26 July 2017.

The Summer School combines spatial planning, urban design and environmental technology to tackle issues of sustainability, climate adaptation and water management in urban environments. It invites students to understand the theories and practices that bring together water management, urban sustainability and spatial justice and to apply the knowledge acquired in the elaboration of a vision and a spatial plan and design for an area in the city of The Hague in The Netherlands.

The aim of the Summer School is to explore the Dutch tradition of planning and design with water and the integration of water management and sustainability into urban development.

The Summer School is led by the Delft University of Technology, in collaboration with international partners.

This school includes site visits, talks with professionals and academics and a short studio-based exercise, where students and teachers will explore possibilities through the elaboration of a spatial vision, the design of a spatial strategy and spatial interventions in the city of The Hague, located in one of the most important Urbanized Delta Regions of the world. Special emphasis is given to aspects of spatial planning such as stakeholders roles, citizens participation, redistribution and spatial justice.
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Assistant Professor Urbanism
TU Delft
All the teachers were amazing in their unique way. They were so resourceful and very supportive. Their short lectures, presentations, interactive workshops, site visits and discussions were very informative and enlightening. Importantly, the student-teacher relationship was transparent and engaging. The place where I come from, the air between teacher and student is a setback of respect and limits. Yes, you could speak to them and have discussions freely, but addressing them by their first name? Of course not! Which to my astonishment was different here. I struggled to call them by name at first, but got used to it eventually. The point is, all are treated equally and felicitated for their capabilities. It was an apt working environment that projected positive vibes and brought healthy relationship with others.

The University campus - a wonderful place and one of the best rated in the globe. I had the pinch of it - the organised corridors, gardens, spacious studios and iconic library specifically the coffee machines, which are everywhere - like a first aid kit placed in every nook and corner. To be honest, they were there, whenever I needed them, which is always! To me, the whole system was not just a collection static objects; they communicate with a silent gesture!

These may be tiny details, but they had a massive impact on my thinking and the way I see things. Moreover, it gave me a bigger picture of what it is like to be a part of an education-research based organization.

As a participant - I found it as a golden opportunity not only to learn about planning and designing with water, but something beyond understanding the subject. A heartfelt gratitude to the Summer School team – who made it a ‘serious-fun-learning’ experience! And my best summer ever.
Scholarships

Sub Saharan Africa Planning and Design Scholarship

Starting from 2016, the Department of Urbanism of the TU Delft provides one partial scholarship to students from Sub-Saharan Africa aged between 21 and 26 to participate in the Summer School.

From 2017, Delft Global Initiative will provide one scholarship for one excellent African student to attend the Summer School.

The scholarship covers the travel costs and daily costs during the Summer School (food and transportation). Accommodation is provided separately.

Elsa Gidey
EiABC Addis Ababa
ETHIOPIA

I am a graduating student from EiABC, Addis Ababa University, currently working on my final thesis. Besides achieving good grades, I participate in voluntary community organisations that help low income groups of society by building low-cost houses, collecting funds and also consulting services. I have hobbies like knitting, and designing traditional cloths as a contemporary fashion. I also have great communication and leadership skills. I was a coordinator and a team leader in group works and workshops for almost all my school years.

I wanted to participate in the TU Delft Summer School for three main reasons. First, I do hold a deep interest in the most fundamental aspects of the planning and designing with water, as well as a goal to devote my professional career towards understanding them. I explored the application of water in urban design by researching cases in European countries, especially from Dutch and Belgium. And throughout my experience, I realized that I need first-hand experience from these countries. And TU Delft summer school is the best scenario.

Second, Ethiopia is in a rapid developmental change. Cities are changing and new towns are emerging by bulldozing the old. The tension from the government for environmentally sensitive design is evident. Third, Holland is one of the best examples of water based city development. Through my research, I noted engineering and environment conscious solutions that the world should learn from. It is my dream to study these solutions and apply it to my developing country.

I firmly believe that curricula of the summer school will provide answers to my questions regarding my design profession in Addis Ababa. Furthermore, the diversity of students and teachers enrolling in this school aided me in engaging in extensive discussion that could broaden my views, build my skills and make friends.

In my point of view, the challenge of cities in the 21st century is the neglectfulness of evolving man made intervention onto the natural environment creating crisis at both land use pollution and atmosphere depletion. Hence, as an architect and planner, I believe that water is a sensitive issue of urban areas, and the future of our cities should be targeting at designing for sustainability.
The Summer School was a great opportunity and an experience like no other. I not only enjoyed the presentations and the dedicated guidance by the lecturers, various perspectives from leading industry leaders and government representatives, but also the practical challenge of developing a strategy for Scheveningen. This, and especially the opportunities and threats presented by water was a totally new yet relevant and timely challenge for me. Coming from Kenya, where the country is 75% arid and semi-arid, I didn’t see a close link between our context and urban planning and design with water before attending the Summer School. However, the summer school gave me a completely different perspective and imparted new knowledge and understanding. I learnt to appreciate the need to plan and manage cities and human settlements with water in mind.

Professionally, and specifically as an urban designer and a young researcher, the summer school underscored my role in guiding sustainable development, and importantly, promoting spatial justice in the distribution of public goods. Indeed, one of the key takeaways for me is that urban planning and design are actually tools for delivering public goods to the public. In addition, experience from the Summer School also reinforced my skill base in preparation for my new assignment where I am supporting the Nairobi City County Government to develop a citywide strategy for Public Space. I can say that I now have a clear understanding of the difference and relationship between a masterplan and a strategy. Another key takeaway from the Summer School is the power of a combination of strong graphic representation and good storytelling in projects. This inspired me to be better and challenged me for the better.

At a personal level, being an aspiring Urbanism scholar and urban design expert, I was inspired by the sophistication and simplicity of the Dutch Urban Design. Beyond this, I was on a fact-finding mission to establish the TU Delft approach to research and design, and I must mention that at the end of the Summer School, I had long arrived at the conclusion TU Delft would be the place I’d want to advance my research and design skills.
Rethink the City MOOC Scholarship

Rethink the City is a massive open online course (MOOC) that started as a bottom-up initiative of PhD candidates Igor Pessoa (PhD candidate at OTB Research Institute) and Luz María Vergara (PhD candidate from Management in the Built Environment). With the help of Martina Gentili (PhD candidate at Gran Sasso Institute in L’Aquila and Urbanism alumna), they developed the course focusing on urban challenges of the Global South. The MOOC was an extremely successful endeavor, with more than 10,000 enrolments from 160 different countries, making it the biggest online course ever organized by the faculty alone. The program was divided into three thematic modules: Housing Provision and Management, Urban Resilience and Spatial Justice.

The course encourages participants to create a critical perspective on urban development issues in the Global South. As future urban planners, urban designers and architects, students need to be aware of and manage the risk of adopting foreign solutions without questioning their impacts at the local level. One of the aims of the course was for students to go beyond traditional urban strategies and policies and to enable them to find solutions from their own local perspective, transforming local challenges into opportunities and thinking ‘out of the box’. The online platform was used as an intense forum for debate, which made it possible to have collective knowledge creation.

The RETHINK THE CITY MOOC selected one participant to come to The Netherlands to join our Summer School Planning and Design with Water. The idea was to give an opportunity to an outstanding participant from the online course to be able to contribute and experience a TU Delft on-campus course too. The scholarship covered the travel costs, accommodation and meals during the period of the summer school. An independent committee was formed to assess the candidates and the winner was Mohamed Ammar, an engineering student from Egypt.

Mohamed was extremely active during the whole 7 weeks of the MOOC. He demonstrated great critical insight, but was also extremely supportive towards his peers. This was later on confirmed by his extremely positive participation in the Summer School. This fruitful experience between the Rethink the City and the Summer School on 2017 will be repeated and expanded in 2018, when 2 scholarships will be offered.

Because of its innovative and successful approach, the Rethink the City MOOC was awarded with the “Excellence in Teaching Award” by the Association of European Schools of Planning.

It was the first course from the Faculty of Architecture and the Built Environment of TU Delft that has received this award. Additionally, it is the first time AESOP recognizes the excellence of an online course.

Mohamed Ammar
MET – Misr Higher Institute For Engineering & Technology Mansoura
EGYPT

I came to Delft with one family in Egypt, and I left Delft with another 5 families, now I know that I have a family in Delft, Belgium, Puerto Rico, and two families in Turkey.

In the summer school, I enjoyed learning. I was setting with almost the whole world in one room and it was an amazing feeling.

For two weeks in Tu Delft, it seemed as if the world forgot completely about all these imaginary and stupid borders that separate us. All of us were smiling, laughing, getting a new amazing knowledge together.

The atmosphere was so encouraging, and enthusiasm was the common motto between us as students. All the lecturers and the student assistants were so cooperative with us, and all my questions were always welcome. Though I asked a lot of questions. :D

Remember : always try to be the first one to leave the lectures room, that way you can have some coffee before it becomes crowded!
Puerto Rico Scholarship

Puerto Rico has recently experienced an extreme climate event in the form of Hurricane Maria, which killed a number of people and destroyed much of the island’s infrastructure. Extreme climate events are bound to become more frequent with climate change and we must be prepared to face the consequences for our cities and regions.

There are no “natural disasters”, only ill prepared cities and regions, which suffer from lack of integrated planning that can help them adapt to new conditions.

Puerto Rico and other Caribbean Islands are especially vulnerable to extreme climate events that threaten the lives of citizens, and damage infrastructures and economic assets.

We believe our summer school can make a difference in preparing young people to shift the way in which urbanisation is planned in the island, producing spatial strategies that allow cities to live with water and “build back better” (BBB), helping Puerto Rico to prepare for the challenges of climate change.

Isabella Hillman
University of Puerto Rico

Puerto Rico was devastated after the passing of Hurricane Maria (the 100-1,000 year storm everyone was waiting for). We are still without power and poor communications in some areas, but everyday we try to get better. The Summer Course gave me so much information for these kinds of situations and I have this need to share it with my school.

An example of the lessons learned is the meaning and action of the word resilience. Resilience is a word I heard many times in the Summer School as a very important value, word and goal. It is a word that shows strength and perseverance, the quality every Puerto Rican can say after surviving this crisis. I believe this word should be demonstrated in our future projects and a goal that should be attainable once we get back up. As future Architects and Urban Planners we should be ready to create resilient and powerful cities that use history and experiences, such as this, as foundations for the future.

The School of Architecture in Puerto Rico decided to turn this devastation into an opportunity, as every Puerto Rican is doing. The professors decided to give back to the communities in need. Today we visited our project’s site in Loiza, Puerto Rico. Loiza suffered greatly from floods and many lost their house. We found the most beautiful site and community for a Recreational Masterplan.

Our initiative starts with the little things as restoring the wooden structures that were used for picnics and revitalising the growth of medicinal plants. With our initiative I was wondering if there was any way to contact the associations that go abroad to help mitigate the flood problems and create a safe, resilient and recreational environment. This contact would be for the planning ahead and safety of the community.

I believe we as architects and urban planners of the future (and especially in an island as PR) should have knowledge in this area. Thank you so much for the great opportunity in TU Delft, it opened my eyes into a new and bright future. Muchísimas gracias.
Countries in Transition
Scholarship

There are special fees for nationals from “transition economies” and countries undergoing conflict.

By transition economies we mean a number of former Soviet Republics (not all) and former Yugoslav Republics (not all), not members of the European Union, as well as Cuba. This scholarship excludes Russia.

By countries undergoing conflict, we mean countries that are currently in a state of war or very near a war zone, and where there is political upheaval.

Patricia Díaz
Universidad Tecnológica de La Habana
CUBA

If anybody asks me what did it mean for me to participate in the Summer School Planning and Design with Water of TU Delft, with a full scholarship?

I will say it was an excellent opportunity to grow professionally and also to get to know a city making process from one of the most prominent countries in planning and design with water.

The scholarship offered by this Summer School is a great opportunity for professional, social, and cultural exchange.

Professionally, it is an excellent opportunity to access high level knowledge and reflections on problems of the contemporary city, from different approaches. It was also very illuminating to reflect about these problems from a planning and design perspective and from diverse methodologies, that place special emphasis on the coherence of the planning and design process.

The Summer School, not only offered me the opportunity to meet a large number of people, but also creates a network of professionals and students who discuss and share their work, as well as an incredible network of very good friends, some of them, forever.

The scholarship also allowed me to enjoy. For students around the world with reduced financial means, it gives them the opportunity not only to visit the Delft University of Technology with all its facilities, but to visit urban and architectural projects in Delft, Rotterdam and Amsterdam.

From a cultural point of view, it was a celebration of diversity. It was a window into different cultures and different philosophies of life.

Undoubtedly, a good opportunity to learn to think about the city by creating pleasant and resilient environments, that offer public goods, in order to achieve a better legacy for the next generations around the world.

Nastia Tsurkouskaya
BNTU Minsk
BELARUS

If you asked me to explain Summer School at TU Delft in 3 words, it would be “diverse”, “intense” and “structural”. Firstly, it was truly diverse! I met incredibly different people from all around the world. Many of them were not only in the Netherlands, but in Europe for the first time in their lives. So it brought multifarious conversations about stereotypes and myths; discussions about distinctions in traditions and culture in different countries and continents. Secondly, I enjoyed the intensity of the School indeed. Concentrated mindful study was exactly what I had been looking for. I gained a vast array of knowledge about planning with water, sustainable and resilient approaches in the design of our environment just in two weeks. Nevertheless, I have gotten to know the Netherlands much better through intriguing site visits organized by TU Delft. Finally, the structure of the School has to be mentioned. It was the most well-organized event in which I had ever participated. Every conversation, lecture, workshop and discussion was a part of the bigger picture, which was forming in your mind gradually. In the end of the School I had a beautiful feeling of satisfaction—as if all pieces of the puzzle had found their places. I believe that the understanding of this structure can help me in many future projects.

I am very grateful to all organizers, lectors and participants of the Summer School. I see that it has changed my way of thinking and contributed to my development as a professional.

Last but not least, I would like to share with you an exciting coincidence in my life. Just after the School I got an internship in Budapest. The project is about designing a new blue-green infrastructure for the town of Enying in Hungary, based on the existing creeks surrounding the town, which will be the main element of new urban development. The office is very happy that “by coincidence” I have obtained varied knowledge about planning with water at TU Delft, and it gives me an opportunity to participate fully in the project. I am so excited that I can actually implement the knowledge provided by the School in a real life project in a different context so soon. I must say that there is no coincidence in the world. That is crazy, isn’t it? :)

Countries in Transition
Scholarship

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The summer school has made me realize how important it really is to consider natural environment first of all when designing or planning our built environment.

Realizing how much danger there is around and how many citizens are not aware of it made me think of my hometown. There is a big danger of earthquakes and mudflows as Almaty is situated very close to the mountains but a lot of people do not realize how serious it is and keep building on dangerous sites. Regulations and policies do not work well, the government is often quite careless.

I learned a lot about the Netherlands and Dutch approach to urban planning and design but apart from that, I’ve also learned a lot about my hometown while preparing the small assignment about icons that made me make a research.

We were constantly discussing different topics with other participants of the summer school, they were asking me various questions that sometimes forced me to think and overthink some issues.

On my opinion, it was just kind of mindbox-breaker, thought-stimulator. This event has let me meet so many different people and to listen to so many different stories. That’s probably it: it is all about stories. You listen (or learn to listen) to stories of other people and learn telling stories yourself.

I study Architecture major in China and this year (4th year of bachelor) we had a chance to choose a direction and I’ve chosen urban design. The way we did things in TU Delft summer school to me was very different and I think that it is very helpful for me on this stage, when I am just beginning my journey of discovering urban design and planning. Basic knowledge and terms of urban planning like strategy, vision, stakeholders and others were explained very precisely, along with numerous workshops and discussions. The lectures of graduate students of TU Delft were especially interesting.

I loved that we had to work with our hands. I always considered that drawing with hands makes work more lively and helps expressing thoughts and ideas way better than computer graphics. I enjoyed the whole working process even more because of that and it was super interesting to see other people’s drawings and sketches. Hand drawings tell us so much more not only about a design idea or thinking process but also about its author’s personality, which makes it a unique way of communication.

Another point I would like to notice is the democracy in the class. We were all “stakeholders” of most of our daily activities. The main events time and form was discussed altogether in the classroom and decisions were compromised.

There were a lot of elements that made the summer school quite a unique experience, but the most precious one was my team. It was a really good opportunity to see how they work, what kind of tools they use during their work, how differently they think and speak. They have taught me a lot. And they are the people who really made my two weeks in TU Delft so meaningful.
wards the topic analyzed, the water, and the different approaches being used in the Netherlands; curiosity towards different academic backgrounds and specializations; curiosity towards every single person that was part of this heterogeneous system. Every lecture, discussion and conversation was the occasion to satisfy these curiosities in order to draw inspiration from all the diverse answers and inputs given.

I lived this Summer School as a precious moment of meeting for this new generation of architects, planners and engineers from all over the globe, a place where every participant had the possibility to share freely ideas, thoughts and proposals. Moreover, it was the perfect situation for us all to create a new network of friendships and working collaborations, maybe with the idea of being part of a common project one day.

Among all the lessons I attended during this tough but very fulfilling experience, I felt a strong emphasis given on values. I was very touched and interested in this topic, probably because nowadays is something that is slowly decreasing in the teaching environment. As students, citizens and academic people, we have to always remember how to be respectful and aware in planning, to not exclude democracy and rationality from our visions and projects. These days, more and more people take them for granted but especially on this occasion, while I had to deal and relate with colleagues who came from difficult social and political situations, I realized how much important is to promote, once again, equity and freedom.

Amina Chouaib
Politecnico di Milano, Italy

Back in May, when I received the confirmation for the participation at the TU Delft Summer School Planning and Design with Water I was enthusiastic but I did not know yet what this experience would have set aside for me.

On the first day, I was astounded. People from all over the world were chatting and walking around me, introducing themselves and talking proudly about the countries they came from. I had to stop for a while by myself to truly appreciate what a diverse, mixed and multi-racial environment I was thrown into all of a sudden.

All these young students, like me, were there in TU Delft for two main factors. First, their determination in reaching goals and perseverance in completing tasks; then, the inclusive spirit of the university itself, which had promoted this independent and autonomous atmosphere and developed during the years many other possibilities of knowledge and interaction.

In the Summer School context, where there were more than 50 nationalities represented, I perceived curiosity as one of the fundamental driving forces. Curiosity towards the topic analyzed, the water, and the different approaches being used in the Netherlands; curiosity towards different academic backgrounds and specializations; curiosity towards every single person that was part of this heterogeneous system. Every lecture, discussion and conversation was the occasion to satisfy these curiosities in order to draw inspiration from all the diverse answers and inputs given.

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The Relationship between your City and Water

by Claudiu Forgaci

Every city is related to water in one way or another. Rivers, seas, springs, lagoons, estuaries, and lakes are examples of a variety of forms of water alongside which cities have developed. The aim of the workshop was to illustrate this variety through drawings made by participants responding to a very simple question: what is the relationship between your hometown and water? The drawings were posted on a matrix with two axes representing the social and ecological dimensions of the city-water relationship. The stronger the social character of the relationship, the higher the drawing was placed on the matrix. The same with the ecological dimension.

To guide the participants, four examples were given for the four extreme corners of the matrix. The upper left (high social, low ecological) was illustrated with the River Seine in Paris, which has opened up its banks to the people, but which is low in terms of ecology. Porto Marghera in Venice’s lagoon was the example given in the bottom left corner (low social, low ecological) for a typical port situation, where certain activities are decommissioned, but people and ecological processes are still excluded. An example for the bottom right corner was the Biesbosch, a natural park in the Netherlands which is protected, high in biodiversity, but partially accessible to people. Finally, the upper left corner showed River Isar in Munich, which is the result of a successful urban river restoration project, with both the social and ecological dimensions high in the matrix.

The session ended with a discussion on four drawings selected from the four quadrants of the matrix. As suggested in the matrix, the cases in the bottom left corner can be improved by changing either the social or the ecological dimension. The cases in the upper left and lower right corner perform quite well, but can be optionally improved to a high social and ecological position. Reflecting on the initial question, the drawings and possibilities of improvement, the final discussion demonstrated the importance of social-ecological integration in any project dealing with the relationship between city and water.

Pictures: (top to down and left to right) The drawings in these pages were made by students from Ernakulam (India), Tainan (Taiwan), Addis Ababa (Ethiopia), Scheveningen (The Netherlands) and Brisbane (Australia)
Pictures: (top to down and left to right) The drawings in these pages were made by students from Su Zhou (China), Milan (Italy), Minsk (Belarus), Delta (Nigeria), Guangzhou (China), Bangkok (Thailand), Lima (Peru), Castle Town (Japan)
Students Work
Group A: The Dutch Harbour

In 2040, Scheveningen will be the DUTCH HARBOUR. It will bring to the Hague the initial sense of the harbour a vibrant and diverse place of cultural trade, meeting and living according with the flows of people and goods. Its inclusive and sustainable character will be known worldwide.

KAROLINA FONFARA
Silesian University of Technology
Poland

SHIZENG GENG
South China University of Technology
China

CATARINA MEDROA
Faculdade de Arquitectura de Lisboa
Portugal

KUAN TING LIU
National Cheng Kung University
Taiwan

ERWIN DIAZ RAMOS
University of Puerto Rico
Puerto Rico
SUMMER SCHOOL PLANNING & DESIGN WITH WATER * TU DELFT

THE DUTCH HARBOUR
WHY DO WE NEED THE DUTCH HARBOUR?
WHAT ARE THE FEATURES OF THE DUTCH HARBOUR?
WHAT VALUES can it bring to the city of THE HAGUE?
It is necessary to connect the harbour area with the city and the region in order to make it attractive and livable.

Moreover, the balance between the fishing industry and another function must be kept. Making Scheveningen more sustainable, environmentally friendly, and inclusive will strengthen its identity and help by recovering the initial way of living in a harbour.

**WHAT STRATEGY SHOULD WE DEFINE?**
WHY TODAY SCHEVENINGEN HARBOUR IS NOT THE DUTCH HARBOUR?
WHAT POTENTIAL DOES IT HAVE TO DEVELOP?

NO REFERENCE

EMPTY STREETS

CARS

SEGREGATION

3RD HARBOUR

CULTURAL ACTIVITIES

BEACH

PEDESTRIAN ROADS
THE STORY OF THE DUTCH HARBOUR

1. GET IN TOUCH
   - Citizens of The Hague
   - Stakeholders

2. BUILDING KEY PROJECTS
   - Scheveningen Museum
   - Social Garden
   - Cable Way
   - Swimming Pool

3. DEVELOPING CITY NETWORKS
   - The Dune
   - Green Spots
   - Jelly Platform
   - Tourist Infopoints
   - Bike Lines

4. THE HAGUE FESTIVAL
   - The Greenbelt
   - Open The Canal

MOBILITY

MARKET

TIMELINE:
- 2017
- 2018
- 2022
- 2030
- 2040
Phase 1: Participation

Government
Fishing Companies
Ship Owners
Residents
Restaurants
Sports Clubs

CONVINCE
INFORM
KEEP INFORMED
HOW DO THESE PROJECTS HELP US TO REACH OUR VISION?

SOCIAL GARDEN
Building the community residents can meet there and do gardening together, they're in closer relationship with each other and with theater. The green space as a way to promote inclusivity in the city.

CABLE WAY
Increasing mobility in the harbour, and it's relation with the museum and the social garden.

MUSEUM
Building the identity it will be an historical museum with interactive spaces and workshops, regarding the thematic of the fishing industry.

MARKET
Promoting the harbour Connecting fishing industry tourists and citizens.

SWIMMING POOL
Increasing attractively make people closer to the water.

1 2018 2 2022 3 2030 4 2040
TU Delft Summer School Planning and Design with Water

Building the community
residents can meet there and
do gardening together,
they’re in closer relationship
with each other and with theater.
The green space
as a way to
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Increasing mobility
in the harbour, and it’s relation with
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Social Garden
Promoting the harbour
Connecting fishing industry
tourists and citizens
Market Cable way
Building the identity
it will be an historical museum with interactive spaces
and workshops, regarding the thematic
of the fishing industry
Museum
Increasing attractively
make people closer to the water
Swimming pool
HOW DO THESE PROJECTS HELP US TO REACH OUR VISION?

CHANGING TRAFFIC POLICY
Making people walk!
Controlling the relationships between different functions
(ex. no tourists’ cars in residential area)

OPENING THE CANAL
Increasing the mobility in context of city and region
Increasing attractively for week-tourists (and in general water traffic)

PARKING IN THE DUNES
Multifunctional space
We remove existent parking social garden we need this
Increasing mobility
Increase of attractiveness may cause a huge demand for parking places and accommodation services. Therefore, new policy in the fields of traffic and land use will be introduced.
HOW DO THESE PROJECTS HELP US TO REACH OUR VISION?

GREEN BELT
Gaining sustainability and resilience (safety)
Making the district more livable

THE SEA FESTIVAL OF THE HAGUE
Increasing attractiveness
(merging food, customs, sports and another activities connected with the sea)
TU Delft Summer School Planning and Design with Water

Gaining sustainability and resilience (safety)
Making the district more livable
Increasing attractiveness (merging food, customs, sports and other activities connected with the sea)

HOW DO THESE PROJECTS HELP US TO REACH OUR VISION?

1. 2017
2. 2018
3. 2020
4. 2022
HOW DO WE MANAGE THE DUTCH HARBOUR
THE DUTCH HARBOUR

Fulfilling the strategy will give to Scheveningen a SUSTAINABILITY, a strong IDENTITY and recognisability both in the scales of the city and the country. Proposed solutions will make it OPENED in physical and metaphorical sens. Several projects are going to gather the COMMUNITY around the place and make it take over.
In 2040, Scheveningen will be a knowledge hub for integrated living with water that is a prototype for improved quality of life by creating interactive public spaces that support local economy and improve management of water resources.
The Netherlands is a global leader for planning and designing with water, and the integration of water management and sustainability into urban development. The country’s growing shift to green/blue infrastructure provides an important opportunity to explore complete integration of daily life with water. Scheveningen Harbour offers a space to develop a prototype for integrated living with water that can become a global hub for water management strategies.
**Problem Identification**

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Opportunities</th>
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<tr>
<td>harbour area</td>
<td>tourism</td>
</tr>
<tr>
<td>access to sea</td>
<td>multi-season use</td>
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<tr>
<td>fishery industry</td>
<td>link to industry: “see where your food comes from”</td>
</tr>
<tr>
<td>active + leisure uses</td>
<td>technology/knowledge</td>
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<tr>
<td>proximity to city</td>
<td>economy: research hub</td>
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<tr>
<td>existing mixed use</td>
<td></td>
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<td>supports local economy</td>
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<table>
<thead>
<tr>
<th>Weaknesses</th>
<th>Threats</th>
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</thead>
<tbody>
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<td>flooding risk</td>
</tr>
<tr>
<td>boat “parking”: lack of active human interaction</td>
<td>weak points in coastal defense system</td>
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<td>hard limits between uses</td>
<td>risk to ecosystems: flora &amp; fauna</td>
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<tr>
<td>accessibility to the site: transportation</td>
<td>gentrification</td>
</tr>
<tr>
<td>lack of urban furniture</td>
<td>storm surge</td>
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‘Integrate,’ from the Latin, integrare, is to “make something whole.” bringing separate elements into synergy with one another. Scheveningen Harbour, a noted ‘weak link’ in the country’s coastal defence system, is composed of many seemingly disparate areas catering to a variety of sectors and functions. Despite this, as well as its proximity to The Hague, many parts of the harbour are void of human activity.
Problem Identification

Coupling the site’s strengths and weaknesses with potential opportunities and forecasted threats identifies key areas of strategic intervention including multifunctional infrastructure, multi-season use, and mixed-use densities.
In 2040, Scheveningen will be a knowledge hub for integrated living with water that is a prototype for improved quality of life by creating interactive public spaces that support local economy and improve management of water resources.
Strategic Questions

How can Scheveningen become a prototype for integrated living with water in the Netherlands?

How can joining-up multiple sectors improve local economy?

How can the harbour be better connected as an important amenity throughout the whole year, for the rest of the city?

How can landscape as infrastructure improve both the coastal defence system as well as provide interactive public spaces for a broad range of people?

How can the integration of technology, culture, and recreation create a hub of local and new knowledge that together improves quality of life?
Of the three primary public goods aspired to by this vision (knowledge hub, supporting local economy, and interactive public spaces), a series of stakeholders from the public sector, private sector, and civil society were identified.
Master Plan

PROGRAMME
- Public space
- Research
- Gastronomy

ACCESSIBILITY
- New tram stations
- Bike infrastructure
- Public parking
- Areas for industrial vehicles

WATER RESOURCE MANAGEMENT
- Flood gate
- Dikes
- Adaptive buildings
- Area water infiltration
- Area water retention

Abouelnaga, Chen, Huang, Lakhani, Zaluski | TU Delft Summer School | 2017
The trigger project of phase one is the joining up of the fish industry with restaurant and commercial spaces to increase the gastronomic profile of the area. This project is supported by key projects involving the knowledge hub as well as improved accessibility to the site.
Projects: Phase 2

The trigger project of phase two is the promenade linking together the entire harbour. Focus is on creating interactive public spaces through the removal of vehicles from this area, as well as the integration of green/blue infrastructure technologies that also enhance the knowledge and technological profile of the harbour.

Ongoing development of research centres further engages the residential communities in the area, by providing workshops about household scale green technologies, branding the neighbourhood as an experiential place of integrated living. This additionally provides a sense of identity for the residential community, supported by research and the conversion to renewable energies.
Projects: Phase 3

In phase three, the trigger project is the flood gate and added dike infrastructure. The research centres are additionally fully developed, activated by the presence of various institutions. Finalizing phase three, Scheveningen Harbour is a hub of integrated living with water, a prototype for learning, research, experimentation, and implementation of existing and new state-of-the-art water management strategies.
Phasing

<table>
<thead>
<tr>
<th>Year</th>
<th>INTERACTIVE PROGRAM</th>
<th>ACCESSIBILITY</th>
<th>KNOWLEDGE</th>
<th>WATER INFRASTRUCTURE</th>
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<tbody>
<tr>
<td>2017</td>
<td>joining-up multiple sectors</td>
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<td>research center</td>
<td>dikes</td>
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<tr>
<td>2020</td>
<td>floating restaurants</td>
<td>tram stations + bikes + parking dikes</td>
<td>renewable energy + neighborhood scale green infrastructure</td>
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<td>2025</td>
<td></td>
<td>promenade</td>
<td></td>
<td>flood gate</td>
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</table>
In 2040, Scheveningen is known as a vibrant area where inclusive housing, attractive and versatile public spaces, water solutions and a strong economic activity meet in a complementary manner.
The area

Scheveningen is an area located in the Hague, one of the four cities making up the Randstad of the Netherlands. The Hague is an international city, with a diverse population, many embassies and government officials, and is the most notorious city in the Netherlands for beach access.

The site is comprised of two main components: a harbor and a beach area. It is already well-known for its recreational boat harbor, watersport schools, heritage sites and its fishing industry.

However, despite these successes it is facing some challenges as it is not very welcoming nor well connected (internally and externally). Additionally, the design has coastal defense weaknesses which need to be addressed physically and also through education.

With these challenges addressed, it is clear Scheveningen has potential to become one of the hotspots for tourists nationally and internationally.

Scheveningen Harbour source: snazzymaps.com
Our Vision

In 2040, Scheveningen is known as a vibrant area where inclusive housing, attractive and versatile public spaces, water solutions and a strong economic activity meet in a complementary manner.

These unique public spaces support the well-being of its citizens and visitors while being a vital part of the water management system. This system is also supported by the current living spaces and new developments that are environmentally responsible.

Creating a responsive system that enables a healthy living environment while raising awareness in water and environmentally matters.

Keywords

CULTURALLY VIBRANT
INCLUSIVE
UNIQUE
EDUCATIVE
HEALTHY
RESPONSIVE
WATER MANAGEMENT

Our Values

SUSTAINABILITY
To be environmentally, socially and economically in harmony, for progress and growth.

RESILIENCE
To be prepared physically with design and internally with educated citizens in order to be able to be responsive and recover from any setbacks and challenges the area may come up against.

PARTICIPATION
To design for the good of the people, with the people.

ADAPTABILITY
To be able to be regenerative with the challenges, changes and evolution of the site.
For short term projects, we started by inviting people to the site by having pop-ups activity such as local markets, seafood festival, local craft festiva, etc. Mid-term projects also will include city scale to make local infrastructure. In order to make variety of activities, we make Boat STage AMphitheatre and Pirate Ship Playground for kids. Additionally, we will added water playground near the residential area in order to strenghtening the aspect of environmental awareness and creates a lively area for neighbourhood. Long term projects mainly focused on the infra-structure for risks prevention related to water and flood.
We first started mapping all the stakeholders from the public, private, civic sector with all of our projects/ interventions. It resulted in a complex map. The relationship between the stakeholders and projects are not that clear. So we decided to look at each of our layer of interventions (Sea, Experience, Connectivity) and map the projects on a power - impact acces. The country of Netherlands has a specific budget for water management. Therefore, we expect the public sector to primarily fund interventions to improve the safety and resilience of the area against a natural disaster as they will funds at their disposal for this specific purpose.
We hope several soft interventions which will better the overall experience of the area can have civic participation for implementation. Some examples of these can be sport competitions, murals, sculptures, the kid’s boat play structure.
The private sector will play a major role in the development of the vibrancy and sustainability of the place as the public budget obviously has limitations. This is why we have set out a number of opportunities for private investment such as the multilayered hall, pop ups, the energy hall.
What Makes Scheveningen Special?

STRONG COMMUNITY

BEAUTIFUL-SANDY BEACH

HERITAGE AREAS

WATER AND BEACH SPORTS ACTIVITIES

QUICK ACCESS TO THE SEA

STRONG FISHING INDUSTRY

Scheveningen Activities photo by: Ade Amelia
Challenges of Scheveningen

- Flood Risks
- Dyke Paradigm
- Lack of Green Spaces
- Lack of Access (Internally and Externally)
- Not all areas are inviting
Strategic questions

How might we develop a strong and innovative fishing industry that supports and collaborates with other industries in the area?

How can we make the area accessible to everyone and well connected to other areas within the region?

How can we offer inclusive living spaces that are regenerative?

How can we create a water management system that protects from future water disasters, creates inviting and inclusive public spaces and raises awareness on water matters?

How can we make the area a “water/beach” sports destination all year long that increases tourism and operates in an environmentally responsible way?

SWOT

S

IDENTITY (CITY + BEACH)
STRONG COMMUNITY
EASY ACCESS TO THE SEA HERITAGE AREA
STRONG FISHING INDUSTRY
INTERNATIONAL CITY AND POPULATION

W

LIMITED MOBILITY AND ACCESSIBILITY
LACK OF PUBLIC SPACES
LIMITED CAPACITY FOR FISHING INDUSTRY
NOT ALL ACCESS ARE WELCOMING
RELATIVELY SMALL HARBOUR
MANY STAKEHOLDERS

O

WATER SPORTS
TOURISM
INNOVATION IN FISHING INDUSTRY
3RD HARBOUR

T

FLOOD RISKS
SEGREGATED AREA
DYKE PARADIGM

?
Our strategy is to aim to keep our three pillars, Environmental, Economic and Social, in harmony and in balance. We intend to do so by keeping in line with our four values.

To tackle this, our process was to split our interventions into three different layers or categories:

The first pertains to the respect for the sea which acknowledges the vulnerability of the site sea if a mega natural disaster happened. There’s always a possibility the sea wins, but here we include interventions for risk prevention to help be more resilient and sustainable if a big storm/flood were to hit the area.

The second pertains to the experience of the entire site which acknowledges the area is currently sad, not very beautiful and underused all year around. This category includes interventions focused on making this place more culturally vibrant, physically welcoming and inclusive to all types of people.

Lastly, the third pertains to the connectivity of the area which acknowledges limited access externally and internally. Interventions in this layer enhance the connection and crossover between the various areas and components of the harbor and the beach.
Public goods our project creates/ fosters
Our sea

Coastal Forest

Similar to the project following the tsunami in Chile by 2016 Pritzker Prize Alejandro Aravena, this can help provide a natural buffer for possible future storms. This added public good which will provide places to walk and relax, will also provide safety. The forest provides friction and can help attenuate the force of incoming waves. Furthermore, a forest is a permeable surface, which can help absorb excess water in case of flooding.

Green Streets

Green Streets will help increase the permeability of the site. It will comprise of two main components: green roofs on the top level and plants on the ground level. Local trees, shrubs, grasses and bushes will help absorb water while also beautifying the experience of walking down the street and interacting with the space.

Parking Lots

In our Multilayer building and in other buildings near the dyke we will have underground parking lots. This parking lot will add extra income to the area with car usage, but will also provide a storage area in case of excess water. If there is a flood, the excess water can be stored and deviated towards these areas to help keep the accessibility and usability of the streets.

Water Gate

The water gate will be in the harbor and will be useful in case of a storm. It will stay open for the majority of the time, but will be able to be mechanically deployed in anticipation of a storm. This gate should help attenuate the force of impact of a storm and also help keep the water level in the harbor stay manageable. This added protection, would serve to help protect the goods of the industries, the yachts of the recreation area, and the restaurants and buildings around the harbor.

Artificial Reef

Artificial reefs are still an emerging technology but we believe that by 2040 this already successful concept will be a big asset to the area. The artificial reef can help slow down and minimize the force of a storm coming from the ocean. The reef will also help the recreation area of the harbor, as it will improve the already reknown wave conditions of the harbor. Lastly, it can also improve the fishing industry of the area.
Our experience

Seafood market
On a weekly or bi-weekly basis, we will have a market just outside of the multi layered hall as people enter the harbor from the Beach. This market will help the fishing industry and will add a cultural event to the site.

Murals and Sculptures
On the side of the historical building belonging to the fishing industry we will paint murals on the big green closed doors that face the harbor. This will add much needed color and aesthetic to this currently sad area. Furthermore, we will have an art walk with sculptures in this area. The sculptures will be made out of wood from the excess wood pallets harbor produces. These sculptures and art pieces can be lit in an artistic way at night in order to provide an attraction in the evening for people take a walk within the fishing area.

Boat Stage
An added cut to the harbor will be made in between the both recreational boat parking places. This cut will look like the bottom third of a circle. Its function will be as a place add a permanent installation. The installation will be a boat with a big deck, that has an open view on the entire restaurant area of the harbor. This deck can be used as cultural events. Small scale concerts will add a musical and performance identity to the harbor.

Boat Playground
We intend to increase the attraction of the third harbor by adding a unique play area for kids. This playstructure will be an old retired boat used as a play structure. Fish nets and old sails will make a unique experience for all the kids dreaming of playing pirate. The boat will be adapted to kids, with various ways to climb, slides, etc.

Pop Ups
The pop ups will be spread out throughout the harbor and will be places where small shops/vendors can operate. These may be used all year around, or change users seasonally. The pop ups will provide added economic opportunities and also add to the cultural vibrancy of the area.

Eco Sports
The beach area and sea conditions present a huge untapped potential for competitions. Local sport competitions for sailing, windsurfing, paddleboarding, kitesurfing, surfing, and sailing can tremendously add to the experience of the area. In addition to competitions we recommend having local traditions which can bring notoriety to these competitions - for example, competition materials need to be made with recycled materials from the harbor (pallet wood, sails, etc.) This can develop the opportunity for crafts workshops and further develop a mentality of resource efficiency.

Regen houses
We will implement technology that will conserve resource use (for example greywater and black water systems). We will not stop there however, and plan to implement technology which can also affect and stimulate ecological behavior. We want a screen display at the entrance of every residential building which shows real time feedback of resource use (electrical and water use). This information can then be compared to other buildings in the neighborhood and stimulate a competitive aspect between residences to conserve more. Examples of this are an American company named Lucid.
Our connectivity

Bike routes
Dedicated bike routes will help increase the accessibility to the site by bike. Adding bike rental stations at every transport stop will also increase the use of bike to navigate within and around the area.

Tram Stops
There are many parking lots on site, and these are always full which suggests most people are accessing the site by car. We intend to add four tram stops on the each of the four corners of the site. This will help every part of the harbor be accessible by non-car users / owners.

These stops can also be combined to complement with mini van stops as well. The min van concept has been proven worldwide as a very efficient option for desirable destinations. A suggestion would be to do a direct line from the train station or downtown was available every half an hour.

Multi-layered hall
This hall will help provide a much needed connection between the beach area and the harbor. It will also serve as an added fortification to the dyke. It will comprise of underground parking lots in the basement. A food hall with diverse restaurants from multiple cultures on the ground floor. Therefore people entering can dine, get something to go. Perhaps the space inside this restaurant belt, can be site for small concerts, dance lessons or other small cultural events. This multifunctional concept is inspired by the Mark Teller in Freiburg Germany.

Energy Hall
The Energy hall is a place reserved for renewable energy companies in the third harbor. Companies can invest in this space but in exchange have to develop an educative kid friendly museum to educate the population about renewable energy.

The windmill energy and seaweed companies are already users of the harbor so we expect them to be logical candidates, however solar and wave energy companies may also be a good fit.
Local Pop Up Market
Illustration by: Jiaqi Han

Boat Stage and Amphitheatre
Illustration by: Jiaqi Han
Waterfront Activity

Illustration by: Jiaqi Han

Multi-layered Hall

Illustration by: Jiaqi Han
**Group D: The Floating Garden**

"The future city is not a matter of building structures, it's about building communities. Leading themes could be: creating a circular economy, energy self-sufficiency, climate neutrality..."—Arjen Y. Hoekstra, Professor in Water Management at the University of Twente, the Netherlands
Context Plan
Challenges

- Connectivity
- Diversity
- Resilience

- Restaurant
- Fish Market
- Research Lab
- Garden
- Community Center
- Amphitheater
SWOT analysis

RESOURCES OF WATER
VIEWS
ZONED DISTRICTS

GAPS IN BARRIERS/DEFENSE
POLLUTION
LACK OF PEDESTRIAN’S ACCESS
POOR AESTHETIC

LEISURE
TOURISM PROFIT
BUILDING RENEWAL

FLOODING
OVER POPULATION OF THE FIRST DOCK
GENTRIFICATION
Power Interest Analysis

POWER

INTEREST

Satisfy

- Department of Transportation
- Ecologist Associations
- Water Department

Manage

- Property Developers
- City Administrations (Planning)
- Municipality of The Haag

Monitor

- Resturants + Cafes
- Small shops
- Art Gallery
- Theatre
- Water Sports Facilities
- Fish Distribution Centre

Inform

- Fishermen
- Yacht Club
- Fishing Club
- Residents
- Local Education Institutions
Proposed Projects

Floating Garden

Enhancement of Building Facilities + Uses

Public Spaces

Aquarium

Vertical gardens

Arts + Cultural Events

Strategy

Values

Sustainability

Participation

Accessibility

Preservation

Public Goods

Values

FLOATING GARDEN

PUBLIC SPACES

ACCESSIBILITY

PARTICIPATION

PRSERVATION

SUSTAINABILITY
Strategy Map

Strategic Interventions
Areas

Floating Garden (Stationary)
Floating Garden (Moving)
New Introduced
Public Spaces
New water storage
Cultural and Tradition
Enhancement
New Sand
Sediments
Cycle lane
Pedestrian
Street trees
Our Concept

- Shelter for community interaction (simple type)
- Growing
- Amphitheatre connecting from art gallery to floating garden
- Planting/farming
- Water storage
- Art gallery
Water Management

Water Storage

https://s-media-cache-ak0.pinimg.com/originals/72/ec/9e/72ec9ebd496cd3b985f0ed90c972060c.jpg
Street Section

- Street Section
- Car Park
- Pedestrian
- Car Lane
- Bike Lane
- Vertical Garden
- Green/Wide Pedestrian
- Remove Street Car Park

Diagram showing a street section with different sections and pathways for pedestrians, cyclists, and cars, with an emphasis on green spaces and pedestrian-friendly areas.
Green Roof/Wall System

Technology Images: https://media.treehugger.com/assets/images/2011/10/blancwall.jpg
In 2040 Scheveningen will be full of civic energy. This will be delivered through increased opportunities for social interaction between all social groups. Scheveningen will be a place that caters for both tourists and residents.

Scheveningen will benefit from improved accessibility, public spaces, increasing job opportunities and high Environmental Quality.
Our strategic questions:

1. How do we create interactions between people and social groups?

2. How do we improve physical connections across the site?

3. How do we increase job opportunities?

4. How do you make Scheveningen attractive all year round?

5. How do you integrate water management design with the preceding four aspects?
**SWOT**

**STRENGTHS**
- Fishery
- City+Beach connection
- Tourist
- Increase in jobs
- Civic Energy

**OPPORTUNITIES**
- Windmill
- Energy
- Transport
- Job Opportunities
- More people
- Use water knowledge
- Increase in jobs
- Civics Energy
- Creates income
- Year-round activities
- More people

**WEAKNESSES**
- Not inclusive
- No connections
- Infrastructure

**THREATS**
- Flooding
- Expensive Maintenance
- Cold Weather
Stakeholder Engagement Strategy:

SCHEVENINGEN MASTER PLAN

public sector

ministry of tourism

ministry of infrastructure and management

water authorities

water resource protection associations

fishing club/association

universities

private sector

housing agency

municipality (urban planning department)

real estate developers

elderly people’s association

children’s association

civic society

residents

existing residents

new residents

defense

businesses

restaurants and bars

shops

construction company

fishing industry

buyers

owners

employees
Zoning Strategy:
Perspectives:

1

2

3

4

5

6
Hub Strategy:

Additions to existing hubs along promenade

1. Re-Charge Phase 1: Open Landscape
2. Re-Charge Phase 2: Building
3. Visitor Centre
4. Ship viewing Beach
5. Harbour Visitor Centre
6. High Dune Market and Leisure Hub
<table>
<thead>
<tr>
<th>Phasing:</th>
<th>2017</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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<td>ROUTE MAP</td>
<td>design, deliver</td>
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<td>TOURIST HARBOR</td>
<td>assess infrastructure needs</td>
<td>implement</td>
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</table>
How do we create interactions between people:
How do we improve physical connections across the site?
How do we increase job opportunities?
How do you make Scheveningen attractive all year round?
How do you integrate water management design with the preceding four aspects?
The Blue Route
The Purple Route
The Green Route
Western Hub Focused Strategy

RE - CHARGE

Education
- Nature
- Harbour
- Flood/Water

Culture
- Festivals
- Temporary Exhibitions
- Stages
Our vision:

**In 2040 Scheveningen will be full of Civic Energy.**

This will be delivered through increased opportunities for Social Interaction between All Social Groups. Scheveningen will be a place that caters for both Tourists and Residents.

Schevening will benefit from improved Accessibility, Public Spaces, Increasing Job Opportunities and High Environmental Quality.
PHASING TOURIST HARBOUR + STAKEHOLDERS

- Dance and Music Foundation
- Municipality Den Haag

Engage private finance

Engage stakeholders consultations

Developers new Residential Schemes

Tourists Fishing

Cultural Organisations

Local interest Groups Residents Local businesses

Developers new Residential Schemes

Businesses

Tourism retail restaurants

Public Exhibitions on site

Blog Feedback Postbox Workshops Stakeholders meetings

Businesses Fisheries Residents Associations Tourist Board Music Foundation Developers
Group F: Open City

In 2040, Scheveningen and the larger Hague will be an “OPEN CITY”. It will embrace the water and reinforce the local identity and heritage both as a tourist destination and Fishing harbour. It will be diverse, compact, integrated and dynamic with a healthy ecological system and opportunities for all.

CAROLINA NOGUEIRA
MARKOWSKI
CORK ENGLISH WORLD
BRAZIL

HAN ZHANG
SCUT GUANGZHOU
CHINA

PHAN LE TUONG VI
CARDIFF UNIVERSITY
VIETNAM

MARK FAITH KUYO OJAL
TECHNICAL UNIVERSITY OF
KENYA

YANA BUCHATSKA
NATIONAL ACADEMY OF
VISUAL ARTS AND ARCHI-
TECTURE, KIEV
UKRAINE
Open City
Integrated & Compact & Diverse
Existing analysis

Main Issues:

- Views of Seafront is not harmonised: Buildings & Activities & Landscape

- Segregation:
  - Isolated Fishing industry
  - Zoning and Lack of connection between different zones
  - Two sides of the Harbour are connected

- Flow of tourists and leisure activities and cultural activities

- Lack of connection to the city centre.

- Lack of interaction with water and coastal line.

- Weak coastal defence.

- Lack of green spaces and public spaces.

- Lack of wide range of housing for people.

- Developing below its potential.

**SWOT & TOWS Analysis**
Existing analysis

Main Issues:
- Views of Seafront is not harmonised: Buildings & Activities & Landscape
- Segregation:
  - Isolated Fishing industry
  - Zoning and Lack of connection between different zones
  - Two sides of the Harbour are connected
- Flow of tourists and leisure activities and cultural activities
- Lack of connection to the city centre.
- Lack of interaction with water and coastal line.
- Weak coastal defence.
- Lack of green spaces and public spaces.
- Lack of wide range of housing for people.
- Developing below its potential.

SWOT & TOWS Analysis

Existing issues
Source: Bernar Novalyi, Kris Prepiakova
Our Concept

Our Vision

CONNECT THE HABOUR WITH THE CENTRE OF THE HAGUE

In 2040, Scheveningen and the larger Hague will be an "OPEN CITY". It will embrace the water and reinforce the local identity and heritage both as a tourist destination and Fishing harbour. It will be diverse, compact, integrated and dynamic with a healthy ecological system and opportunities for all.

CREATE A VITAL HABOUR
CONNECT THE INNER HABOUR & EMBRACE THE WATER

INTEGRATED

DIVERSE

COMPACT
Our Vision

In 2040, Scheveningen and the larger Hague will be an “open city”. It will embrace the water and reinforce the local identity and heritage both as a tourist destination and fishing harbour. It will be diverse, compact, integrated and dynamic with a healthy ecological system and opportunities for all.
Our strategic questions

- How do we realise an integrated and high quality living, working and leisure environment in Scheveningen?
- How do we strengthen the connection between Scheveningen and downtown Hague?
- How do we create a vital harbour which will strengthen livelihoods and promote economic vibrancy of the Scheveningen area?
- How do we embrace the water while protecting Scheveningen area and the larger Hague area from water related risks?
- How do we invite more people to stay and linger in Scheveningen all year round?
Stakeholders involve in the Strategy

Our values

The strategy seeks to strengthen and reinforce the following core values:

**Harmony** with nature, the built city, people and diverse culture. The intervention seeks to strike a balance between all the elements that make the city.

**Inclusivity and unity in diversity**: The strategy seeks to promote social inclusion and build on the diversity of the Hague area and the Netherlands at large.

**Conservation** of built and unbuilt heritage. This includes the architectural heritage, the fishing heritage and the natural environment.

Stakeholders and Participation in Planning

Source: Gregor Cresnar, Symbolon, Luis Prado, Chameleon Design, Myart, Ralf Schmitzer, IFKON, Vladimir Belochkin, AlfredoCreates.com, Kokota, Gregor Cresnar, Creative Maria, Krie Prepiatova, BomSymbols, Gan Kinoon Lay, Jael Jaffat, Adrien Coquet, Bercia, Maxim Kulikov, creative outlet
Strategy Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>2019</th>
<th>Next 5 years</th>
<th>2024</th>
<th>Next 10 years</th>
<th>2029</th>
<th>Next 15 years</th>
<th>2034</th>
<th>Next 23 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARTICIPATION IN PLANNING</td>
<td>Public Participation</td>
<td>Management &amp; Advisory Board</td>
<td>Bridges</td>
<td>Underground Parking</td>
<td>Pocket Parks</td>
<td>Parklets</td>
<td>Green &amp; Blue Infrastructure</td>
<td>Transportation Hub</td>
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<tr>
<td>CONNECT THE INNER HARBOUR AND CONNECT THE HARBOUR AND CITY CENTRE OF THE HAGUE</td>
<td>Temporary Bridge to connect to side of the Harbour</td>
<td>Pilot Pocket Parks for the Communities</td>
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<tr>
<td>EMBRACE THE WATER</td>
<td>Pollution Policy - Encourage Sustainable lifestyle</td>
<td>Temporary Water bus</td>
<td>Water Bus</td>
<td>Dunes</td>
<td>Coastal Configuration</td>
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<tr>
<td>CREATE A VITAL HARBOUR</td>
<td>Gentrification Policy</td>
<td>Temporary Market</td>
<td>Market</td>
<td>Workshop with local citizens about tourism</td>
<td>Exhibition</td>
<td></td>
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Source: Emanuel, Carlos Dias, Chanul is Industries, Made by Made, Ben Davis, Eucalypt, Dan Nelteis, ambitieru atelieru, Vicons Design, Creative Mania, Linsed Studio, Daan, Iconathon, Oksana Latysheva, Bocis, Vijay Regavan, Felix Westphal, Michael Ryjas, Andreja Kirmes
Potential benefits

**First year**
- Invite variety stakeholders to participate to contribute to the future of Scheveningen.
- Temporary activities and projects will be employed as a test bed for new ideas and investigate the interest of people and tourism.

**Next 5 years**
- Create harbour for everyone while strengthening connection between two-side of the harbour.
- Bring water and sea close to people.
- Catalyst project: the Eclipse Bridge

**Next 10 years**
- Multi-functional spaces (dunes system: market, restaurant and parking lot.
- Climate adaptation
- Preserving the fishing industry
- Local citizens can easily access to the public spaces (pocket parks, parklet and waterfront).
- Closely link to the city centre of The Hague with diversity choices of transportation (waterbus, bicycle and tram)

**Next 15 years**
- Create an attractive and vibrant harbour with diverse cultural activities
- International seafood festival
- Different variety of festivals (sustainable tourism, national festival and so on.)
- The harbour will become a new cultural hub.
- Provide wide range housing for everyone
- Compact and multifunctional buildings and spaces.

**Next 23 years**

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**CONNECT THE INNER HARBOUR AND CONNECT THE HARBOUR AND CITY CENTRE OF THE HAGUE**

**EMBRACE THE WATER**

**CREATE A VITAL HARBOUR**
Plans

Potential restaurant activities and parking lot space in the Dune system.

Example Project: The ‘Dike-in-dune’ in Katwijk, the Netherlands

View from the New Market to the exhibition of Fishing industry.

Multifunctional spaces and activities for the exhibition.
Potential restaurant activities and parking lot space in the Dune system.

Example Project: The ‘Dike-in-dune’ in Katwijk, the Netherlands

View from the New Market to the exhibition of Fishing industry.

Multifunctional spaces and activities for the exhibition.
Potential restaurant activities and parking lot space in the Dune system

Interconnection between cultural spaces and diverse activities with water.

Section of the ‘Eclipse Bridge’ with diverse activities as a new landmark. Example Project: Gateshead Millennium Bridge, the UK.
Potential restaurant activities and parking lot space in the Dune system.

Interconnection between cultural spaces and diverse activities with water.

Section of the ‘Eclipse Bridge’ with diverse activities as a new landmark.

Example Project: Gateshead Millennium Bridge, the UK

Multifunctional spaces for everyone: coastal line, festival spaces and interaction with water.
In 2040, Scheveningen Harbour will be a leisure center, that integrates tourism with local economy activities (as fishing industry, local markets and sports) through a green-blue grid that integrates and connects the area as well as protects it from flooding, at the same time improving the living environment to make a sustainable and inclusive, attractive spot for a regional demand that can increase local employments.
The area

Scheveningen is located in the Hague and in the south of Netherlands. Because of its special location it is known for tourism, different kind of sport activities and a lighthouse. In the Scheveningen area there are four different types of beaches and those beaches also provides different sport activities such as kitesurfing and wind surfing but also Scheveningen has potential to provide more sport and leisure activities for both locals and visitors.

The fishing industry has also plays an important role on the economy of both Scheveningen and The Hague since 1960’s. So, fishing industry provides high quality fish restaurant marketing on the coastline of the Hague.

Other than visitors, Scheveningen also creates an opportunity for locals to socialize with Yatch Club which is located in the Harbour. Visitors and locals also can find a water taxi which is running inside the harbour.
Our vision

In 2040, Scheveningen Harbour will be a leisure center, that integrates tourism with local economy activities (as fishing industry, local markets and sports) through a green-blue grid that integrates and connects the area as well as protects it from flooding, at the same time improving the living environment to make a sustainable and inclusive, attractive spot for a regional demand that can increase local employments.

The vision overall is about creating a base for the development of the local economy and activities so it can grow while maintaining its own identity. In the area we could identify 4 main aspects that make it unique: first the fishing industry, second the small markets and restaurants working on the streets, third the relation with the water (harbour, ocean, canal), and fourth the tourism. The idea is to link this activities through space as to boost a sustainable economy.

The green-blue grid as a technical element can function as a protection element against floodings, we extend the grid into the streets and in connection with existing gardens and parks to create a network that retains water. On the other hand it provides integration of public spaces. The creation of this first public goods affect in a positive way the living environment for the residents and to attract visitors.

In the future the Scheveningen Harbour will increase the range of activities it has to become more inclusive and diverse. In that subject we regulate the land use and incorporate mix uses so that it can be more attractive for tourism while keeping the local functions for the residents. The existing activities like the sports, fishing and commerce complement each other to create a leisure center which brings prosperity for locals and visitors.
Our strategic questions

1. How to improve blue green connectivity between the harbour and the area to increase inclusive activities?

2. How to strengthen the leisure and tourist identity of the site to attract visitors?

3. What is the most efficient way to regulate the commercial industrial, and recreational activities to stimulate the local economy?

4. How to integrate the fishing industry to achieve more prosperity for locals and residents?

5. What is the most efficient way to manage water while providing the needed developments?
Our strategy

To achieve our vision for the year 2040 we use a chain approach of objectives that gradually develop the Scheveningen area into a having a leisure market for tourism. In the short term we use the renovation of the fishing industry area as a trigger project. This space and its buildings are a landmark for the residents and also is a pillar of their economy. In the renovation we keep the main structures of the buildings as heritage and connect the inside to the public space with the implementation of new related uses as fish markets, restaurants and fishing stores. The new public space includes green areas and water storage as part of the blue-green grid to prevent flooding from rain and from sea level rising.

For mid term project we have two key projects with the objective of linking the harbour itself and with the city. An openable bridge and water gates for the canal as complements for the blue-green grid which grows.

Finally for the long term objective a leisure market is projected. This project will bring tourism in a regional and international scale so the supporting projects are specific for leisure time in connection to the beach and the site itself. Its also expected that private investors and researchers to take interest in the harbour flexible spaces are taken in account to create an interpretative center and the possibility to create something new in the future maintaining the identity of Scheveningen Area.

Caption and source:
Stakeholders

As it is a long term project the strategy contemplates a series of Stakeholders and outcomes during its development. The idea is to provoke new developments with a small project that doesn’t require a lot of investment but that attracts the attention of future stakeholders.

In this stage the main outcome is public space connectivity and permeability with the municipality as the Stakeholder, as well as designers. To include residents as another stakeholder the strategy includes community participation on the design so that they can keep their interests and benefit during the development.

In the mid term the stakeholders take part in technical aspects for the urban development and connections. Engineering firms participate in the implementation of the bridge and water gate. The municipality still takes part to include bus stops, cycling paths and parking space to promote mobility and access from the city. The existing beach leisure businesses as restaurants will benefit from this and create more local employment so the residents can still benefit from the growth.

More public goods are created as the space is integrated and there is protection through water management. The small businesses are to remain in place to maintain an inclusive area and attract private investors.

For the long term project tourism is expected to grow around the leisure activities that include existing supporting projects as the theater, yacht clubs and sports center. With new private investors as main stakeholders this programs will be integrated in the leisure market that includes hotel, camping sites and resorts.

Other stakeholders will be the visitors, workers and residents as to maintain alive the local environment which is part of the overall concept.

As the strategy contemplates, there are flexible areas that will have researchers and government as stakeholders. The interpretative center as a possible new trigger project for a development on a technical and cultural area to cover a different aspect for the range of uses in the harbour.

Our values/ values

During the different stages of the project we take into account main values as the place’s identity and the space integration. This two values are represented in all aspects of the process and they should lead its development.
The Scheveningen...
In 2040 Scheveningen will be the Resilient Sea City. In this futuristic city everyone will be able to live, work and learn in a healthy and fair environment. The connection with the sea will be experienced everywhere in multiple ways. Innovative and inclusive solutions will provide resilience to deal with threads brought by climate change as well as they will create opportunities of interaction with water along the seasons.
SUMMER SCHOOL PLANNING & DESIGN WITH WATER * TU DELFT

The Resilient Sea City

How low tide and high tide will affect Scheveningen Haven?
The area & its challenges

Scheveningen is one of the eight districts of The Hague, the capital of the province of South Holland. This multifaceted and versatile city is the only in The Netherlands to be located on the sea, becoming an attractive point for the surrounding areas. In fact, very often its beaches and bathing facilities are the final destinations of many German tourists as well as Dutch residents.

Scheveningen is divided, from north to south, into three specific systems: the touristic area, which includes the most part of hotels, restaurants and leisure entertainments; the historic inner city, part of the national heritage, where the original settlement nucleus was located; the nautical harbour, which provides this city an even more stressed connection with the North Sea.

Trying to deepen and underline more this direct relation with the ocean, the harbour itself becomes the starting point of developing this approach based on the identity of the place. This part of the city is already differentiated by multiple uses and activities but, after the two inspections, it is clear that they are not integrated and well distributed. Visitors and residents have to walk a long way before getting from one interesting point to another and bikes do not have a dedicated lane, as it is in the majority of Dutch streets and public spaces.

The fragmentation of the harbour area, both visual both spatial, the disconnection between the parts and a spread absence of attractiveness are undoubtedly the main challenges to deal with in Scheveningen’s Haven.
Scheveningen’s Haven undoubtedly the main challenges to deal with in visual both spatial, the disconnection between the spaces. As it is in the majority of Dutch streets and public to another and bikes do not have a dedicated lane, long way before getting from one interesting point distributed. Visitors and residents have to walk a it is clear that they are not integrated and well uses and activities but, after the two inspections, approach based on the identity of the place. This direct relation with the ocean, the harbour itself trying to deepen and underline more this nautical harbour, which provides this city an even original settlement nucleus was located; the inner city, part of the national heritage, where restaurants and leisure entertainments; the historic area, which includes the most part of hotels, south, into three specific systems: the touristic tourists as well as Dutch residents. facilities are the final destinations of many German becoming an attractive point for the surrounding only in The Netherlands to be located on the sea, Holland. This multifaceted and versatile city is the of The Hague, the capital of the province of South Scheveningen is one of the eight districts The area & its challenges
The Resilient Sea City

“In 2040 Scheveningen will be the Resilient Sea City. In this futuristic city everyone will be able to live, work and learn in a healthy and fair environment. The connection with the sea will be experienced everywhere in multiple ways. Innovative and inclusive solutions will provide resilience to deal with threats brought by climate change as well as they will create opportunities of interaction with water along the seasons. The Harbour will host a mixture of economic activities accessible for everyone in order to become a vibrant interactive market. Scheveningen’s new symbiotic relation with the sea will inspire new ways of handling the challenges of the future.”
The Resilient Sea City

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The Harbour will host a mixture of economic activities accessible for everyone in order to become a vibrant interactive market.

Scheveningen's new symbiotic relation with the sea will inspire new ways of handling the challenges of the future.

Our vision
Water flows

[Diagram showing water flows and sections]

Legend:
- water
- in water
- with water
- above water
- dry
- open spaces
Sections

in water

with water

above water

dry
Programs & mobility

1. aquarium
2. theater
3. art gallery
4. lecture hall & workshop spaces
5. open fishmarket
6. restaurants
7. fishing industry
8. floating fishmarket
9. landmark
10. yacht club
11. ferry company
12. stadium
13. beach sports & events
Sea Market
Sea Market
Green corridor
The Fishing Market will be raised in one of the most privileged areas of the new harbor of the Resilient Sea City and it will have the responsibility to host several economical and leisure activities, becoming a symbol of the vibrant economy of the new area.

Connecting the recent implemented boulevard to Scheveningen Haven, the Fishing Market calls for the most established function of markets: gathering of people and goods. With its new feature, the new market building will attract the interest of restaurants, fishing industries, local residents, going through the private sector and the civic society as well as the public sector due to the Food Policy Department interest on preserving the food quality that will be commercialized.
Our stakeholders

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One of most impressive retrofitting interventions that are going to take place in the Scheveningen Haven is the Green Corridor. Its innovative way of connecting the harbor area to the city creates an outstanding square that can be explored for leisure as well as transportation activities, being one of the new public goods earned by the The Hague municipality.

Emerging from the sea to the city, the Green Corridor will provide the connection of water, trams, buses and bicycles, becoming the most important transportation hub of the city.

Beyond this infrastructure services, it will also provide the connection of the green areas spread all over the city Scheveningen, underlining the importance that the intervention gives to the accessibility dimension, feature that will certainly attract the interest of the municipality and the Environmental department of The Netherlands and other private companies, as OV-chipkaart, book shops and restaurants.

The Water Campus is one of the most important hubs that are going to be created for Resilient Sea City. This public space will be transformed in a cultural and educational hub and it is going to be the legacy of our urban intervention. Beyond a theater, it will also host an aquarium and an open space where different types of discussions, exhibitions and other events will can be hold.

The Water Campus is a project that will have the support of the municipality and the Rijkswaterstraad, which will represent and guarantee the attendance of the public sector’s interests. But, as long as it is a complex that will contain different activities, other stakeholders from the private sector and civic society will also show interest in investing in this area.
**water campus**

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**Stakeholders for the water campus**
Timeline

ENERGY
- promote renewable energy
- offices and maintenance quarters
- windmill parks

MOBILITY
- access disabled people
- water taxi service
- transport hubs
- parking buildings
- strengthen public transport
- car free zones

WATER PROGRAMS
- beach events, tournaments and festivals
- open fish market
- aquarium

WATER
- policies on zoning water adaptability
- rain water system
- reinforce second dyke
- adapt existing buildings

GREEN
- green building policies
- new green spaces
- connect into one large green structure

PARTICIPATION
- meet green industry
- engage and keep residents informed
- meet and engage local businesses
- meet with harbour industries
How can the new activities on the site run mostly on renewable energies?

How do the structures change depending on the seasons, weather, and tides, at the same time still protecting the harbour during extreme weather conditions?

How can the harbour become an inclusive, accessible, and continuous space accommodating short and long stays?

How will the harbour promote and combine a mixture of water-related leisure and economic activities?

How can a long, active and attractive green structure strengthen the livability of the harbour?
Group I: The Breathing Node

In 2040, Scheveningen, The Hague, will be a diverse, safe and breathing node with beneficial interaction with its local environment regarding, society, economics and nature.
The Ecoduct is a network of green spaces, linked by green corridors to support biodiversity. The overall available space to flora and fauna in particular is increased due to the interlinking, naturally designed and secured pathways throughout the country which not only reduces the risk of crossing roads but also increases (genetic) health of populations and biodiversity, subsequently, stabilizing the natural ecosystem.

Being a planning icon of the Netherlands, the Ecoduct is placed in a wider scheme of the European Union, called European Natura 2000, fostering the same goal on a wider scale.

Scheveningen is only loosely connected to these grids along the green strip of the coastline and green and blue corridors. Zooming in, we discovered several, partly historic, green axis extending from the city of The Hague touching upon the fuzzy boundaries of Scheveningen.

Additionally, Scheveningen is located at the coast of the Northern Sea and in between the noteworthy harbours of the Netherlands of Amsterdam and Rotterdam. While these harbours mainly process goods and wares, Scheveningen shaped its profile mainly towards the image of a leisure harbour with fishing industry.

The Hague in the context of Green and Blue Networks (Zhuo, 2017)
The Node

The social and economic activity mainly spreads along the lines of mobility and access and hence, activity. Placing the project area in the wider context of this perspective, we notice its function as an extension of the international city of justice, The Hague.

With its close public transport and road connection to the Hague, Scheveningen is only a step away from being part of the regional system of the Randstadt. This ring of mobility as well as planned urban development around a green heart enables The Hague, Amsterdam, Utrecht and Rotterdam to literally grow together.

Starting from this ring system cities spread all over the country can easily be reached by train. Access to international destinations is provided directly by train, crossing the borders to Germany or Belgium. This closeness can be experienced due to the effects of lively physical and mental exchange between the neighbouring countries.

Additionally, access to international travel destinations is given through direct train connections to the airports, e.g. Schiphol (close to Amsterdam).

On another level, Scheveningen’s location at the seaside encourages to embrace the sea and ships as yet another mode of transport to reach neighbouring countries and Great Britain.

Scheveningen in the wider infrastructural context (Torres, 2017)
The Node

After the first analysis based on maps, literature and lectures, the evaluation extended in site visits, interview and interaction with residents. We compiled our findings in a SWOT-Analysis as shown on the righthand side.

The location at the sea provides an enjoyable view and allows for the promotion of all kinds of tourism (weekend, summer vacation or daily). Some facilities respond to the opportunity: Sports grounds on the beach, kite surfing schools, a number of restaurants using the fresh fish produced by the adjacent fisheries, utilizing synergies of the multi-functional area. The area is well connected by public transport and easily accessible for visitors as well as commuting residents.

Respective opportunities lie in the increase of tourism as well as the connection of waterways and the attractive atmosphere between industrial heritage and leisure for innovative businesses, residential use, or even nautic research.

Weaknesses lie in the current pollution of the fishing industry regarding water quality, noise and smell. The harbours main time of activity results from the prevalent use and is therefore seasonal or focused on a small range of beneficiaries.

Public (green) spaces are scarce in the area and the connection to the sea is disrupted by buildings or the dyke. There is little interaction with the water except for owners of yachts or fisherman.

The most prevalent threat to the area is posed by the rising sea level, climate change and, thus, an increase in extreme storm, rainfall and flood events.

Combating the floods for centuries, the land is protected and encircled by a dyke and faces strict spatial constraints, that could affect future growth and easily lead to an increase in property value with a series of negative effects, mainly gentrification or real estate speculation.

Furthermore, the separation of uses could deepen if one or another use enjoys preferred treatment or advantageous conditions, leading to an imbalance between the existing actors in the area. Conflicts could sharpen and lead to a disintegration of uses and the loss of coherence.

<table>
<thead>
<tr>
<th>Strength</th>
<th>Weaknesses</th>
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<tbody>
<tr>
<td>Sea view</td>
<td>Pollution</td>
</tr>
<tr>
<td>Tourism facilities</td>
<td>Noise &amp; smell</td>
</tr>
<tr>
<td>Industrial heritage</td>
<td>Seasonal use</td>
</tr>
<tr>
<td>Well connected</td>
<td>Lack of green &amp; public spaces</td>
</tr>
<tr>
<td>Multifunctional</td>
<td>Disconnection from sea</td>
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<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
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</thead>
<tbody>
<tr>
<td>Increasing tourism</td>
<td>Flooding</td>
</tr>
<tr>
<td>Attractive atmosphere for innovation</td>
<td>Disintegration of uses</td>
</tr>
<tr>
<td>Connection of waterways</td>
<td>Limited space for growth</td>
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<tr>
<td>Rising land prices</td>
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</tbody>
</table>
Acknowleding the unique context according to our perception of the area we developed our vision for the future, which can be summed up in one sentence:

“In 2040, Scheveningen, The Hague, will be a diverse, safe and breathing node with beneficial interaction with its local environment regarding, society, economics and nature.”

We envision a proposal which enhances the existing strengths (multi-functionality of industry and tourism, industrial heritage and sea view) and the resulting opportunities (increasing tourism, attractive atmosphere for innovation etc., connection of waterways) to counteract the most prevalent weaknesses (impact of pollution, noise and smell; seasonal use, lack of green and blue uses) as well as ensuring safety from the detected threats of flooding, disintegration of uses and real estate speculation.

The proposal’s outcomes and developing process should satisfy our values, which are displayed on the left:

- We want a just, participatory and inclusive city with equal chances and level of quality of life for every actor in the area. Promoting diversity for actors of the human, virtual (business) or environmental realm as a means to create a multitude of offered niches with suitable conditions to settle in.

- At the same time, the proposal needs to allow the area to grow in a flexible way and adapt to future changes and needs, increasing resilience on all levels.

- Lastly, our projects need to be realistic and imaginable as we hope for further development and implementation.
Our strategy

Corresponding to our vision, we shaped our strategy with the help of the following questions:

1. How can Scheveningen become an international node while maintaining its unique character?
2. How can the area become safe but not rigid and remain flexible and resilient to future adaptations?
3. What does a breathing and living concept translate to in all spheres of sustainability?
4. How can our proposal encourage the interaction of all levels appropriately?
5. How can we balance the existing functions while improving the area?
6. How can we support diversity, providing settling opportunities for all living and dynamic elements (humans, wildlife and plants as well as virtual cooperations and businesses or research) while avoiding gentrification due to increased demand?

Our strategy is based on the synergies of the layers of green, blue and mobility infrastructure and its lively corresponding interaction with the socio-economic context. To describe only one example: Better accessibility and aesthetic green and blue infrastructure will attract more tourism and more appreciation by residents and businesses leading in turn to investments and efforts for further improvements.

This holistic approach tends to all three spheres of the classical understanding of sustainability and should stifle a positive spiral for a better future.
After indicating our strategy, the identification of week and problematic zones was done. Our main challenges were:

The backside of the industry, an underutilized sea view, the abundancy of parking lots, an underrepresented entry point to the harbor and inefficient accessibility within and around the harbor.

Therefore, to improve the weakest points, a social path was created which generates an improvement in terms of circulation, accessibility, being included into harbor area and connecting cultural & economic functions by strengthening the social activities alongside the path.
Social path starts with two view points at both sides and continues with an experiment place for fishing near by the beach and a museum near the fishing industry in which both local and tourists can be included in natural and industrial process of fishing.
To have a continuous path two critical parts which are the dyke and the heart of the harbor were connected by a pedestrian and cycling bridge where there is visual and physical connection with the activities.

The bridge passes along the rooftops of the fishery which should be exchanged for glass in some parts to allow for transparency and visual contact of industry and tourism.
The most important part, the heart of the social path is situated on the other side with the bridge.

Its central location and perfect view are very suitable to use the space as an amphitheater for events and gatherings, also keep its function as a beach so that the environment serves for multifunctional purposes.

Near by that, we proposed a community center which is not only a continuation of social path but also mainly serves as a library, education & research center. By this way we aimed to attract students and academics to the harbor to raise awareness and support the research and also make institutions invest to the site.

The channel passing through the building turns into a landmark.
The continuation of the new channel from the port into the city center and connection with the surrounding neighborhoods is strengthened by gardens in which people can interact with water more efficiently.

The gardens fulfill an important connecting function as they attract all spheres of life in the area by attracting tourism along its promenade, provide relaxing environments for workers during their breaks or bring in the neighbouring community, e.g. with small urban gardening projects.

Lastly, it provides habitats for animals and plant life and is considered to improve the green and blue infrastructure.
**Infrastructure Interventions**

Road network
Here is the road network of the site. The darkest grey one is a main road with tram line and bus line. The light grey one are local streets. The dotted line refers to neighborhood streets, which is mostly seen in our site.

In order to increase the site’s local accessibility, we add one bus line here to help the local residents who live in the south-east part of the site.

And we introduced Segway path which is a new mode of transportation. This way, the number of visitors from the north of Scheveningen alongside the coast on the dyke can be increased and led into the harbour area.
The coastline in front of Scheveningen is protected by a well-maintained dyke which is high enough to face surges with heights that are only very rarely to be expected. It is important to keep in mind, that this does not mean safety, but rather a controlled risk of probabilities.

Nevertheless, all flood protection depends on the surrounding dyke since it is the strongest flood protection measure. It’s weakest link is the harbour opening to the sea and the most obvious step to counteract that weakness would be to close the opening temporarily with a flood gate in case of emergency.

This would cause inconveniences for ships and industry and does not suit the vision of a breathing node. Therefore, we propose to keep the gate to the sea open and manage the inflow of water gradually with a strategy of “Spill over - Gain time”:

Inflowing water fills one harbour basin after another and finally spills over into retention basins spread in the area between first and second dyke and into the channel system extending into the city, ultimately, keeping the rest of the city dry. The steady rise of water levels due the defined bottleneck and the expected spill over makes the amount of floodwater predictable. The flow and direction of the water can be controlled and slowed down to an amount that can be pumped back into the sea as it has been common practice in the Netherlands for centuries.

Connecting to that tradition and raising awareness about the system is important to counteract the dyke paradigm which leads users of the area to feel a false sense of security while they should be always prepared for flooding to react swiftly. Hence, we install an electrically supporting windmill as a symbolic icon in the new heart of the harbour.

With this concept future floods can be managed safely and gradually instead of working with rigid structures whose failure would mean an uncontrolled desaster. Corresponding to the vision of a breathing node, the water is allowed to spread within the city and can withdraw naturally after the surge recedes.
While the two water systems of rainwater and flood protection work together and are connected at certain points, it is necessary to understand the difference in their logical approach:

While a surge enters the city through a bottleneck, rainwater falls continuously all over the city and the inflow cannot be controlled as such. Therefore, we follow the concept of “From Cell to the City”:

The cells of neighbourhoods are seen as catchment areas with the neighbourhood borders as ridge lines. The run-off will form streams and is hence treated with physical interventions of stormwater management like a river.

According to this perception, the main task of the catchment areas (I) is to infiltrate and retain as much rain water as possible to reduce peaks in run-off. Helpful elements are garden backyards or permeable pavement in neighbourhood streets.

Depending on the topography of the catchment areas, left-over water will be entering certain local streets (II). Subsequently, their main challenge is to safely convey the water streams inside the city.

They lead to bigger city streets (III) which will be equipped to convey and take up the excess water with retention chambers or basins. Ultimately, their task is to eliminate the water by discharge into the harbour, the sewage system or evaporation in green spaces, open basins or passive water treatment systems (e.g. wetlands) for later reuse.
While the rainwater flows from inside to outside, the green infrastructure invades organically from outside into the city following the accessibility:

Main city roads (III) generally provide the most amount of space and opportunities to install greenery, e.g. as street trees and alleys, between tram rails etc. They also benefit the most from extensive greenery as they convey the largest number of passing users, providing shade to cars and pedestrians while filtering harmful air pollution close to the source and protecting adjacent quarters to only name a few effects.

The full range of physical green interventions is then stepped down according to the street hierarchy, meaning to respond to the declining availability of space in local streets and very narrow neighbourhood streets.

By organizing the green infrastructure along the lines of mobility, we achieve the highest efficacy regarding direct benefits for the most amount of users while being cost-effective.

Additionally, the green infrastructure overlaps with blue infrastructure measures and can interact. This could mean combining the use of an open space as a green space as retention and treatment space simultaneously, e.g. in a wetland or rainwater playground. It also helps with evaporation and infiltration as well as buffering overflows. In this manner, we create a network of green corridors with diverse living environments for humans and wildlife, extending to the Hague and embedded in the national system of green spaces.
First, the smallest type is the neighborhood street, lined mostly by historic buildings. We plan a sidewalk with permeable pavement, and there is also much green to help infiltration. At the ground there is greenery to be added in this street which it lacks entirely in the current condition.

There are different types of neighborhood streets. In general, they are characterized by mainly pedestrian traffic and narrow conditions, limiting the implementation of urban greenery.

In exceptional cases, such as at the dyke, we make the place for walking, biking and the segway for the people who are tired of walking. One can also see the green roof to show that even while there is a general rule to be applied the design should react flexibly to exploit opportunities.
Hierarchically, the second one is the local street with cycle and pedestrian as well as a medium amount of car traffic including public bus routes in some cases.

Additionally to employing permeable or green pavement, we increase green at the sidewalk, like a green section.

Two varieties of local streets with different framing housetypes are shown above: The section was drawn cutting both streets alongside the canal leading towards the port.

The local street on the left runs partly alongside contemporary multistorey apartment houses which can hold a green facade. The local street on the right demonstrates that historic buildings could hold more greenery for example in their balconies.

Water Garden Section

In the type B of the local street one can see that a water garden is used under the trees that line the trees which should line the street. It can retain the water coming from the road when the rain is too heavy.

The section on the right explains how a water garden works. It retains and permeates water coming from the roof and the street by different layers of grass and gravel, slowing down the speed of the flow.
Main Road Section

Here is a section of the main road which we hope it could be a green path which links the city and the site. Holding the most amount of green and blue interventions it creates a variety of interconnected habitats for urban plant and wildlife.

It contains the sidewalk lined with tree pits and low shrubs and herbs, central big trees, green facades, green roofs wherever possible and permeable pavements.

Combining green and blue infrastructure, we also add an underground water retaining system and a planting ditch along both sides of the tramway. This way, the main roads contain the most amount of greenery compensating for the highest amount of traffic of all modes.
Accordingly, the vision which shows above will be achieved by comprehension and cooperation of stakeholders, the timeline is divided into three phases which are set from the viewpoint of transforming about consciousness and partnership of stakeholders.

Phase 1 is Encourage, Phase 2 is Cooperation, Phase 3 is Integration.

At phase 1, we need to convince stakeholders of the efficacy of the vision and start some pilot project which is affordable and a symbolic one. These symbolic projects show the vision clearly as a changing of place, which could give stakeholders awareness and hope, and they can set off small project individually by themselves.

At phase 2, stakeholders, who started an individual project at phase 1, start establishing the partnership, and cooperate with each other to expand the individual project and construct some core district.

At phase 3, regional management starts through connecting collaborative project at phase 2. By making the network of green and blue, and social path, these core district will have a relationship and start functioning as one system. In this system, regional management by stakeholder is demanded.

The projects of this planning are categorized into three; Social Program, Infrastructure, Environmental Aspect. The chart shows each project and the stakeholders involved in each phase.
Public Goods

The biggest challenge of this proposal is to give awareness to stakeholders of the Public Goods of Scheveningen through implementing vision and strategy shown above.

The Public Goods in this proposal indicate the following: Mobility, Safety, Inclusiveness, Amenities, Economic Activities, and Resilience. These are also the universal values which are demanded by people in the whole world, therefore the viewpoint from worldwide over the national.

Therefore, a Fish-Eye map could be useful as a tool for sharing the idea of Public Goods with stakeholders. The information of area located in the center of this map could be drawn in detail, and also indicate abstract information of surrounding regions. In this map, Scheveningen, which is the planning area is arranged in the central, and describe historical fisherman area and district of the local neighborhood at the right and left side of the harbor.

In addition, the upper side of the map, the city center which includes Binnenhof, Vredespaleis and office area is drawn. Further, along with the line of the circle, the names of each group member’s hometown are written to grasp Scheveningen in the relationship with the world.

Following explanation about Safety as an example shows the methodology of describing the Public Goods by using this map. The wind mill is a symbolic project of discharging flood water by strong rainfall and tidal wave. The discharging would be done by using the wind which is drawn by the orange arrow. The rainfall of historical fisherman area and district of the local neighborhood would be discharged to frame street via planned water way in the small path inside the district. Green belt arranged along the frame street functions to retain. By networking these green and blue with the city center, the integrative flood management from upstream to downstream would be realized. Nowadays, many countries are tackling the same subject, so Scheveningen will be a source which displays slogan of Safety.
**Group J: S’Haven. The Green Link**

Scheveningen Harbour will be an area where all users can work, live and play with water. It will have a diverse range of uses that embrace the existing historical fishing industry, leisure/recreational activities and residential areas, all of which will be improved, integrated and interacting with one another.

The Harbour will be lively, accessible, have a resilient built form and a high quality social realm whilst managing water sustainably.
Scheveningse Haven
Past & Future

- Fishing Town
- Industrial Harbour
- Destination of Canal
- Destination of Sewerage Pond
- Local Residence
- Resort
- Tourist
- Yacht Harbour

You are here:

- Construct the Linkage
- Strengthen the Linkage
- Expand the Linkage

Timeline:
- 1900
- 2000
- 2025
- 2035
- 2040
Site analysis
Key Problems

- Historical dykes at risk
- Potential flooding
- Lack of accessibility
- Limited green space

S
W
T

The existing beach
Nearby residential uses
Natural habitat
History of the Harbor and area
Established fishing industries

Create connections
Provide various activities
Encourage economic stimulation
Embrace existing fishing industry
Provide activities that are available all seasons
Improve public and active transport to the Harbor

Distance of the Harbor to the area
Seasonal activities
No connectivity
Lack of public space
Divided land uses
Accessibility is limited
Uninviting environment

Historical dykes have points of risk
Potential flooding
Climate Change
Inconsistent Development
Pollution
Unstable economy
Sea level rise
Our vision

The Hague will a place in which water can create the opportunity for a unique identity, balanced development and improving economic activity.

The Hague, as a coastal city, will be able to showcase its ability to turn the pressure of climate change into opportunities for sustainable development.

Scheveningen Harbour will be an area where all users can work, live and play with water. It will have a diverse range of uses that embraces the existing historical fishing industry, leisure/recreational activities and residential areas, all of which will be improved, integrated and interacting with one another.

The Harbour will be lively, accessible, have a resilient built form and a high quality social realm whilst managing water sustainably.
Our strategic questions

1. How to make the Harbor accessible for all users?
2. How to improve the identity of the area while enhancing the diversity of the society?
3. How to turn the pressure of climate change into opportunities for sustainable development?
4. How to pass the accumulated knowledge on to the future?
5. How to be a showcase and influencer for the sustainable water management of harbors both locally and internationally?

OUR STRATEGY

To create “the green link”. The Green Link will both metaphorically and physically link the different areas and people of S’Haven together. It will link into the central “water square”, back out to the city of the Hague as well as linking to the greater Netherlands.

This linkage is explained in the diagram on the following page.
The green link

The Hague

Scheveningse Haven
Master plan

1. Community path
2. Water square
3. Info Point pavillon
4. Fish market
5. The green link
1. Community path

The community path is located at entrance one, where there is a local neighbourhood. This is currently lacking communal public space and facilities. The proposal is a multi-functional space where there is the opportunities for small shops and cafés to be located underneath and play spaces above. A parking lot will be located under ground to accommodate traffic to the area. This parking lot can also be utilised as a water storage facility as well in the events of severe flood events.
The water square is located the central hub of S'Haven. It facilitates as a place for the local residents, tourists, yacht club, fisherman and all others to gather and enjoy the harbour together. This square uses principles of water sensitive urban design to create a space that is able to manage water sustainable. It will feature a fountain along a flat surface where children are able to play. There will also be a swimming pool that will be heated during the colder months, allowing the hub to be enjoyed all seasons. It will have a high quality social realm that can be enjoyed by all.
The info point pavilion is the main entrance point to S’Haven. It will be a focal entrance, directing interest into the site and providing information and history about the area to those who visit.
The fish market is the third entrance point into S’Haven. This area will embrace the existing fishing industry and provide an insight into the workings of the historical industry which has been occurring in the area since the 1600s. The fishing market will be a feature that allows both locals and visitors to be able to taste and enjoy the fresh fish which is caught locally. This entrance point is the closest location to the main beach and as such, will become a place where people travelling to the beach can also link back to the harbor.
5. The Green Link

The green link is comprised of small “pocket spaces” where people are able to gather together and be able to learn about each-other and the area. It also provides shelter for rain events.
The increased greenery and edges in S’Haven will be planted with water safe urban design principles. It will allow the water during rain events to be filtrated into the ground and slowly discharged back into the ocean. The increased greenery will also improve the quality of life and aesthetic value of the harbor.
Stakeholders and Implementation

Public Sector
- Housing Agency
- Minister of Infrastructure
- Minister Environment
- Water Authorities
- Minister of Tourism

Private Sector
- Fishing Industry
- Businesses
  1. Construction
  2. Restaurant Owners
  3. Theatre
  4. Shop Owners
- Developer

Civic Society
- Local Residents
- Fishing Club
- Yacht Club
- Sporting Club
- Running Club

CONSTRUCT THE LINKAGE  STRENGTHEN THE LINKAGE  EXPAND THE LINKAGE

become showcase!!
S'HAVEN the green link
Group K: Scheveningen is More!

In 2040, The Hague - Scheveningen, will be an integrated area, where is achieved an internal connectivity without losing the identity, where people and nature cooperate with each other, where diversity will lead to endless opportunities, and all the features will be provided.
SUMMER SCHOOL PLANNING & DESIGN WITH WATER * TU DELFT

SCHIEVENINGEN IS MORE!
SWOT ANALYSIS

Based on SWOT theory, we analysed the Harbor to identify its strengths, weaknesses, opportunities and threats. Using this analysis, helped us in max the opportunities and strengths and min the weaknesses and threats of the site.

But what are the main strengths of the Harbor? First of all, the strangest point of Scheveningen is its location. It is an area connected with some of the main cities in the Netherlands like the Hague and Rotterdam, it is an area located in one of the biggest fish industry and what is also important it is located in one of the main ports.

The location is like a linking point of the sea with the city and that’s what makes its accessibility another strong point.

The variety of different spaces with different functions also make the Scheveningen a place with high potentials for more workplaces and for developing other activities. All these diversity will make the Harbor stronger and stronger every year.

What about opportunities?

The Strategic position of the Harbor will increase the opportunities for more activities and workplaces and at the same time there will be an increase of the tourism.

There are existing culture and sport clubs, so they can make this area more active and attractive for all groups of people. And the beautiful beach is an opportunity to improve the tourism.

What can we say about weaknesses and threats?

The first thing we noticed was the risk of flooding in the future, as result of its location. Also the environment was polluted because of the industry activities and there were a lack of green public spaces. The first Harbor was like a dead area and the water was used only for parking of the yachts and ships. We couldn’t find any relationship between people and the water and there is a big disconnection inside the Scheveningen.

But now the problem is how we can use the opportunities and strengths in order to decrease the weaknesses and threats.
**STRATEGIC QUESTIONS**

There are five questions that lead us to find the strategies we are going to implement in our project. All these strategies help to find the way that we should follow in order to achieve our goals in the new Scheveningen. These are our following questions:

1. How make the harbour an integrated area without losing its identity?
2. How to achieve ecological and economical sustainability?
3. How to achieve flexible network of public spaces within the diversity of spaces in the harbour?
4. How can we improve mobility and accessibility in local, regional and natural aspect?
5. How to provide a spatial equity for citizens and tourists?

At the end, we have one main strategy:

- Creating sustainability in an integrated area without losing the identity of the Harbour.
**STRATEGY**

- Creating **sustainability** in an **integrated area** without losing the **identity** of the Harbour.

Diagram of the main strategy
VISION

In 2040, The Hague Scheveningen, will be an integrated area, where is achieved a internal connectivity without losing the identity, where people and nature cooperate with each other, where diversity will lead to endless opportunities, and all the features will provide.

1. Increase of economical and spatial sustainability.
2. Increase of employment, by using different facilities.
3. Increase of quality of the infrastructure.
4. More spaces for entertainment and leisure, etc.

Diagram of integration

Diagram of functionality

Diagram of water protection
INFRASTRUCTURE

1. One of our main project is improvement of infrastructure, mobility and accessibility. Firstly, we will improve the connection of the Harbour with the city. You can use trams, cars and even boats to get inside the area. There will be three main entrances and people will need to use the bus or bicycle to get inside the Harbour, as no cars is going to be allowed to enter during the day. So we will give priority to the public transportation and pedestrian roads. Also the water transportation is going to be organized better. These would be a second strong structure in one of the delta’s wing. The tourists and citizens will have opportunity to park their yachts. This area is the main parking space in the future, but at the same time they can use inner part of the Harbour for yachts parking places. In case of emergency the yachts will be parked inside to protect them from the storm. About the cars’ parking place is going to be used the dike, which will be increased in the height in the weak points of it. A movable bridge is going to be built in order to make a connection between two beaches and to make more practical the mobility inside the Harbour.
2. Another project is creating a green network in order to achieve unity and more public spaces to the citizens and tourists. The green network will connect the parks of the city with the Harbour and at the same time will be as the main element that is going to be used to achieve unity throughout the Scheveningen. A continuous green path will follow the boarders of the water to all the Harbour avoiding in this way the bad smell from the industry and at the same time creating more public spaces and floating wooden platforms that could be used for different activities and will increase the relation of the people with water. There will be provided also small private green areas for children, where a lot of activities could be organized. All these greenery is going to be connected with one big green park, where also a artificial lake will be constructed by protecting the site from the water and by adding water facilities to the park. So Scheveningen will be "more", not just a Harbour, but also a space full of greenery.
**FUNCTIONAL ZONE**

The third main project is going to be the revitalization of the area in order to provide spaces for everyone. There will be constructed new market to promote the fishing industry and other products. This part will be closely connected with the open industry that we will create for the visitors. So everyone can go inside and see how provide with the work throughout the day. Also we will create spaces for the business owners to increase their activities. Sport center and culture center will create more attractive area where could be organized many workshops and exhibitions. In the beach will be sport clubs that attract the tourists from all around the world. All these activities are going to connect the big park and the beaches in order to have opportunities to enjoy the nature and keeping identity of each area in the Harbour.
CONCEPTUAL SECTIONS

We develop some sections to understand more the relationship of different spaces with each-other and how our project could be looked like. The first one shows the relationship of the dike with the surroundings. The ground will be used by public transportation and there would be a green path. While inside the dike is going to be a parking place for cars. The second one shows the connection of water system starting from the channels. Inner part of the Harbor and continuing with the lake and ending at the sea.
CONCEPTUAL SECTIONS

The third section shows the connection of two beaches with a movable bridge. The beaches will have different character: one will be for leisure, and relax and other for culture and sport activities. They will be connected not only physically but also with the green path and public transportation.

The final section shows an interventions to provide private green spaces for the citizens and green roofs and other spaces that are more public and gather everyone in one space.

We can define the way how the transportation will be achieved and the relationship of the water with the surrounding.

Section of the bridge

Section of the floating wooden structures, private green areas and the green terraces
Revitalization of the fishing industry and the green path

Open industry for the visitors
Green path in the dike and pedestrian roads

Culture center
STAKEHOLDERS

1. STATE-MUNICIPALITY
   - TOURISTS
   - ECONOMY
   - WORKPLACES
   - RESPECT
   - TAX
   - CULTURE

2. INDUSTRY
   - MONEY
   - CLIENTS
   - DEVELOPMENT
   - INVESTORS
   - BRAND

3. OWNERS
   - MONEY
   - CLIENTS
   - SUSTAINABILITY

4. SPORT CLUBS
   - MONEY
   - BRAND
   - SPACES FOR ACTIVITIES

5. CITIZENS
   - WORKPLACES
   - PUBLIC SPACES
   - HEALTHY ENVIRONMENT
   - ACTIVITIES
   - TRANSPORTATION

6. CONSTRUCTION COMPANY
   - MONEY
   - OPPORTUNITIES
   - BRAND
IN 2040 THE SCHEVENINGEN WILL BE MORE!

THANK YOU!
In 2040, the area will be an integrated urban area without losing the connection between people and nature. Each other, where endless green area features will provide:
1. economical and sustainable.
2. of employment facilities.
3. of quality of life.
4. more spaces for leisure, etc.

How can we:
1. How to make the area without loss.
2. How to achieve spaces within + +
3. How to achieve sustainable.
4. How can we + +
5. How to provide + +
In 2040, The Hague Scheveningen will be a livable and resilient port city that supports green environments, economies, job opportunities and healthy lifestyles, respecting the heritage of the site. It will bind city to the sea with integrated green, blue and gray infrastructures, offering an accessible hub of experiences, knowledge and culture.
1. Scheveningen

The Hague is the largest Dutch city on the North Sea in the Netherlands and its beautiful beaches attract millions of tourists every year. Tourism is an important sector in The Hague. The city is the Dutch second biggest tourist destination, after Amsterdam, which means Hague has potential to develop a more livable and resilient port city. With creating integration between the city and beachside, integrated green, infrastructures and flooding defense system, the Hague will has more values with future plan and development.
2. Context

Hague is on the western coast of the Netherlands and it is the third-largest city after Amsterdam and Rotterdam. While Amsterdam and Rotterdam are important economic cities, Hague has special political status. In addition, the water protection management of Amsterdam and Rotterdam is well developed, though Hague is still dealing with its flooding problems, which make it the weakness of the water protection for western Dutch coast.
2.1 Character

Scheveningen is one of the eight districts of The Hague, Netherlands, as well as a subdistrict of that city. Scheveningen is a modern seaside resort with a long, sandy beach, an esplanade, a pier, and a lighthouse. The beach is popular for water sports such as windsurfing and kiteboarding, when the harbour is used for both fishing and tourism.

Caption and source:
Scheveningen Lighthouse: https://upload.wikimedia.org/wikipedia/commons/1/1d/Vuurtoren_Scheveningen_Lighthouse.jpg
Yatch port
inner harbour
Scheveningen Lighthouse
Fish Auction Scheveningen B.V.
beach

Caption and source:
Fish Auction Scheveningen B.V.: https://upload.wikimedia.org/wikipedia/commons/0/0f/Fish_Auction_Scheveningen_B.V..jpg
2.2 SWOT

1. We could build stronger connections between the city and port as well as identity of the port of Ranstad to contribute to Ranstad.

2. We could develop public transportation as well as construction of innovation center and wind turbine to achieve green economy.

3. We could create higher part and sand dunes to protect the port from flood as well as a new gate as the long term protection.

4. We could reduce carbon dioxide emission by introduce organic wastes management.

Caption and source: Location of scheveningen:https://map.viamichelin.com/map/carte?map=viamichelin&z=10&lat=52.10749&lon=4.27173&width=550&height=382&format=png&version=latest&layer=background&debug_pattern=*.

tram stop: google map
2.3 Vision

In 2040, The Hague Schevingen will be a livable and resilient port city that supports green environments, economies, job opportunities and healthy lifestyles, respecting the heritage of the site. It will bind city to the sea with integrated green, blue and gray infrastructures, offering an accessible hub of experiences, knowledge and culture.
2.4 Strategic Questions

1. How to create a resilience port and protect it against flooding?
2. What is the best way to manage liveable and accessible environment for everyone?
3. How to ensure the integration between the city and beachside?
4. How to improve and sustain the local economy and development in the port?
5. How to achieve identity in the context of Ranstaad and save the traditions of the port?
2.5 Values

RESILIENT & PROTECT
LIVABLE & ACCESSIBLE
INTEGRATION
SUSTAINABLE
IDENTITY

SAFETY
HEALTHY ENVIRONMENT & OPENSPACE
TRANSPORTATION
HERITAGE
2.6 Stakeholder
2.7 Timeline

The phases for construction includes project now and in the future benefit different kinds of stakeholders in each stage, which could attract people to this site as well as businesses investors.
2.8 Strategy

The Scheveningen harbour will reorganise functions creating a system connected intercity and with the city.

As a green organism it will showcases technology in waste management and provide liveable space.
3. Master Plan
4. Scheveningen Organism

WATER-SEA
- Water Management
- Flood Protection
- Runoff Management

CONNECTIONS
- Green Infrastructure
- Accessible Transportation

ACTIVITIES
- Reorganised Activity
- Green Economy
- Fishery & Market
- Water Sport
4.1 Sea – Water
4.2 Connections
4.3 Activities
4.4 Facilities
5 Conclusions

To protect against flooding developing water management (green-blue zone, water gates)

To develop livability of the city (comfortable ways, public spaces, sport attractions)

To enhance integration creating “green” connections (Bicycle roads, path ways, tram roads)

Improve local economy in a “green way” and attract stakeholders in a new industrial area

To achieve identity saving the main function of the harbour: fishing industry

Thank you!
Group M: Scheveningen Metamorphosis

By 2040, Scheveningen will be an inclusive place, vibrant in all seasons and designed around water.
OUR VISION

By 2040, Scheveningen will be an inclusive place, vibrant in all seasons and designed around water.
Tu Delft Summer School Planning and Design with Water

**By 2040, Scheveningen will be**
An inclusive place, vibrant in all seasons and designed around water

<table>
<thead>
<tr>
<th>Culturally Vibrant</th>
<th>Blue-Green Connections</th>
<th>Increased Mobility</th>
<th>Active in all Seasons</th>
<th>More Inclusive</th>
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<tbody>
<tr>
<td>Amphitheatre</td>
<td>Jetties</td>
<td>New Tram Line</td>
<td>Geothermal Pool</td>
<td>Community Garden</td>
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<tr>
<td>Market</td>
<td>Sand Dunes</td>
<td>New Bicycle Path</td>
<td>Harbour Shelf</td>
<td>Playground</td>
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<td>Revitalize Main Street</td>
<td>Floodgates</td>
<td>Connections to Main Street</td>
<td>Weather Shelters</td>
<td>Festivals</td>
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<td>Food Trucks</td>
<td>Rain Harvest</td>
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<td>Community Centre</td>
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<tr>
<td>Improve Western Steps</td>
<td></td>
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</tbody>
</table>

**Strengths**
- Variety of land uses
- Public space
- Ease of freight transport
- Close to sea
- Good water management
- Visually pleasing

**Opportunities**
- 3rd Harbour
- Tourism
- Sports
- Energy
- Rain harvest
- Canal connection
- Employment

**Weaknesses**
- Disconnection
- Rain/cold/wind
- Lack of connection in bike network
- Pt not fully integrated

**Threats**
- Flooding
- Subsidence
- Storms
- Automation
- Climate change
KEY PROJECTS
AMPHIBITHEATRE

EXISTING USES

PROPOSAL

Third Harbour perspective image of Amphitheatre
BLUE-GREEN CONNECTIONS

Sand dune and dyke (before)

Sand dune and dyke (after)
SECOND HARBOUR
Lower section of Second Harbour after installation of ‘harbour steps’
### EVALUATION AND MONITORING

#### PERFORMANCE INDICATORS

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Goal 1</th>
<th>Goal 2</th>
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<tbody>
<tr>
<td><strong>CULTURAL VIBRANCE</strong></td>
<td>Increase in the number of visits for culture</td>
<td>300%</td>
<td>40</td>
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<tr>
<td></td>
<td>Cultural events held in Scheveningen annually</td>
<td></td>
<td></td>
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<tr>
<td><strong>BLUE-GREEN CONNECTIONS</strong></td>
<td>Increase in the amount of rainwater retention</td>
<td>10%</td>
<td>150%</td>
</tr>
<tr>
<td></td>
<td>Increase in tree canopy area</td>
<td></td>
<td></td>
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<tr>
<td><strong>INCREASED MOBILITY</strong></td>
<td>Decrease in car mode share</td>
<td>20%</td>
<td>50%</td>
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<td></td>
<td>Increase in public transport mode share</td>
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<td></td>
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<tr>
<td><strong>ACTIVE IN ALL SEASONS</strong></td>
<td>Increase in visitors during winter</td>
<td>100%</td>
<td>48</td>
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<tr>
<td></td>
<td>Market days held in the Second Harbour precinct</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MORE INCLUSIVE</strong></td>
<td>Increased visits by local residents</td>
<td>10%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Retention of fishing industry</td>
<td></td>
<td></td>
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</tbody>
</table>
**Timeline**

**2017 - 2020**: Plan
- Secure funding
- Negotiate with stakeholders
- Community engagement

**2025 - 2030**: Invigorate
- Integrate western part of the harbour with the rest of the area
- Begin construction of hydrokinetanet
- Open parking area to foot traffic and events
- Begin construction of waterfront

**2035 - 2040**: Expand
- Further connectivity with new tram line to western harbour
- Reconstruct beach area and sand dune

**2010 - 2025**: Kickstart
- Institute weekly market in lower harbour
- Transform harbour spaces with accessible green spaces
- Construct kites to improve water quality

**2020 - 2035**: Consolidate
- Make main street pedestrian zone and connect to harbour
- Construct plaza and playground in lower harbour
One of the main motivations for the strategy has been the creation of public goods. For the purposes of this plan, a public good is defined as an item, service or state of being that is non-excludable and not reduced in quantity or quality through use by people.

This plan looks at producing public goods in several areas: mobility, public space and cultural activities. Each strategy links to one or more of these public goods. Further, the idea of making the harbour a more vibrant and interesting space aims to serve the public interest.
In 2040, the Scheveningen Harbor will be a resilient sponge-city with an integrated physical landscape that fosters social and cultural interaction and ensures accessibility to all.
The area

The harbor of Scheveningen is currently an uninviting industrial space surrounded on one side by a popular beach and on the other three sides with tourist establishments and residential areas. It divides the attraction of the beach and the residential areas with the fishery.

This area has great potential to become not only an improved tourist destination, but also an icon of beauty and connectivity for the city. The Hague is not only an international city, but it is one that wishes to promote justice and inclusivity. The harbor, although not specifically exclusive, is not an inclusive spot.

The physical geography includes the beach itself as well as the two-cove harbor that mostly serves the fishing industry of the area. However, it also serves some private businesses, such as the yacht club, and the second bay of the harbor is used as a path for tourist operations. Industrial boats enter the harbor each day to deliver and pick up shipments, and private boats also are constantly entering and leaving.

The beach near the harbor is less lively than the beach at other spots in Scheveningen because the harbor is so disconnected and industrial. There are few patrons that venture out into the rocky pedestrian path “arms” of the harbor because they are so uninviting. The area lacks green space or economic diversity, and is very much divided from the residential areas surrounding it. To top it off, the transportation system of the city does not serve the harbor well; the nearest tram stop is .7 km away.
Our Vision

“In 2040, the Scheveningen Harbor will be a resilient sponge-city with an integrated physical landscape that fosters social and cultural interaction and ensures accessibility to all.”
Our vision

In 2040, the Scheveningen harbor will be a resilient sponge-city with an integrated physical landscape that fosters social and cultural interaction and ensures accessibility to all.

Achieving this vision requires overcoming various obstacles presented to us by the location, history, and culture of the current harbor area.

Our biggest challenges include:

- **Lack of transport**: the nearest tram stop is .7 km from the harbor area. Although a few buses run parallel to the lower harbor, they are less likely to be used by foreign tourists.
- **Poor spatial quality**: there is no well-planned public square or plaza within the harbor. The area itself consists of hard walkways that surround the perimeter and have the potential to be very attractive or be converted into larger/greener spaces.
- **Dead zones/lack of diverse economic activity**: the tourist shops and restaurants currently operating are few and lacking in diversity of offerings, and are not well connected between the large industrial corridor that takes up the majority of the middle leg of the harbor.
- The **two sides of the harbor are not connected**: in order to get from one side of the entrance to the harbor to the other, one must walk nearly 3 km around the entirety of the harbor in order to reach an area that is less than a quarter of kilometer away across the entrance to the harbor.
- **Lack of shelter from rain**: there are few places for pedestrians to go when it rains.
- **Flood defense/water storage**: the current flood defense provided by the dike is adequate for preventing major flooding, but the opening of the harbor means that high sea-level could lead to the tourist areas of the harbor being more prone to floods. There should be larger areas for water retention in the case of heavy rainfall or for high waters in the harbor.
SWOT Analysis

▲ WATERFRONT SPACES
BENIFITS TOURISM

▲ SELF-SUFFICIENT AREA

▲ MULTI-FUNCTIONAL

▲ FRESH FISH

▲ TOURISM

▲ COMMUNITY SPACES

▲ WATER MOBILITY

▲ ECONOMIC POTENTIAL

---

▲ BEACH SEPERATED FROM CITY

▲ LACK OF LANDSCAPE

▲ FEW CONNECTION

▲ FLOODING

▲ FINANCIAL CRISIS

▲ CLIMATE CHANGE
Master Plan
**Our strategic questions**

1. How can we make this area both economically vibrant and inclusive at the same time?
2. How can we encourage tourism and recreation while keeping it an attractive place for citizens from the surrounding neighborhoods?
3. How can aspects of our project create a more socially balanced city (of The Hague) in the long term?
4. How can our design enhance the water-based mobility of the area, as well as between other towns and Scheveningen?
5. How can we improve the spatial quality of the harbor without compromising current flood protection measures?
6. How can we promote sustainability and citizens’ health without compromising economic growth of the area (particularly, the growth of the fisheries)?
**Our Vision**

*Sustainability as a chain of many values; low density, fast connections*
Our strategy

The New Arm

The new arm of the port will bring a public green space into the sea, which will allow visitors to appreciate the view of the city of The Hague from an entirely new perspective. It will allow visitors to engage with the ocean by being able to walk and plan on a green peninsula-type of space within the ocean.

Island

The green island will be a physical result of the connections created within the harbor. It will act as a sort of “hub” of floating paths which visitors can travel on to reach the center of the industrial area of the harbor.

“Forgotten Areas”

The “forgotten areas” are the spots surrounding the harbor which are not well-maintained and are not useful to the purpose of the harbor as a tourist and/or cultural hub. The residential areas hidden behind the tourist strips and the industrial centers are not well connected to the beach or other tourist attractions. Our paths will help connect these places and also help create new “private” spaces inside public ones.

Green Docks

The green docks are the result of the interplay of green spaces, street furniture, and the existing dock. This is our attempt at mixing the public sector, the private sector, and civil society. Our idea is to provide the chance for all inhabitants of the area to enjoy in diverse ways.

Covered Paths/Outdoor Museum

The paths will give visitors the chance to cross the harbor more quickly, as well as be protected by rain. This specific project is oriented toward tourists and residents. The Outdoor Museum is an integral aspect of this project. This concept involves creating a network of paths that include along the sides/ceiling/soor/etc, info about the history of this area and, specifically, the relationship of the Netherlands with water. For example, there will be great info about the flood of 1953 and other times the country has experienced disaster or near-disaster due to flooding. It will also include information about how the country has learned to live with the surrounding nature, and how sustainable the country has grown through the learning process of living with water.

Dike Museum

The existing dikes can be used to create a multifunctional space that can be accessed by visitors. Our idea is to connect the dikes as a part of the network of paths and use the dike rooms as the main center of our outdoor museum.

Floating paths

The floating paths are part of the network of the pedestrian connections inside the harbor; they will be an extension of the fixed ones. They are modular and can be removed. The main goal of this project is to give visitors the possibility to enjoy views of the harbor that were previously unachievable.

The water storage

The water storage is a safety measurement, and will be constructed in the green area southwest of the harbor. The idea is to create a water square in the hearth of the green area and connect it with the canal coming from the residential area. The area will retain water in times of heavy rainfall or flooding, and will provide an extra green space for people to utilize when both dry and wet.

Tunnel

The tunnel is a strong engineering solution that will be constructed in order to connect the two arms at the entrance to the harbor. Its walls will be glass to allow visitors to see underwater when passing through. This tunnel is in lieu of a bridge, which would be difficult to have considering the traffic of the harbor. It will be connected to the other paths of the harbor.

Connections

Two light rail station have been proposed on the two sides of the harbor (North East- in The plaza and South West- beside the Theatre) to make it well connected with The Hague and make it accessible for all.

Port planning/ Mobility by water - The port has been redesigned to ensure more water traffic can be managed. The port has been divided into four major parts:

1. Tourist - This part of the port is to be used by water taxis and ferries for sea rides and also to connect nearby cities and counties through water.
2. Industrial Port- this part of the port will be used only for industrial activities and fishing activities.
3. Yatch club/ Private boats - This part of the port will be used by private boat users.
4. Cruise ships - This part of the port will be the area beside the new arm proposed for the harbor. It will be primarily used by big ships which cannot enter the harbor for leisure activities and to connect Scheveningen to nearby cities and counties.

Green Pockets

The harbor currently lacks alot in green areas. Several spaces has been identified and green pockets have been created which also acts as buffer zone between the commercial areas and the Residential areas)

Multi purpose dikes- Dikes have been modified to serve as the flood protection unit and also be functional at the same time. The space under the dike will be habitable and will be used for water museum, parking and shelter areas from rain.

Plaza Area

A plaza Area/ multipurpose area has been created on the harbor to promote economic activities (local markets, Sunday markets and central gathering area for people) and vehicular movement has been restricted in that area during the day time. It being in close proximity of the industrial buildings on harbor will be used by the trucks during the night time. It will also have an open air theatre cum water detention area during floods. It would act like a focal point for Scheveningen Plaza Area.
The New Arm
The new arm of the port will bring a public green space into the sea, which will allow visitors to appreciate the view of the city of The Hague from an entirely new perspective. It will allow visitors to engage with the ocean by being able to walk and plan on a green peninsula-type of space within the ocean.

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Floating Park

The Floating Park would serve as another green outlet from the extension of the arm of the harbor. This green area would be on a platform and float within the harbor, and provide yet another way for visitors to interact with the water, as well as local trees and flora, in a more intimate way. This furthers our goal of connecting person with nature.

Plaza Area

A plaza Area/ multipurpose area has been created on the harbor to promote economic activities (local markets, Sunday markets and central gathering area for people) and vehicular movement has been restricted in that area during the day time. It being in close proximity of the Industrial buildings on harbor will be used by the trucks during the night time. It will also have an open air theatre cum water detention area during floods. It would act like a focal point for Scheveningen.
Stakeholders

Our stakeholders include the fishing industry (the fishery itself and the fishermen), the business owners (ex: the restaurants, tourist shops, Surf School & yacht club), the municipal organizations that would be directly affected by or needed to intervene (ex: agencies of tourism, infrastructure, and transportation), as well as the residents of the surrounding area.

We would hold community meetings with complementary beverages and snacks to attract residents and get their input on ideas. We would engage with the fishery itself as well as the fishermen by reaching out to any fishermen unions or associations that may exist/work in the harbor, and set up meetings to ask their input and for them to voice their concerns. We would do the same with other business owners of the area, and hold many meetings with the municipal organizations in order to verify that our plans would improve and enhance tourism and transportation in the area, and not inadvertently cause unwanted outcomes (particularly when it comes to extending the tram lines).
Connection Chart
**Time line**

- **WATER MANAGEMENT**
- **INCLUSIVITY**
- **CONNECTIVITY**
- **TOURISM**
- **SOCIAL/PEOPLE**
- **SUSTAINABILITY**

- **2017**
- **2023**
- **2029**
- **2035**
- **2040**

- **DIFFERENT KIND OF TRANSPORTATION**
- **WATER MOBILITY & TRAM SYSTEM**
- **OUTSIDE MUSEUM ALONG THE PATHS**
- **MORE GREEN PATHS**
- **GREEN SPACE SYSTEM**

- **FLOOD DEFENSE**
- **CONNECTION AMONG THE HARBORS**
- **ACCESSIBILITY FOR ALL PEOPLE**
- **WATER STORAGE SYSTEM**
- **CENTER ISLAND IMPROVEMENT**

- **WATER GATE**
Our values

Our biggest values involve connectivity and accessibility. The Hague is a city that is somewhat divided on socio-economic lines, and we do not want the harbor to exacerbate that division. Instead, we want it to actively negate the social, economic, and cultural divisions within the city.

We believe that providing a visually more open, greener space will facilitate greater interaction and be an inviting physical space for not just tourists but also the harbor’s hidden residents to enjoy. Currently, the residential flats are very much separated from the lively, cement strip of restaurants and bars. Improving connections between all areas of the harbor would quite literally open up the “forgotten” areas and closed off spaces, which would facilitate interaction between tourists and residents, locals and foreigners, etc.

Our green areas would also reduce the amount of impermeable surface at the harbor which increases runoff during rainstorms. With increased grassy/vegetated/permeable surfaces, more water can infiltrate back into the groundwater, which would definitely reduce localized flooding. This is integral to our design considering the impact of water on urban design in the Netherlands. Additionally, our curved, broadened beach would reduce the chance of coastal erosion which in turn reduces overall flood risk of the harbor, protecting Scheveningen’s people, businesses, and industries.
Group O: Harbour to kitchen

In 2040 Scheveningen Haven is to become a vibrant, sustainable and safe precinct providing diverse programming while strengthening connectivity through linking functions. The proposal will provide quality public spaces with access to water bodies physically and a strong visual connection while utilizing or moving around the harbor space with adequate public amenities.
The area

Scheveningen harbor is the leisure hub – known for its fishery business (internationally) in the city of Den Haag. Historically, it was known to be a village, that housed 250 dwelling units with fishing as their prime occupation. The village was situated in the sea face of Den Haag of the Netherlands coastal line. It was believed that the seawaters of the very region were of high quality and used for ailment purposes as well. With all these opportunity, there marked the growth of the village into a better-known town with makeable identity. This eventually marked a clear divide between the existing fishing village and the upcoming new development.

Today, Scheveningen Haven located at a key position of the city facing the North Sea is the Active recreational-Industrial Hub in the Randstad region of Netherlands. Scheveningen Haven has developed as a major port along this region from more local scale to a regional area. The harbor remains important not only as a port and as the seat for numerous commercial operations, but also as the economic center and a new high-class residential zone of Den Haag. The city still accommodates the only port as its second largest destination after Scheveningen-Bad.
International context

LOCAL TOURISM
INTERNATIONAL TOURISM

LEISURE HARBOUR
INDUSTRIAL HARBOUR
TRADE HARBOUR

NGLAND
FRANCE
BELGIUM

GERMANY
**STRENGTHS**
- Attractive location

**WEAKNESSES**
- Poor legibility

**OPPORTUNITIES**
- Increasing use year-round

**THREATS**
- Risk of flooding
Our vision

The Scheveningen Haven is to become a vibrant, sustainable and safe precinct providing diverse programming while strengthening connectivity through linking functions.

The proposal will provide quality public spaces with access to water bodies physically and a strong visual connection while utilizing or moving around the harbor space with adequate public amenities. The goal is to include green spaces that are more public friendly and are adaptable to the local environmental conditions. The landscape will have a role in coastal defense and maintaining the air quality of the site as well. The project also aims to re-energize the recreational and sport facilities for different user groups. Furthermore, the strategies will boost the present economic level in the fishing industry, and give rise to institutional and commercial sector. The intention of such moves is to rise opportunity for the localities for a better livelihood conditions and to stabilize the economy of the hub throughout the year. The backbone of the design will rely on the actions to improve coastal defences(s) and water resilience.
Our strategic questions

1. How do we increase activity & vibrancy, while maintaining balance of function and space? The current conditions of the site states that (after site analysis), though it houses variety of functions – there is a missing connection among them. The place is devoid of interaction among the user groups and the stakeholders. It’s devoid of activities. There is lack of activity and active zones which are needed to make the harbor of Scheveningen Haven a destination with quality public space. This would not only energize the place by bring the spaces and variant functions together. Done by linking them physically and proposing local level interventions, which would raise the economy of the stakeholders as well.

2. How can we boost economic activities in Scheveningen Haven? According to one of the project proposals and main project – ‘Redevelopment of Fishery industry’ which includes amalgamation of industrial grounds with commercial, educational sectors and connecting it to the public paths will increase the current business and economy. Moreover it will give rise to new commerce – adds to the welfare of Scheveningen Haven.

3. What is/are the best way(s) to make public space in Scheveningen Haven more exclusive & legible? To make spaces of different functions inclusive, the design process recreates the common public areas within different functions more inclined to the human scale. The parts of the site will have its own identity and thus for e.g.: will have names like that of ‘over head- board walk’ will act as markers adding to the orientation of the movement.

4. How do we adequately link Scheveningen Haven in its regional context? The link is based on physical interventions and functional interconnection. The idea is to develop an interaction platform among the stakeholders for their own profit and the benefit of the users of different communities, age groups and interest.

5. What is/are the best way(s) to improve green/blue/grey infrastructure resilience while strengthening coastal defense? The green/blue/grey by safeguarding the coastal defenses simultaneous is the key for an establishment. Though the success depends on the involvement of different types of stakeholders and utility of the place, it’s very important to incorporate the natural landscape with the existing fabric of the harbor precinct. In order to achieve that, the design’s prime concern is focused on water and its risk management and design related to water resilience. The approach is anchoring on the concept of sustainably on a local scale.

The diagram illustrates the current situation, linking of functions, and interlinking functions and networks.
Our strategy
Water management principles

Separation of rain water and waste water.

Green corridor
source: Montgomery County

Open gutter runoff
source: groenblauwenetwerken.com
Schematic zoning
Stakeholders

People and organizations that are influenced by the design in the site, or who are affected by it are basically the users of the site and the site context. Interested parties or organizations that can make a good investment and support for the intervention in the site according to the design proposals will be encouraged for the implementation as a source of strength. Since the stakeholders would have different interests, attitudes and priorities it is our duty as a responsible urbanist to get them involved in the project, for which we should be very strong in communication and have a persuasive design. Effective communication ensures that they receive information that is relevant to their needs and builds positive attitudes to the desired development of the site. We strongly believe that if the project must be sold, expressions of interest and encouragement from the participants must be converted into commitments. For the same we should convince the stakeholders on a win-win case or high profit or by showcasing the current logistics on the demand for the resources in the site.
Green public areas

vibrant tourism

local bay
Core developments

- Fish market
- Boardwalk
- Bridges
- Redevelopment of fish industry
- Biogas plant

Source: Huusje; YouTube.com
Boardwalk project
Boardwalk project
In 2040, Scheveningen Beach Harbour will be a network that will connect people to provide a healthy waterproof environment for associations to grow, for inclusiveness, public space, mobility and recreation.
The area

HISTORY
The earliest reference to the name Sceveninghe goes back to around 1280. The first inhabitants may have been Anglo-Saxons. Other historians favour a Scandinavian origin. Fishing was the main source of food and income. The Battle of Scheveningen was fought between English and Dutch fleets off the coast of the village on 10 August 1653. Thousands of people gathered on the shore to watch. A road to neighbouring The Hague was constructed in 1663 (current name: Scheveningseweg).

In 1470, a heavy storm destroyed the church and half the houses. The village was again hit by storms in 1570, 1775, 1825, 1860, 1881, and 1894. After this last storm, the villagers decided to build a harbour. Until then, the fishing boats had had a flat bottom (bomschuiten), and were pulled up the beach. By around 1870, over 150 of these boats were in use. Once the harbour had been constructed in 1904, more modern ships replaced the bomschuiten.

PROBLEMS
1. No connection between one point to another (between harbour to harbour)
2. Blockage of view from harbour to beach
3. Lack of space (dense area)
4. Smell in recreational/social areas because of mixed commercial land use
5. No rain shelter
SWOT Analysis

**Strengths**
- Beach
- Tourism
- Commerce

**Weaknesses**
- Smell
- Shelter from rain
- Dense Area

**Opportunities**
- Recreation
- Inclusiveness
- Local Fishermen

**Threats**
- Flood
- Storms
- Pollution
Values

- Open Minded
- Sustainability
- Inclusiveness
- Respect
- Resilience
- Transparency
Stakeholders

Private Sector
- Exporting Companies
- Building Developers
- Real Estate

Civic Society
- Fishermen
- Environmental Associations
- Historic Associations
- Cultural Associations

Public Sector
- Municipality
- Ministry of Water Management
- Social Housing
- Ministry of Infrastructure

Stakeholders
- Private Sector
- Public Sector
- Civic Society
- Municipalities
- Executive Offices
Our Vision

In 2040, Scheveningen Beach Harbour will be a network that will connect people to provide a healthy waterproof environment for associations to grow, for inclusiveness, public space, mobility and recreation.
Strategic Questions

1. HOW CAN WE CONNECT THE HARBOUR PHYSICALLY AND SOCIA LLY?

2. HOW DO WE IMPROVE THE DYKE SYSTEM AROUND THE BEACH AREA?

3. HOW DO WE CREATE A MULTIFUNCTIONAL ENVIRONMENT ON THE LEFT SIDE OF THE HARBOUR?

4. HOW CAN WE STRENGTHEN THE FISHING INDUSTRY IN THE AREA AND MAKE IT ACCESSIBLE?

5. HOW CAN WE CREATE A CONNECTION BETWEEN THE AREA AND THE CITY?

6. HOW TO MAKE THE AREA ECONOMICALLY VIBRANT AND INCLUSIVE?
Strategies

0 KM Strategy

Multi Functioning and Sectorial Building Development Typologies

- Building A:
  - Living
  - Lobby
  - Storage
  - Market

- Building B:
  - Living
  - Lobby
  - Storage
  - Commercial/Shops

- Building C:
  - Storage
  - Local Fishery
Proposed Masterplan
Phase I: Trigger Projects

WATER MANAGEMENT SYSTEMS

The floodgate will be built across the mouth of the North Sea, the floodgate forms part of the Scheveningen area, and the first in the heart of the city. The floodgate brings about two benefits: flood control and a lifestyle attraction.

<Flood Control>
The floodgate at Scheveningen is part of a comprehensive flood control scheme to alleviate flooding in the low-lying areas in the city. During periods of heavy rain or tidal surge, the floodgate will be activated and closed.

<Lifestyle Attraction>
Unaffected by tides, water level inside the floodgate is kept constant all year round. This is ideal for all kinds of recreational activities such as boating or kayaking.

Dykes
The dykes built along the coastline of Scheveningen perform a defensive function. They prevent the city’s mainland from being flooded in extreme weather conditions or during a tidal surge.
Phase 1: Trigger Projects

**Connection Between City & Harbour**

Integration between network of canals to city spaces.

Scheveningen’s canals will be transformed into green-blue grids. These green grids offer possibilities for recreation, reducing heat stress, carrying slow traffic and of course realising a more attractive city. Most of the systems involve ecological forms of water retention and treatment and solutions that have been properly integrated into the surroundings. Another important project involves improving the connection between the network of canals and the city. For example, the network of canals, which flows through a concrete bed, has been returned to a more natural appearance, given green banks and made easier for the city’s inhabitants to reach and access through water taxis.
Phase I: Trigger Projects

HOUSING DEVELOPMENT
BUILDING A

In Scheveningen, the building development is classified into two components as per the development needs of the area. The two components are divided mainly between housing and commercial uses.
Housing lies at the heart of a high-quality living environment. Housing meets our basic needs for shelter, helps families to have and bring up children, and strengthens our sense of ownership and belonging. Commercial activities provide opportunities for fishermen to showcase their trade and generate a source of income for their community. The building development is zoned into three key nodes to ensure the display of different characteristics in different areas. The nodes are: a) housing and commercial b) commercial c) housing.
Phase II: Key Projects

**Grand Greenway Boulevard**

All these developments will have easy access to abundant green and recreational spaces, comprehensive amenities and services for the young and old. Parks and greenery soften the tone and texture of a built landscape and make a high-density urban environment more liveable. They provide recreational and social spaces, improve the well-being of residents, and bring relief to a busy and bustling city. This development will drive Scheveningen’s growth in the future economy, and cater to the diverse needs of businesses, residents and visitors from all walks of life. It will be a distinctive new gateway to Scheveningen, distinguished by its high connectivity, accessibility and environmentally-friendly features, where smart and green mobility options are the choice modes of commute. Most of all, Scheveningen will stand out as a delightful and inclusive destination for the community, defined by its greenery, extensive water bodies, built heritage, and vibrant public spaces.
Phase II: Key Projects

HOUSING DEVELOPMENT
BUILDING B

In Scheveningen, the building development is classified into two components as per the development needs of the area. The two components are divided mainly between housing and commercial uses. Housing lies at the heart of a high-quality living environment. Housing meets our basic needs for shelter, helps families to have and bring up children, and strengthens our sense of ownership and belonging. Commercial activities provide opportunities for fishermen to showcase their trade and generate a source of income for their community. The building development is zoned into three key nodes to ensure the display of different characteristics in different areas. The nodes are: a) housing and commercial b) commercial c) housing.
Phase III: Completion of Vision

Connection of Residents & Beach

The floating bridge seamlessly connects the dunes of Scheveningen to its waterfront. It provides a 2 in 1 function, allowing for flood protection and recreational activities. During period of high tide or extreme weather condition, the dunes will provide a layer of protection for the city. Also, it will serve as tranquil nature spot for visitors amidst the hustle and bustle of the city. Extra care was taken to retain the natural environment along the walk. Along the way, visitors can learn about nearby attractions and the rich biodiversity in the area from information panels placed at various intervals along the floating bridge.
Phase III: Completion of Vision

HOUSING DEVELOPMENT
BUILDING C: FISHERMEN BUILDING

In Scheveningen, the building development is classified into two components as per the development needs of the area. The two components are divided mainly between housing and commercial uses.

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