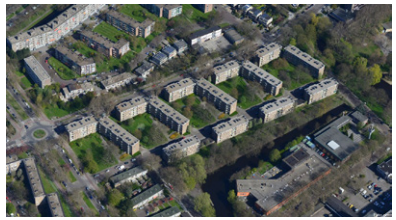
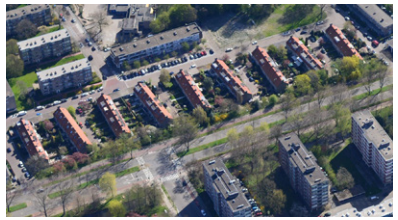
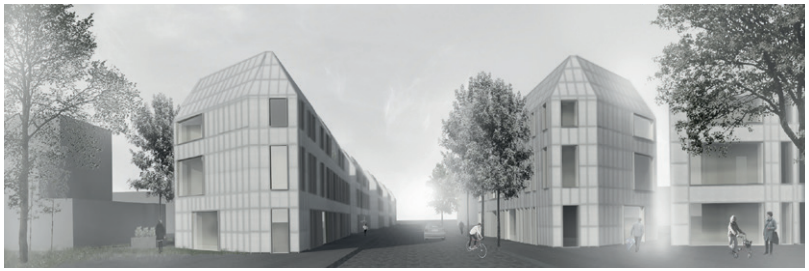
The Good Neighbourhood Studio | The Hague Mariahoeve

'Right-sizing (oversized) Streets' and 'Sprawl Repair'







MSc 1-2 Dutch Housing Studio AR1AD011 | Publication of student work | Fall and Spring Semester 2016-2017

Chair of Architecture & Dwelling | Faculty of Architecture and the Built Environment | TU Delft

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Colofon
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MSc1-2 Dutch Housing Studio AR1AD011 | Student Work
Fall and Spring Semesters 2016-2017 | Chair of Architecture and Dwelling
Faculty of Architecture and the Built Environment | TU Delft

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SIte 2: Diamanthorst
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Spring Semester 2016-2017: Lian Blok, Chantal Hofsteenge, Alex Leeder

Site 3: Hofzichtlaan
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Content

introduction

In its foremost edition (2015-2016), the Dutch Architecture Yearbook for the first time featured more transformation projects than newly built ones. Thus, the Yearbook follows the shift that occurs in architectural assignments across the Netherlands (and elsewhere in Europe), a shift from 'building from scratch' on a site devoid of context, to working with and within the existing city fabric.

Newly developed notions of sustainability and the value of our open space, along with concerns about the present state and future use of our post-war building stock, have led the 'frontier' of pioneering architects back to the centre of our cities. This is especially true for residential architecture. Gone are the days of 'Vinex', the sprawling suburbs of the 1990s, to make way for a re-appreciation of what we already have.

This, according to theorists like Paul Meurs, asks of designers to study the past and, more importantly, to figure out a position towards that past. With the 1970s practice of wholesale radical renewal (the so called 'stadsvernieuwing' or 'urban renewal') as an example of an insensitive approach, planners and designers look for other, maybe more gentle, ways to improve the urban condition. They grapple with questions like which keys do the existing structures hold for a sustainable, durable, modern, liveable city and how to analyse and use them.

Design Studio

'The Good Neighbourhood' Studio explores spatial designs for neighbourhoods based on new mobility concepts centered around manpowered mobility such as the bicycle. We are not only interested in how mobility informs the designs of our living environment, but we also want to know what new opportunities we have if we make car mobility obsolete. Our intention is to contribute to innovative ways of planning, urban design, landscape design and architectural design that can densify and optimize the urban fabric, and still answering our growing need for mobility.

We have developed our studio topics in close consultation with Barend Jansen (advisor on neighbourhood transformation: sprawl-repair & rightsizing streets, Provincial Government - Zuid-Holland) and Frank Weijzen and Jan Kommer (urbanists, municipality of The Hague), who have explained their commitment to our students and encourage them to think out-of-the-box and at the same time develop a strong link with societal quests.

Design Assignment

The Mariahoeve studio assignment is about densification of the post-war city, in our particular case the north-eastern edge of The Hague, the third major city of The Netherlands. Recent research on residential environment preferences shows a shortage of central and quiet-urban and central-

Image 1: Mariahoeve and its position within the urban tissue of The Hague

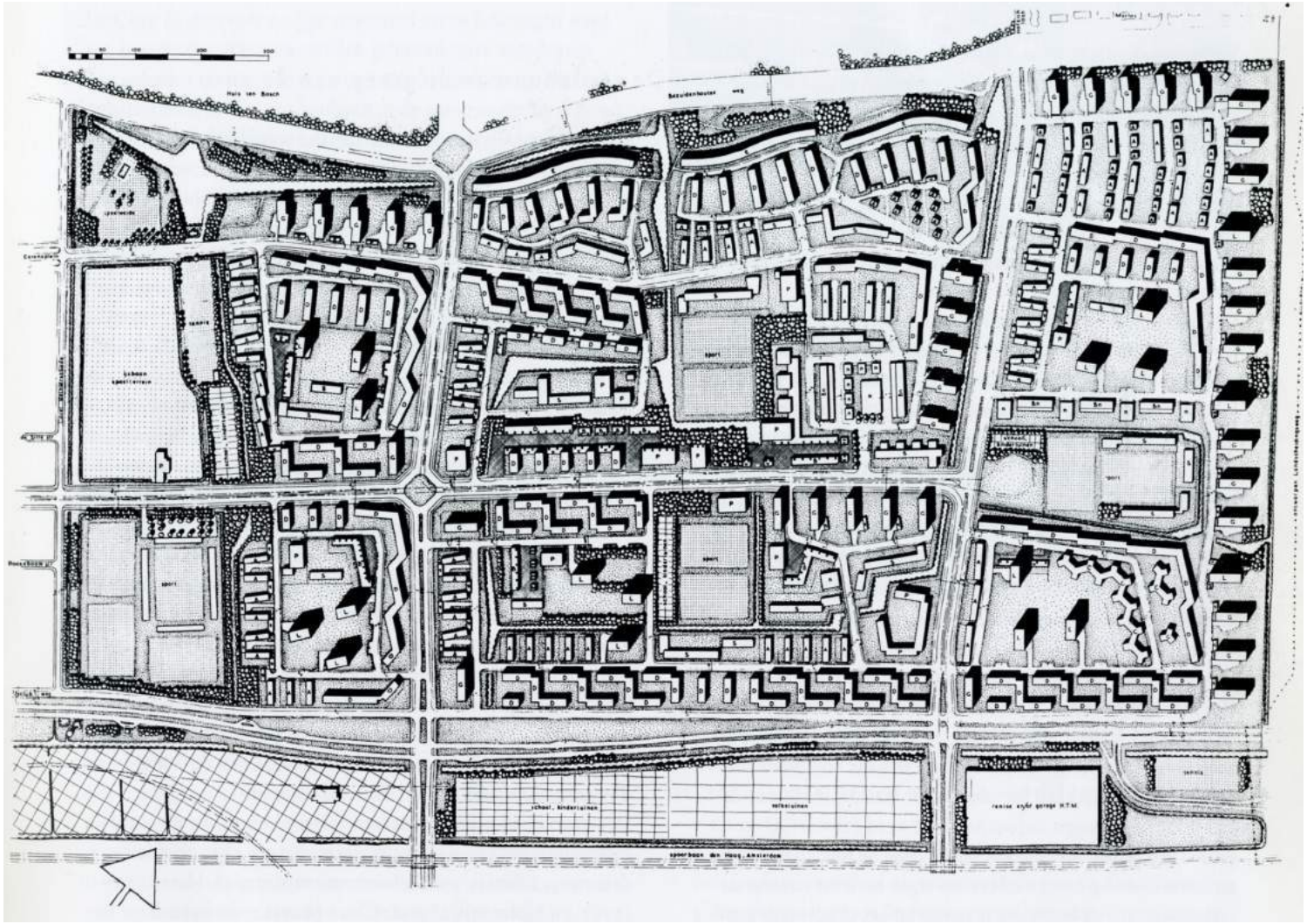


Image 2: Mariahoeve: variety of living environments, buckled streets and streets loops, clear boundaries of the district.

rural, as well as a surplus of suburban residential environments. Our subject of study, the city district of Mariahoeve, is a city extension (1958-1970), that was conceived to house a mix of various income groups (see image 1). Our area of study is the area bound by Bezuidenhoutseweg (to the north-west), Noordelijke Randweg (to the north-east), the stretch made up by Boekweitkamp, Finnenburg and Margarethaland (to the south-east) and Carel Reinierszkade (to the south-west) (see image 2).

Our studio aims at looking critically at the existing traffic structures that make up the subdivision of Mariahoeve into five neighbourhoods. We want our students to study the densification of this city district by – partly – building on top of, in between or directly adjacent to these infrastructures, in between the existing neighbourhoods. The new development aims to use public transport and bicycles rather than the obvious car. Think of 'rightsizing (oversized) streets' and 'sprawl repair', smart parking solutions, room for additional program on street level (coffee corner, bicycle storage a.s.o.) and creativity when it comes to floor plan (ánd spatial!) design. Thus, technical building design topics include the creation of slender residential buildings, stacking, sound insulation, and the application of special building structures and measures against muting traffic vibrations. We have challenged our students to design in an unconventional and speculative way, starting by collecting knowledge of a common way of (Dutch) building typologies and technologies.

Site and Theme Research Assignment

- Historical context: How did it get to the 'as found' situation? And directly related to the history of this post-war city district is its physical context: what's the shape of the place? Urban morphology? Architectural character(s)?
- Socio-economical context: Who used to live there? Who lives there now? Who lives there tomorrow? And besides living, what's going on there? Where is need?
- Ecological context: How does The Hague want to act on sustainability? What kind of resources can we find locally? And since you are faced with the other approach to a restricted role of car traffic in the near future, as favoured by the Provincial Government, in what ways can this position contribute to a sustainable neighbourhood?

(See the appendixes for excerpts from conducted site and theme researches)

Urban Framework

Based on site and theme research (historical, socio-economical and ecological context) in groups we have asked our students to formulate a vision on one of three given areas of study in Mariahoeve (1/Reigersbergenweg, 2/Diamanthorst and 3/ Hofzichtlaan), all connected to a stretch of a street profile that our students have chosen to rework. On the stretch of their choice, the students have developed an individual urban framework and designed one (or more, depending of the scale of their proposal) of its constituent buildings/blocks in detail.

Design Question

How can you densify the neighbourhood of Mariahoeve with a mix of (predominantly) residential buildings on the stretch of land as selected by you, given the Provincial Government's call for reduction of consumption of urban space by car traffic and instead give way to slow modes of traffic (pedestrians and cyclists) and the use of public transport and new, sustainable dwelling typologies?

Design Specifications

In our studio, we are looking for new ideas for new buildings in the three given street profile stretches to be 'rightsized' and reorganized. Thus, deriving from the student's individual urban framework, the following requirements applied for the building(s) / block(s) that our students have elaborated:

- the exact amount of dwellings will depend on the exact elaboration of the student's urban framework on the site as chosen;
- parking must be integrated in or underneath the design. Consider smart parking solutions – norm: 0,5 parking space per dwelling;
- the target group(s) derive from both the group research findings and must be served by the building / block / ensemble; each receiving proper housing typologies 1: 100 (for example a CPC - Collective Private Commission) group);
- additional program (think of building plinths, corners, work homes etc.);
- each individual elaboration must contain new concepts for dwelling, related to and deriving from one's vision on mobility.

Image 3a: typical street view in Mariahoeve

Image 3b: a central green space within a grouping of residential blocks in Mariahoeve

MSc1 Design Task for Building Technology Design

For an important part, architecture is designing technical aspects. The design task at hand is a (technical) design proposal for the student's building design in one of the MSc1 Architecture studios. It is about integration of structural elements, façade construction and climate design in one design. This design must be future proof. This means designing in a different socio-cultural context with new technical possibilities, reducing the ecological footprint of the building as much as possible.

Street Stretches and Tendencies

By offering 'The Good Neighbourhood Studio' one full educational year to our students, we as tutorial staff members of the Chairs of Architecture and Dwelling and Building Technology got insight in what re-thinking on the things we mostly take for

granted in our daily lives and planning routines when it comes to car-use and parking habits can do for our students, and eventually, for post-war suburban neighbourhoods such as Mariahoeve in The Hague. The balance between vast amounts of (under-used) asphalt on street stretches and (non-used) urban green areas could be turned into densification and improvement of the residential building stock of Mariahoeve, as well as using this shift of thinking as a mere catalyst to encourage a better use of urban green areas and over-dimensioned street stretches. Less (parked) cars in the streets (no more than one car per two new dwellings to start with in our design assignment) could serve as an example for similar Good Neighbourhoods, based on the quest by Barend Jansen (advisor on neighbourhood transformation: sprawl-repair & rightsizing streets, Provincial Government - Zuid-Holland) and data as supplied by Frank Weijzen and Jan Kommer (urbanists, municipality of The Hague).

Of all three studied street stretches, Diamanthorst has proven to be both the most difficult street stretch to work with, but also the street with a profile that allows for subtle ánd strong additions to (sub)urban life in Mariahoeve. These proposals hold prototypical qualities. This caters for the larger amount of presented projects on this stretch, compared to both Hofzichtlaan and Reigersbergenweg.

The first street stretch (Hofzichtlaan) is of a huge scale, which means that a project that wants to succeed here needs to implement a more human scale to be able to intermediate between existing high-rise and low-rise building stock ('Intimate Neighborhood' by Roza Derakhshan Alavijeh and 'Creating the Neighbourhood' by Lydia Giokari). The latter street stretch (Reigersbergenweg) might be turned into a park, as Sarah de Bruin renamed this street in her proposal 'Reigersbergenpark' (not shown in this collection though), yet this idea was also embraced as the starting point by Matti Wäre, who developed a 'close reading' of the architecture 'as found' and added a very carefully positioned set of buildings along this park. 'Small Neighborhood' by Jinhyuck Lim on the contrary shows how one can truly intensify the use of new soil for dwelling. 'Metamorphic Dwellings' by Carolina Ore Guillen mediates between these two positions on either side of the balance.

Reigersbergenweg

'Growing from the Old' by Matti Wäre introduces a park instead of a road. The existing side streets are extended towards the park, yet visually closes, although the park is accessible by turning left or right at the very end. The advantage is a clear division between these streets where the car is still welcome and the park where the car has been expelled from the pitch. Yet, on the urban design level this introduces on the urban design level a clear demarcation of atmospheres and a strict character of the urban space. The elaboration of this proposal takes the very southern entrance of the park stretch as its playing field. The architecture is very controlled, refined, and – to quote Dick van Gameren – austere. The typologies are very carefully elaborated and detailed, the windmill typology may have something of a prototypical quality.

Diamanthorst

'Pathfinder' by Ryan McGaffney is a strong urban scheme, etched in the Diamanthorst area and beyond with its paths and walkways. This is a modern vernacular interpretation of Dutch Housing, Ryan being very well aware of the gradient between public (street) and collective (the English 'mews' typology). The dwellings have well-structured floorplans with incorporated potential kangaroo dwelling arrangements and four different typologies in total per housing block. The proposal shows refined detailing in an uncommon manner (CLT main structure and entirely glazed facades and roofs), possibly alienating itself from the surrounding material atmosphere, yet fitting in very well by its modest application of the human scale in the new stacked dwelling arrangement.

By 'A Livable Wall', Thomas Edward Fell Rubio shows an interesting reading of the themes of long time 'liveable' heroes Jane Jacobs and Jan Gehl as a starting point for his intervention in the current car-dominated non-readable urban space of Diamanthorst. In this interesting concept of dwellings the serving space embraces the served space, meanwhile acting as a thermal buffer between serving and served space. Not being a simple blueprint, the – from their geometries rather complicated building masses – have been elaborated into a very attractive streetscape. Question: will at first the street be enlivened or the collective spaces behind the various dwelling typologies? This proposal shows a very good sectional sequence, related to anaxonometric drawing of the urban framework. Furthermore the design stands out by a thorough elaborated materialization of the elaborated module, strongly embedded in the as found material qualities in the architecture as applied in Mariahoeve.

With her design 'Can we enter the bush together?', Lian Blok has been extensively keen on learning and getting into the subject that she has touched in our studio. This is an attitude that acts as a natural driving force in a complex project like this studio's assignment. The presented project is the result of 'research by design', supporting the main concept of a breathing architecture. The awareness of elevating the first floor over an open ground floor, thus making a very permeable streetscape/ landscape on the level of the pedestrian and cyclist and lowering the visual position of the parked car (and finally excluding it and converting the open ground floor to playgrounds and truly collective spaces) is a stronghold of prototypical value. Besides that, the design shows an intelligent and spatially convincing stepped section which allows for various clearances and visual connections between different zones in this section. The final perspectival sectional drawing strikes a balance

between the livability of this section and its technical merits, and between Lian's concept and the implementation of her ideas.

'Relinking Mariahoeve' by Chantal Hofsteenge consists of a chain, where dwelling parts and ccess voids with stairwells alternate and build a pattern that could be used in a rather flexible way on other spots in this neighbourhood (and others just as well). It has its distinctive architectural character because of its alternating nature, but also – or even more – because of its typical undulating roofscape. Supporting the idea of the chain (or snake): the skin of that snake is loadbearing at the same time and thus allows for freedom in changing dwelling divisions and lay-outs over time: a very sustainable way of designing a residential building with a long lifespan. The choice for two materials on either side of the snake (the two shall never meet because the glass house always acts as the intermediate between two different skins) makes good sense. This proposal has a wide array of dwelling typologies that cater for various user groups and thus link starters and (young) families to either sides of the residential chain along Diamanthorst.

Hofzichtlaan

By 'Creating the Neighbourhood', Lydia Giokari demonstrates a very intelligent reading of the as found non-space present at Hofzichtlaan. By introducing radically slender longitudinal slabs of dwellings with a distinctive formal pitched roof definition and more compact blocks, set perpencicular to the 'slender slabs', a whole range of new interrelating urban spaces has been created, fed by a mixed program in the plinth of the various buildings. The slender slabs contain an array of possibilities for actual use by desiging flexible module-spaces. There has been payed as much attention to the dwelling design (the array of possible floorplans – all with a clear layout – that you have shown prove the adaptability of her design), as to collective space and the connection between dwellings, users and other inhabitants of Mariahoeve. In short: an extremely well-balanced design proposal presented in an equally excellent way in words and drawings: a very Good Neighbourhood!

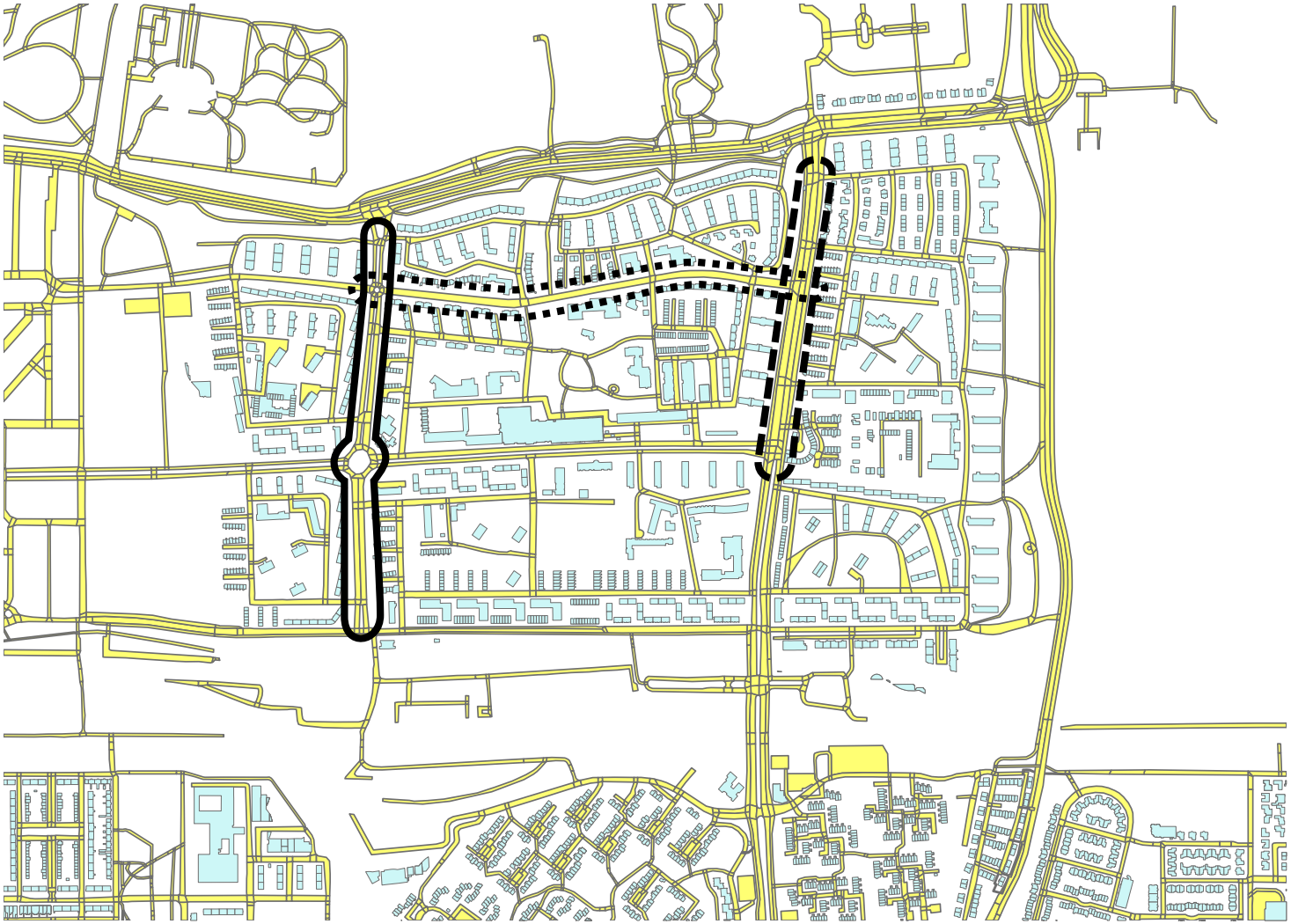
Images

Aerial views on cover page and p. 8: Dienst Stedelijke Ontwikkeling Gemeente Den Haag, Afdeling Stedenbouw & Planologie

Images 1, 2 and 3: Niek de Boer, Donald Lambert, Woonwijken: Nederlandse stedebouw 1945-1985, Uitgeverij 010, Rotterdam 1987,
p. 115 (Stadsplattegrond en wijkplattegrond),
p. 55 (Mariahoeve, Den Haag, 1: 10.000: verscheidenheid aan woonmilieus, geknikte straten en stratenlussen, duidelijke begrenzingen van de wijk) Dienst Stadsontwikkeling Den Haag, p.54 en p. 114 (Mariahoeve, Den Haag: typerend straatbeeld) Hans Krüse, fotografische dienst afdeling Bouwkunde van de Technische Universiteit in Delft

Images 4 and 5: photos by Paul Kuitenbrouwer

Image 4 (above): approach to Hofzichtlaan, coming from Hongarenburg, image 5 (below): Isabellaland, green public space and typical apartment block (typology as Diamanthorst)



1/Reigersbergenweg 2/Diamanthorst 3/Hofzichtlaan

1/Reigersbergenweg

2/Diamanthorst

3/Hofzichtlaan

Site 1: Reigersbergenweg



Growing from the old
Matti Wäre **p. 12**

Small Neighbourhood
Jinhyuck Lim **p. 18**

Metamorphic Dwelling
Carolina Ore Guillen **p. 22**

Site 2: Diamanthorst

Pathfinder
Ryan McGaffney **p. 28**

A Livable Wall **p. 34**
Thomas Edward Fell Rubio

Can we enter the bush together? Lian Blok **p. 38**

Relinking Mariahoeve
Chantal Hofsteenge **p. 44**

Site 3: Hofzichtlaan

Intimate Neighborhood **p. 52**
Roza Derakhshan Alavijeh

Creating the Neighbourhood
Lydia Giokari **p. 58**

Design Projects

Site 1: Reigersbergenweg

‘Growing from the old’ by Matti Wäre

Site 1: Reigersbergenweg | Spring Semester 2016-2017

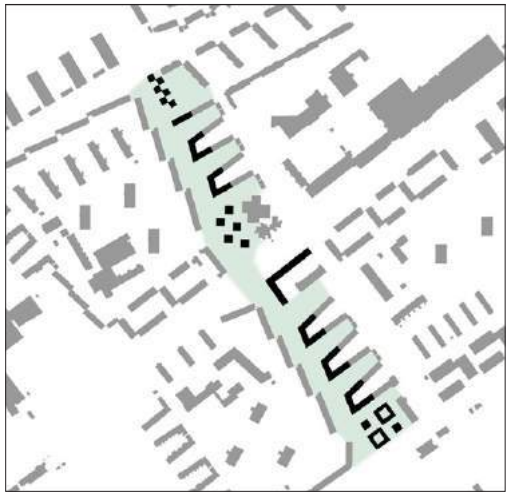
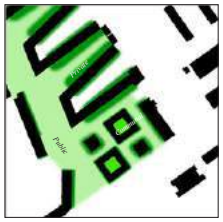


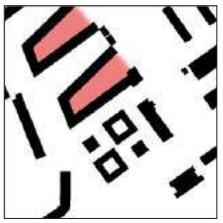
Figure ground drawing 1/5000



New Greenery

Commercial space

Car traffic



Parking scheme

General approach. Reigersbergenweg is transformed into an urban park, a green vein that flows through Mariahoeve, which connects the now seperated neighborhoods together. In addition, the urban fabric is densified with various housing typologies, bringing diversity to the now somewhat monotonous housing offering. Context sensitivity is seen as the key standing point regarding the infill building.

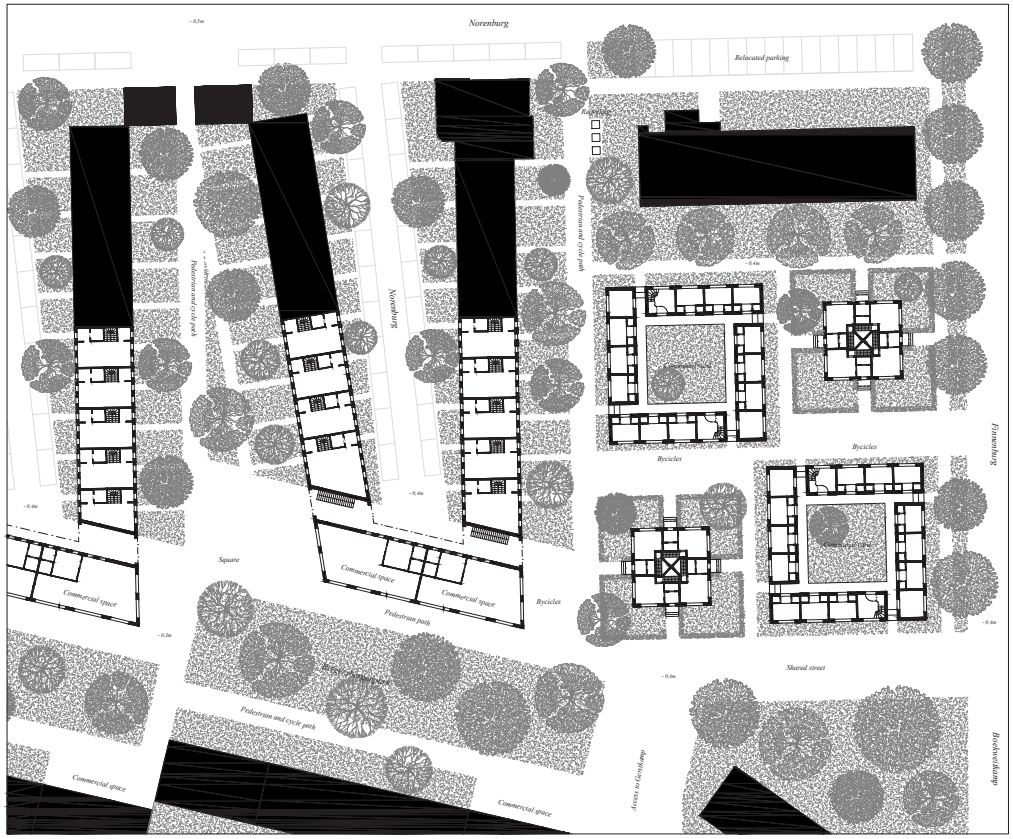
The Green Vein. Mariahoeve has vast amounts of existing greenery, however, large parts of it are not very usable. The proposed park aims to be a more active part of Mariahoeve, attracting people to spend time outside.- a park with various atmospheres and a human scale. This reinforces the original consept of the garden city, but also brings in new elements.

Whom to build dwellings for? The socio-economic research indicates, that the majority of new dwelling units should be privately owned as Mariahoeve has vast amounts of social housing, bringing the area closer to the Den Haag average and preventing social segregation. Furthermore, the emphasis of the new dwellings should be on attracting families with children and young adults, as these groups are under represented in Mariahoeve.

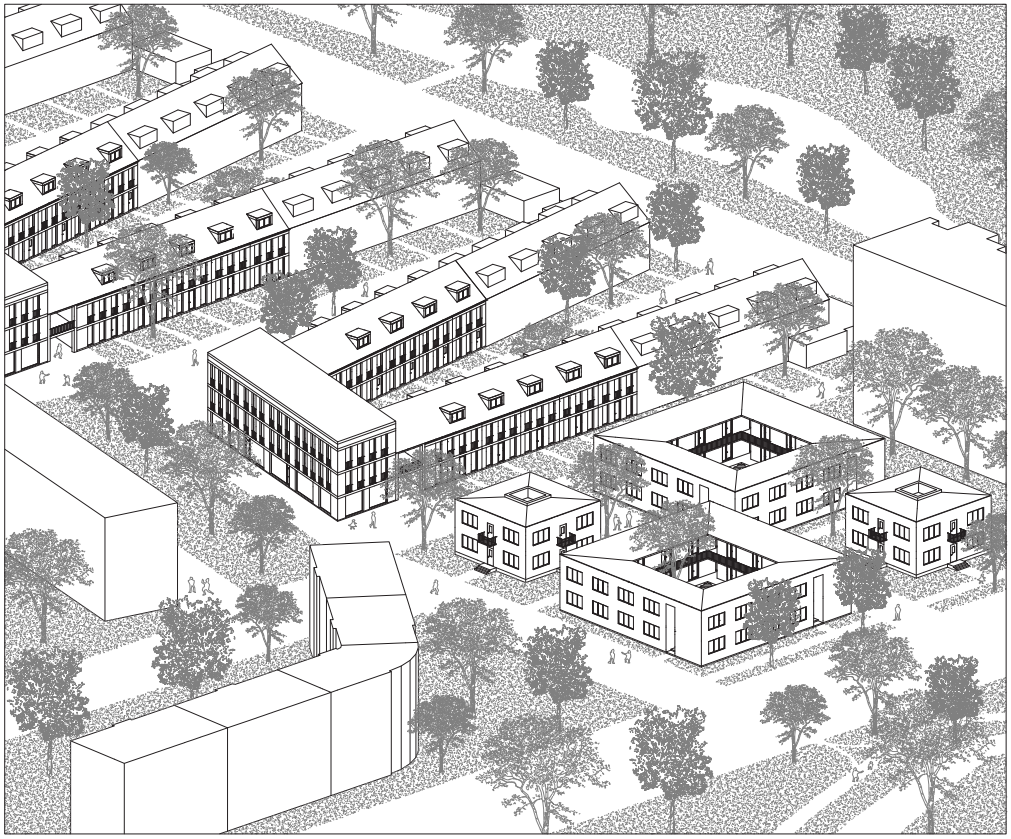
Proposed dwelling typologies. Three of the new dwelling typologies are scrutinezed in this presentation; the student atriums, four houshold urban villas and the rowhouse extensions. These typolgies are targeted for the groups mentioned in the previous chapter.

Sustainability. Sustainability is a matter of the whole lifecycle of the buildings, how they relate to the urban conext and what kind of lifestyles they encourage. The buildings should be designed in a way to last for hundreds of years with minimum maintenance, mainly using natural materials such as brick, wood and stone. The urban scheme aims to reduce the use of cars and avoid expenive underground parking solutions and garages, as they are not easily convertable for other use later. The pedestrian and bycicle paths encourage lighter modes of moving and the use of public transport.

Structure and building technology. The new buildings are proposed to be made from load bearing thermo bricks, a somewhat new building method with roots to old building traditions. Massive brick walls are durable as well as healthy, while also removing the need for using plastic membanes and other syntetically produced products. Furthermore, the risk for errors at the construction site is smaller compared to multi-layered facades with various elements. Natural ventilation is integrated to the design.



Site plan 1/400



Isometric drawing

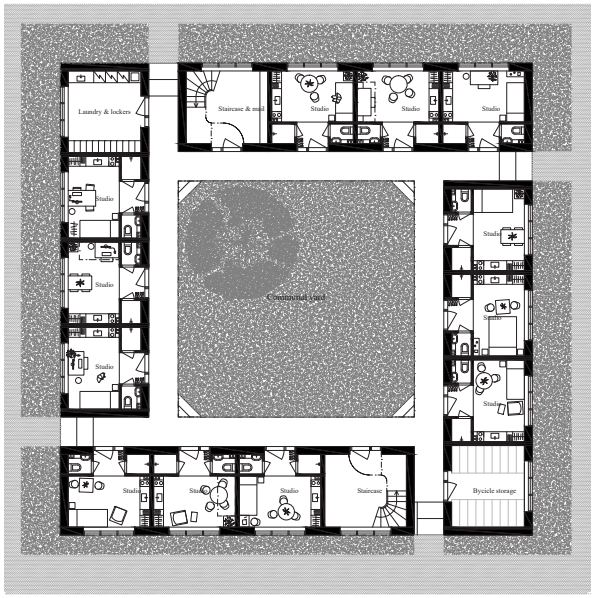
section views

Site section B-B 1/200

Site elevation A-A 1/200

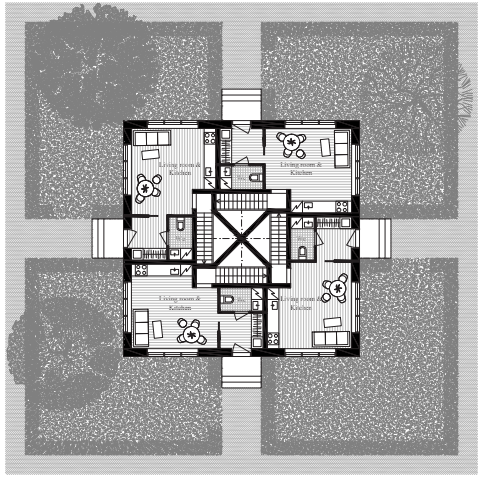
housing typologies

Student Atrium 24/24



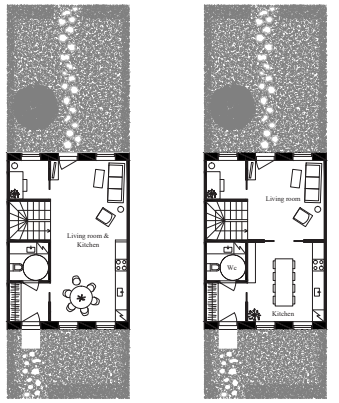
A student atrium with a collective inner courtyard and 24 studio flats. The typology aims to combine the communality of the dormitory, providing facilities such as a communal kitchen and a billiard room, on the other hand, having the privacy and autonomy of the studio flat.

Villa 12/12



An urban villa for four small households. The flats with separate entrances intertwine around central stairs, giving views to three directions from each apartment, and on the other hand, enhancing the feeling of communality. All apartments have a small garden in front of their kitchen.

Row house ~9/6



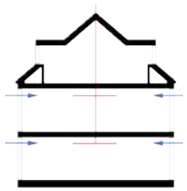
Rowhouse extension ground floor v1, 1/100

Rowhouse extension ground floor v2, 1/100

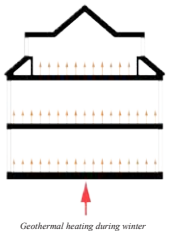
A row house extension for families with children. The flexible floor plan, with the utility spaces packed to one side, provides a framework for creating a range of different variations for different needs. All dwelling units have a front and a backyard and an option for a second floor addition.

climate

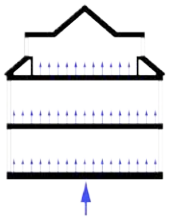
Ground to ceiling windows, vast level of sunlight



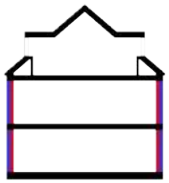
Natural ventilation



Geothermal heating during winter



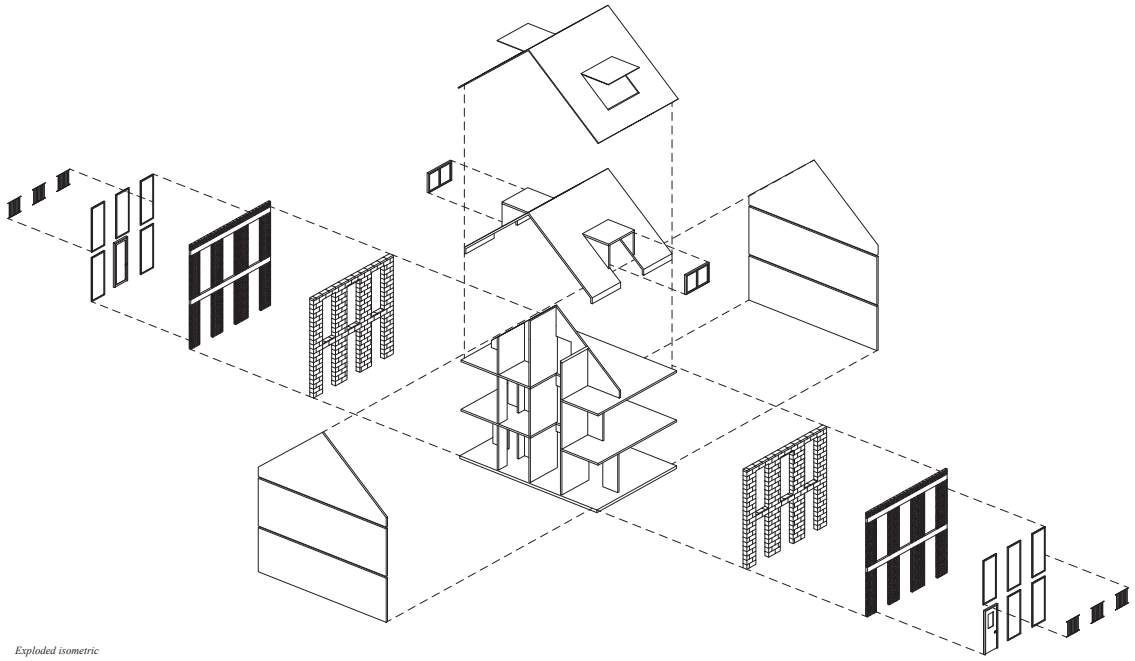
Geothermal cooling during summer



Massive brick walls even out temperature and moisture levels

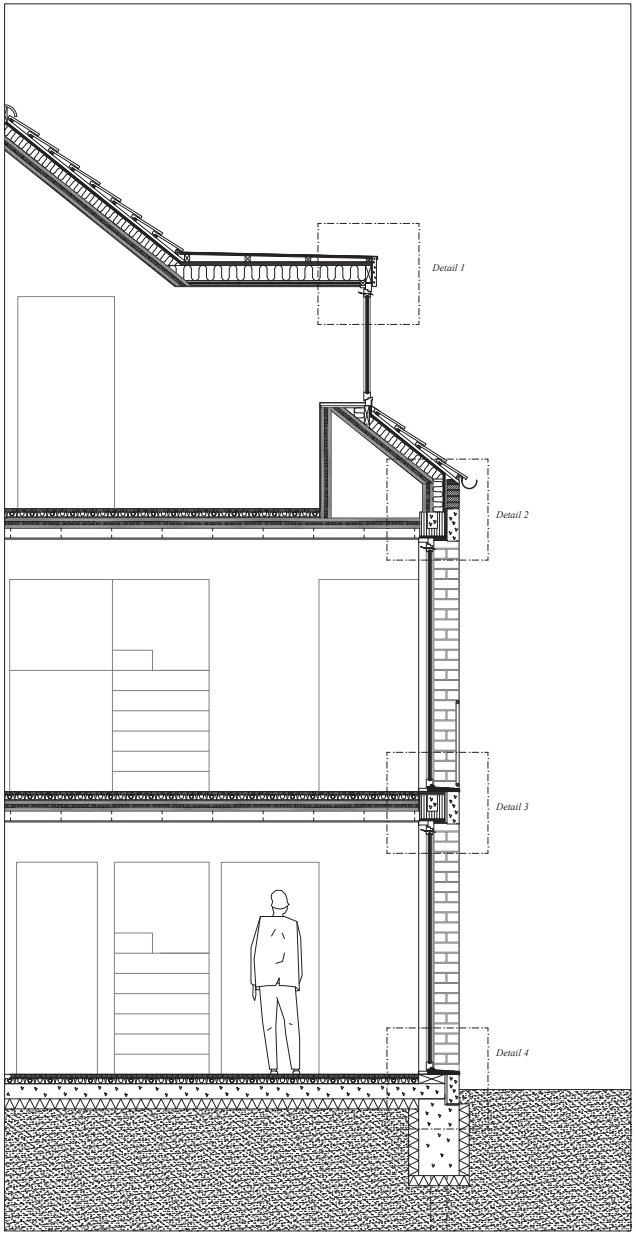
Flexible floor plan

exploded view

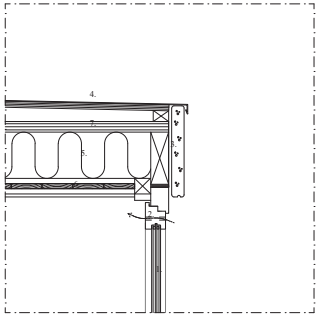


Exploded isometric

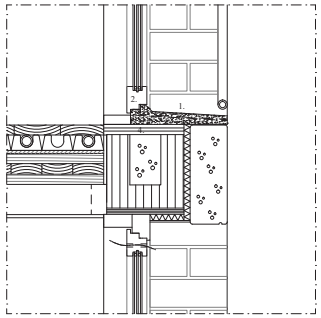
Facade fragment & Horizontal section 1/20



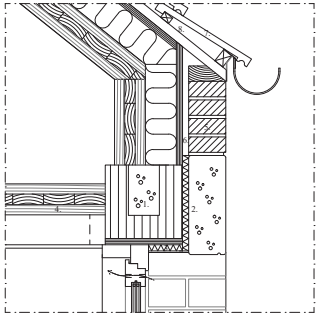
Section 1/20



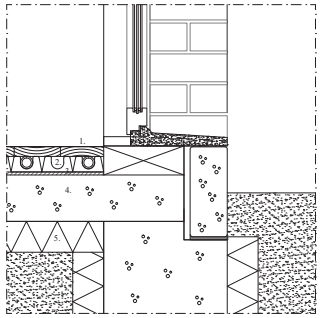
***Detail 1** (1/10)*
1. Triple glazed glass
2. Ventilation gap
3. Concrete
4. Aluminum
5.Eco-insulation
6.50mm CLT
7. Plywood underlay



***Detail 3** (1/10)*
1. Holonite threshold
2. Window frame (solid wood)
3. Railing (Anodized Aluminum)
4. Plywood mounting frame



***Detail 2** (1/10)*
1. Porotherm beam 250mm
2. Concrete beam
3. High performance insulation
4. CLT 100mm
5. Brick (Petersen D70)
6. Membrane
7. Roof tile
8. Battening

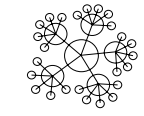


***Detail 4** (1/10)*
1. Floor planks (Pine, 150mm x 150mm)
2. Floor heating + installation mat
3. Acoustic insulation
4. Concrete Slab
5. Insulation

‘Small Neighborhood’ by Jinhyuck Lim

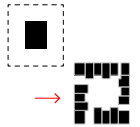
Site 1: Reigersbergenweg | Fall Semester 2016-2017

Too wide road, irresponsibly open spaces make, and contrast between public and private; these are the reasons why Mariahoeve is losing its human scale. The absent of human scale makes the communication between neighbors disappeared, and furthers, threatens the neighborhood security due to a small number of people on the street. First of all, it is necessary to form small units of neighbors. This ‘small neighborhood’ will work as a unit that decides the residential block. To develop the social intercourse in Mariahoeve, I planned collective spaces for those neighbors, which will not be easily exposed to unspecified individuals. Throughout these, the collective space will become a new forum for the communication between neighbors. It would bring the concept of ‘neighborhood’ back, which has been absent for years in this desolate area. Also, I planned the connection among the small neighbors to make them as a seed for massive community. In this process, gradation between the public and privacy will be created; a public area for whole Mariahoeve, semi-public areas for the residents, and semi-private areas for the small neighbor unit, etc. Collective spaces, allies, streets, and squares will also be formed to practically realize the public activities. To sum up, the final goal is to find a way to reform Mariahoeve as an area with human scale.



from small neighbors to a big community,
from private to public

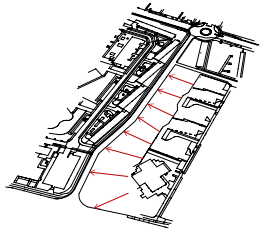
between closed & open
(pars pro toto)



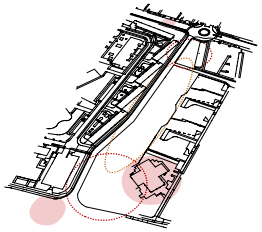
from large irresoponsible open space
to small collective space

make a gradation
between public – private

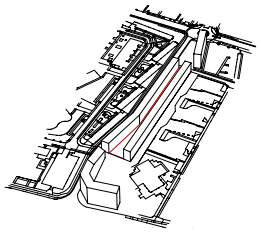
urban frame design process



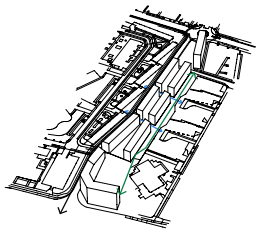
create new open space



make a zoning
by high/low accessibility

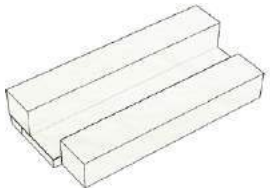


make a block
protected from outside
in a low accessible zone

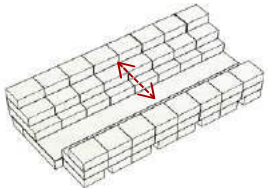


seperate car–based road
and pedestrian–based street,
make alley to connect them

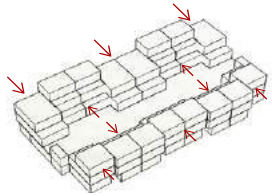
block design process



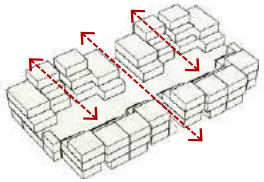
one collective block



set–back upper floors
for quality of collective space



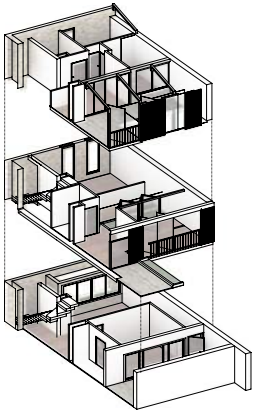
set–back houses
to make collective space
more concentrated



detaching each houses
to make visual connection
with outside


A
A'
N
Private
Collective for Neighbor
Semi-Public for Block
Public for Residents
Public for Whole

housing typologies

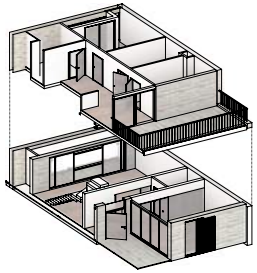


Housing Type 1

AREA : 11600m2

CONTAINS

: living room, kitchen, private living room, terrace, master bedroom, 2 rooms, 2 bathroom, 1 toilet

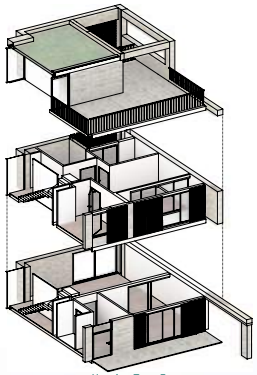


Housing Type 2

AREA : 11200m2

CONTAINS

: living room, kitchen, terrace, master bedroom, 2 rooms, 1 bathroom, 1 toilet



Housing Type 3

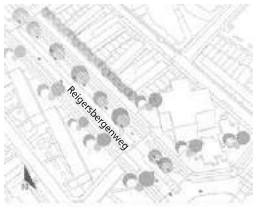
AREA : 15500m2

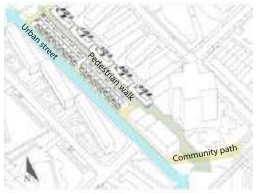
CONTAINS

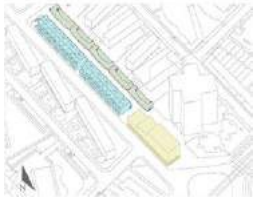
: living room, kitchen, terrace, master bedroom, 2 rooms, 1 bathroom, 1 toilet

‘Metamorphic Dwellings’ by Carolina Ore Guillen

Site 1: Reigersbergenweg | Fall Semester 2016-2017







concept

Standarisation, repetition and functional segregation have been central strategies to the housing challenge. The users are normally treated as passive receptors of the housing product. This project aims to insert the variable of time and change of users circumstances of the users as active participants of the design process.

Expanding town houses
- Private use
- Provide strong structures for possible future development on upper levels

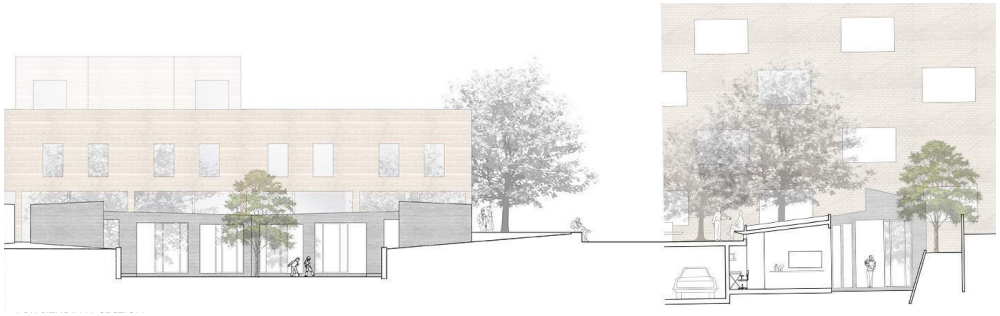
Underground houses
- Private use
- Garden roofs
- Give back green areas

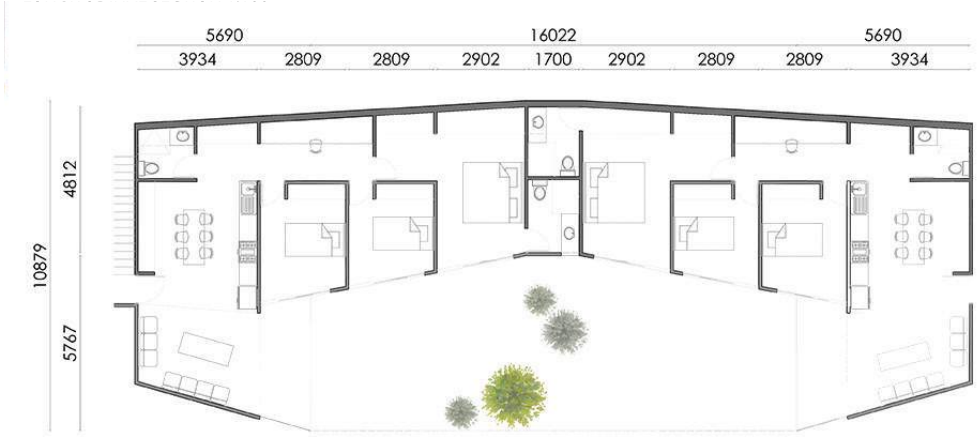
Sports center and adaptable units
- Ground for public use
- Social housing
- Support and Infill concept


N

extended town houses

semi-underground dwellings





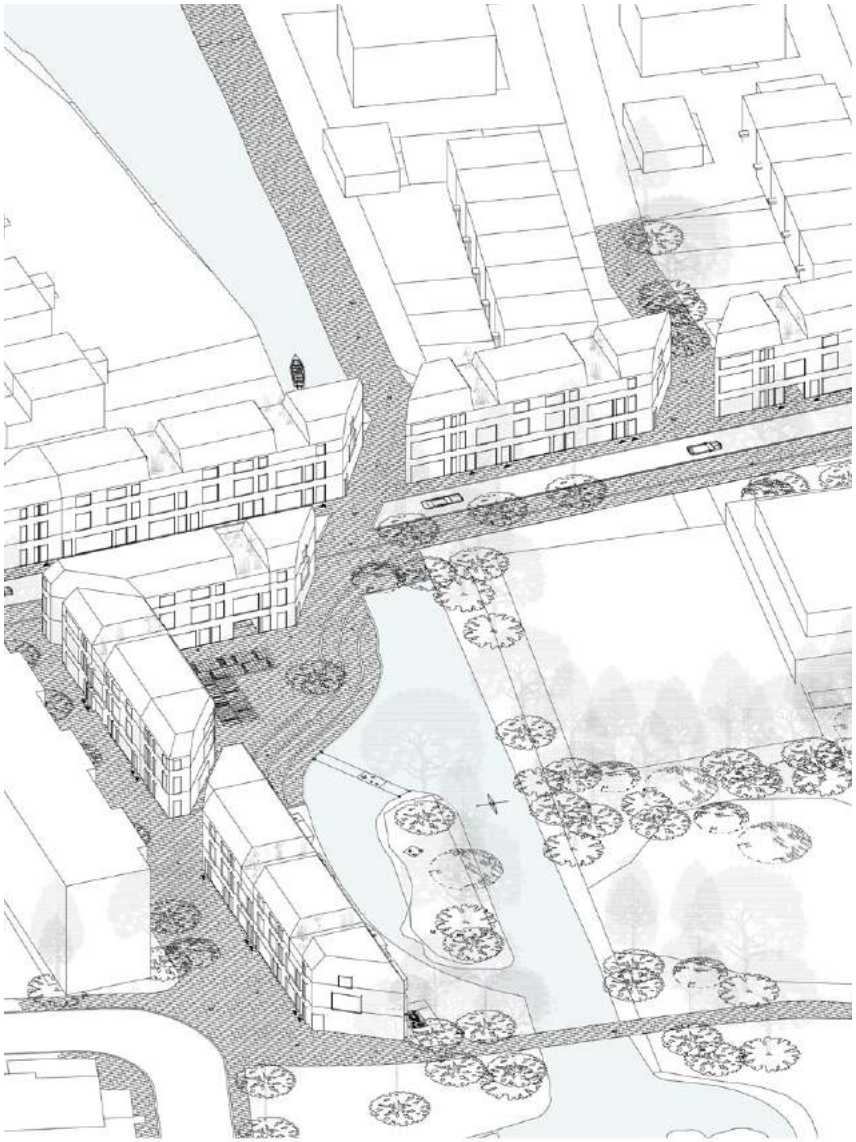
extended town houses

Design Projects

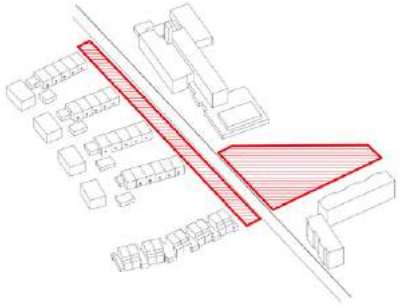
Site 2: Diamanthorst

‘Pathfinder’ by Ryan McGaffney

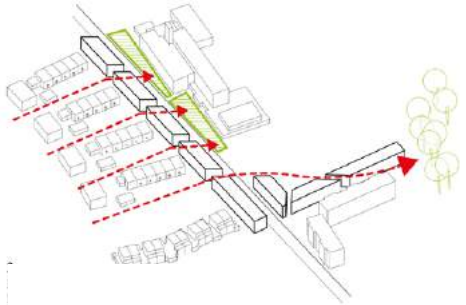
Site 2: Diamanthorst | Fall Semester 2016-2017



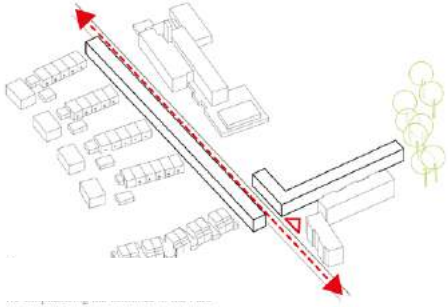
urban strategy



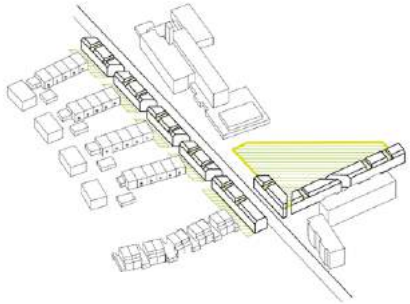
1. Gained Buildable Area from Narrowing of the Street



3. Retaining Existing Walking Paths
Retaining Pockets of Space Outside the School

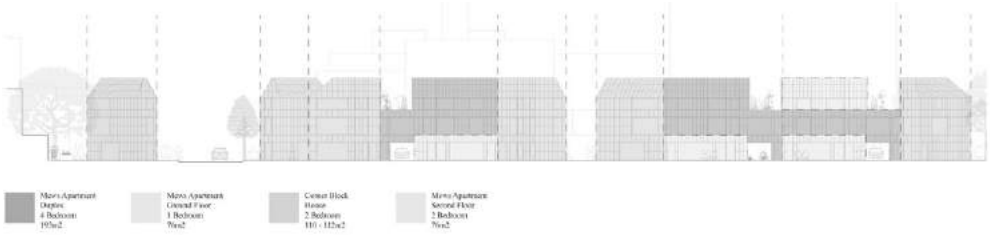


2. Defining a Street Edge with Building Mass
Re-Emphasising the Entrance to the Park



4. Creating New Communcal and Public Spaces

dwelling distribution



design strategy

Diamanthorst, a street in the post war district of Mariahoeve, The Hague, currently consists of multiple routes and pathways utilised by different modes of transport. The car takes a dominant position in the street. It, along with a public bus route, take up two lanes of traffic which flows in two directions through the housing blocks and multiple schools which line the streetscape. Alongside this bicycles run in conjunction with the car, creating a frequently busy road sitting detached from the existing housing and schools. Walking paths are found on either side of the road. They stretch the full length of the street, disconnected from the road by rows of parking used by schoolteachers by day and home dwellers by night. In the middle of Dimanthorst, adjacent to the High School, Diamant College, is one other path. It sits submerged in overgrown green trees. To look at this path on a map, one could clearly see that it leads from Diamanthorst, through the small forest of trees, takes a sharp bend, then leads across a bridge and over the canal to the entrance of Mariahoeve Park. However, looking at it from street side it is dark, one cannot see it's end. And although making a passage through this path might make the adrenaline in one's veins rush, it is not a rush of excitement. It is one of the unknown. This route has good intentions, to lead it users from the busy street to the calm of the public park. Though it seems that over years of neglect and foul use, that this path falls short of providing both the knowledge of where it will lead to and the safety of passage which one needs when passing through public space.

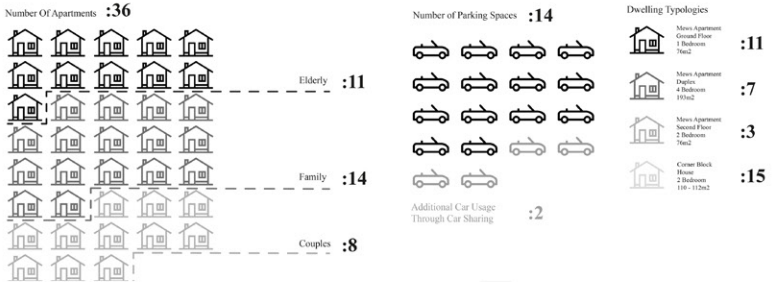
On a first glance at Diamanthorst one wonders where new dwellings could possibly be put it place. The street as it sits today seems saturated, pushed to its capacity. The layers of trees, parking, traffic fill the road. However, on further analysis, if the parking is removed and the traffic reduced to a single lane in one direction, creating a shared surface for bicycles and cars where the bicycle takes precedence, buildable space can be found at either side of the street. This narrowing and shared surface, along with the materiality and sound of the cars movement over stone paving, aims to slow traffic speed on the street. Therefore inducing more social interaction between residents.

The new buildable area which is therefore created gives enough space for a plan of eight meters deep to run the stretch of the full street. To the North of the street new dwelling are placed perpendicular to the existing row houses. Whilst to the South dwellings are placed in an L form plan, defining the entrance to the park and retaining pockets of space outside of Diamant College. These building blocks are the dissected by the existing walking path which run North to South, connecting Diamanthorst to The Hague, North West, and Diamanthorst to Mariahoeve Park, South East. Along the canal a new public space is created, aiming to rejuvenate the canal front and inviting an interaction with the water, with visual links to the park beyond.

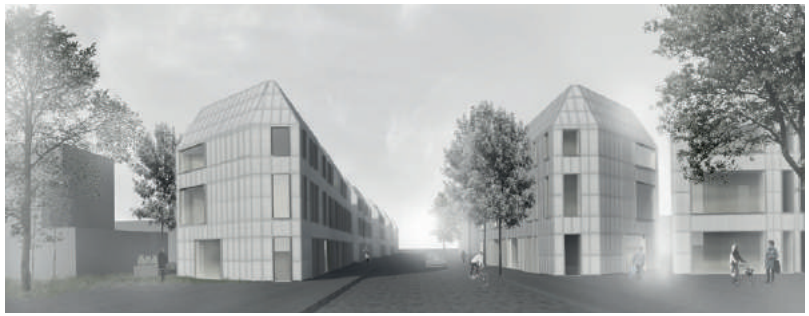
By placing this typology, a reinterpretation of Dutch row housing, two historical, typological references are made. In section, by replacing a few meters of private garden from the existing row houses, a communal mews is created, referencing the traditional English mews of Victorian tenement housing. This mews is transformed into a communal garden street to induce interaction between existing dwellers of Diamanthorst and the residents of the new housing. Each apartment, on the ground floor, is given a planter on the mews to encourage the growing of plants and vegetables and a sustainable way of living. Secondly, in elevation, the dwellings reference the paintings of De Hooch, focusing on the everyday living of the people in these houses as well as the separation between public, communal, and private space. Passages are placed which penetrate the dwellings, showing a view from Diamanthorst through to the garden mews and from the mews back to the street. These passages are used as parking spaces at night, creating a parking ratio of 0.5 cars per dwelling, and when the cars leave, serve as walkways during the day. Therefore, linking the mews to the street and the street to the public square and the park.

Again, in elevation, the apartments are stacked. A large single bedroom apartment sits on the ground floor, interlocked with the option of a double story family apartment of two single story apartments above. The plan of the ground floor apartment is sized to allow space for a potential elderly couple to live there. Although an elderly couple who are still reasonably young could live in this apartment comfortably by themselves an older couple, possibly in their eighties, may not be able to. Therefore, the entrance of the apartment above is able to be connected to the ground floor apartment. In this case, family or relatives of the elderly couple in need of assistance could move into the larger apartment above, creating a passive surveillance and help for the people living on the ground floor. In plan, the ground floor dwellings have their bedrooms and kitchens placed to the mews, allowing privacy for the bedroom space and creating interaction with the mews by linking it to the kitchen. More public spaces such as the living room are placed toward the street. In the apartments above bedrooms are placed to the street to gain morning sunlight whilst living spaces and kitchen are to the site of the mews to gain evening sun. A roof terrace punctures the top floor of the buildings to allow a private garden space for families as well as accentuating a rhythm of solid to void along the street scape. To the corners of each row house a corner house is placed, formed by the intersection of the walking paths through the built mass. These house remove gable ends from the dwellings, ensuring all side of the buildings have an active facade to create interaction with the street and surrounding spaces.

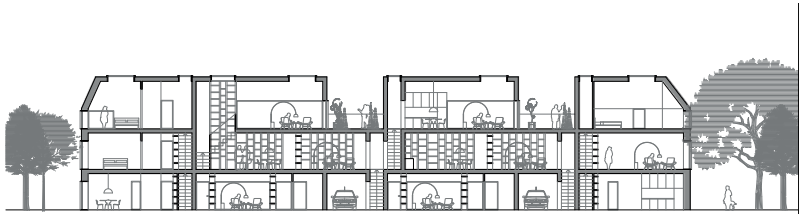
car strategy



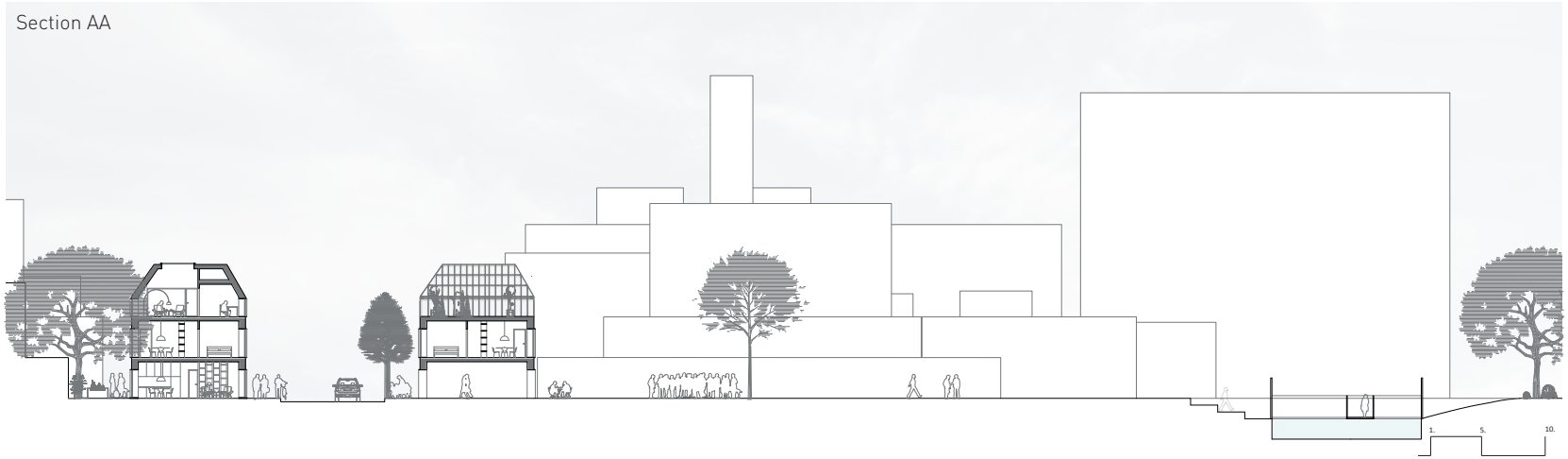

Site Plan
1
5
10



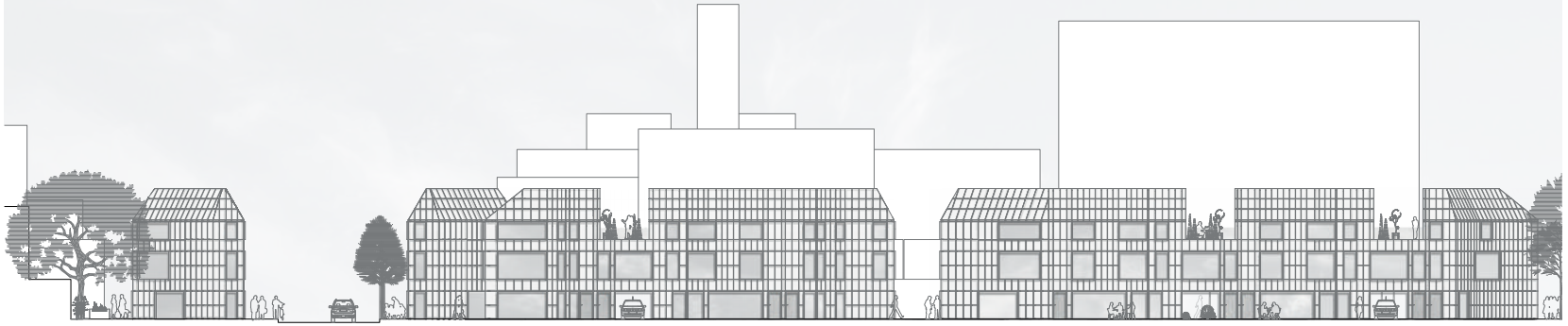
Section BB

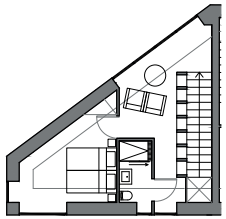


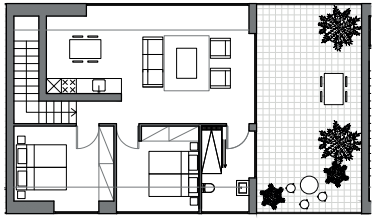
Section AA

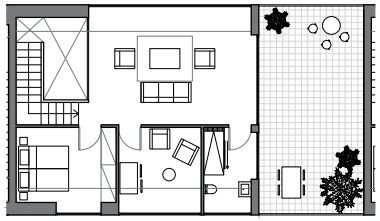


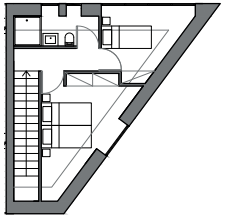
Elevation A

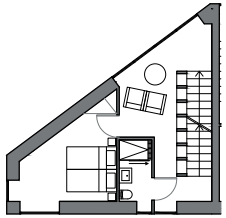


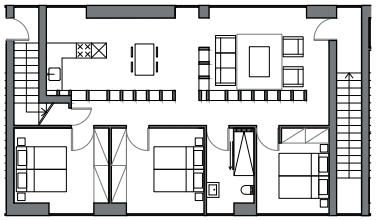


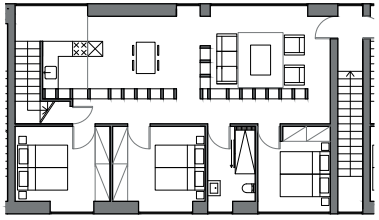


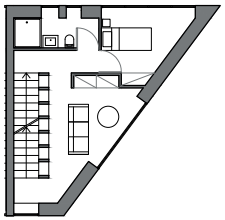


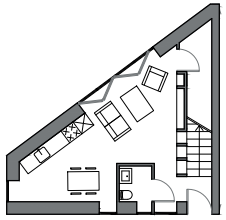




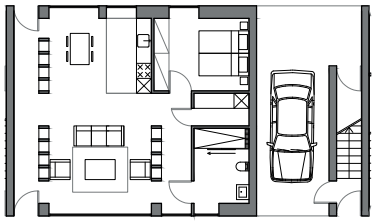




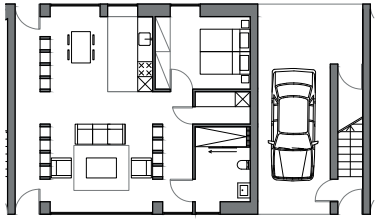




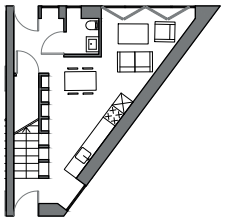
Corner House A



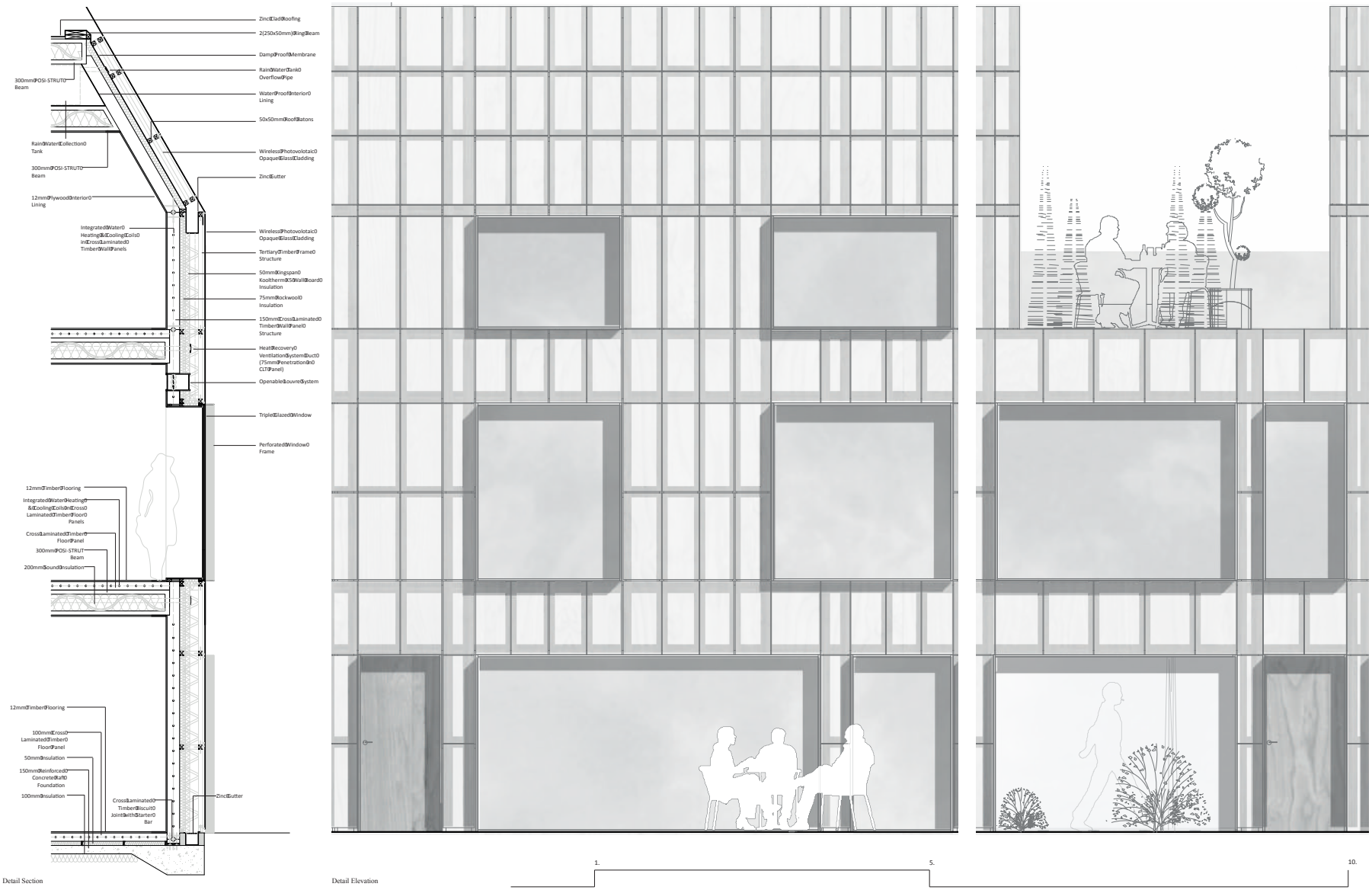
Mews Dwellings A



Mews Dwelling B



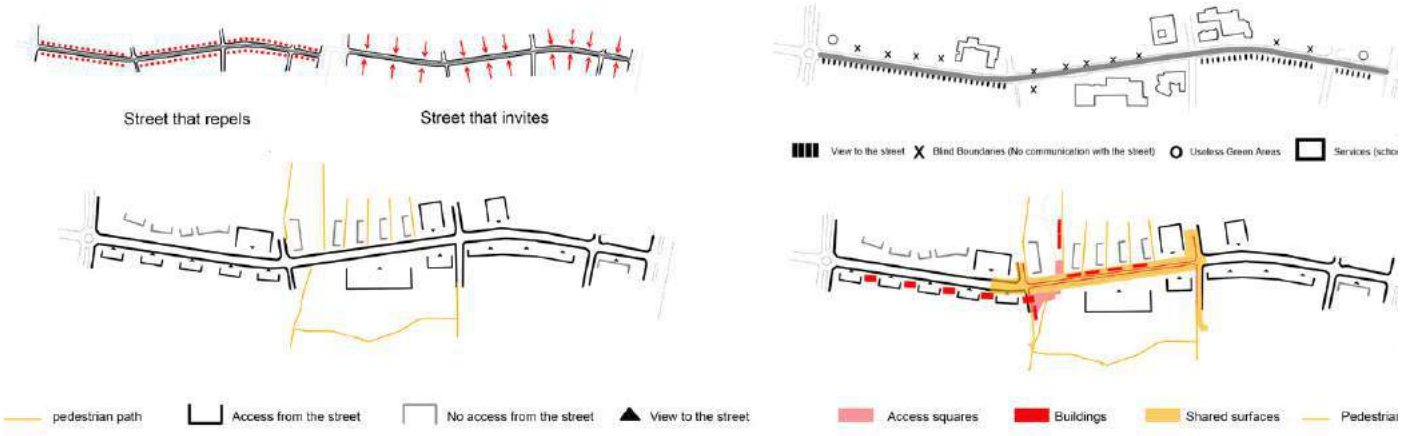
Corner House B


Zinc Clad Roofing
2(250x50mm) Ring Beam
Damp Proof Membrane
Rain Water Tank
Overflow Pipe
Water Proof Interior Lining
50x50mm Roof Batons
Wireless Photovolotaic Opaque Glass Cladding
Zinc Gutter
12mm Plywood Interior Lining
Integrated Water Heating & Cooling Coils in Cross Laminated Timber Wall Panels
Tertiary Timber Frame Structure
50mm Kingspan Kooltherm K5 Wall Board Insulation
75mm Rockwool Insulation
150mm Cross Laminated Timber Wall Panel Structure
Heat Recovery Ventilation System Duct (75mm Penetration in CLT Panel)
Openable Louvre System
Triple Glazed Window
Perforated Window Frame
12mm Timber Flooring
Integrated Water Heating & Cooling Coils in Cross Laminated Timber Floor Panels
Cross Laminated Timber Floor Panel
300mm POSI-STRUT Beam
200mm Sound Insulation
300mm POSI-STRUT Beam
Rain Water Collection Tank
300mm POSI-STRUT Beam
12mm Timber Flooring
100mm Cross Laminated Timber Floor Panel
50mm Insulation
150mm Reinforced Concrete Raft Foundation
100mm Insulation
Cross Laminated Timber Biscuit Joint with Starter Bar
Zinc Gutter
Detail Section
Detail Elevation
1.
5.
10.

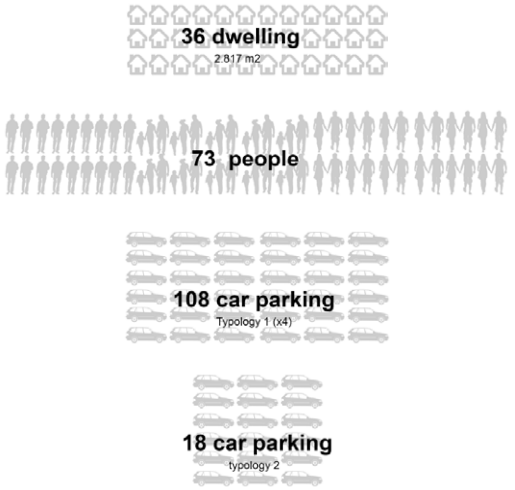
‘A Livable Wall’ by Thomas Fell Rubio

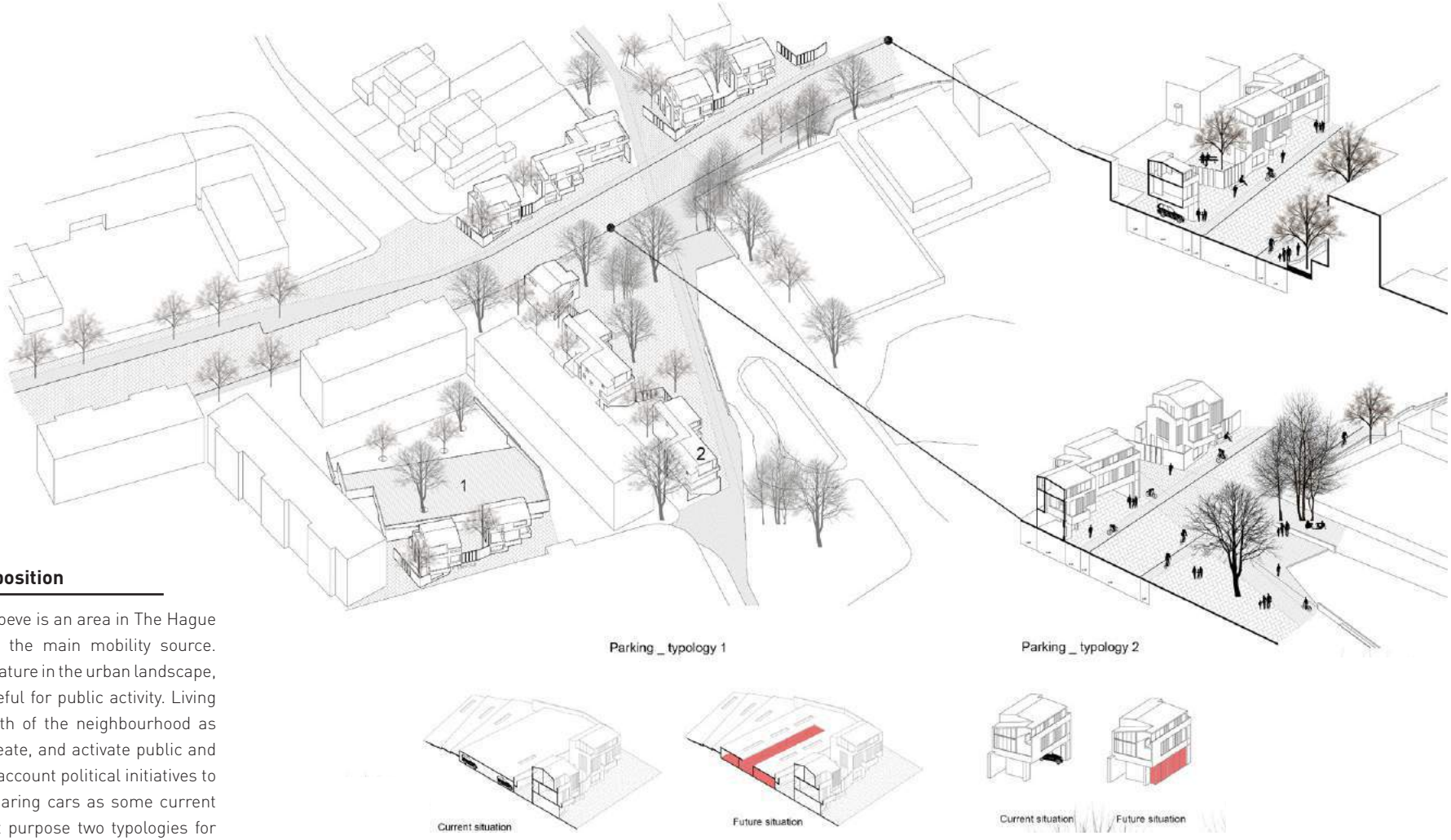
Site 2: Diamanthorst | Fall Semester 2016-2017

site analysis



numeric data

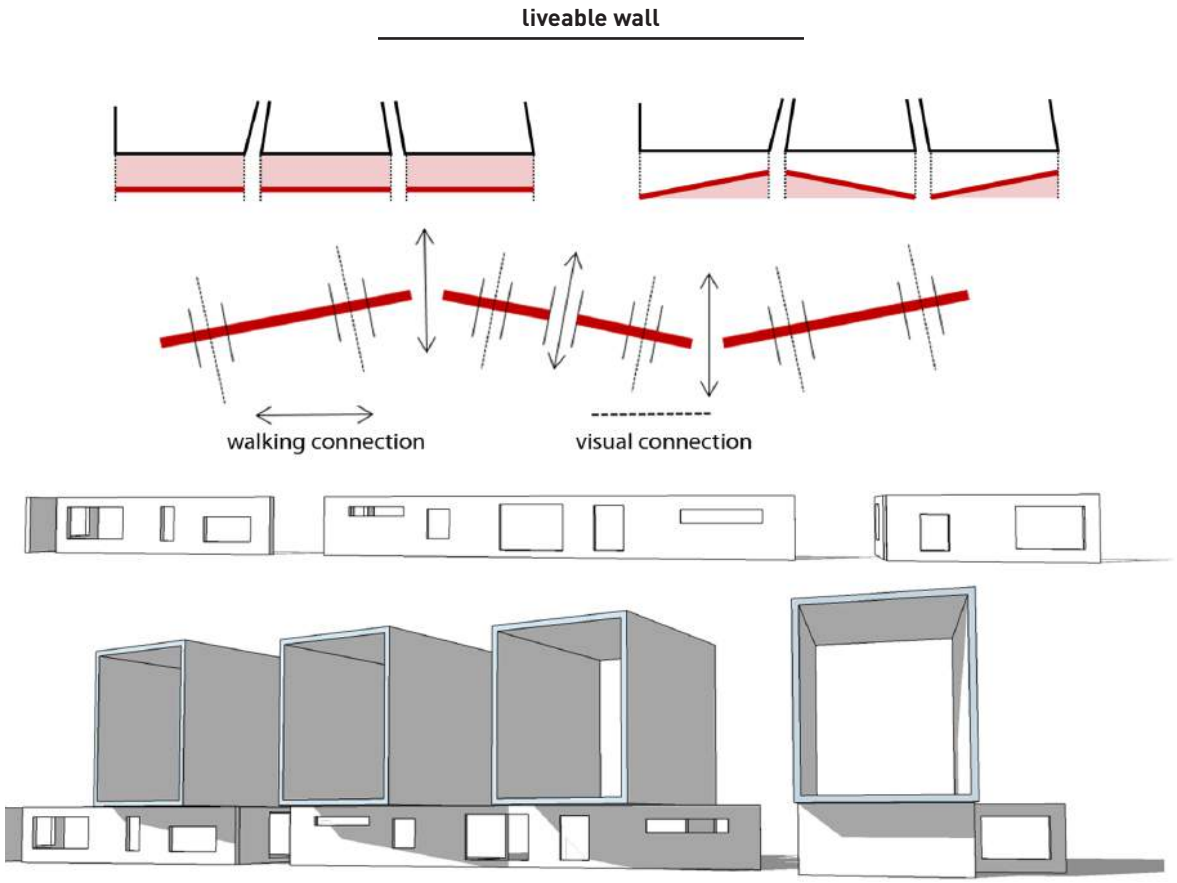




mobility position

The neighbourhood of Mariahoeve is an area in The Hague that depends on the car as the main mobility source. Parking areas are a relevant feature in the urban landscape, using space that could be useful for public activity. Living wall interprets the blind plinth of the neighbourhood as an oppurtunity to connect, create, and activate public and collective spaces. Taking into account political initiatives to reduce the use of car and sharing cars as some current ideas for mobility, the project purpose two typologies for parking. One from a public space and the other one from a dwelling typology. Both offer a flexible space that could be used in the feature of collective activities.

liveable wall



‘Can we enter the bush together?’ by Lian Blok

Site 2: Diamanthorst | Spring Semester 2016-2017

design strategy

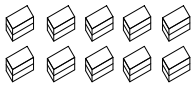
To increase the density of the neighborhood I immediately started to reduce the size of the street profiles. The main goal of the project was to design houses which are surrounded by nature, as well as being places which foster social interaction. Nature should be integrated in the new apartments on the urban scale, as well as inside the dwellings. The end goal, the image of Roberto Burle Marx who embraces nature, was for me logical and was used as my pas por toto.

For the design process, I started with the individual inhabitant. From this I knew that the perfect circumstances could be created for the inhabitants in the end, and my typology came from this. I have pursued dwellings which are varied sizes which give different house prices to the area. The dwellings should be flexible and there should be several ambiances where every different person can find their favorite spot to drink their coffee at the beginning of day, have a talk with visiting friends or have a moment to relax while looking at the nature as if it were a painting. These different ambiances are created by the difference in floor level between the living and dining rooms, where the living room is 60 cm higher than the dining room. As the spaces are the same size, the inhabitant has the flexibility to switch the position of the living room and the dining room if they wish. One ambiance is created close to the balcony, with a view on the social street. One ambiance is created in the kitchen, where you have a strong connection with the living room. Another area is created in the living room, where you have the feeling that you enter the bush. After finding out the approximate sizes of the typologies, I designed a traffic area which is clear and doesn't take too much space, therefore maximizing the static space for living. This in-between area is a boundary in-between the dwellings, where you can meet your neighbor while coming home. Designing from the inside to the outside of the dwelling, I started to rethink about entering the house. The lift brings you inbetween the trees to the right floor level. By reducing the size of the street profiles, the connection between the existing buildings is decreased. However, when I elevate the proposed building, the connection between the existing ones at ground level remains. The space under the building is used as a playground area, a passing route for pedestrians and as parking spots for bikes and cars. To consider the future life of the inhabitants, who I expect will not have cars, is essential, and therefore the future program of this space must be considered. The storage of water in the neighborhood can be on the place of the parking spots, to create a more natural surrounding for the inhabitants while entering their dwellings. The ground floor is 60 cm lower. The profile view pays less attention on the parking spots while there is still a visible connection to maintain the safety of inhabitants who walk there to play, park or enter the building.

The street has two different functions. The south side has a more open and social function, where you can enjoy the sun and sit next to the water. By contrast, the northern side has more nature. This creates an urban area which is varied to meet the needs of different inhabitants. The nature can be entered from the walk to the entrance of the building, while moving to the right floor-level as well as inside the dwelling. The inhabitants are living together with nature.

urban framework

housing typologies

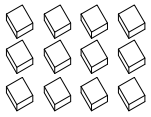


5x2
10

Maisonnette A
120,6 m2

Kitchen/living 54,2m2
Terrace 6,1m2
Stairs 3,0m2

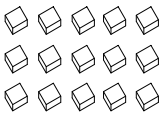
Bedroom 19,3m2
Bedroom 6,8m2
Bathroom 4,0m2
Toilet 2.0m2
Corridor 6.4m2



4x3
12

Apartment B
76,2 m2

Kitchen/living 48,3m2
Bedroom 12,2m2
Bedroom 8,8m2
Bathroom 3,2m2
Toilet 2.0m2
Terrace 2.1m2

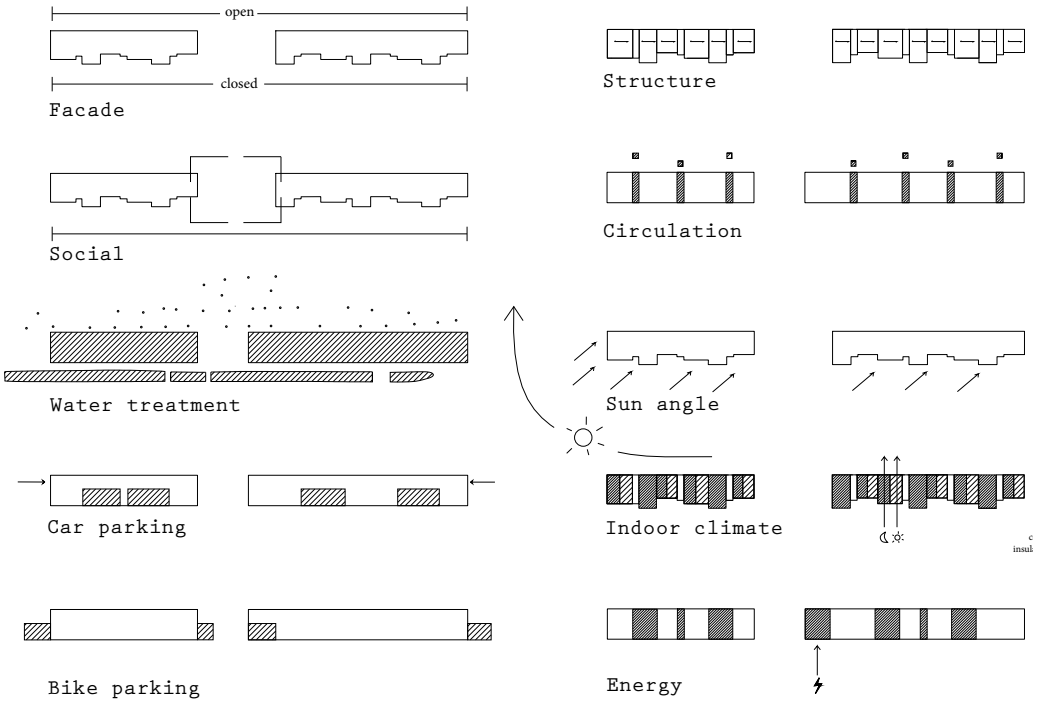


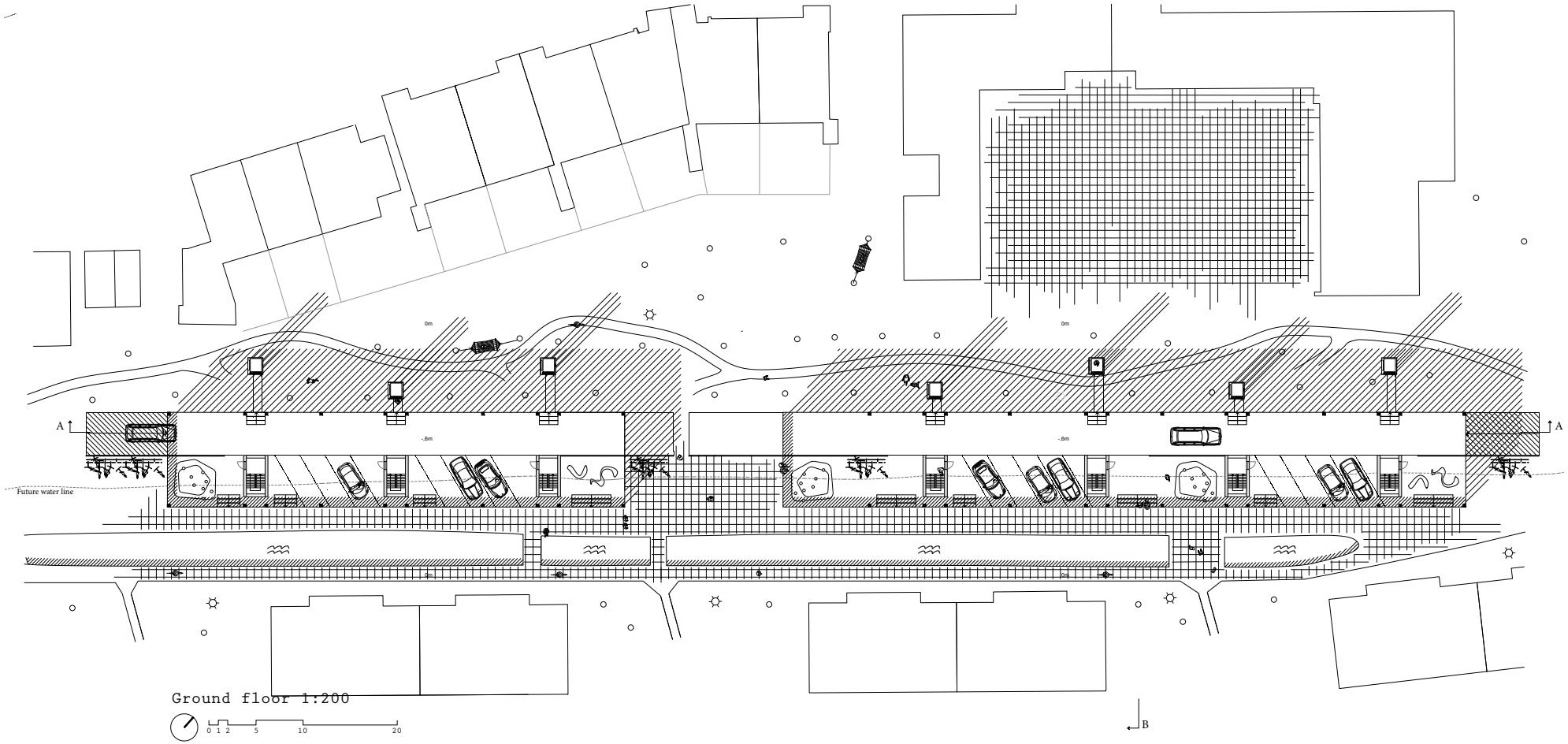
5x3
15

Apartment C
49,3 m2

Kitchen/living 33,0m2
Bedroom 11,0m2
Bathroom 3,2m2
Terrace 2.1m2

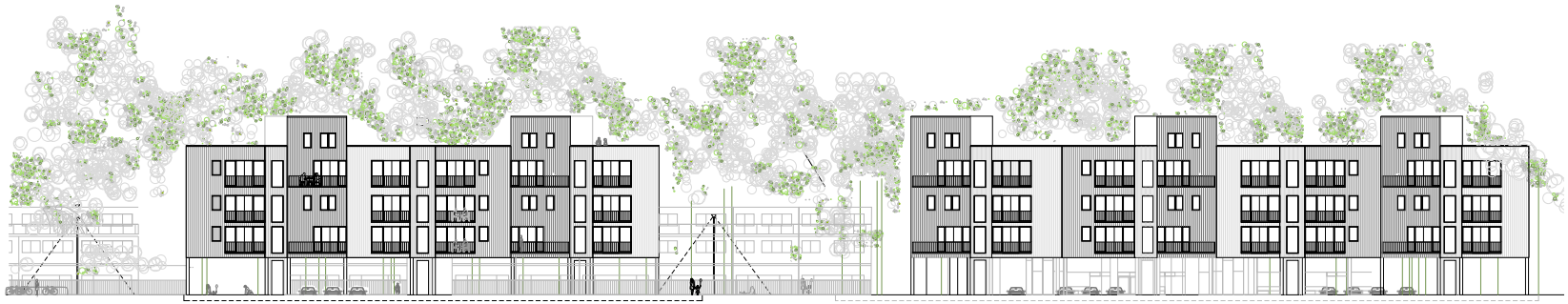
site specifics




A
A
B
Future water line
0m
-.6m
Ground floor 1:200
0 1 2 5 10 20

sections and facades

Section A 1:200



Social facade, south 1:200

Bush facade, north 1:200

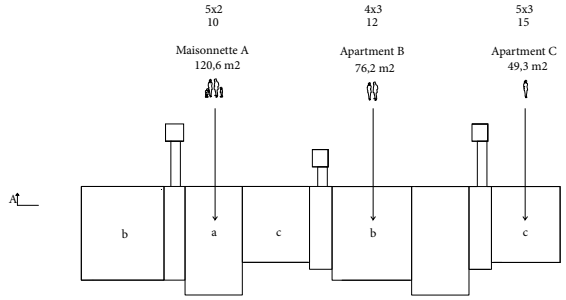
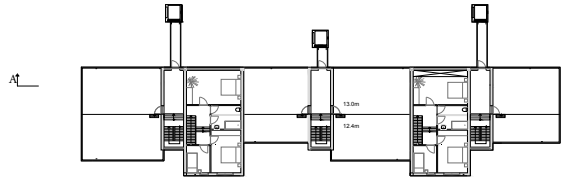
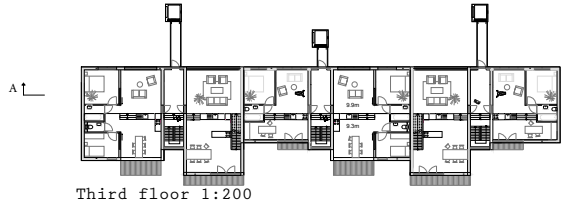


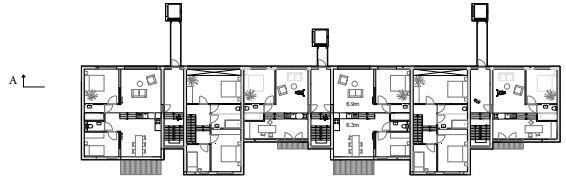
Diagram 1:200



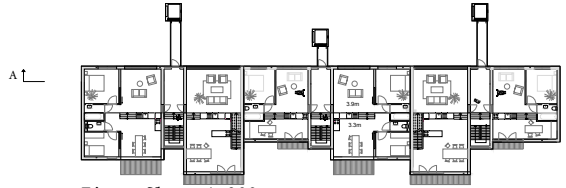
Fourth floor 1:200



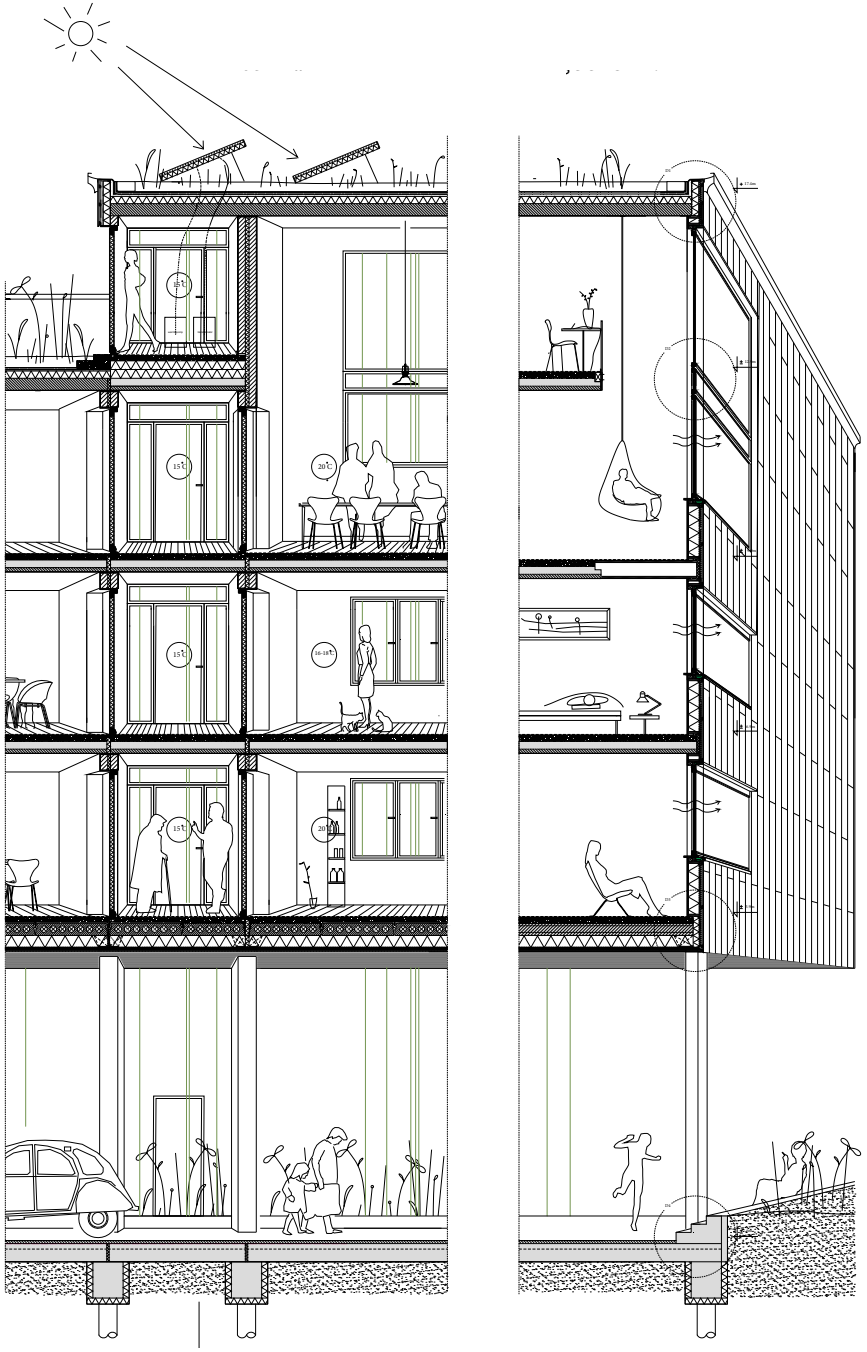
Third floor 1:200



Second floor 1:200



First floor 1:200

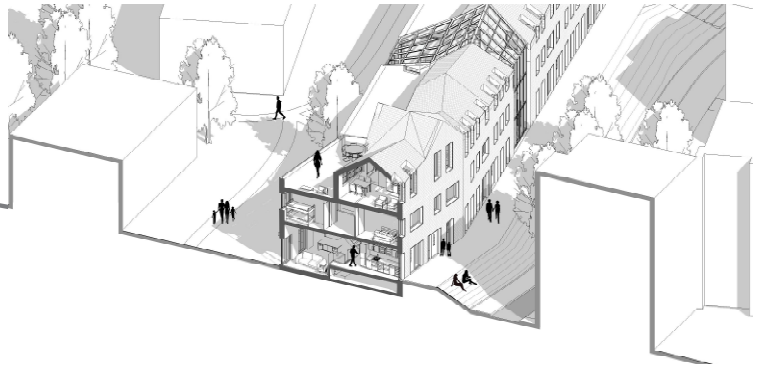


‘Relinking Mariahoeve’ by Chantal Hofsteenge

Site 2: Diamanthorst | Spring Semester 2016-2017

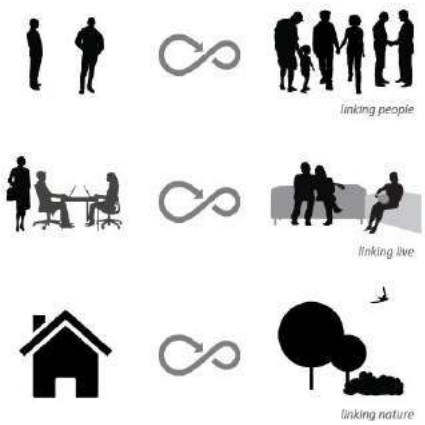
SITE AXONOMETRIC SCALE 1:500

SECTION 1 SCALE 1:200



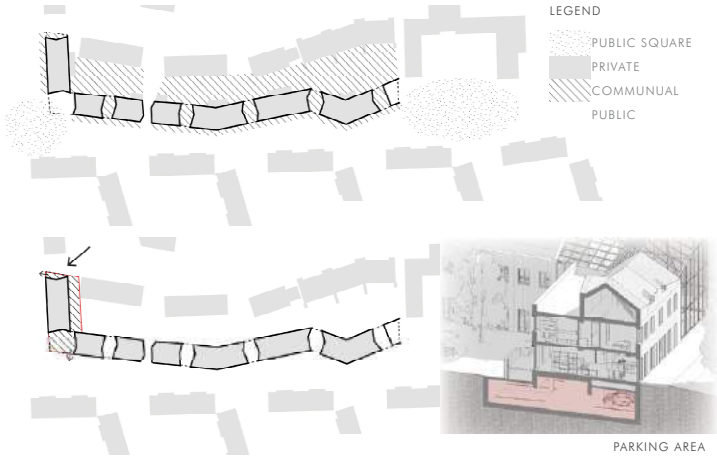
SECTION 2 SCALE 1:200

concept



routing

public vs. private



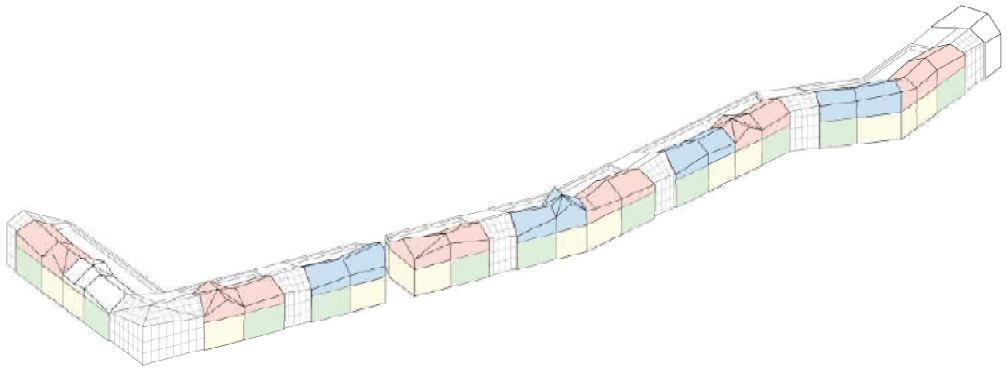
MASTER PLAN SCALE 1:300

NORTH FACADE SCALE 1:500

housing typologies

LEGEND

- TYPE A
- TYPE B
- TYPE C
- TYPE D



32 HOUSES

TYPOLOGY DISTRIBUTION

11	TYPE A: 111 M²
11	TYPE B: 111 M²
6	TYPE C: 111 M²
4	TYPE D: 111 M²

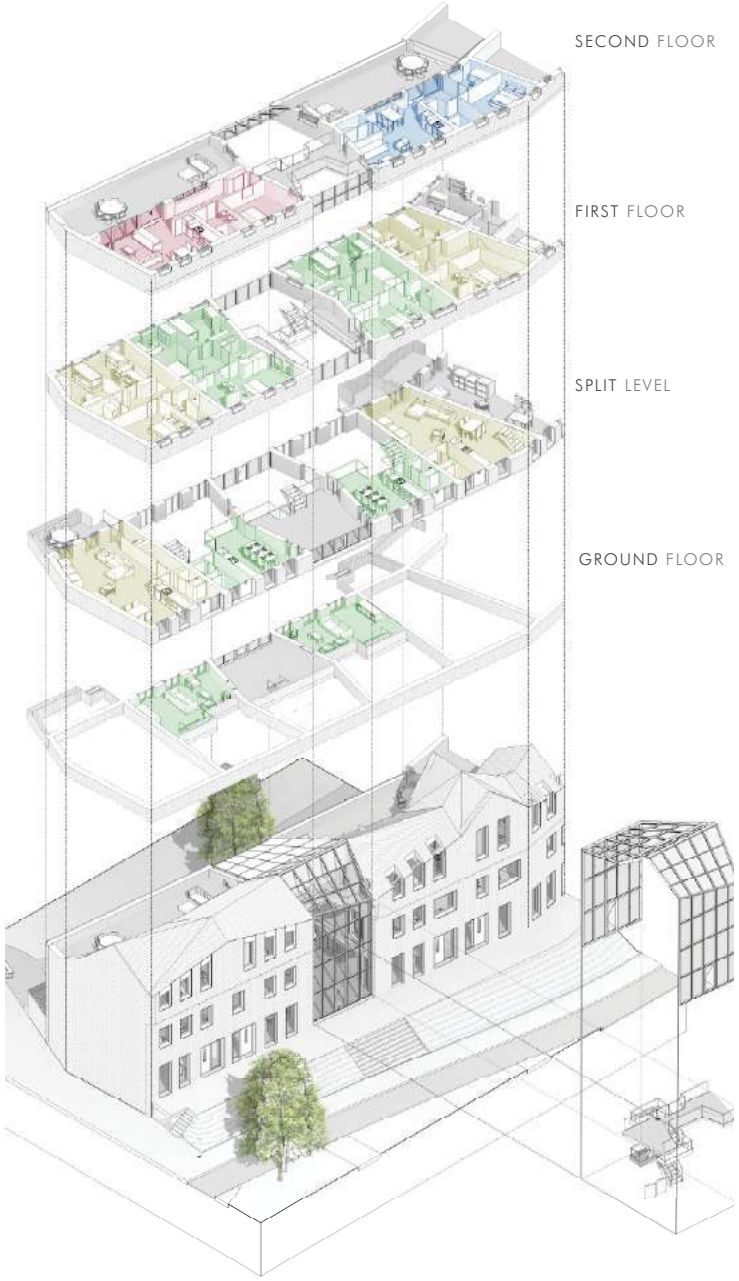
TARGETGROUP

10 X STARTERS

11X JONG FAMILY'S

11X FAMILY

ADDED FUNCIONS



floor plans per type

DWELLING TYPE A

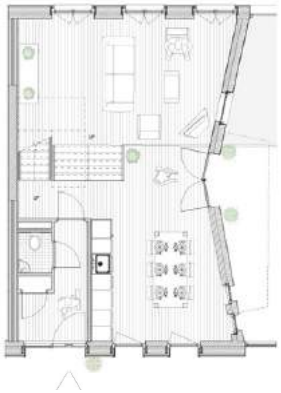
GROUND FLOOR SCALE 1:50

FIRST FLOOR SCALE 1:50

DWELLING TYPE C

TITEL SCALE 1:50

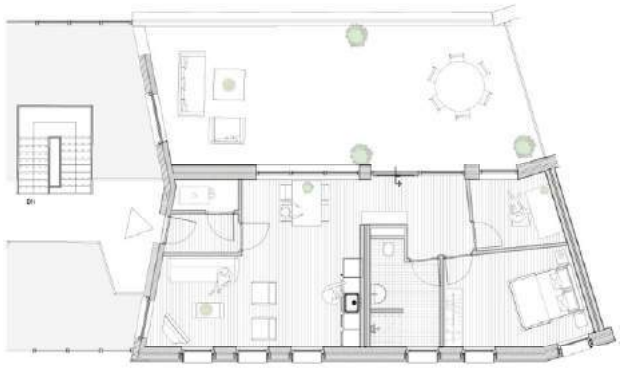
DWELLING TYPE B



GROUND FLOOR SCALE 1:50

FIRST FLOOR SCALE 1:50

DWELLING TYPE D



TITEL SCALE 1:50

Design Projects

Site 3: Hofzichtlaan

‘Intimate Neighborhood’ by Roza Derakhshan Alavijeh

Site 3: Hofzichtlaan | Fall Semester 2016-2017

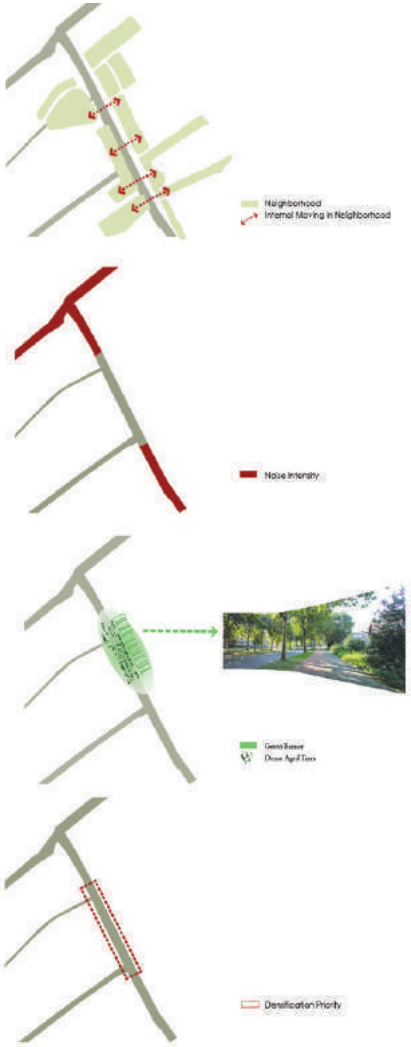
By removing one of the one-way streets, space for densification is achieved. The only problem is that the remained land is full of aged trees. This constraint is used as an opportunity. Shaping around the trees and seeking for more access into the area. result in intimacy and more diverse volumes.

1

3

2

4

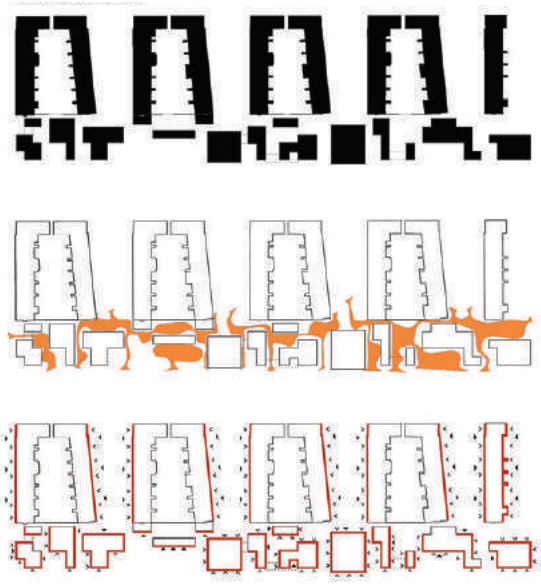


introduction

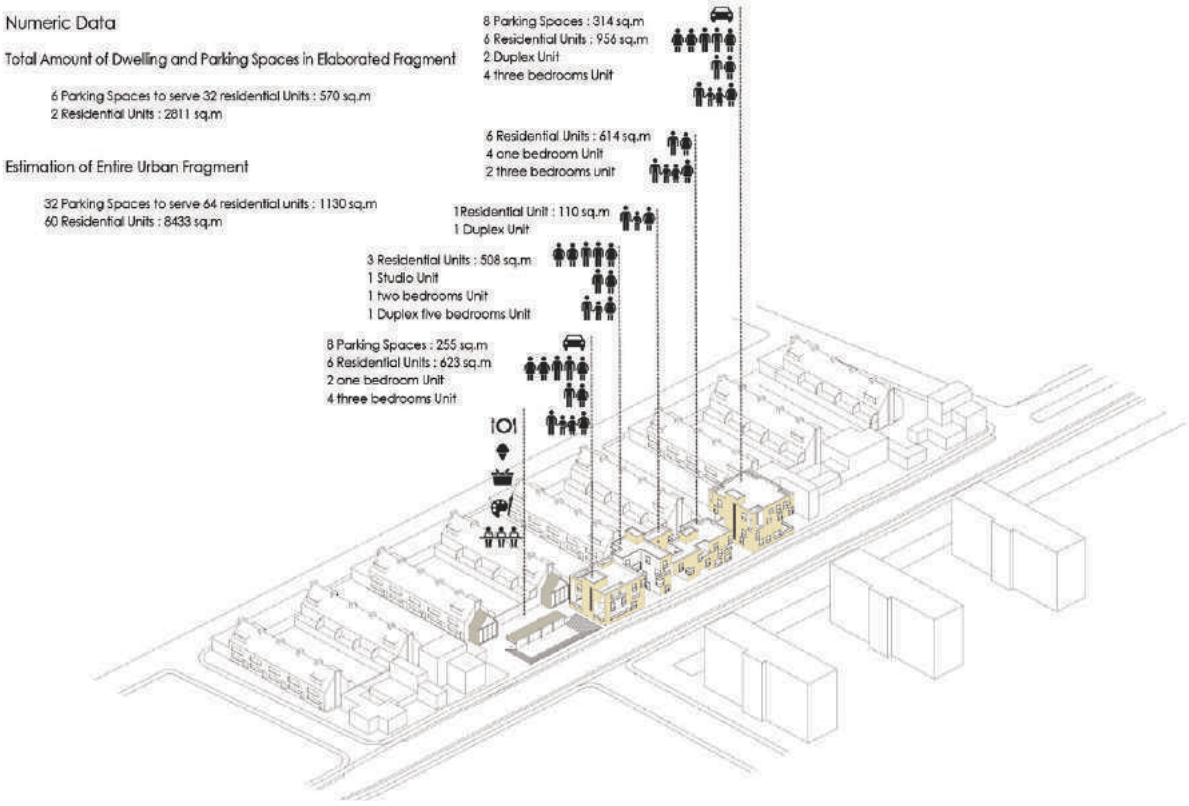
Densification priority is the middle part of Hoftzichtlaan from Diamonthorst to tram track. The reason for choosing this fragment is that the noise intensity in this middle part is less than the rest and also this fragment seems the least sate part due to the green barrier made by tall vegetation. Diversity in form and volumes is another achievement of this approach in design. Each block has its own character and dwellers can differentiate their houses. In addition it introduces a variety of shapes to repetitive character of Mriahoeve in term of aesthetic. The height of proposed blocks is variable from two stories to not more than five stories. Medium rise typology is my choice to react to existing high rise blocks and low rise row houses of Hoftzichtlaan. In order to integrate but not disturb the current condition of existing buildings, the heights of the proposed blocks are lower in some parts and Walls adjacent to existing blocks do not contain any window or opening. Terraced character is also to respect current quality of life in existing buildings. The blocks with access to the back streets are allocated for underground parking garage which are shared with neighbors from different blocks. The roof of the garage is considered as an elevated collective space for inhabitants to overlook the surroundings. The target groups belong to different categories like families, young couples and students.

public space

Entrance allies branched off Hoftzichtlaan to reach the blocks. are shaped around the existing trees. Open wider spaces in between the blocks are considered as corners for neighbors' gatherings or playground for kids. The allies sprawl between the blocks to tie Hoftzichtlaan with perpendicular streets



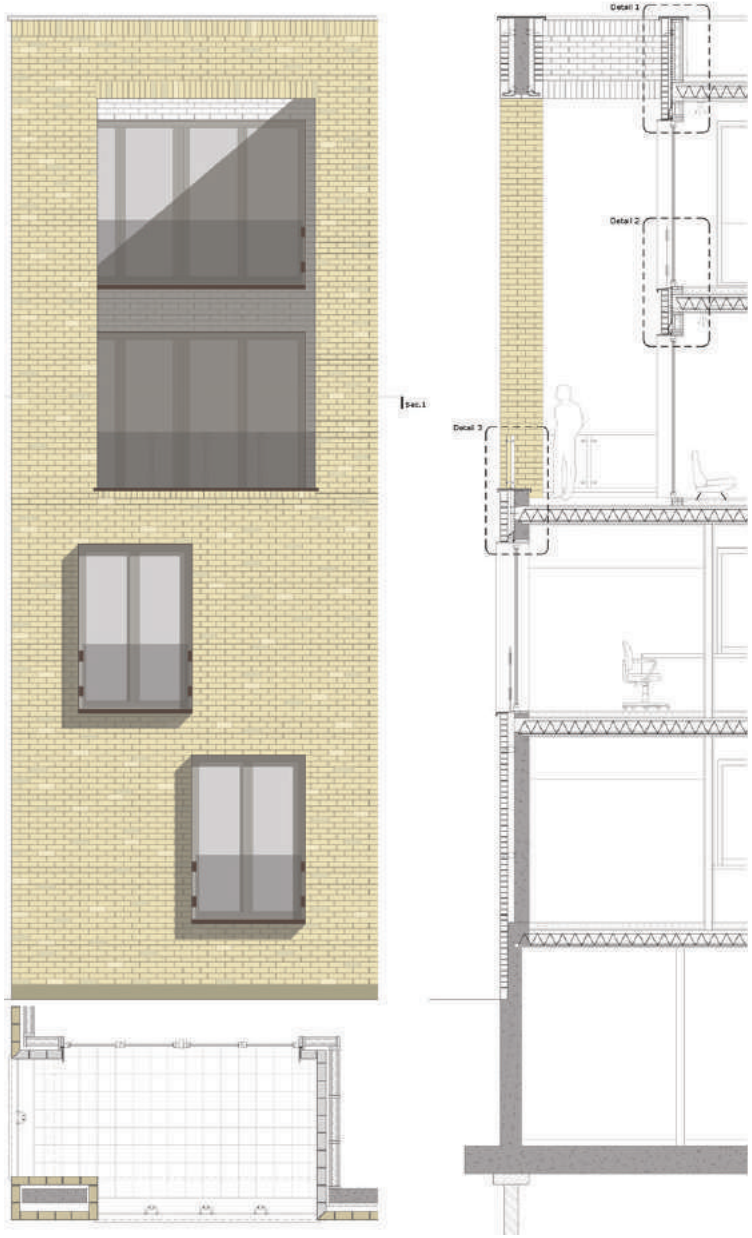
numeric data



Section 1:500


49.3
4.6
13.6
6.5
3
2
1.2
9
1.2
2
3
23
49.2
49.2
7.3
4.0
7.0
5
3
2
9
1.2
1.2
2
5.6
1.5
13.6
6.1
49.4

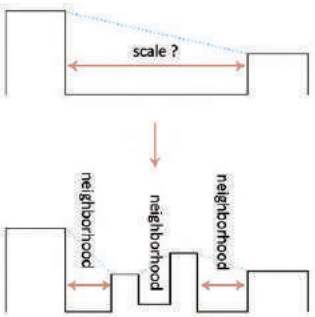

Legend
1. Public Plaza
2. Co-Working space
3. Shop, Cafe`, Restaurant, Atelier
4. Bicycle Parking
5. Elevated Collective Space
6. Sitting Corner
7. Playground
8. Private Garden


Detail 1
Detail 2
Detail 3
Sec.1

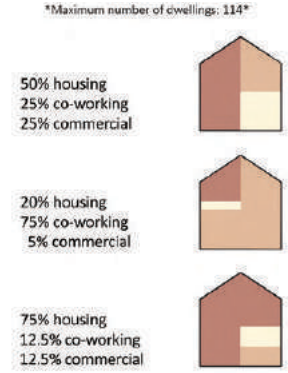
‘Creating the Neighbourhood’ by Lydia Giokari

Site 3: Hofzichtlaan | Fall Semester 2016-2017

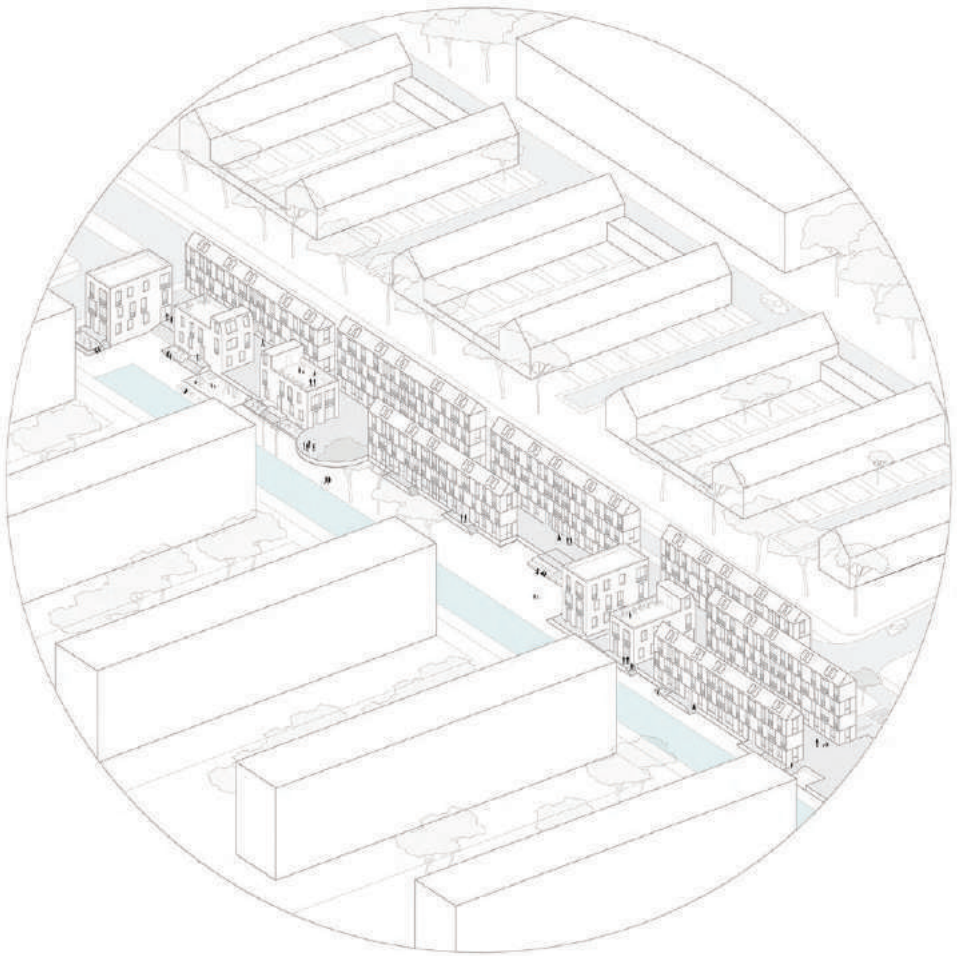
urban strategy



adaptability



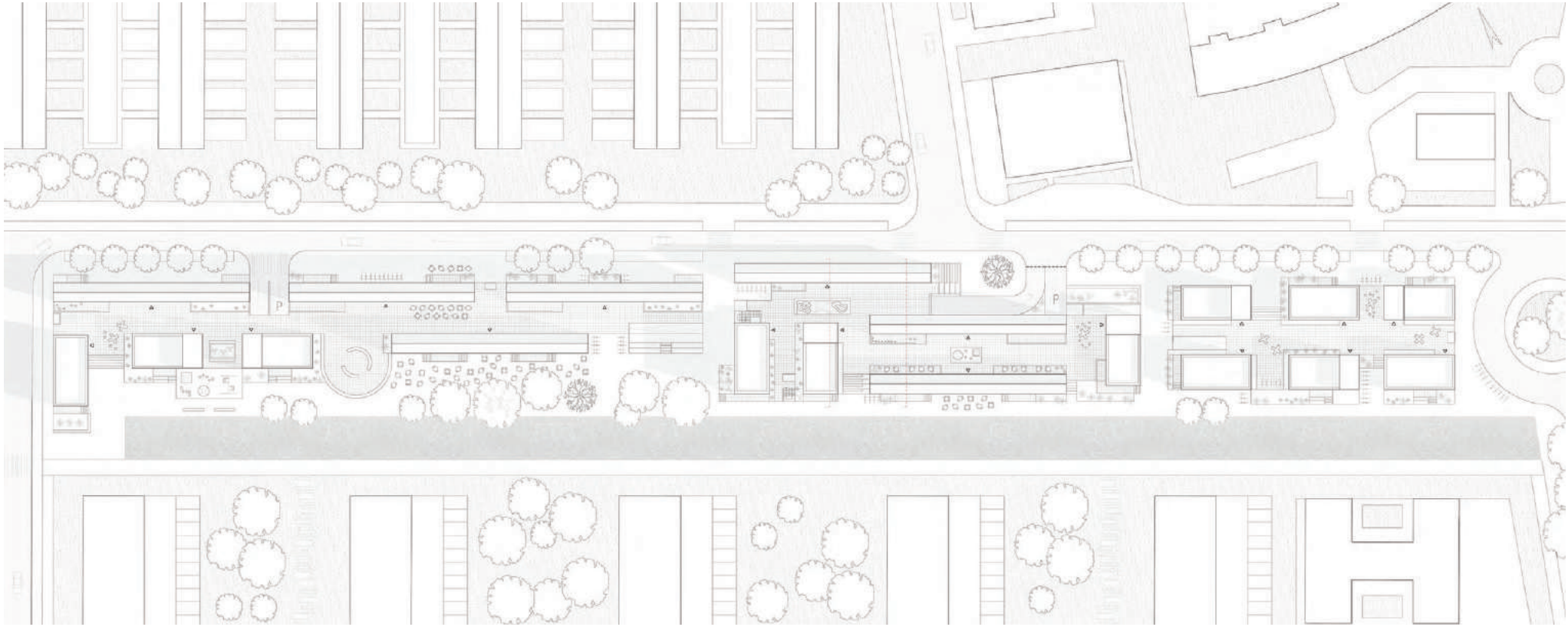
mixing of programmes



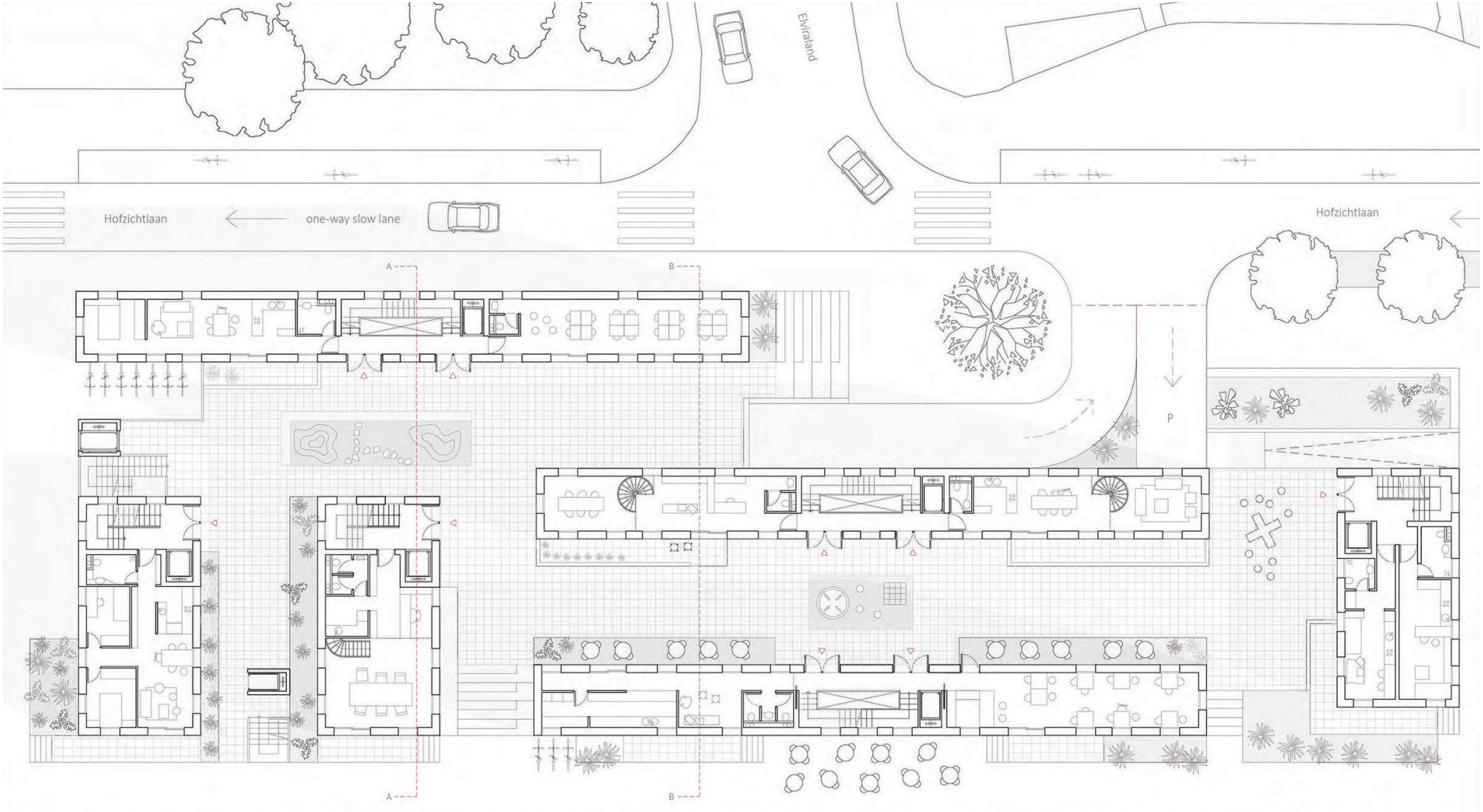
the new neighbourhood

The proposal not only reclaims the oversized streets of the area but also offers a completely new experience of the Hofzichtlaan street. The "loose" profile that the residents of the area disliked is transformed into a new neighbourhood which connects the two former alienated sides of the profile in one ensemble. The intermediate becomes the means that create the feeling of vicinity. Also, the design takes into account the existing trees and the water canal and tries to highlight them. New leisure areas are organised by the canal. The organisation of the new buildings in the given plot is made in such a way that the existing trees are all preserved. Another important feature of the proposed neighbourhood is its ability to change the percentages of dwellings/commercial spaces/ offices/ateliers etc. during time according to the needs. This fact ensures that it will never be lifeless as it is a future-proof hybrid that reacts as a chameleon. The new scenery of the Hofzichtlaan street can be applied in street with profiles up to 65meters. Not only to develop more dense areas but also to offer more human scaled environments.

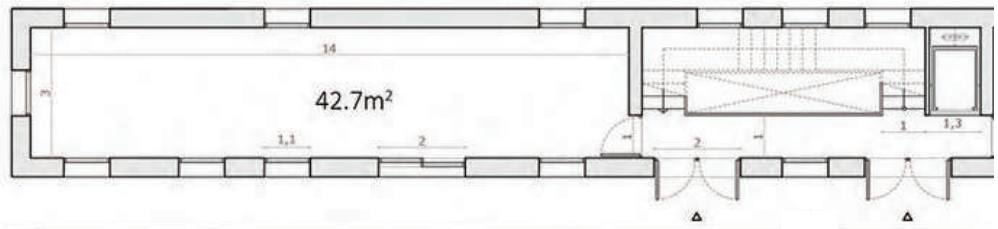
masterplan

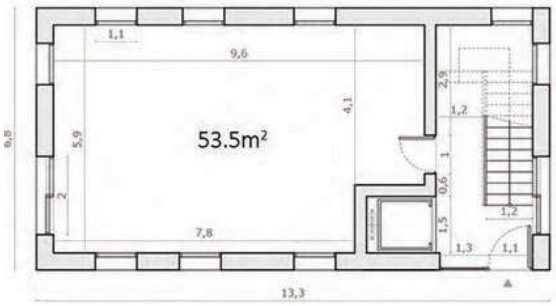


urban zoom


Elviraland
Hofzichtlaan
one-way slow lane
Hofzichtlaan
A
B
A
B
P

flexible modules

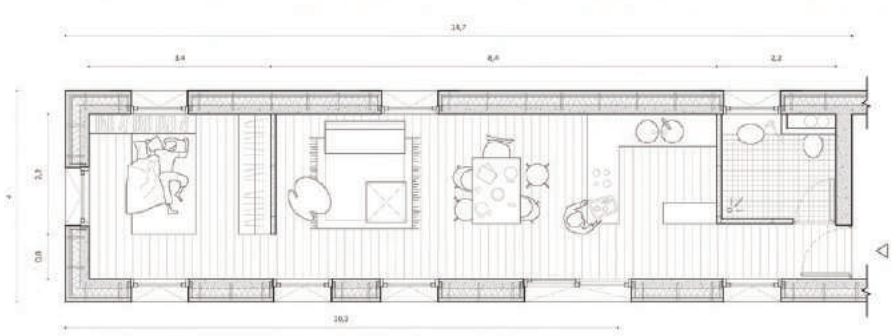




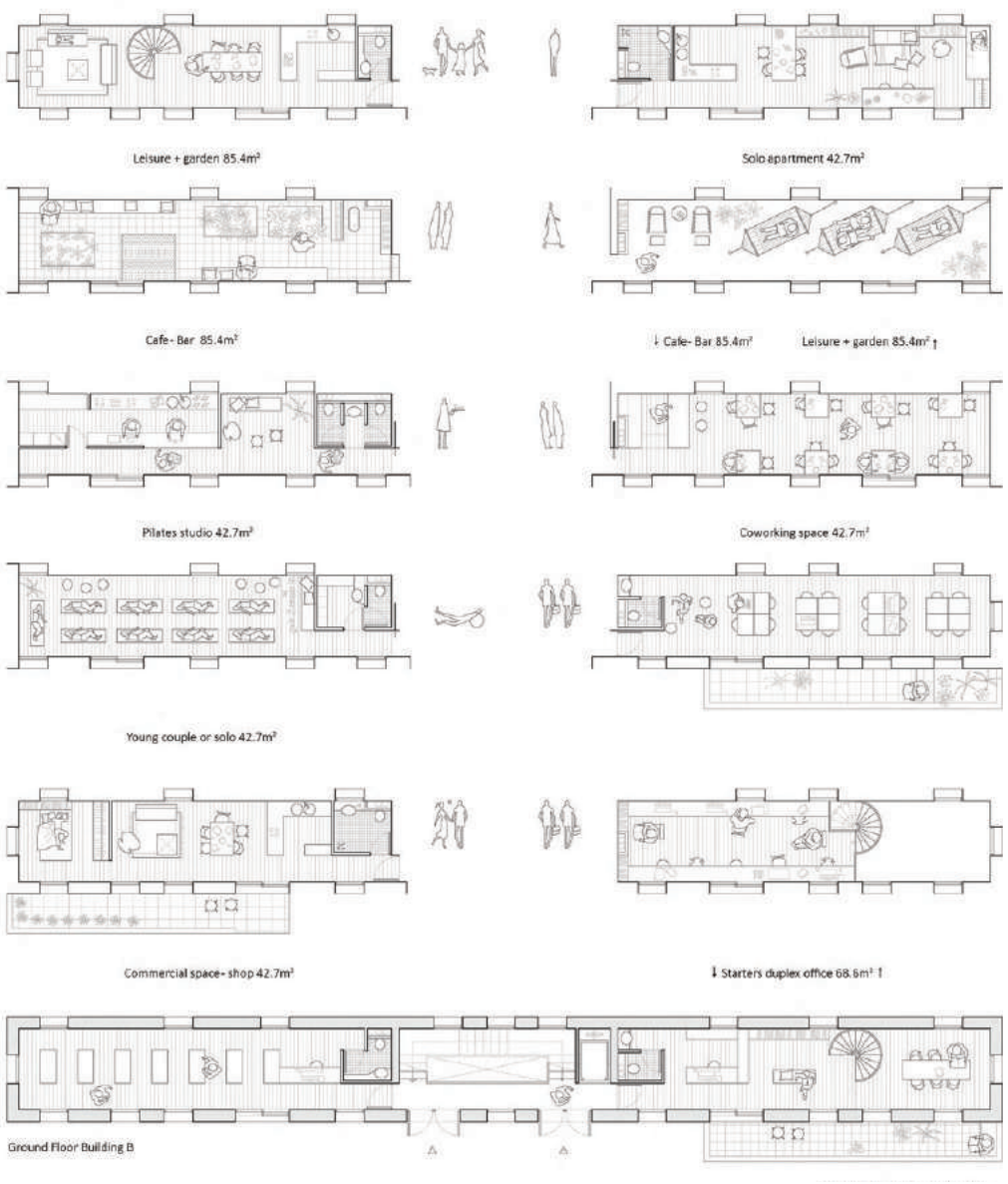
The new neighbourhood is formed by two different building typologies. The concept in both of them is the creation of buildings with the minimum width in order to fit in the given profile and create a new dense neighbourhood with two rows of parallel buildings. The width of them is 3.90m and 6.80m each. In the interior flexible modules, spaces are formed which can serve various programrnes and uses.

In both buildings the construction method (the load bearing perimeter walls) together with their slender shape allow the creation of flexlble interior spaces. The stable parts are the bathrooms and piping, while the rest space of each module can be easily transformed according to the needs of the program that takes place every time. The interior can be divided into smaller rooms by light separation walls-plasterboards. The slender shape also allows the existence of windows in the perimeter of every module. In this way and especially in the less divided modules natural light and ventilation is offered in the maximum. The orientation of the living spaces (kitchen and living room) to the South creates a pleasant space for people to enjoy the maximum view, light and comfort even in such small apartments.

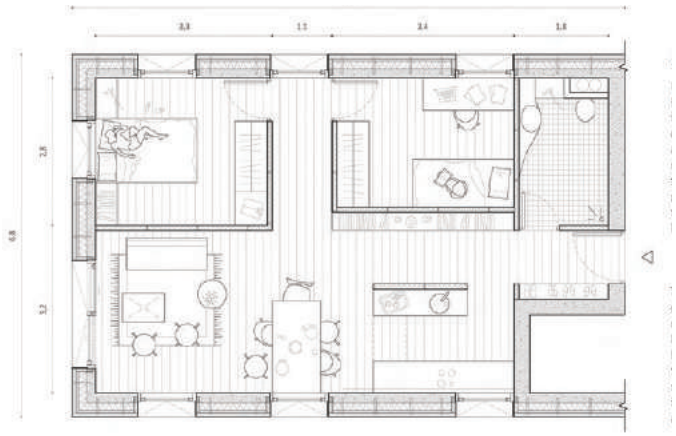
Typology 1



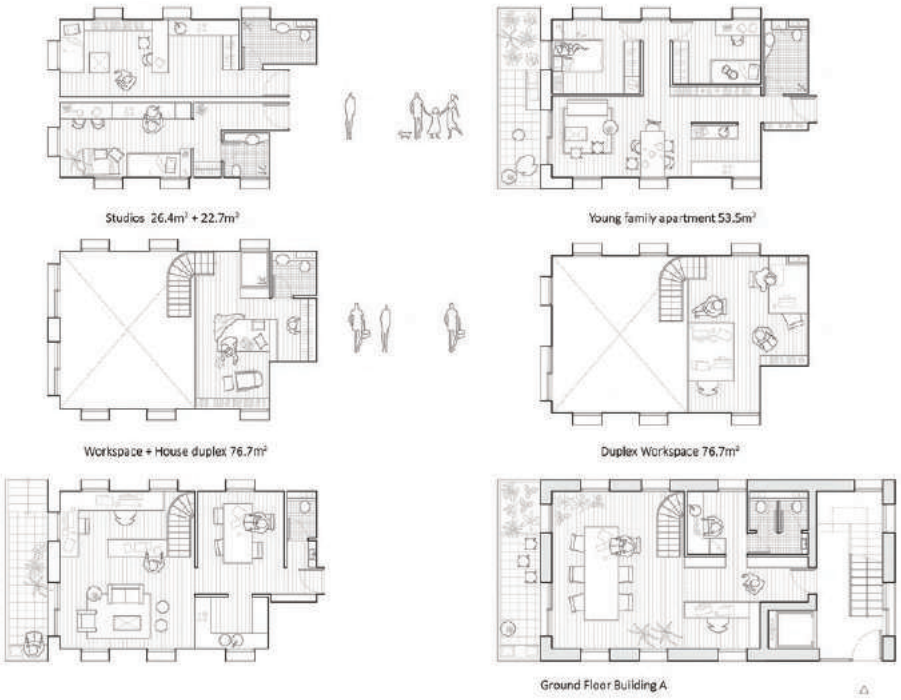
possible transformations



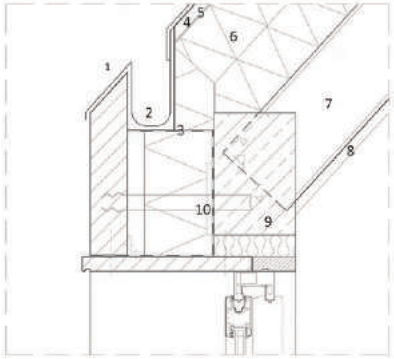
Typology 2



Possible transformations

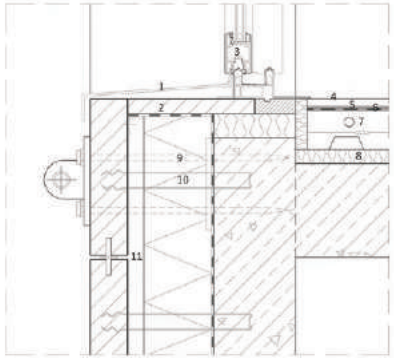


details



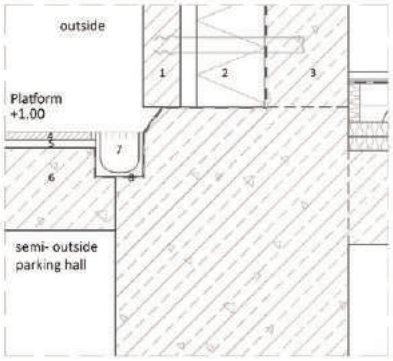
Detail 1- Roof

1. zinc roof cladding
2. zinc gutter
3. waterproof layer
4. plywood
5. waterproof layer
6. thermal insulation 12cm
7. H steel beam 120x120cm
8. false ceiling
9. concrete beam
10. metal anchor



Detail 2- Load bearing wall

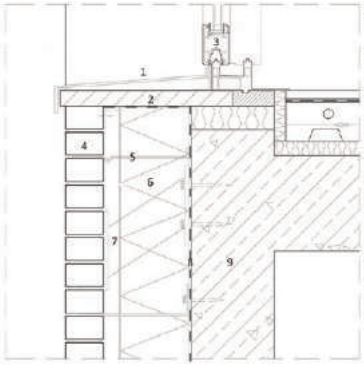
1. galvanized metal sheet- tilted threshold for rainwater flow
2. board,
3. aluminum window frame
4. oak planks 16mm
5. adhesives 4mm
6. plastic coating 4mm
7. underfoor cooling-heating system: pipes, reinforced mesh & concrete cubes
8. sound & thermal polyurethane insulation 60mm
9. anchor
10. thermal insulation 15cm
11. joint that connects the two prefabricated elements together



Detail 3- Platform

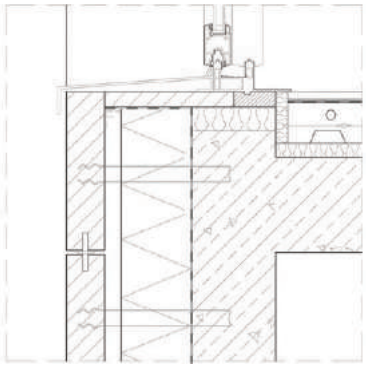
1. prefabricated concrete panel
2. thermal insulation
3. reinforced concrete
4. tiles
5. screed
6. concrete slab
7. aluminum gutter with net
8. waterproof layer

construction detail variations

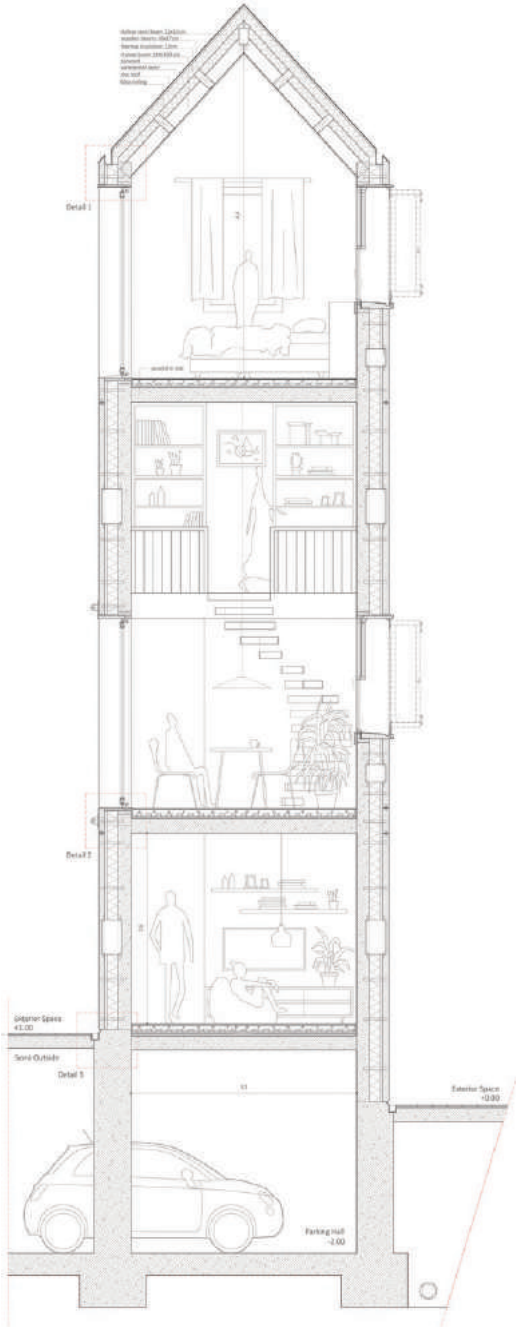


Detail 4- Brick wall

1. galvanized metal sheet- tilted threshold for rainwater flow
2. board,
3. aluminum window frame
4. brick in red tones
5. metal anchor
6. thermal insulation 15cm
7. metal stabilising anchor
8. waterproof layer
9. reinforced concrete wall



The proposal depicts a solution in which the load bearing walls are made of prefabricated concrete panels with the aesthetic result presented above. However, there is the ability to have the same wall thickness but made in red brick. In this way the buildings of the new neighbourhood can be made of -upon request- two different materials acording to the preferences of the residents.



Appendix 1: Theme Research

Historical context

1907
Train track
Rotterdam-Scheve-
ningen
Finished

1908
Urban expansion plan
by H.P. Berlage

1936
Urban plan
Mariahoeve by W.M.
Dudok

1948
2nd Urban plan
Mariahoeve by W.M.
Dudok

1953
Train track
removed

1955
Urban plan
Mariahoeve
by F. van der
Sluis

1959
Start of
building

1969
Neighbourhouod
shops finished

1985
Trainstation
Mariahoeve
finished

The future visions

1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2020

inspiration

A new way of life

Bakker Schut, the director of the municipal department for reconstruction and urban development, envisioned a new social structure for the neighbourhood of Mariahoeve. He was unhappy about the strong class distinctions that existed in the Hague, and wanted Mariahoeve to break the status quo to provide housing for various socio-economic groups to live in close proximity. Social integration was he key objective for the new neighbourhood.

Van der Sluijs' masterplan was inspired by the new districts of Stockholm he had seen on a study tour.

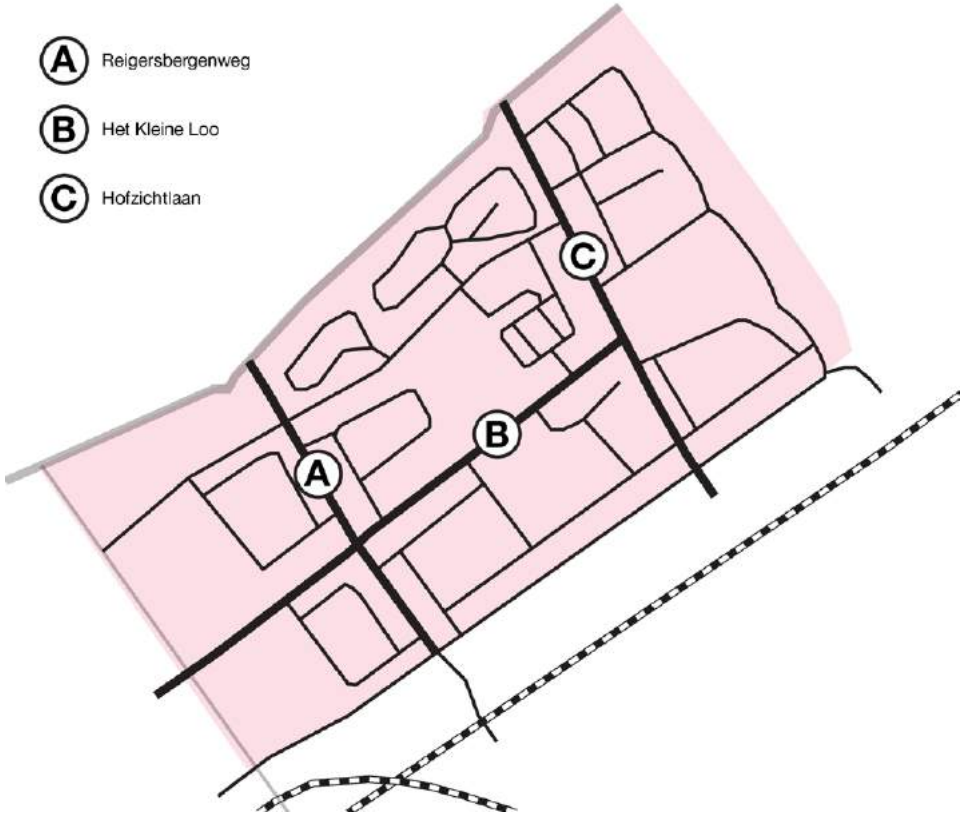
Reference suburb: Kortedala, Sweden

2

1986 Massing Plan

2016 Massing Plan

Train / Tram Tracks
Roads
Masses Square



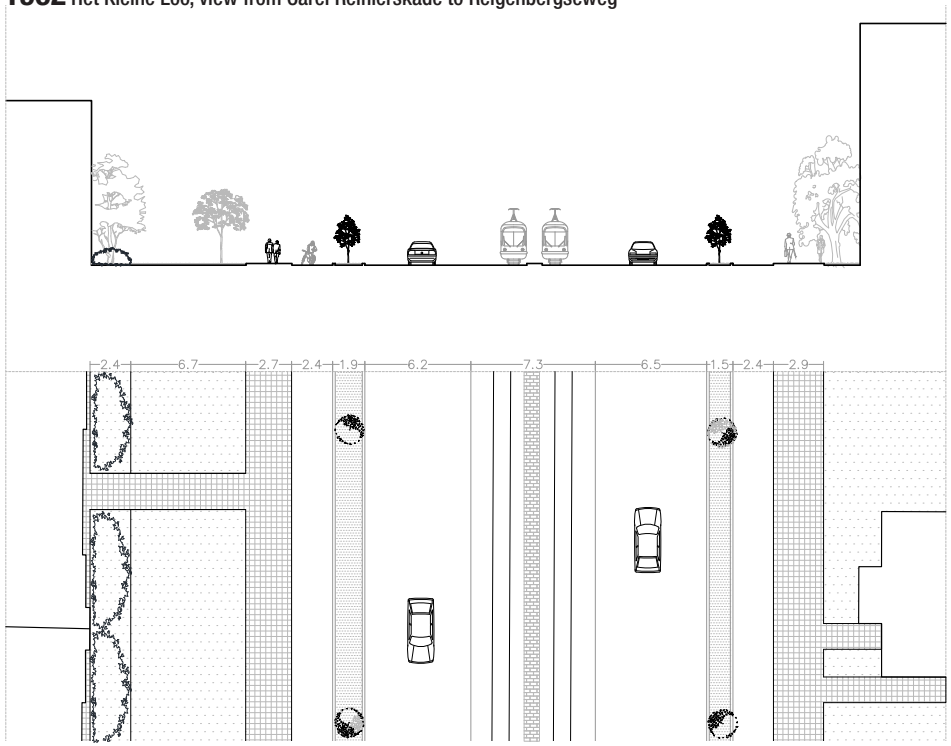
legend

- railway
- major road
- secondary road
- tram
- Metro

1964

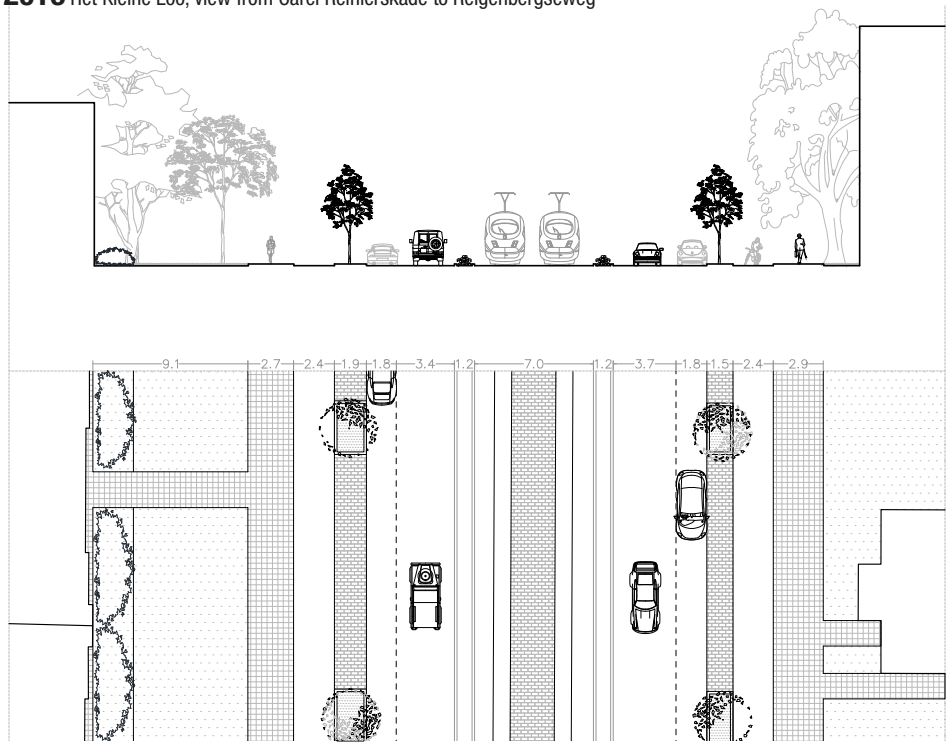
Most of the roads and streets in Mariahoeve have been constructed. With the major roads of Reigersbergenweg (1), Het Kleine Loo (2), and Hofzichtlaan (3).

1962 Het Kleine Loo, view from Carel Reinierskade to Reigenbergseweg



1962 Street profile Het Kleine Loo, section made at crossing with the Carel Reinierskade

2016 Het Kleine Loo, view from Carel Reinierskade to Reigenbergseweg



2016 Street profile Het Kleine Loo, section made at crossing with the Carel Reinierskade

1970

Het Kleine Loo, view towards shoppingcentre Mariahoeve

2016

Het Kleine Loo, view towards shoppingcentre Mariahoeve

1968

Catherinaland

2016

Catherinaland

1992

Hofzichtlaan, view towards Finnenburg

2016

Hofzichtlaan, view towards Finnenburg

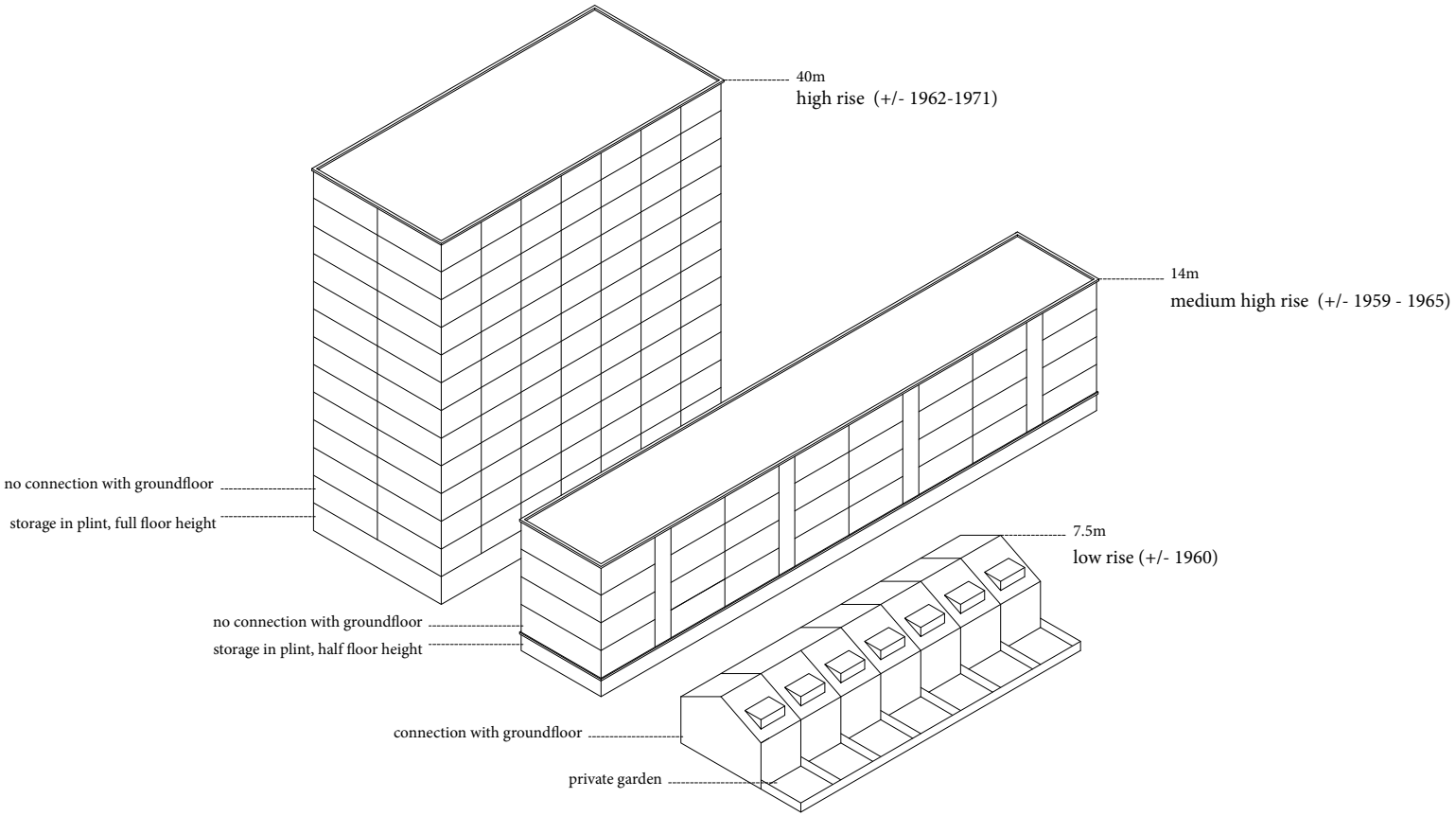
1982

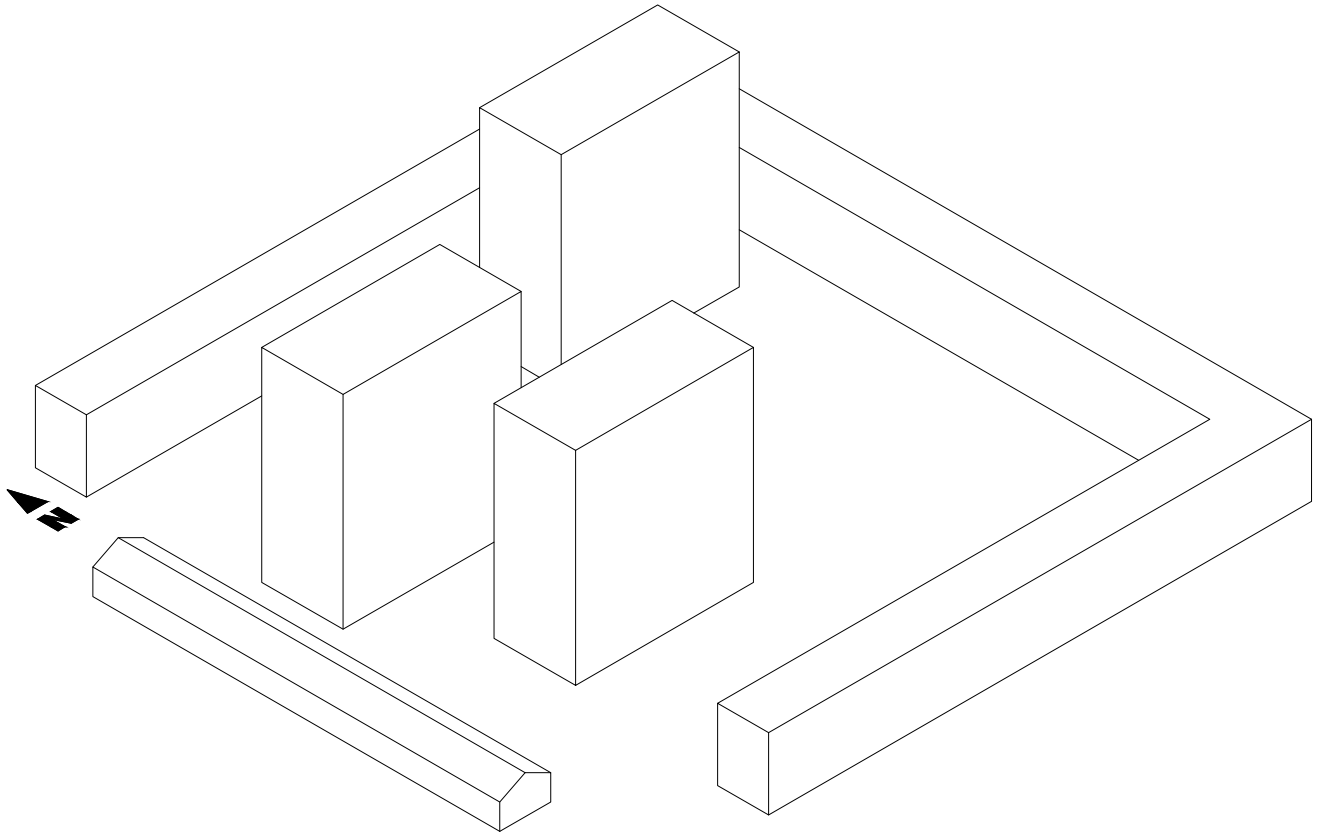
Vlamenburg, view at the corner with Denenburg

2016

Vlamenburg, view at the corner with Denenburg

3 types


40m
high rise (+/- 1962-1971)
14m
medium high rise (+/- 1959 - 1965)
7.5m
low rise (+/- 1960)
no connection with groundfloor
storage in plint, full floor height
no connection with groundfloor
storage in plint, half floor height
connection with groundfloor
private garden



Highrise in the middle

surrounded by medium rise on north, east and south

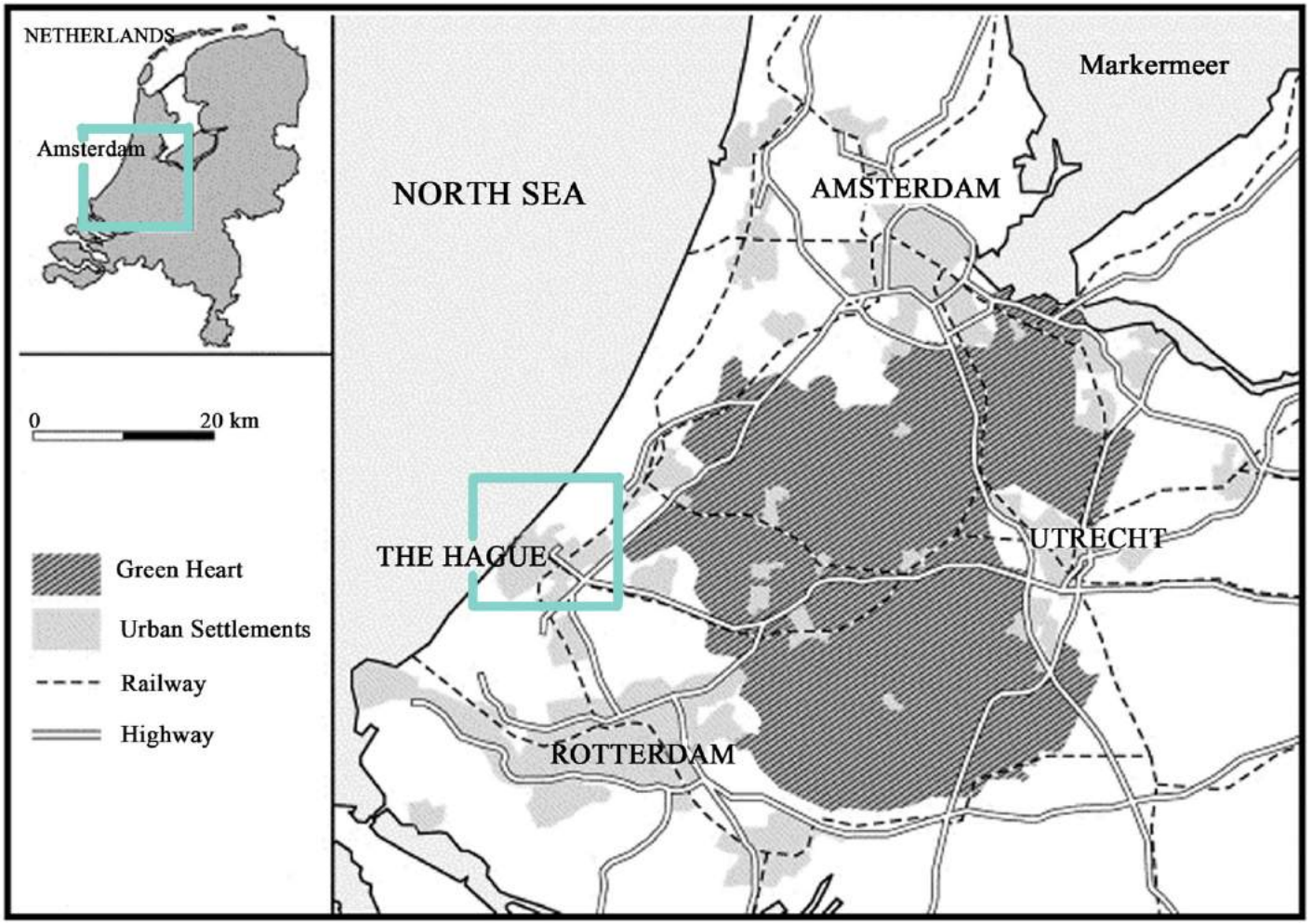
low rise on west side


Public Green Space
Private Green Space
Water

Socio-economical context

Den Haag

Government Policies



Den Haag Mobility

Government Policies

Space for sustainable mobility

- Quick Public transport
- Train: Four rails
- Improve walkable city
- Improve connection between car, public transport and bike
- Intensive use of space near trainstations
- Improve bike traffic
- Improve regional public transport connections
- Park & Ride
- The Shore
- Westland

0 0,5 1 1,5 2 2,5 3 km

Den Haag Urban Housing

Government Policies

Space for Urban Dwelling

In these area's are oppertunities regarding densification

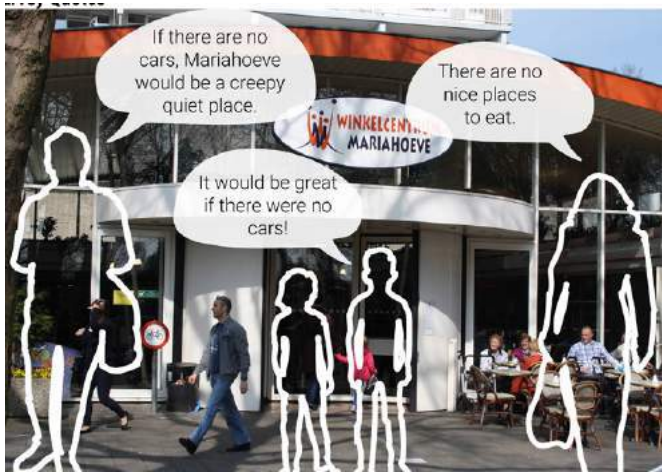
- Living near the sea
- Neighbourhoods near the city centre with opertunities for high density dwelling
- Chances for new high urban dwellings near prins Clausplein
- Intensive residential area near facilities and public transport
- High density urban dwelling

In the quit dwelling area's focus is on improving the existing housing stock

- Rural dwelling along the Lazerlaan
- Neighborhoods with restructuring challenges
- Aditional Neighborhoods

0 0,5 1 1,5 2 2,5 3 km


It's a very nice neighborhood. We like to go to the park.


If there are no cars, Mariahoeve would be a creepy quiet place.
There are no nice places to eat.
It would be great if there were no cars!
MARIAHOEVE


When I am of age, I will definitely move out of Mariahoeve.
Gratis


I feel unsafe after dark. There are junks in the park!
After living here for 23 years, I want to move.


I don't think anything needs to change. I like it all just fine!

Mariahoeve

13.915 | 28.100 | 48% | 48,8 inh/ha

corporation ownership

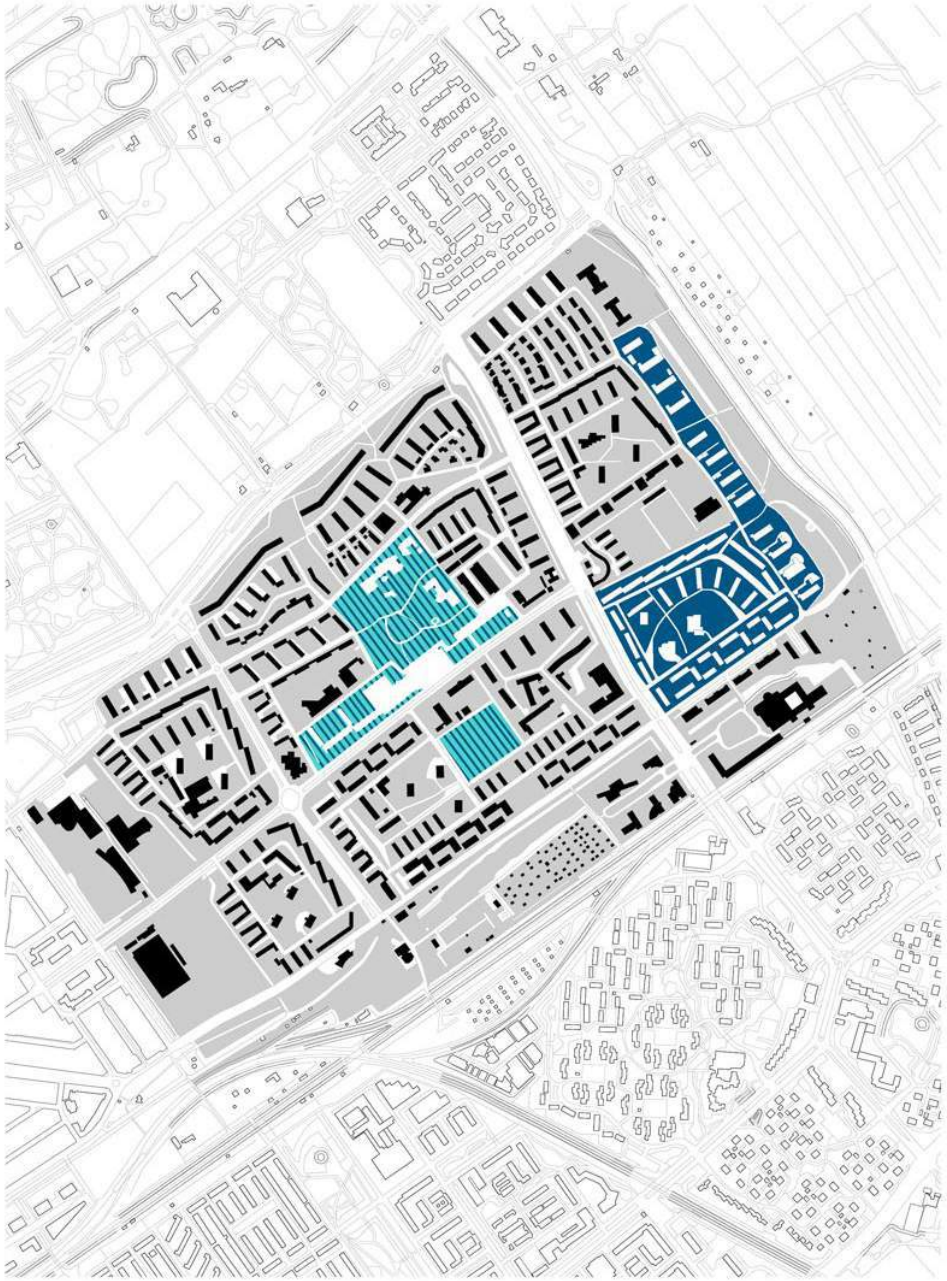
30% in **poverty** | no jobs in neighbourhood

49% non-dutch inhabitants | **diversification** of people

Policy:

+ Diversify offer of dwellings
+ Stimulate social entrepeneurs
+ Enable contact between groups of people
+ Restore spatial quality of green aereas
+ Redevelopment of shopping mall

Overall score: 6.0



Residents' favourite places:

Mariahoeve Park
«Nice place for kids», «Green space»

Shopping Mall
«You can find everything there»

Soccer Field
«Best place to go in the weekend»

Residents' disliked places:

Isabellaland
«It's not safe at night»

Catharinaland
«It's chaotic»

Mariahoeve Park
«It's dangerous at night», «Drug dillers inside»

Shopping Mall
«It's ugly and inefficient»

Soccer Field
«It's too noisy»

*** Considering the map in a macro-scale shows the hierarchy of the streets and its used, we can say that in Mariahoeve streets such us Reigersbergenweg, Heit Kleine Loo, and also Hofzichtlaan could have an smaller profile that the existing one. In the case of the parking area, Mariahoeve is a non-payed area, where you have only to pay in Heit Kleine Loo, the street near the shopping mall.**

Symbology

Car Parking

Street Profile:
(distance between sidewalks)

Local
10-20 mts.

Secondary
20-30 mts

Regional
More than 30 mts.

Ecology / **Mobility / Car & Bicycle /**

Symbology

- Bike lanes
- Pedestrian Path
- Car Parking

Ecology / **Mobility / Pedestrian & Public Transport /**

Symbology

Public Transport

Bus

Bus trip number

Tram

Tram trip number

Bike lanes

Pedestrian

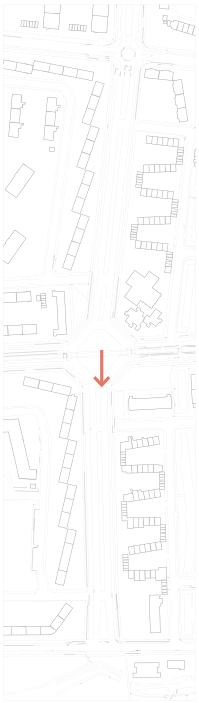
Path

450 mts. diameter
5 min. walking*

** Jan Gehl _ Cities for people*

Appendix 2: Site Research

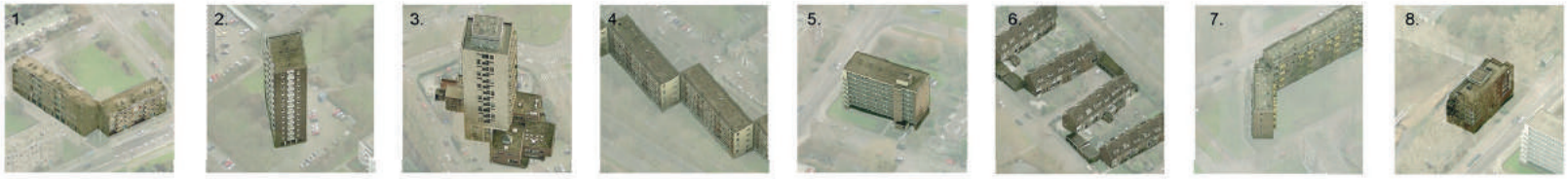
Site 1: Reigersbergenweg

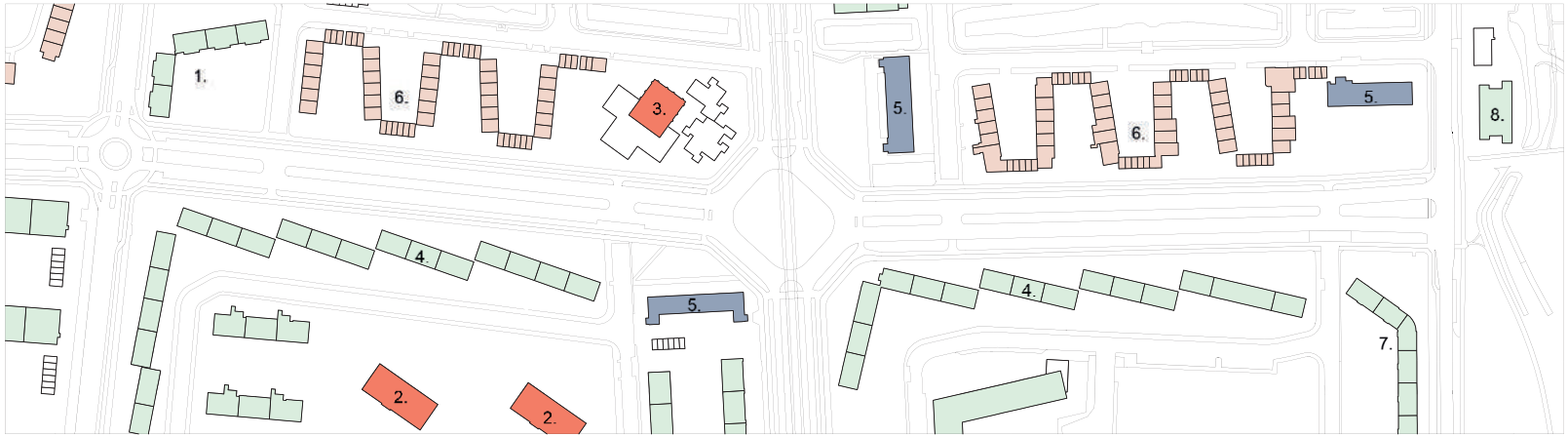


Legenda

helpline, symmetrical view

Typologies
(dwelling)





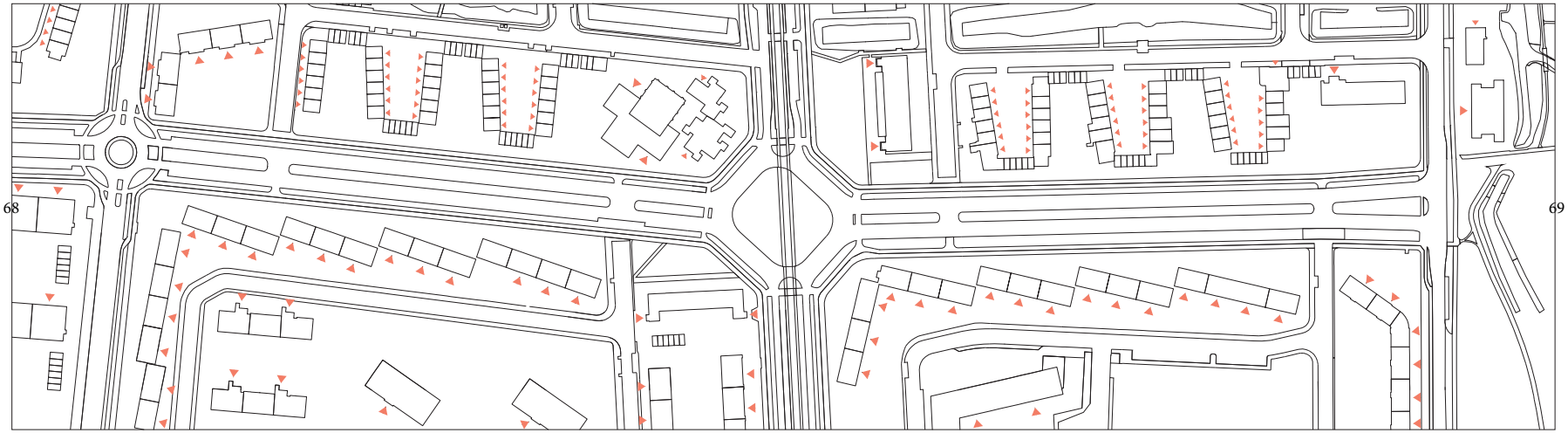
RECOMMENDATIONS
Reigersbergenweg with its surroundings is composed of only four dwelling typologies. Consider adding more variety.

Legenda
- Residential Towers
- Portico Flats
- Row Houses
- Corridor

Scale 1:2000

Entrances

Dwelling

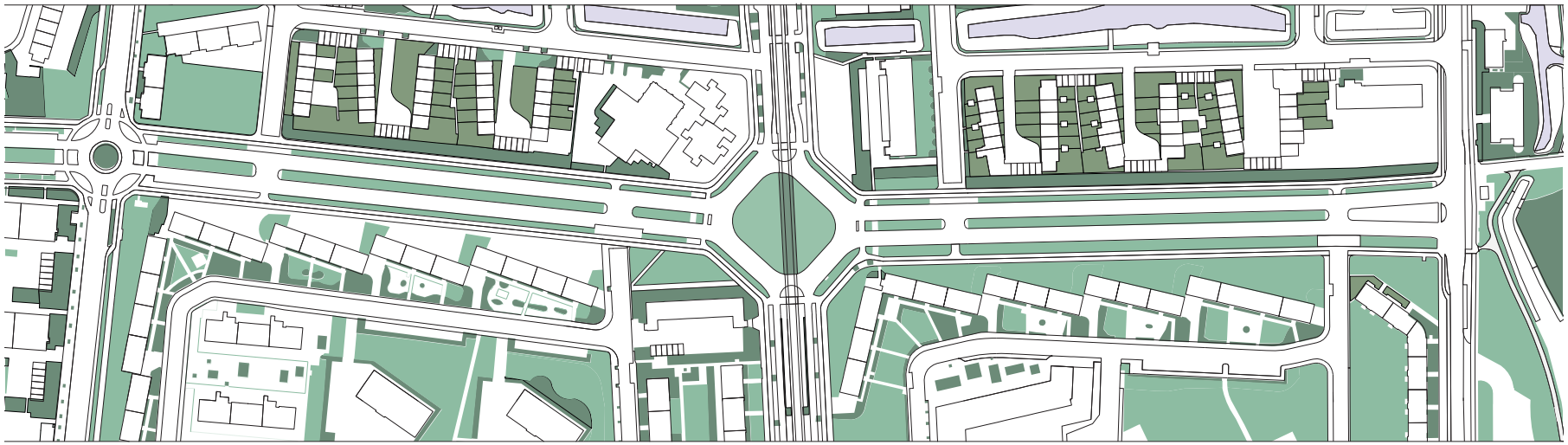


RECOMMENDATIONS
Only a few dwellings have on entrance from Reigersbergen-weg. Therefore, the street is very mute, and only used for through traffic. Concider making the streetlevel more inviting.

Scale 1:2000

Green

Public, private, inaccessible and water



The green in Mariahoeve is an important structuring element. The neighbourhood is dominated by landscapes of green with some buildings on it. This urban environment is callead the ‘green-urban environment’. It is in contrast with the normally more densified central urban environment.

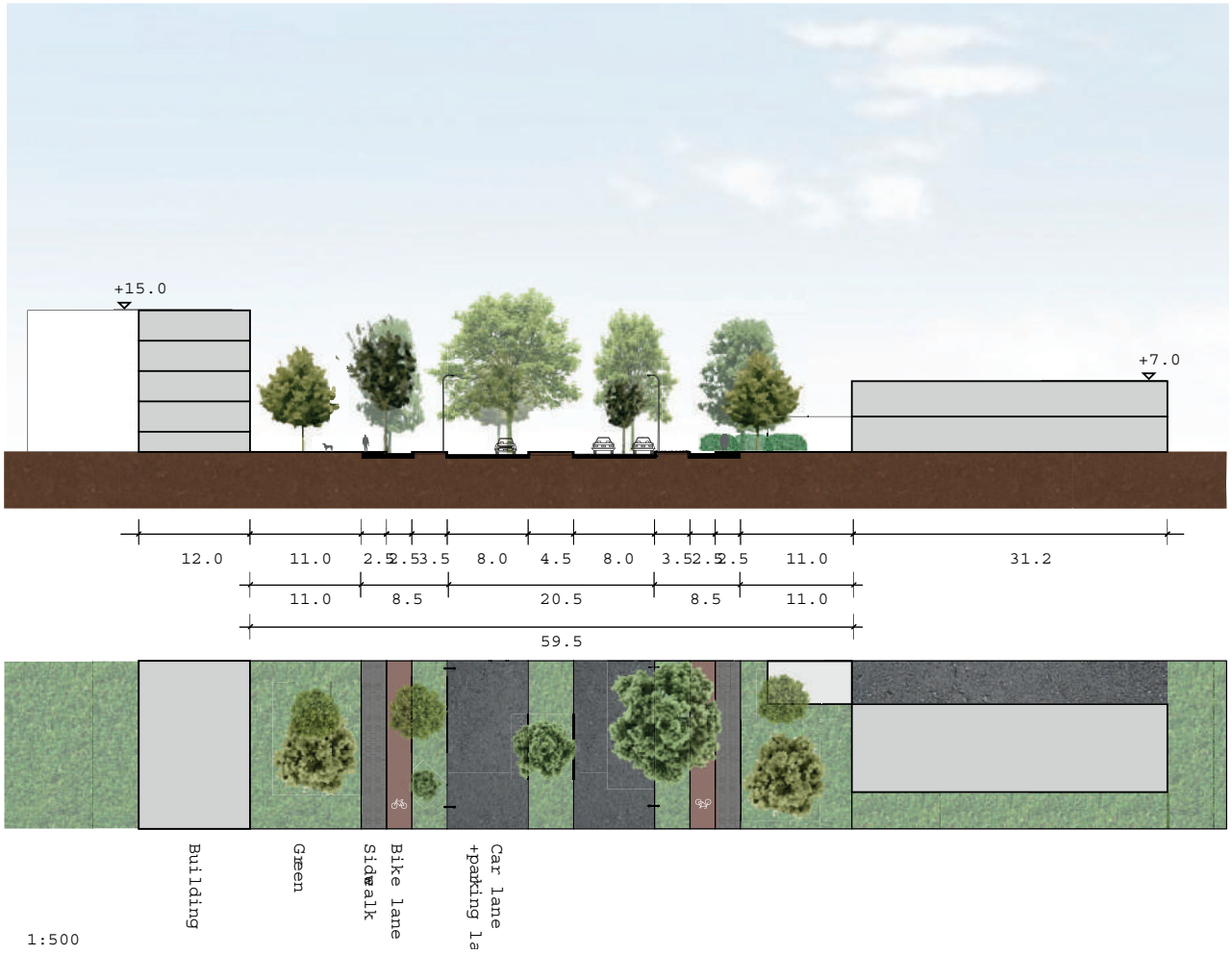
Recommendation
A lot of the green that has been placed in this street is not usable and mainly to look at. This is a big waste of space. So, when designing potential new spaces of green one should really evaluate the usage of those green spots.

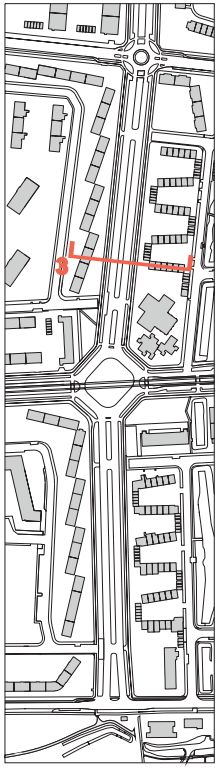
Legend

- Public green
- Private green
- Inaccessible green
- Water

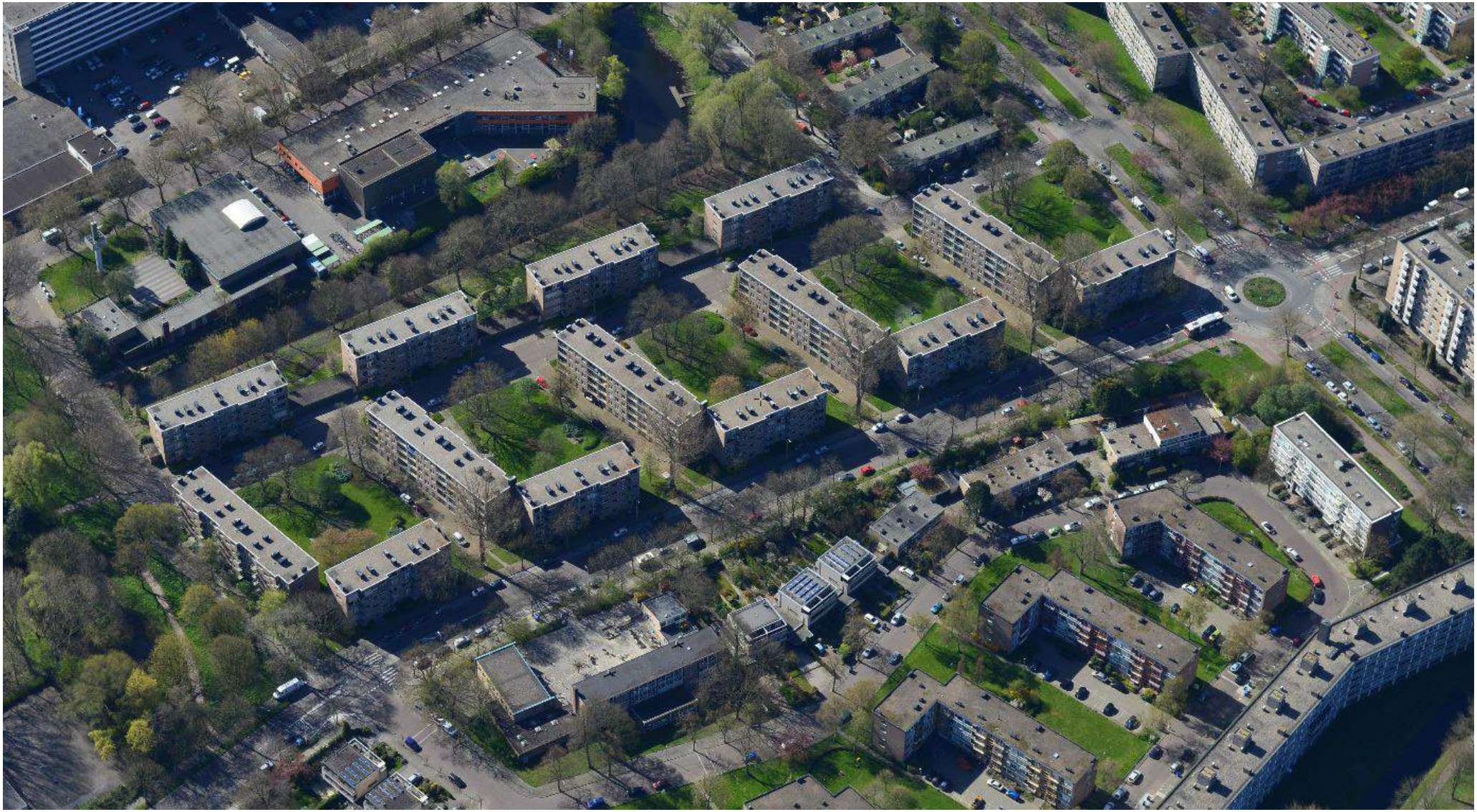
Scale 1:2000

- endless view
- different typologies on one street
- different building heights
- different trees
- longterm parking
- 30 km/h


+15.0
+7.0
12.0
11.0
2.5
2.5
3.5
8.0
4.5
8.0
3.5
2.5
2.5
11.0
31.2
11.0
8.5
20.5
8.5
11.0
59.5
Building
Green
Sidewalk
Bike lane
Car lane
+parking la
1:500


3

Site 2: Diamanthorst



Housing Typologies

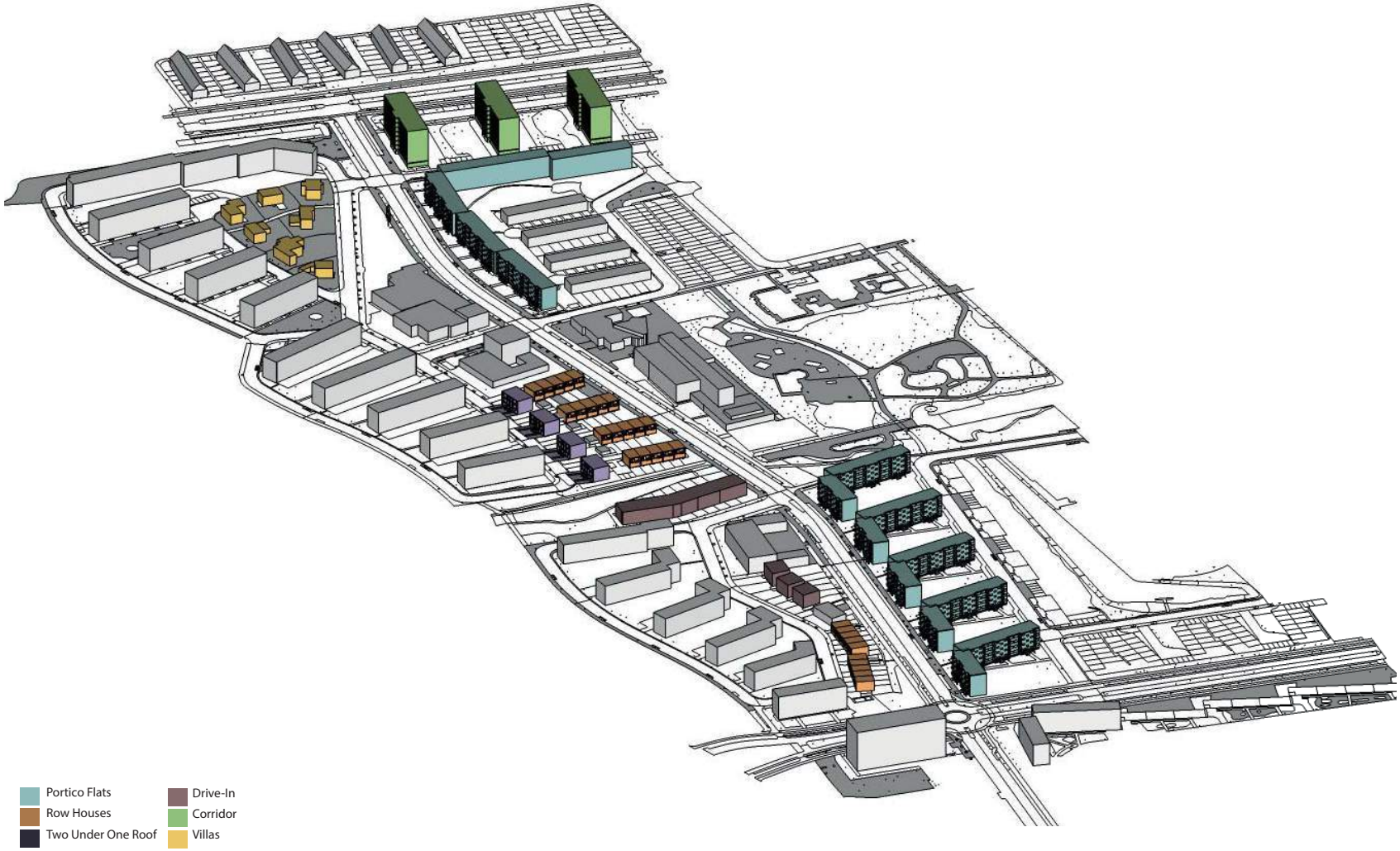
Diamanthorst

The most common housing typology in this area is the Portico Flat, which is typical of the time when Mariahoeve was built. The Drive-In dwellings are also typical of this time period, when private car ownership became widespread.

Scale 1:2 000 @ A3

Housing Typologies

Diamanthorst

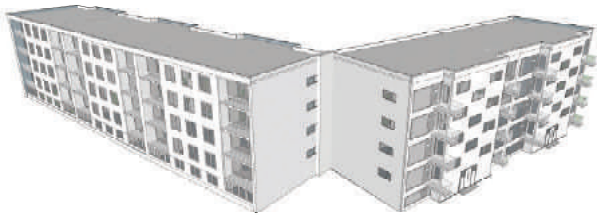


Dwelling Building Typology

portico apartments

year: 1960

ground floor: storage + parking
storeys:5
garden: no

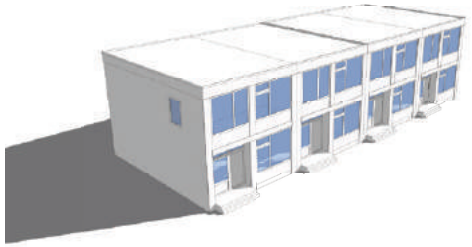


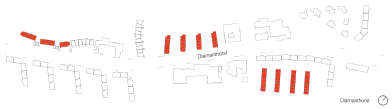
Dwelling Building Typology

row dwellings

year: 1960 / 1965

ground floor: dwelling
storeys:2
garden: yes, front+back



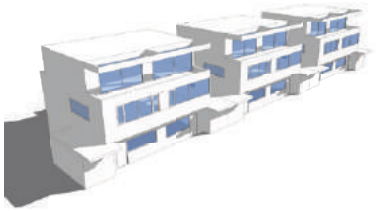


Dwelling Building Typology

semi detached dwellings

year: 1997

ground floor: dwelling
storeys:3
garden: yes, front+back

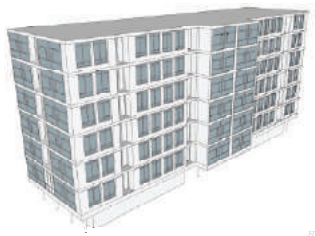


Dwelling Building Typology

corridor apartments

year: 1968

ground floor: storage + parking
storeys: 8
garden: no

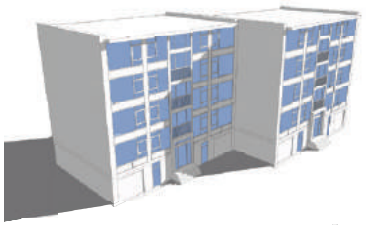


Dwelling Building Typology

portico apartments

year: 1965

ground floor: storage + garage
storeys: 5
garden: no



Building Entrances

Diamanthorst

Multiple Entries

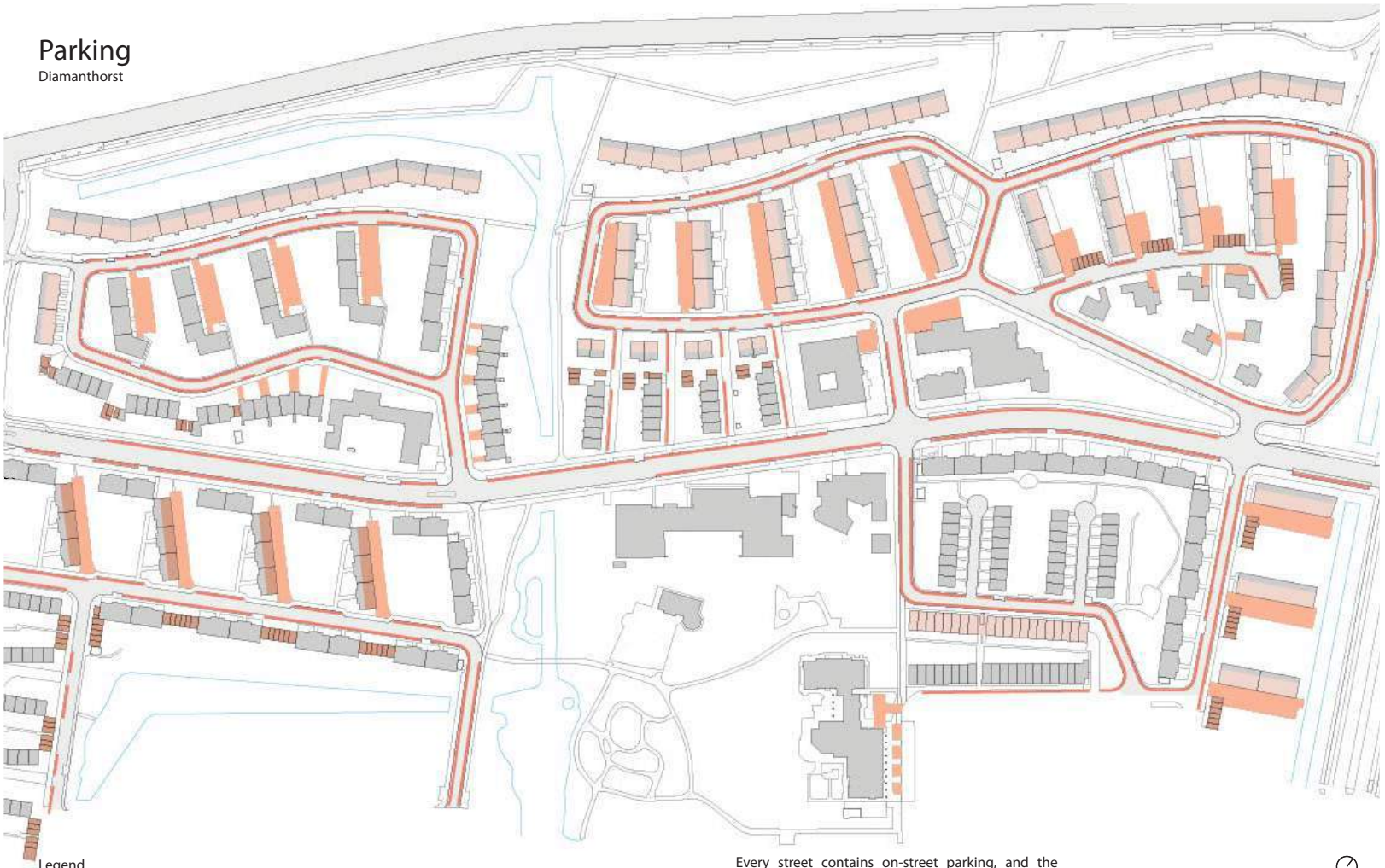
Single Entry

The majority of dwellings have their enterances from small streets or those only accessible by pedestrian or bike traffic. There is only one entrance on the north side of Diamanthorst (to a school), while there are many on the south side to Portico Flats and schools.

Scale 1:2 000 @ A3

Parking

Diamanthorst



Legend

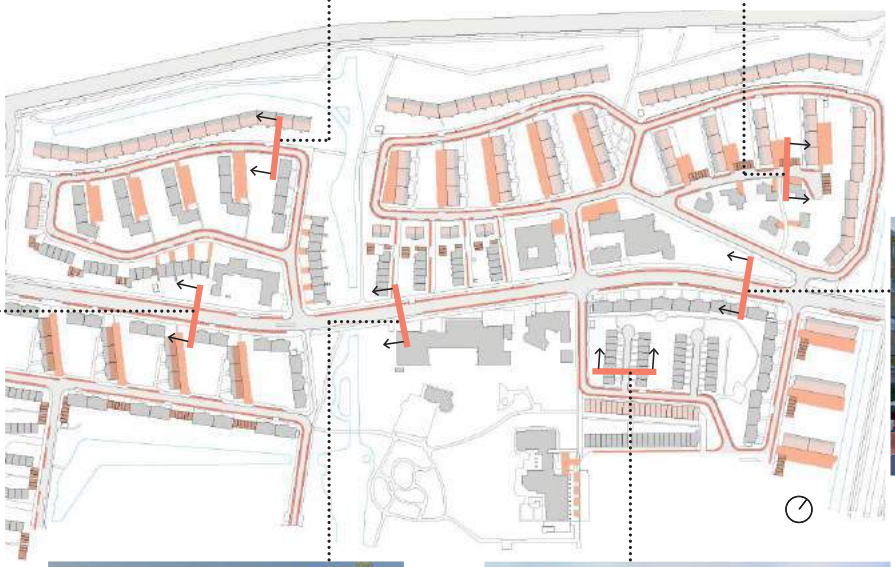
- On Street Parking
- Off Street Parking

Every street contains on-street parking, and the streets are very wide to accommadate this. The appearance of cars is always present. Some dwellings have additional garages and off-street parking.

Scale 1:2 000 @ A3

Parking

Diamanthorst



Legend

On Street Parking

Off Street Parking

Green Space

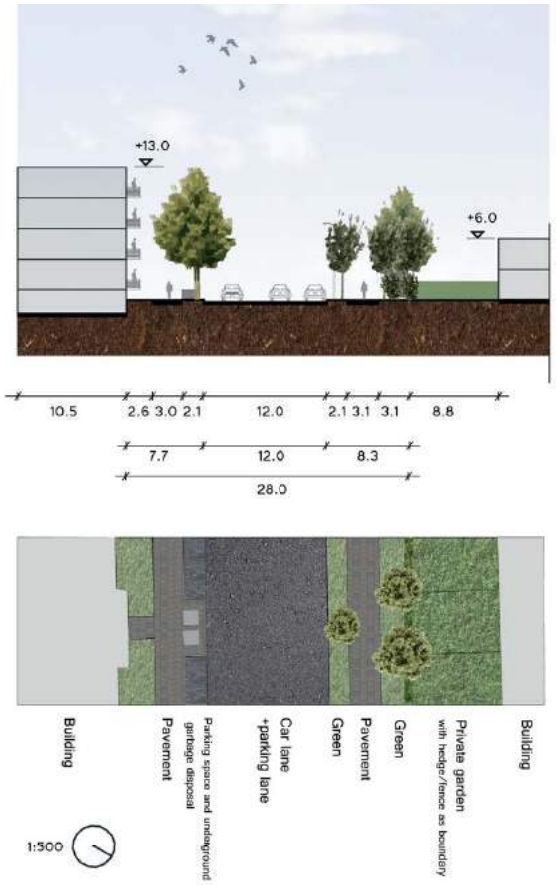
Diamanthorst

Legend

- Public Green Space
- Communal Green Space
- Private Green Space

In between the flats there is always a communal green space which is generally underutilized. There are signs indicating that the space is only for residents. There is green boarder around the periphery of Mariahoeve. The southern end of the park is used for loading and unloading at the shops.

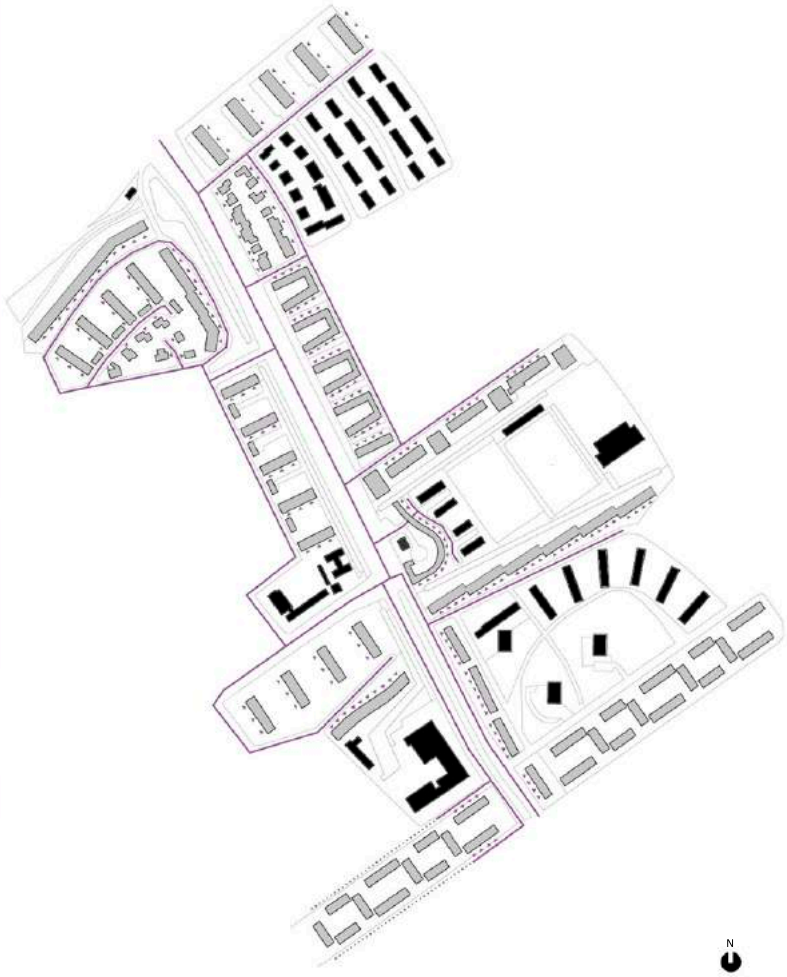
Scale 1:2 000 @ A3


+13.0
+6.0
10.5
2.6 3.0 2.1
12.0
2.1 3.1 3.1
8.8
7.7
12.0
8.3
28.0
Building
Pavement
Parking spaces and underground garbage disposal
Car lane +parking lane
Green
Pavement
Green
Private garden with hedge/fence as boundary
Building
1:500

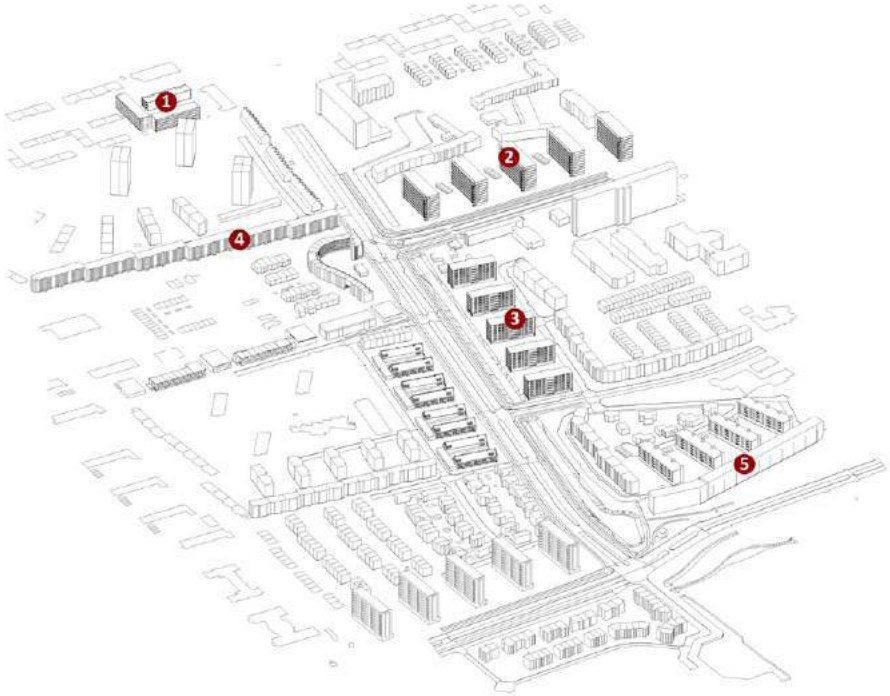

Robijnhorst
Robijnhorst
Jadehorst

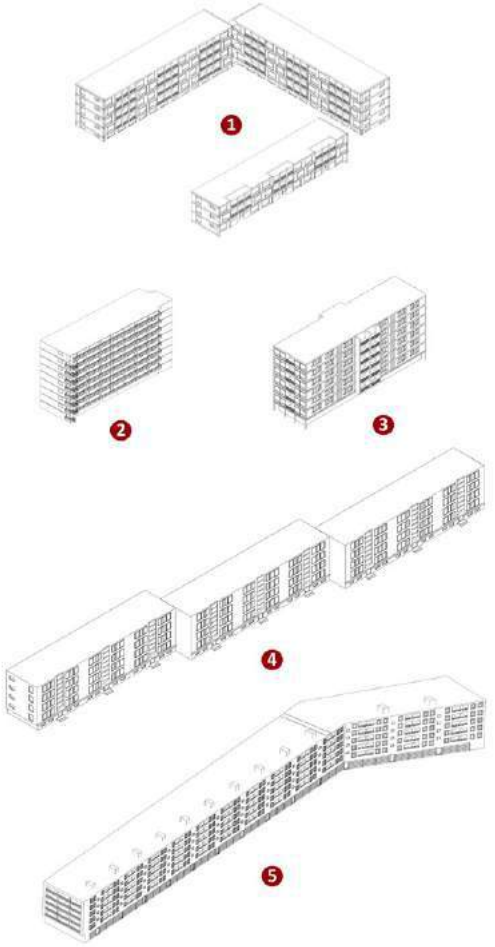
Site 3: Hofzichtlaan

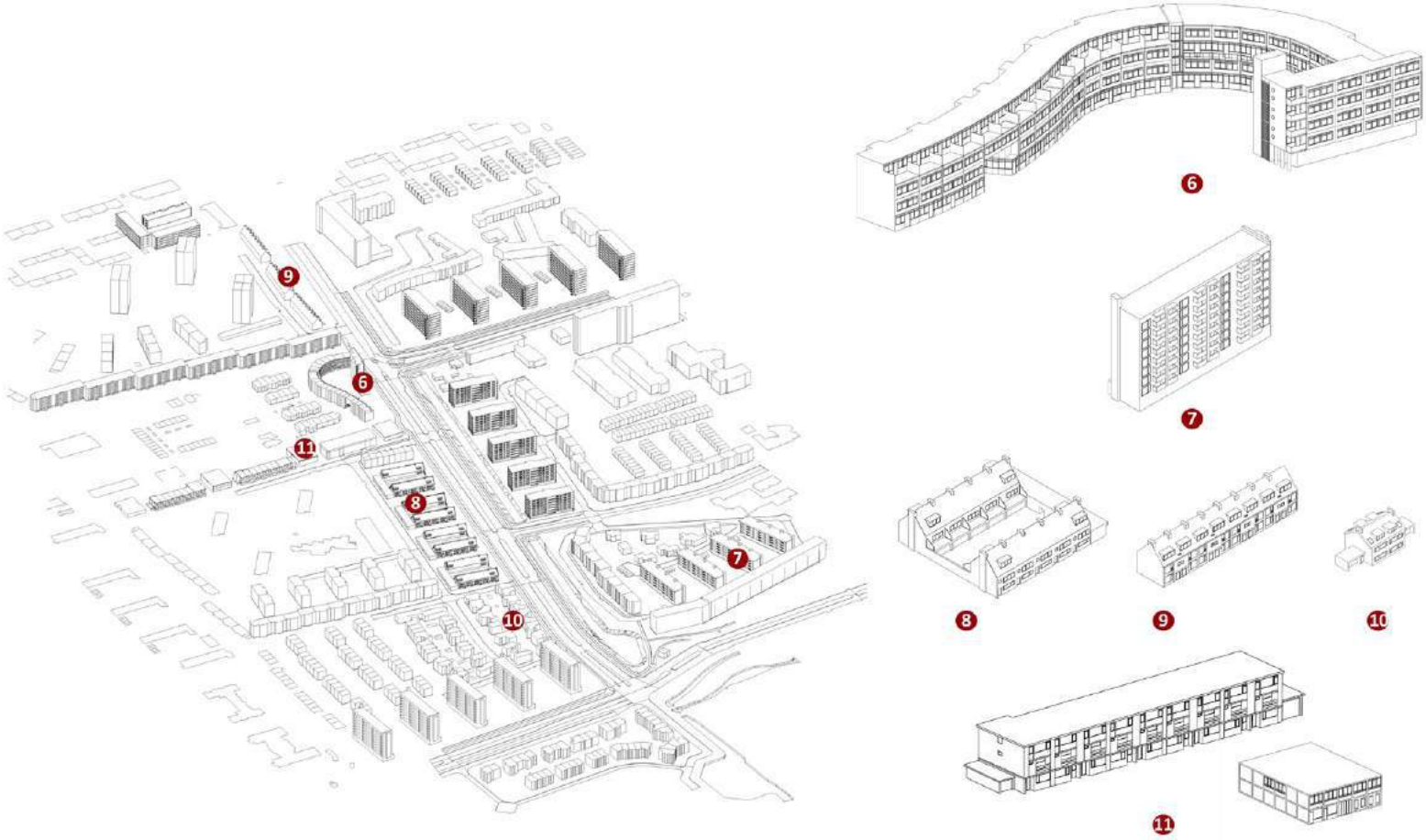
Typologies and accesses



Dwelling Typologies






9
6
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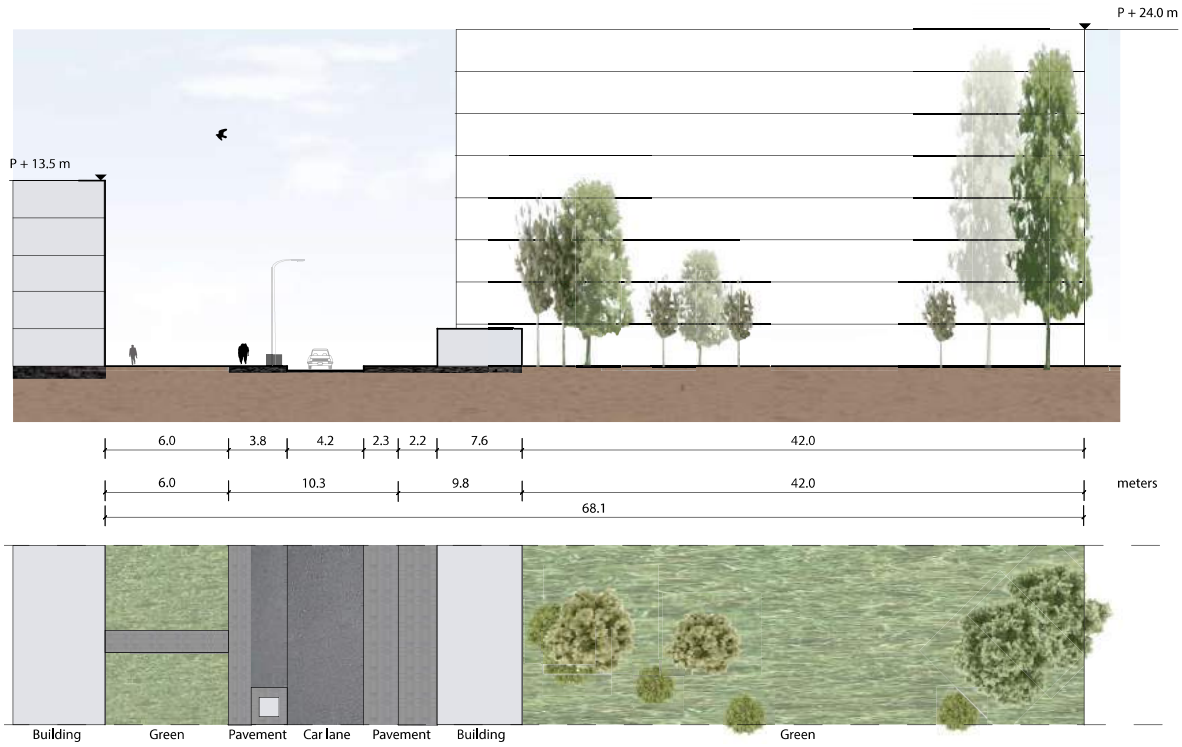
Street profile 2

Hofzichtlaan



92

93

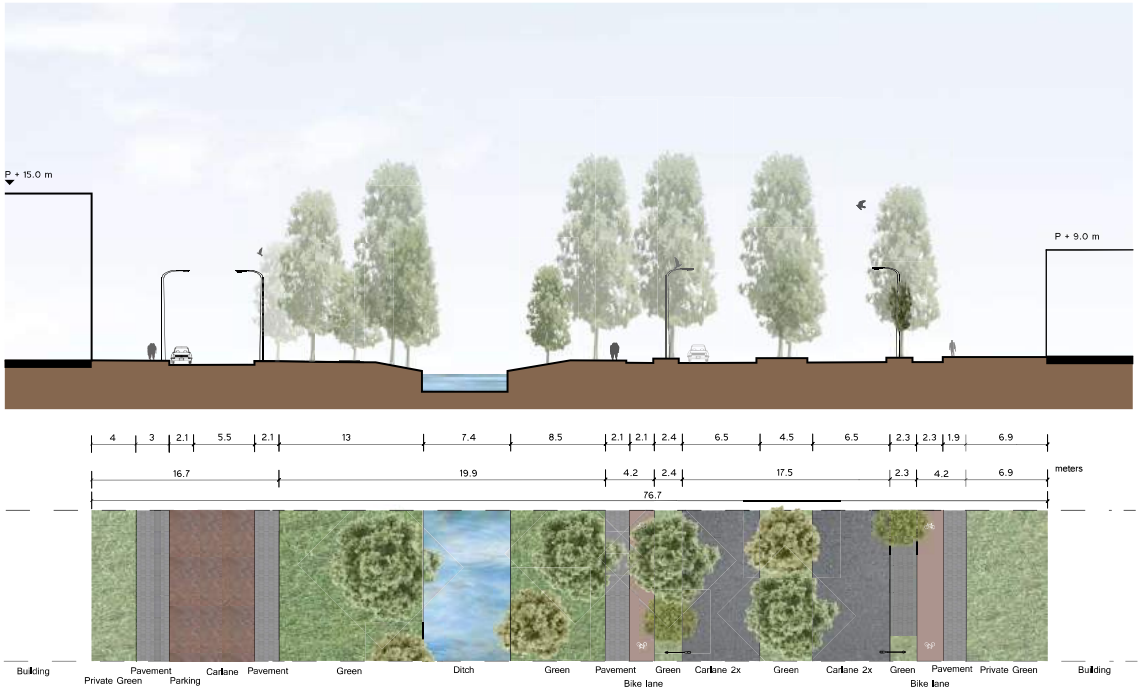
Scale section 1:500

Section left side

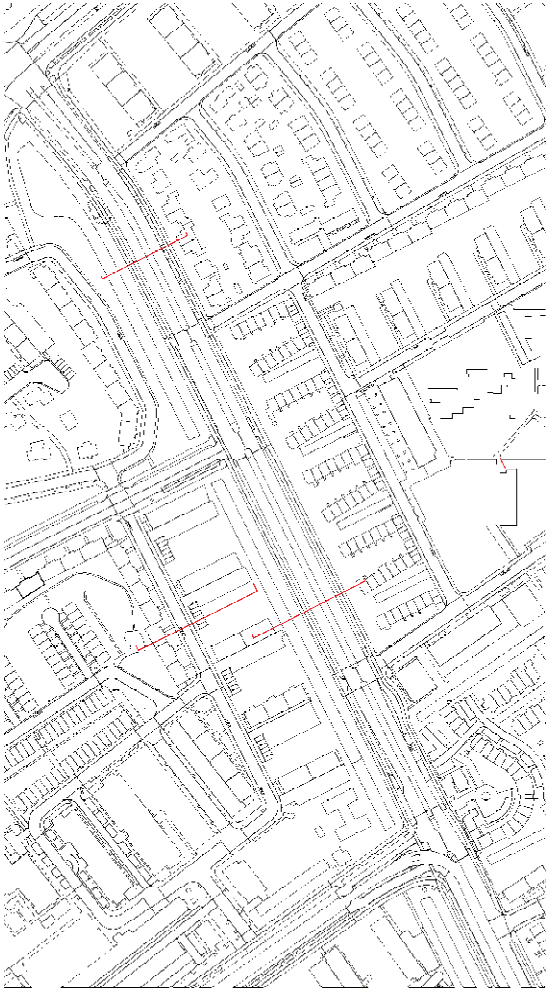
Section right side

Street profile 3

Hofzichtlaan



Scale section 1:500



Thank you.