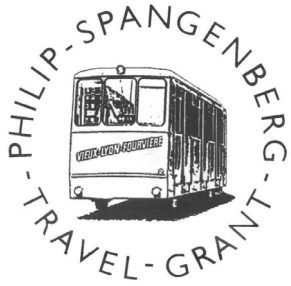


Revitalizing the post-war neighborhood

Towards inclusive and strategic new perspectives for Schiedam Nieuwland



P5 Report | June 20th, 2023
Joaquim Boendermaker
4611497



In preparation of the making of this thesis report, a studio wide excursion to Paris was organized at the end of the first quarter of the 2022-23 academic year. This excursion served as an exciting and inspiring step into the field within the kickstart of the thesis. An acknowledgement to the Philip Spangenberg Travel Grant is appropriate here, as it helped finance this excursion.

COLOPHON



MSc Graduation Thesis P5 Report
MSc Architecture and the Built Environment
Urbanism Track

Student Joaquim Boendermaker
Student ID 4611497

1st Mentor ir. Robbert Jan van der Veen
2nd Mentor dr. Reinout Kleinhans
Studio Design of the Urban Fabric

Date June 20th, 2023

All imagery without a dedicated source has been produced by the author



Motivation

I have always had an interest in architecture and the built environment in general. During the bachelor I did in Delft I gained a particular interest for both architecture and urbanism, having found that the courses related to those two fields were always most interesting and enjoyable for me. After gaining my degree I therefore had to make a difficult choice between Master tracks, eventually deciding on Urbanism.

Within the field of Urbanism, and as designers and planners of the urban realm, I believe we're placed centrally in the (re)development of public space, often working on scale levels that require immensely intricate integral design approaches. Nevertheless, I feel like that also means this empowers us to make decisions that have great influences for the ones we are designing for - possibly, sometimes even more so than architects could. Having this central role, and

having the ability to - hopefully positively - change the lives of many people, genuinely intrigues me.

Additionally, I have felt more and more that the role of the urbanist has been becoming increasingly important. At least in the Dutch context, where the demand for densification, degradation of the current housing stock and the need for climate adaptation among many other issues now shape urban challenges that ask more and more from urbanists and others involved. Being able to contribute to these challenges really excites me for my potential future career.

Because of my familiarity with the Dutch context, I have decided to dedicate my thesis to a project that embodies one of our main national problems: the degradation of post-war neighborhoods. What

I'd like to add to this is some of my own background, as I am also of Portuguese descent. Within my thesis I will be focussing mainly on the neighborhood of Schiedam Nieuwland, as this is currently where my Portuguese mother lives. For me, she portrays one of the most vulnerable groups of people we have living in the Netherlands - as she is an immigrant, trying to make a living in a neighborhood that has historically been dealing with many issues. This thesis therefore focuses on an area that used to briefly be my home, and as such has undoubtedly added a personal touch to this report. I sincerely hope that this personal touch contributes to the thesis rather than counteract it, as it has provided me with a basis of knowledge about the neighborhood, and offers a two-sided point of view within - from the urban designer, and from the user.

Acknowledgements

I would like to thank my mentors, Robbert Jan and Reinout, for guiding me through my graduation project this year. It has been quite a rough year for me, where I have had to accept that I was falling behind on several occasions. Because of this it has been hard for me to be as joyful and positive about my graduation project as I would have liked to be. Luckily, I have had the support of my mentors to carry on and improve my project gradually, and now I can say that after all, I have managed to successfully complete my thesis nominally.

Furthermore, I want to express my appreciation for the incredible people of Nieuwland that have been willing to be interviewed for my graduation project. Without them, I would have never been able to discover fully what makes and shapes the neighborhood. Many of the participants even wanted nothing in return for their time, and purely helped me out of acts of kindness. For this, I am extremely grateful.

Table of contents

1. Project definition	6	7. Design proposals	69
Problem field	6	Academic angle	69
Project location	10	Vision	69
Problem statement	13	Focus areas	73
2. Theory	14	Staatsliedenbuurt	74
Theoretical framework	14	Nolensbuurt Noord	79
Liveability	15	Nolensbuurt Zuid	84
Safety	16	Monseigneur Nolenslaan	89
Synthesis on sociospatial issues	17	8. Evaluation of fieldwork technique	97
Citizen involvement	18	Argumentation	97
3. Methodology	19	Preparation	97
Research focus	19	Participants	98
Project aim	19	Results	99
Research question	20	The work of Reinders	100
Research subquestions	20	Translation to design	100
Methodological framework	21	Overview of recommendations regarding transferability	101
Conceptual framework	22	9. Conclusion	102
Projected outcome	22	10. Reflection	105
Timeline	23	Scientific relevance	105
4. Context	24	Societal relevance	105
Historical development	24	Relation within MSc	106
Demographics	26	Relation between R&D	106
Housing Stock	27	Transferability	106
Stakeholders	29	Methodology	107
Policy review	30	Collaboration with mentors	107
Spatial analysis	34	Bibliography	108
5. Citizen perspective	39	Appendix A: Fieldwork questions	110
Method	40	Appendix B: Consent form	111
Results	44		
Interpretation of results	53		
Non-spatial considerations	55		
6. Design framework	56		
Principles from the citizen perspective	57		
Principles from non-citizen stakeholders	61		
Principles from urban design	63		
Focus area and scales	64		
Framework synthesis	68		

1 | Project Definition

This chapter focusses on establishing the problematization of this thesis. Firstly, it will introduce the problem fields that originated from the authors interest within the Dutch context. After this, the project location will be introduced. The chapter will end with a synthesis of national and local problems at hand in the project location of Schiedam Nieuwland, formulated in a definitive problem statement.

Problem field

Many intricate and extensive issues are at hand within the context of Dutch housing and its current day urban developments. This section will introduce several of these issues; namely those that have been deemed most relevant and influential for the remainder of the thesis. They shape the framework for the problem statement that can be found towards the end of this chapter. You will find that these issues can originate from different perspectives (e.g. national or local) and therefore this section will end with a synthesis that tries to explain how they are interrelated.

The Dutch housing shortage

One of the major challenges urbanists in the Netherlands face today is tackling the demand for housing. A well-known marker, as calculated by the Netherlands Environmental Assessment Agency (abbreviated to PBL in Dutch) and published in a report dated to 2016, is the demand for 1 million new dwellings up until 2030 (PBL, 2016). In recent years this number has circulated around many scientific and media outlets, and certainly has not been undisputed as there are simply too many variables to state that this exact number of 1 million is the also the definitive number. However, it does bring a certain feeling of importance and that might warrant the use of it: what is certain is that the issue is a pressing one. Research insitution ABF Research predicts that the housing shortage will rise from 331 thousand in 2020 to 419 thousand in 2025 (PBL, 2021). This can also be seen in figure 1.1. The effect of thie growing shortage is likely a further increase of housing prices and rent, as well as growing wait times to get a new home - affecting more and more people on the housing market.

Ontwikkeling woningtekort

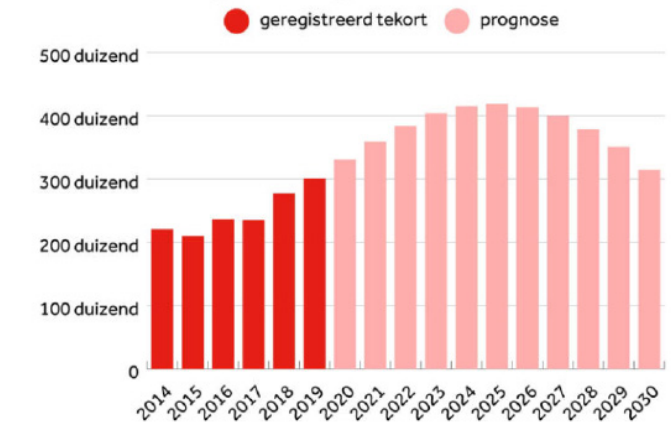


Figure 1.1: Historic (red) and projected (pink) housing shortage in the Netherlands. (NOS/ABF, 2021)

Solving the housing shortage has not proven to be easy. Naturally, many factors have to be considered, such as catering to changing demographics and local demand, feasibility of building in certain locations, governmental strategies/visions, environmental restrictions etc. As a result, disagreements arise on which development strategies to enforce. Often, the focus is placed on high intensity inner city densification. However, BPD - specialized in urban area development - has questioned that the housing shortage can be fully resolved by just developing within the city, as they state that there is space for no more than 300 thousand new dwellings (BPD, 2017). Contrastingly, an investigation by architecture and urbanism firm KAW concluded that four types of interventions could provide for up to 700 thousand new dwellings (KAW, 2020). An additional investigation that looked at projected changes within the way we use our cities suggests that room for 200 thousand more dwellings could be made in the near future (KAW, 2021). Although the research carried out by KAW has not been undisputed, it signifies that a clear number is not available at this point.

Adding to this, there are uncertainties on which dwelling *typologies* would then fit within these strategies to densify the city. Single family apartments are regularly deemed to be most fit within inner city densification. National research has however indicated that this is not the most preferred living typology for home seekers in the Netherlands, as ground bound dwellings are still favored (De Zeeuw & Keers, 2019). A possible consequence is therefore that - if developments will structurally fail to meet the wants and needs of Dutch home seekers - the efficiency of the mitigation of issues with housing will remain disputed.

In conclusion, this brief analysis of the national housing shortage issue is that - besides it being a very pressing problem to begin with - it is a problem that is extremely difficult to resolve. It is imperative that adequate physical locations are found to solve the housing shortage.

Energy transition and poverty

Housing is becoming increasingly sustainable as a result of improved isolation requirements and the use of green energy sources to supply energy to dwellings (e.g. through solar or geothermal energy). Although this transition can surely be considered as to be predominantly beneficial in general, two factors unfortunately influence it negatively. First of all, the fact that newer dwellings have higher standards regarding sustainability denotes that older dwellings often face higher energy costs. Secondly, improving a dwellings energy efficiency can be costly - often most costly for older dwellings - and is not always (strongly) subsidized.

The risk within this development is that the more vulnerable part of the population in terms of income falls even further behind in regards to their households energy efficiency, as higher income households are able to upgrade their dwelling or move to another

energy efficient dwelling more easily than lower income households. As a result, lower income households increasingly suffer from energy poverty. The definition of energy poverty somewhat varies globally, but for the (Western) European context energy poverty concerns citizens who suffer from relatively high expenses due to energy consumption in their households (European Commission of Energy, 2022). A report from research organisation TNO has suggested that currently 550 thousand households in the Netherlands suffer from energy poverty (TNO, 2021). The report further suggests that the risk for a significant future increase in energy poverty is realistic as almost half of the Dutch population is not able to independently improve the energy efficiency of their homes. The relevance of energy poverty should therefore not be underestimated - and wisely be implemented within (re)development strategies. Figure 1.2 shows an overview of neighborhoods with a high energy poverty profile.

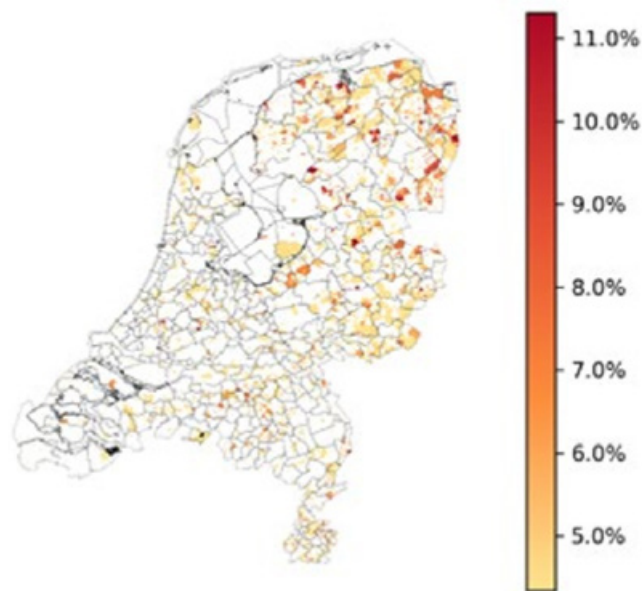


Figure 1.2: overview of the top 20% of Dutch neighborhoods in terms of energy poverty. (TNO, 2021).

Vulnerability of post-war neighborhoods

The post-war neighborhood for the Netherlands often specifies more of an urban design typology (functionalism) instead of the chronological relationship (post-war) it suggest. This movement namely originated sometime before the post WWII era - starting as soon as the 20s and 30s. Under the CIAM (Congrès Internationaux d'Architecture Moderne) platform, the idea of the functional city arose. In the Netherlands, this resulted in neighborhoods characterized by a strict division of functions, large open building blocks, monotonous appearances and a lot of greenery. These neighborhoods were developed to respond to the growth of the Dutch population. Initially, its inhabitants were often families of the working class, that could now escape the intensity of the inner city and be given more space to live in (Lörzing, Harbers, & Schluchter, 2008).

Nowadays however, demographics of these neighborhoods have shifted. The households that moved into these neighborhoods originally have now moved elsewhere, looking for example for bigger (ground bound) homes in suburban areas. Currently, the demographics skew more towards relatively low-income households with a relatively high percentage of ethnic minorities. These groups in these neighborhoods are often seen as being quite vulnerable in society, as they appear to suffer more from significant societal problems like poverty, unemployment and health issues, whilst also having less opportunities for a more prosperous future than residents of other neighborhoods have (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties 2022). Adding to this, it has become apparent that the quality of living in these neighborhoods is not improving as quickly as it is in other neighborhoods, further increasing the disparity between groups, as is indicated by the so-called *Leefbarometer* (figure 1.3).

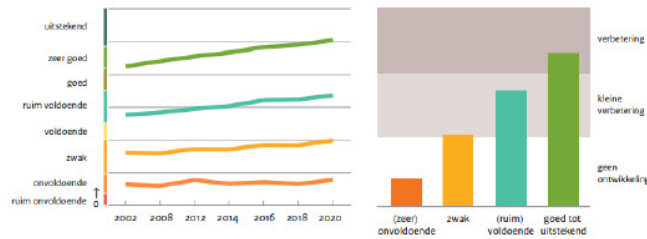


Figure 1.3: the *Leefbarometer*, showing better performing neighborhoods (blue and green) also experience more growth in liveability through the years than lower performing neighborhoods (orange and red). (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2022)

Friction within top-down redevelopment of post-war neighborhoods

There have already been numerous attempts that have tried to mitigate the aforementioned issues within post-war neighborhoods. These have come from different entities and scale levels. A recent example that is worth mentioning is the National Program for Liveability and Safety, established by the Dutch Ministry for the Interior and Kingdom Relations. This program has designated 20 focus areas, spread throughout the Netherlands, that are deemed to be low in living quality and therefore require attention. The program highlights three main goals: increasing the quality of the physical living environment, offering better perspectives for the inhabitants of the neighborhoods, and increasing the safety within the neighborhoods (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties 2022).

At first hand programs like the one mentioned above seem very promising in solving the posed issues with these neighborhoods. However, like many things, this does require some critical assessment. Concretely, the past has proven that top-down governmental plans (originating from a national perspective) do not always seem effective for improving things locally. An example of this is the 15-year old plan for the so-called ‘Vogelaarwijken’, for which the then minister

for Housing (Ella Vogelaar) promised significant improvements for 40 Dutch neighborhoods. Research has suggested that these neighborhoods did not show significant improvement compared to the reference neighborhoods that did not receive the stimuli and funding that they did (Sociaal en Cultureel Planbureau, 2013). We could therefore suppose that the redevelopment of post-war neighborhoods should be properly evaluated - potentially even case specific, as government intervention has not always proven

to be successful. Figure 1.4 further exemplifies this potential friction between top-down and bottom-up reasoning by example of the neighborhoods of Schiedam Nieuwland and Oost. The mayor (top quote) mentions the need for diversification to improve a neighborhoods liveability (which could be considered to be a top-down intervention). However, a resident (bottom quote) responds by criticizing an attempt at this diversification, by mentioning that one particular building project displaced a number of residents.

‘What is happening to the millions from the government for Schiedam Nieuwland and Oost?’ (Schie Online, 2022)

“A more diverse neighborhood is necessary ... to combat issues” - Mayor Cor Lamers

Top-down perspective?

‘Acting upon tackling Liveability and Safety issues withing Nieuwland and Oost’ (Gemeente Schiedam, 2021)

“Citizens of Nieuwland and Oost are increasingly dealing with persistent issues in regards to poverty, education, work, health, debt and criminality” - Gemeente Schiedam

Bottom-up perspective?

‘New developments in Nieuwland’ (Schiedam24, 2021)

“To get 238 new developments, 304 had to be demolished. This creates a loss of households in Nieuwland ... it is certain that in regards to living, lower income citizens are getting screwed over in Schiedam” - long time resident, columnist and writer Han van der Horst

Bottom-up perspective?

Figure 1.4: several recent headlines from different media sources on the developments in Nieuwland.

Synthesis

This section has covered some prominent pertaining issues within the realm of Dutch housing developments. It has shown that the problem fields can be roughly categorized into national problems, local problems and problematic locations. Those that are most relevant for this thesis have been visualized into figure 1.5. These problems can not merely exist within their own category: on the contrary, they are actually often interrelated. Take for example the housing shortage. New urban housing developments that are meant to provide for the growing demand in housing (national problem) have the potential to displace many residents of one concentrated area (local problem). Consequently, this is something that could occur within post-war neighborhoods, which would add to already existing problems in those areas.

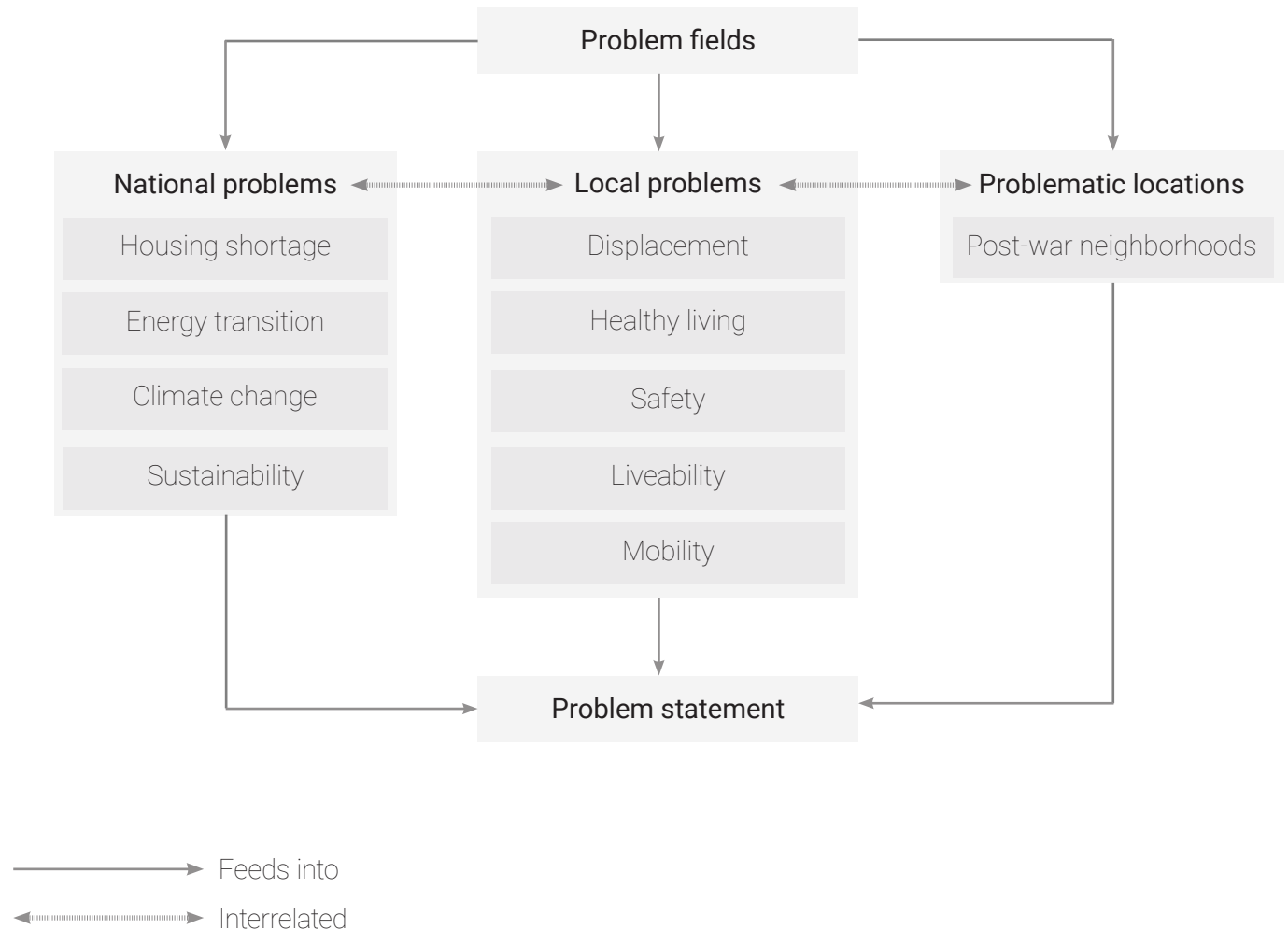


Figure 1.5: categorized problem fields within the Dutch housing context: how they are interrelated and how they will feed into the problem statement.

Project location

This section will firstly cover the argumentation for the chosen project location of Schiedam Nieuwland. Three objectives were selected for finding an adequate location for this thesis (see also figure 1.6):

- the location is currently deemed to be problematic;
- the location has at least somewhat of a geographical proximity to support pragmatic research;
- there is a level of familiarity with the location - e.g. through structure, typology, and/or history - to provide a proper basis for research.

After this, this section will briefly introduce the project location and its characteristics in relation to the problem fields that have been mentioned earlier. Further context on (among other things) the history, geography and demographics of Schiedam Nieuwland will be provided in chapter 4.



Figure 1.6: objectives for choosing the project location

Problematic neighborhoods of the Netherlands

The previous section already briefly mentioned two national programs that have been instigated by the Dutch government in the past decades: the initiative for the *Vogelaarwijken* (2007) and the *Nationaal Programma Leefbaarheid en Veiligheid* (2022). The former targeted forty neighborhoods throughout 9 different provinces and 18 municipalities, as can be seen in figure 1.7. Figure 1.8 shows a cartoon that mocks Ella Vogelaar and her approach to solving

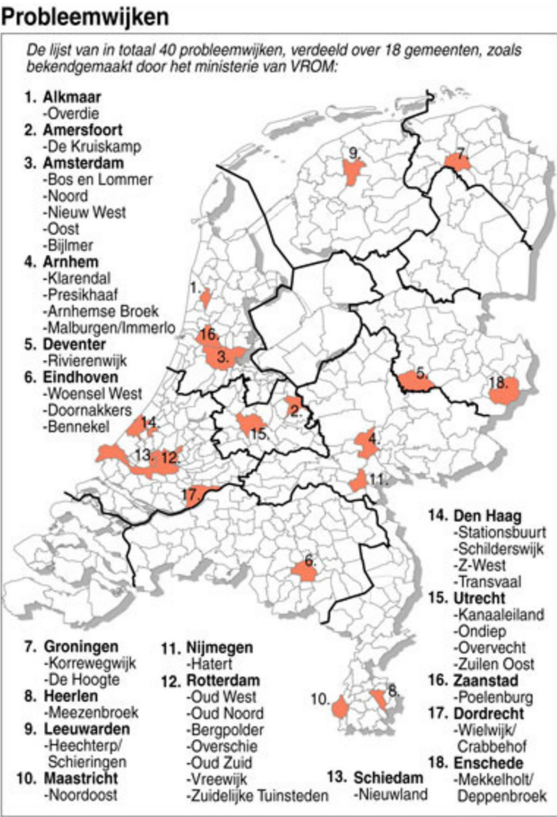


Figure 1.7: overview of the Vogelaarwijken (Volkskrant, 2007)

problems within these neighborhoods, claiming that instead of being ashamed of the place they live in, they're ashamed of Vogelaar herself. Whether this shame is completely valid is up to debate, however, what is certain is that several problem areas that were put in to the program of the *Vogelaarwijken* have now also been selected for the *Nationaal Programma Leefbaarheid en Veiligheid*. Examples can be found when comparing the lists of figure 1.9 to figure 1.7 and are among others Amsterdam Nieuw West, Utrecht Overvecht and Schiedam Nieuwland. This overlap of course suggests that, as has been mentioned in the previous section, former investments in these neighborhoods have not yet yielded the expected results.



Figure 1.8: criticism of approach by Ella Vogelaar in popculture cartoon Fokke & Sukke (Moerwijk Coöperatie, 2020)

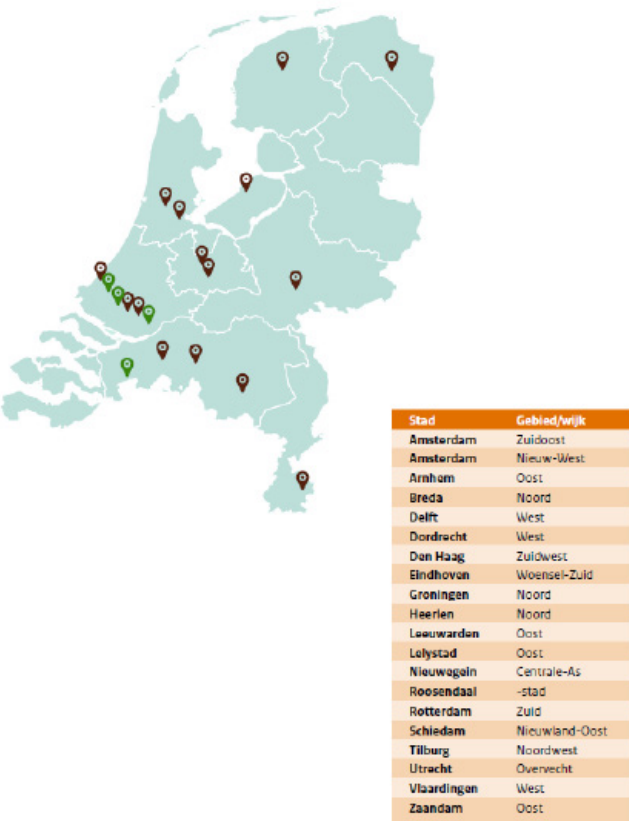


Figure 1.9: overview of the neighborhoods within the Nationaal Programma Leefbaarheid en Veiligheid (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2022)

Proximity

One perspective that is valued highly within this thesis originates from pragmatism. Although the basis for this thesis is mainly theoretical, there lies also a wish to incorporate a strong practical element that will ground the thesis and add more realism to the established theory, research and design. To fulfill this desire, the objective of proximity requests that the chosen location should be fairly easily reachable for fieldwork in all kinds of forms.

Familiarity

Adding to this, a certain familiarity of the research location helps kickstart a proper understanding of the research area.

Selecting the project location

Schiedam Nieuwland satisfies all three objectives (figure 1.10) and has therefore without hesitation been selected as research location for this thesis:

- In terms of problems, Nieuwland has stood out as being a problematic neighborhood, featuring in both the *Vogelaarwijken* as the *Nationaal Programma Leefbaarheid en Veiligheid*.
- In terms of proximity, Nieuwland is easily reachable through its central location within the *Metropoolregio Rotterdam - Den Haag*.
- In terms of familiarity, Nieuwland can be considered to be a classic example of a Dutch post-war neighborhood. What is also favorable is the authors history as a short term resident within this neighborhood.



Figure 1.10: some arguments for choosing Nieuwland

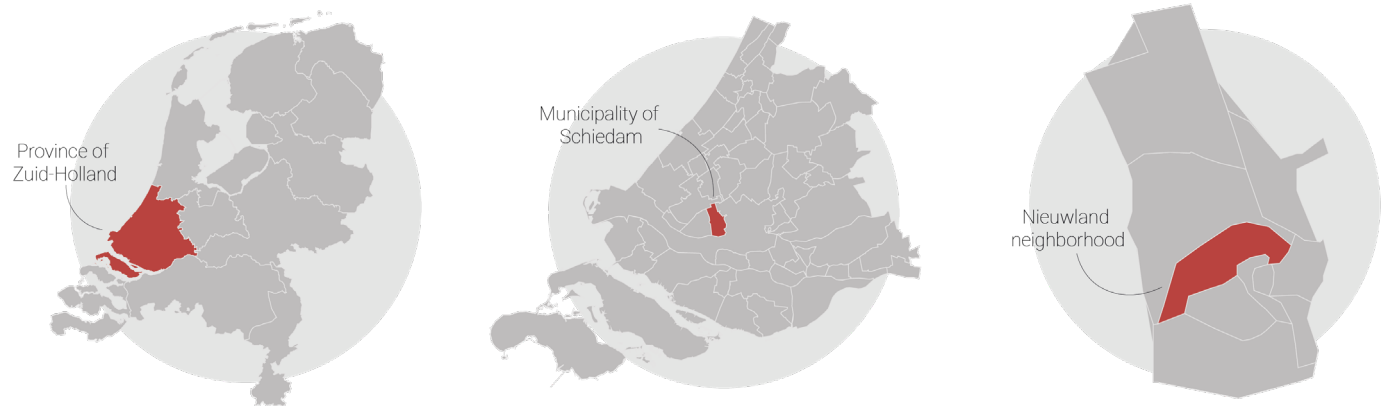


Figure 1.11: location of Schiedam Nieuwland

Schiedam Nieuwland

Centrally located in the Dutch province of Zuid-Holland (figure 1.11) lies Schiedam and its neighborhood of Nieuwland. The municipality of Schiedam contains almost 80 thousand inhabitants and is one of the most densely populated municipalities in the Netherlands (CBS, 2022), although it has a relatively small surface area when compared to major cities within the metropolitan area of Rotterdam and The Hague and the rest of the *Randstad*.

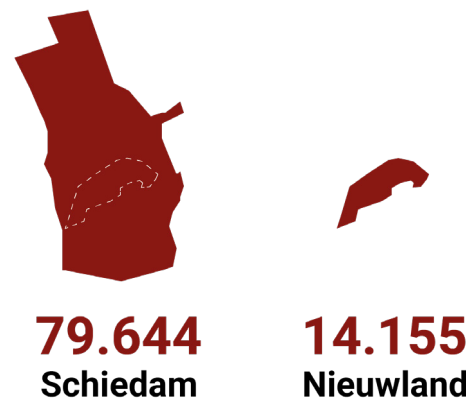


Figure 1.12: population of Schiedam and its Nieuwland neighborhood

Nieuwland itself can also be considered rather dense, housing just over 14 thousand residents (figure 1.12) within a 1,69 km² surface area (Alle Cijfers, 2022).



Figure 1.13: view of central Schiedam Nieuwland (Hollandluchtfoto)

Spatial issues

Originating from the time of functionalism and the *wijkgedachte*, large parts of Nieuwland (shown from satellite imagery in figure 1.14) are characterized by rather monotonous building stamps, unused greenery, and open space with often little meaning or identity. From a spatial sense, these areas seem to form some of the largest issues in terms of liveability within the neighborhood, as has been visualized in figure 1.15

Social issues

Nieuwland is a neighborhood with a relatively low mean level of education and income, along with a strong ethnically heterogenous population (Alle Cijfers, 2022). Inhabitants of Nieuwland are increasingly dealing with persistent issues in regards to poverty, education, work, health, debt and criminality (Gemeente Schiedam, 2022). To further elaborate on this last statistic: the municipality of Schiedam has persistently occupied the top ten in the list of the most criminally violent municipalities of the Netherlands (AD, 2018) and although crime rates are slowly falling they are still relatively high in Nieuwland (Alle Cijfers, 2022).



Figure 1.14: satellite image of Schiedam with Nieuwland within the red boundary (Google Earth, 2021)



Inefficient use of space



Car centric lay-out of public space



Long term vacancy



Abandoned facilities with little social control



Vandalism

Figure 1.15: some general examples of spatial issues in Schiedam Nieuwland

Figure 1.16 shows schematically how all the problems that have been mentioned in the previous subsections of this chapter have resulted into the problem statement, which can be found on the bottom of the page. In short, it is clear that within the context of Dutch housing there are several national demands, like the need for densification due to the housing shortage, and the desire to transition to more sustainable housing. From a local perspective, there are many issues that apply to Schiedam Nieuwland, both in a spatial and a social sense. Adding to this that Nieuwland houses a vulnerable population we can not ignore that there is a necessity to redevelop the area. However, this redevelopment will also have social and spatial implications. Threats lie in ineffective redevelopment (as seen within some *Vogelaarwijken*) and displacement among many other things.

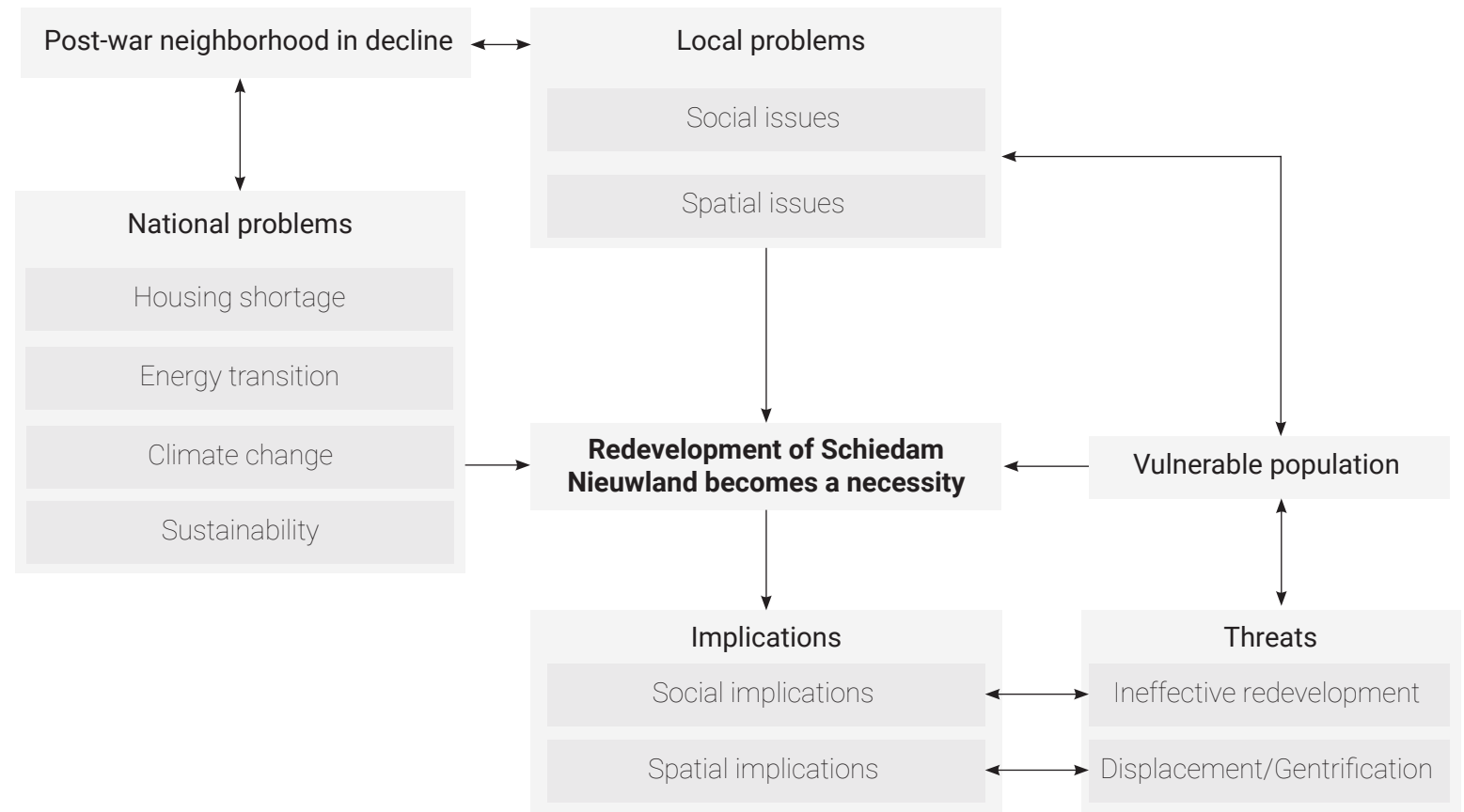


Figure 1.16: all aforementioned problems, signifying the need for redevelopment in Schiedam

Problem statement

“

Schiedam Nieuwland and its vulnerable population are suffering from national and local issues concerning liveability and safety. Plans to mitigate these issues in the past have not proven effective yet.

”

2 | Theory

This chapter aims to cover the theoretical underpinning that has been used as a basis throughout the thesis. Firstly, the theoretical framework will be explained. Thereafter, three main literary themes will be further elaborated upon.

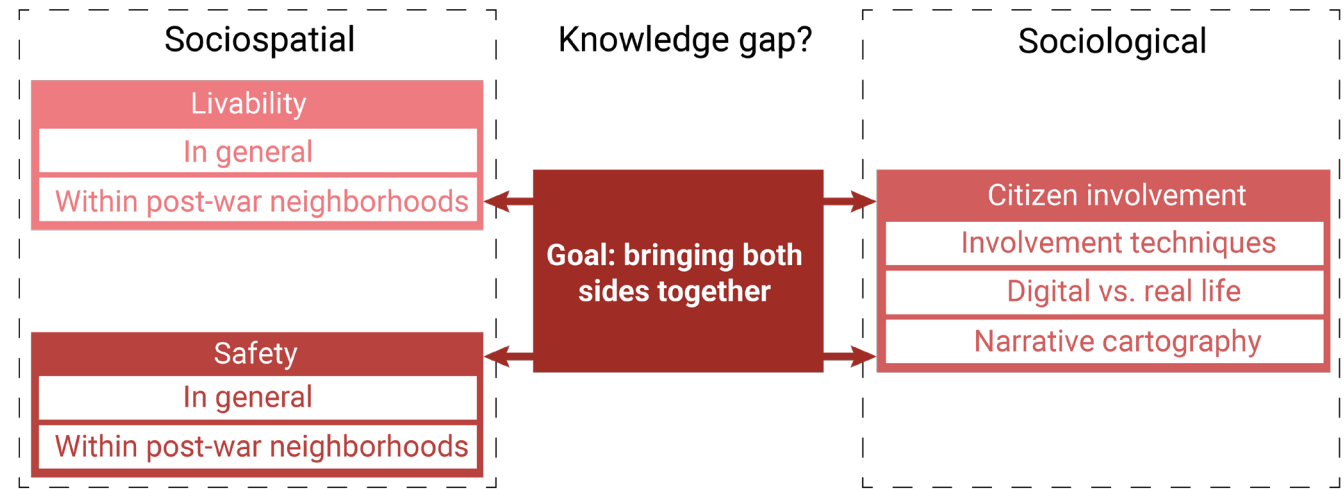


Figure 2.1: theoretical framework

Theoretical framework

Figure 2.1 shows the theoretical framework that shapes the basis of the theoretical research performed in this thesis. Three major themes have been highlighted: liveability, safety and citizen involvement. The first two fall mostly within the sociospatial realm. 'Sociospatial' here indicates that there is always a relation between spatial configurations and sociological effects or vice versa. The goal of this research has been to get an understanding of how these terms have changed through different contexts of time and location, what influence they have had within the Dutch context, and what they could mean for further development of the practical (design-oriented) part of this thesis.

The last theme - citizen involvement - falls more into the realm of sociology. The theoretical research from this theme should give answers on how to involve citizens into the revitalization of neighborhoods, which will be put to practice in a later stage. To achieve this, we will

firstly look into techniques that can be used to extract information from citizens. These will be evaluated, and a choice will then be made on what technique could work for Nieuwland.

These three literary themes do not stand alone. Liveability and safety are particularly interrelated as two major aspects of urban design. However, there could be a connection between the terms of liveability and safety to citizen involvement as well. Currently, we suppose that there is somewhat of a knowledge gap because we do not know a lot about using citizen involvement to determine liveability and safety. Later on in this thesis, when we step into practice, we will hope to answer the question of how involving the current inhabitants helps us understand better what liveability and safety mean for a specific context. Through this, we hope to improve the process of revitalization of post-war neighborhoods like Schiedam.

Liveability

Liveability is a term that is often used in the context of the urban environment, but is also one that can be interpreted in many ways. Liveability can be defined as “The degree to which a place is suitable or good for living in” (Cambridge Dictionary, 2023). Of course, this definition keeps the parameters for what exactly can be called a ‘place’ or what exactly denotes a place being ‘suitable’ extremely vague. This is however far from unusual. There is simply too much context around this term to define it within a tight framework, as it has been used through different periods of time, cultures and urban environments. If we were to define the liveability of a certain place, we would have to appoint variables or factors and create an index that to determine it. However, there is often disagreement on what these variables or factors are, as it is almost always dependend on the context (Ahmed et. al, 2019). Therefore, let’s specify a bit and look into the Dutch context.

Dutch context

To “advance the field of urban development, environmental quality and human well-being” (Leidelmeijer & van Kamp, 2003) within the Dutch context, the National Institute for Public Health and the Environment in the Netherlands (RIVM) published a conceptual framework in regards to the quality of the living environment and liveability, in collaboration with a Dutch consultancy company by the name of RIGO BV. Their report further underlines the ambiguity of the term ‘liveability’, as they cite many different definitions used for the term in previous decades. They conclude that many definitions exist in parallel and discussion on the topic still persists today. The report itself therefore does not go much further than roughly defining liveability as “the degree to which ones surroundings connect to the wants and needs that the user requires.” (Leidelmeijer & van Kamp, 2003).

The Leefbarometer

We have established that there are constraints and ambiguity around the term ‘liveability’. Now, it is important to name one instrument that has been set up in the Netherlands and has actually sought to give this term a stronger frame of reference, trying to counteract this ambiguity. The instrument is called the *Leefbarometer*, has been set up in 2008 per request from a civil platform and city officials, and essentially aims to indicate the liveability of urban areas as small as 100x100 meters (Leefbarometer, 2023). This basically means that the instrument considers a predefined number of aspects and uses these to create its index. Specifically, 45 aspects are considered and put into five categories (with each having a specific ‘weight’ to them): housing stock, physical environment, services, social cohesion and nuisance and unsafety.

It is safe to suppose that the *Leefbarometer* creates a more rigid framework in terms of indicating ‘liveability’. However, it must be questioned to what degree we should trust it as an accurately working instrument. Firstly, The Dutch Ministry of Internal affairs and Kingdom Relations, itself responsible for the *Leefbarometer*, states that the instrument functions merely as an indicator, and that additional research into an urban area is always necessary to understand the full context of the situation (Leefbarometer, 2023). Secondly, the variables used within their instrument and their weight remain partially subjective, as they’re again is not a clear consensus on what specifically determines liveability. Adding to this, not every aspect or variable is available in each location, further interfering with the available information. A final uncertainty is that the instrument has had to be revised several times already, as certain variables have also gained or lost relevance through time (Leidelmeijer et. al, 2014). Take for example the increased importance of dealing with heat stress or other climate factors, further underlining the ambiguity of ‘liveability’ through time and context.

Paradigms on liveability through time

So, time also seems to be a factor that influences what we define with liveability. Paradigm shifts have occurred that made us construct our urban space differently through time, as our definition of liveability changed. One clear example of this dates to around 150 years ago, at a time when urban development - at least in Europe - grew strongly and marked a new focus on urban life within the city. (Lawrence, 1999). Within this urbanization period, there was a significant uprise in urban disease spread. Up until that time the theory of Miasma suggested that there is a certain vapor or mist that could make one sick (MedicineNet, 2023), and was theorized to be the reason diseases like cholera could transmit. Some public measures, like improving sunlight intake and ventilation, were already taken at the time to counteract health issues supposedly caused by Miasma. The theory was later disproven and replaced by germ theory (Lawrence, 1999), but nonetheless shows how the degree of urban liveability had become comprised - and what paradigm shifts formed in order to counteract this.

Liveability of the post-war neighborhood

When the concept of the Dutch post-war neighborhood originated, it tried to tackle another issue that was compromising urban liveability, instigating a new paradigm shift. In the 1920s and 30s cities became increasingly crowded, whilst an ideal arose that focused on providing the working class with a new, healthy living environment (Lörzing et. al, 2008). At the time, a few guidelines shaped the completely new neighborhoods that were to form this healthy living environment. Firstly, there was the focus on collectivity through multi family buildings in large green spaces. A second condition was the openness of building blocks. Thirdly, the repetition of building stamps and lastly, the separation of functions. Through these principles, the post-war neighborhood was born.

Current issues in post-war neighborhoods

So, historically, post-war neighborhoods were constructed to increase the liveability for its inhabitants using these aforementioned principles. Nowadays however, it's these types of neighborhoods that are scoring low in liveability scores - not only within instruments like the *Leefbarometer*, but also through their presence in governmental programs like that of the *Vogelaarwijken* or the *Nationaal Programma Leefbaarheid en Veiligheid*.

The issues in these areas vary, but according to the latter are related to education, unemployment, poverty, health, overall living conditions and quality, safety and crime. It is not just that these neighborhoods are experiencing more issues than others, but also that they are not improving as much as better scoring neighborhoods are: essentially, the low scoring neighborhoods are falling more and more behind others. As primary causes for these problems the report mentions:

- The housing stock, as problems stack in neighborhoods with a uniform low-cost housing stock;
- Lack of investments and focus from national government in these areas;
- Lack of proper collaboration between different sectors and involved stakeholders.

(Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2022).

Limitations in problem solving

Neighborhoods are falling behind for reasons that often go beyond the potential influence of the urban designer. Take for example financial crises, fluctuations in the housing market or the degradation of social programs (Uyterlinde & van der Velden, 2017). Giving perspective to residents to mitigate issues and increase liveability in that sense becomes something that is very much reliant on action from

other stakeholders than the urban designer. However, this does not mean that there are no other sociospatial aspects that could improve the neighborhood. One aspect that is mentioned extensively in regards to this is 'safety'.

Safety

The Dutch government issued a program called the National Program for Liveability *and* Safety, which must underline the value of safety for the revitalization of the neighborhoods that have been incorporated into it. Therefore, although it does not simply serve as the only parameter for theoretical underpinning and eventual design perspectives, the term will now be briefly evaluated.

As is the case with the term liveability, safety in the context of the urban environment can mean many things. In general, we could consider safety to be "the state of being protected from danger or harm" (Cambridge Dictionary, 2023). However, the term remains extremely subjective and therefore also specific to its context: we must of course understand why people feel safe or unsafe in a specific context. Additionally, from the view of the urban designer, it is important to understand what (socio)spatial configurations and interventions then contribute to this feeling of safety or unsafety.

Safety from the urban perspective

The relevance of feeling safe or living in a safe environment must not be underestimated. In the first half of the 20th century American psychologist Abraham Maslow visualized a hierarchy of needs, putting safety at the second most important spot in his pyramid (as can be seen in figure 2.2). Additionally, he claimed that in order for people to be able to experience growth, they must first feel safe in their environment (Maslow, 1968). If we think of this statement within the context of this thesis, we may suppose that (lack of) safety has large implications for inhabitants of lower scoring neighborhoods: for them to get more opportunities and a better perspective for the future (growth), they must feel safe as well.

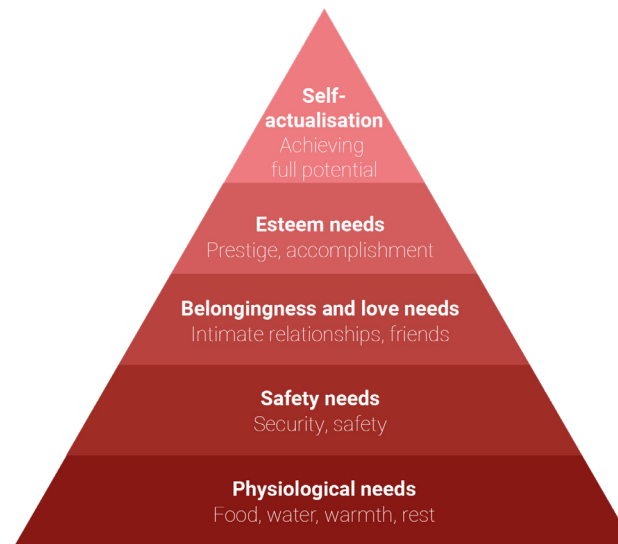


Figure 2.2: Maslow's pyramid (adapted from <https://simplypsychology.org/maslow.html>)

Other sources further underline the importance of safety. When talking about safety, we should firstly consider that we are not purely talking about a psychological aspect, but one that is interdisciplinary - and can therefore serve multiple causes (Cai & Wang, 2009). If safety is considered greatly within the planning of green structures for example, then this green can be implemented within areas that are lacking of it and as a consequence promote both human *and* ecological health (Luymes & Tamminga, 1995). Considering that the open structure of the functionalist post-war neighborhood often creates feelings of unsafety (Lörzing & Harbers, 2008), a proper balance between safety and ecology in a neighborhood could potentially increase the liveability from more than just one perspective.

In the Dutch context the increase of safety often bids well for the increase in general liveability of a neighborhood (Uyterlinde & van der Velden, 2017), at least as seen from developments within the *Leefbarometer*. However, safety did not increase in every neighborhood and therefore it is important to evaluate the reasons for this per individual case.

Crime and nuisance within the realm of safety

Crime and nuisance are aspects that we can explore further in the realm of safety as things that can make us feel in discomfort or even in danger. Although these topics might be farfetched in regards to urban design - as crime can never be fully prevented by well designed urban areas alone - there are means within urban design to remedy at least some forms (van Soomeren, 1987). In his book on criminality in the built environment, van Soomeren for example argues that at a minimum relatively minor crimes (like vandalism or theft) can be reduced through targeted design decisions.

There is more theory on how to design in relation to the prevention of crime within the realm of urban design (as well as other design disciplines like architecture and landscape architecture). The idea of *Crime prevention through environmental design*, or CPTED, originated half a century ago and has since grown and evolved, with it currently being acknowledged as a working strategy by the Dutch Association for Safe/ Secure Urban Design and Management/Maintenance (Stichting Veilig Ontwerp & Beheer, 2023). Interestingly, CPTED does not simply focus on preventing crimes through barriers (locks, fencing etc.), but aims at taking "advantage of opportunities for natural access control, natural surveillance, and territorial reinforcement" (Atlas, 2013). Much consideration is taken into preventing last-ditch resorts like the putting up of fences: on the contrary, an integral design approach from the start should invoke good behavior en give no chance to unwanted behavior (Stichting Veilig Ontwerp & Beheer, 2023). Currently, there even is a European standard that demands a preliminary evaluation of the potentials for crime and nuisance within new developments.

Synthesis of sociospatial issues

The terms *liveability* and *safety* have been highlighted in the previous subchapters as they constitute the main subjects of the National Program Liveability and Safety. However, there is a realm of other possible sociospatial aspects that exist in urban areas like Schiedam Nieuwland: as mentioned, liveability and safety are influenced by an incredible amount of factors and variables. Furthermore, through time and context these terms have remained ambiguous, which makes evaluating them based on a certain geographical context more difficult. We can therefore conclude that although it is certain that these terms are relevant for Schiedam Nieuwland, it will be hard to define what these terms mean for Nieuwland without additional context specific research.

For this reason, the aim of this thesis is also to move out of theory at times and instead evaluate what the terms *liveability* and *safety* mean in a specific context, with the belief that a pragmatic approach can not remain untouched if we were to fully understand what the conditions are in Schiedam Nieuwland. As previously mentioned, the focus for this will be the assessment of the citizen perspective through fieldwork. Therefore, the next subchapter will cover theories on how to gain information from the citizen perspective and decide upon a fieldwork technique to impose on Nieuwland.

Citizen involvement

There are many actors within the realm of urban design. Besides designers like urbanists, architects and landscape architects there are also planners, and actors that are focused more on strategy in general, like governmental authorities or housing associations. Many of these actors have existing knowledge about urban design or at least the basic principles of it through education or work experience. One of the most important actors, the citizen, however, does not. In gaining information on an urban context from the citizen perspective it is therefore important to get an understanding of what techniques could work most effectively for this.

In 2012, the Foundation for Louisiana published a document that was meant to empower citizens in their understanding of concepts within the realm of urban design, called *The Citizen's guide to Urban Design* (Foundation for Louisiana, 2012). It features simple explanations of map reading, elements in urban design and even the role of different actors within urban planning. There are also some other examples of documentation that aids citizens in understanding the concepts of urban design and/or planning (Urban Strategies, 2012; Urban Design Lab, 2022). However, not much is to be found. A possible reason for this is that, although such guides can be helpful for those who are interested in learning more, overall interest or commitment towards reading it would be low. In general, it can be hard to engage citizens into the process of planning and/or design. This could be because of a simple lack of connection or interest, or because the threshold that exists is too large to participate.

Digital versus real life

In recent times new perspectives on reducing the threshold have emerged with the ever growing

possibilities that the internet gives, as well as the (forced) developments in digital environments for meeting and interacting as a result of the COVID-19 pandemic. Possible problems with face-to-face techniques (e.g. workshops) like the cost and the lack of representation could be averted by resorting to new digital forms of public participation. Muller et. al argue for the use of these digitized forms as the threshold decreases and digital techniques could also potentially harbor more creativity (Mueller et. al, 2018). Possible downsides are however the increased anonymity, as there is simply less face-to-face contact through for example online surveys, and the skewing of the participant demographic, as digital platforms might be used more often by younger people.

Although there undoubtedly lies a value within the use of more digitized forms of public participation, this thesis will not further elaborate upon or make use of these. The sole reason for this is the desired prevention of anonymizing the focus group. Therefore, in an attempt to gain an inside perspective of Nieuwland, citizens will be involved *in* the field.

Narrative cartography

Narrative cartography has been chosen as the technique that can be used *in* the field. The technique of narrative cartography is based on that of mental mapping, and asks from the interviewee to both tell a verbal (a narrative) and a visual (a map) story. It focuses on what is relevant within a certain geographical context: the landmarks, the services or shops to use, the spots to relax, the places to avoid, the areas with or without life etc. Interestingly, it does this from a basis of essentially nothing: just a pencil and a piece of paper. This prevents the cartographer (which would then be the citizen) from being restricted by the frames of a base map (Caquard, 2013). As a result, it has the potential to show exactly how an interviewee (a resident) perceives the neighborhood

without restrictions. This is favorable as this thesis aims to discover the perspective of the citizen, and this perspective has to show not the simple lay-out of the neighborhood, but the essential elements that shape it in also the sociospatial context. As quoted from Michel Houellebecq's novel *La carte et le territoire*: "The map is more interesting than the territory" (Houellebecq, 2010: 82). Reinders (2013) showed that narrative cartography can offer a personal approach to public participation and simultaneously also unravel a lot of information from citizens without forcing much limitations or restrictions on them. However, in the dissertation he wrote, only a census was made on the findings from this technique - an actual design perspective was not implemented.

This thesis will aim to build upon the results gained through narrative cartography and incorporate the findings into new design perspectives and principles for the area of Schiedam Nieuwland. The method of fieldwork and the corresponding results will be covered extensively in chapter 5.

3 | Methodology

This chapter covers the main methodology that is used throughout the thesis. Firstly, it will denote the main focus of the research and indicate what the aim of this thesis will be. After this, the research question and subquestions will be explained along with the methodological framework. The projected outcomes of the thesis will then be given and lastly the chapter will conclude with a timeline displaying the chronology of research and design among other things.

Research focus

The municipality of Schiedam has in recent years shown to be very ambitious in their plans to strengthen their position within the region, establishing big (re)development plans for the harbor area, the SchieDistrict and the area around the central station for example (Gemeente Schiedam, 2022). As has been portrayed in chapter 1, neighborhoods like Nieuwland have simultaneously stood in the spotlight - both from a local and a national perspective. This national perspective acts as a catalyst for the redevelopment of underperforming neighborhoods because it offers funding among other instruments (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2022) that support the efforts of municipalities like Schiedam. The intention from the national perspective is clear. From the *Nationaal Programma Leefbaarheid en Veiligheid*:

"The goal is to improve safety and liveability ... and give inhabitants more perspective."

To put this citation to the test, the main focus of this thesis is the incorporation of the people that are most strongly involved - the inhabitants - within the redevelopment strategy of the chosen test case of Schiedam Nieuwland.

Project aim

The aim of the thesis is to firstly establish an extensive understanding of the following subjects.

The post-war neighborhood of Schiedam Nieuwland

The first step is to understand the history of the post-war neighborhood as a typology and of Nieuwland in general, and to analyze what has changed negatively since the completion of Nieuwland.

Aspects that shape safety and liveability

There is a lot of theory on the liveability of neighborhoods. However, it is important to also evaluate what is applicable to this specific test case, and therefore the aim is to create an overview of aspects of safety and liveability that are relevant for Nieuwland.

Instruments that can empower inhabitants

Theory can not solely deliver a complete understanding of the dynamics of a real life location. For this reason, there must be knowledge about *how* we can scientifically extract information and thereafter the aim is to see *what* we can extract and use within this thesis.

All this gained knowledge should then be applied to reach thoroughly constructed design proposals that could be implemented in Schiedam Nieuwland.

Research question

The main research question brings together all aforementioned factors and can be seen here on the right.

Four research subquestions have been established to help answer the main research question. They can also be found on the right. The different coloring indicates what part of the main research question the subquestion tries to answer. These five subquestions try to form an integral solution to the main research questions. Therefore, they are not simply to be seen as standalone questions: on the contrary, they try to feed into each other. This means that there also is a certain chronology in which each subquestion will be answered throughout the development of the thesis (essentially starting from subquestion one and ending with subquestion five), which can also be seen in the timeline further on in this section.

Research subquestions

The working of the post-war neighborhood

The first subquestion is meant to explore through literature how the typical Dutch post-war neighborhood came to be. It will answer how Nieuwland formed from a typological point of view, and how it has then changed through time.

The basics of safety and liveability

The second subquestion tries to create a theoretical understanding of several sociospatial aspects that affect living in post-war neighborhoods. It will answer what factors influence the quality of living negatively.

How can post-war neighborhood Schiedam Nieuwland be transformed into a safe and liveable urban environment while in this transformation catering to the perspective of the current inhabitants?

Conceptual background

1 What is the origin behind post-war neighborhoods in the Netherlands?

Conceptual background

2 What spatial aspects determine safety and liveability in post-war neighborhoods?

Analysis

3 What can we learn from citizen perspectives within the redevelopment of Schiedam Nieuwland?

Implementation

4 What interventions are needed to improve the quality of living in Schiedam Nieuwland?

Empowering inhabitants and understanding the local perspective

The third subquestion tries to discover what types of participation could be implemented to gain new perspectives of Nieuwland in particular. Furthermore, it will focus on actively retrieving information in the field. The goal is to get an extensive citizen perspective on what it means to live in Nieuwland and where the potential for positive change lies.

Creating dedicated solutions

The final subquestion then aims to use the information gathered in all previous subquestions and implement them in new plans and designs for Nieuwland. It goes without saying that design and research by design form the most important techniques to answer this final subquestion.

The following page further elaborates on the techniques that are used and the outcomes that are expected through the methodological framework (figure 3.1)

Methodological framework

Main research question

How can post-war neighborhood Schiedam Nieuwland be transformed into a safe and liveable urban environment while in this transformation catering to the perspective of the current inhabitants?

Reflection | Re-iteration | External assessment

Expected outcomes

History, demography of post-war neighborhoods and Schiedam

Understanding of spatiality within and outside focus area and sociospatial aspects

Extensive overview of demography and ethnography and relation to issues

Knowledge of techniques to include inhabitants

Vision for parts of Nieuwland

Design proposals on several (smaller) scales

Evaluation

Has the main research question been answered?

Have the design solutions been established, preferably through an iterative process?

Do the design solutions tackle the issues that are perceived to exist within Schiedam Nieuwland?

Is there a logical relation between the vision and smaller interventions?

Do the solutions take into account both theoretical (literature) and practical (from the field) perspectives?

Research subquestions

1 What is the origin behind post-war neighborhoods in the Netherlands?

Theoretical research Literature on history, urban movement, demographics

2 What spatial aspects determine safety and liveability in post-war neighborhoods?

Theoretical research Literature on safety, liveability and other sociospatial topics, reference cases

Spatial analysis Mapping, morphology

Fieldwork Observations

3 What can we learn from citizen perspectives within the redevelopment of Schiedam Nieuwland?

Fieldwork Observations, interviews, narrative cartography

Social analysis Analysis of demographics, cultures and related issues

Theoretical research Evaluation of fieldwork analysis

4 What interventions are needed to improve the quality of living in Schiedam Nieuwland?

Theoretical research Literature, reference cases

Design Research by design, design experiments (e.g. models)

Conceptual background

Conceptual background

Analysis

Implementation

Figure 3.1: methodological framework for this thesis

Conceptual framework

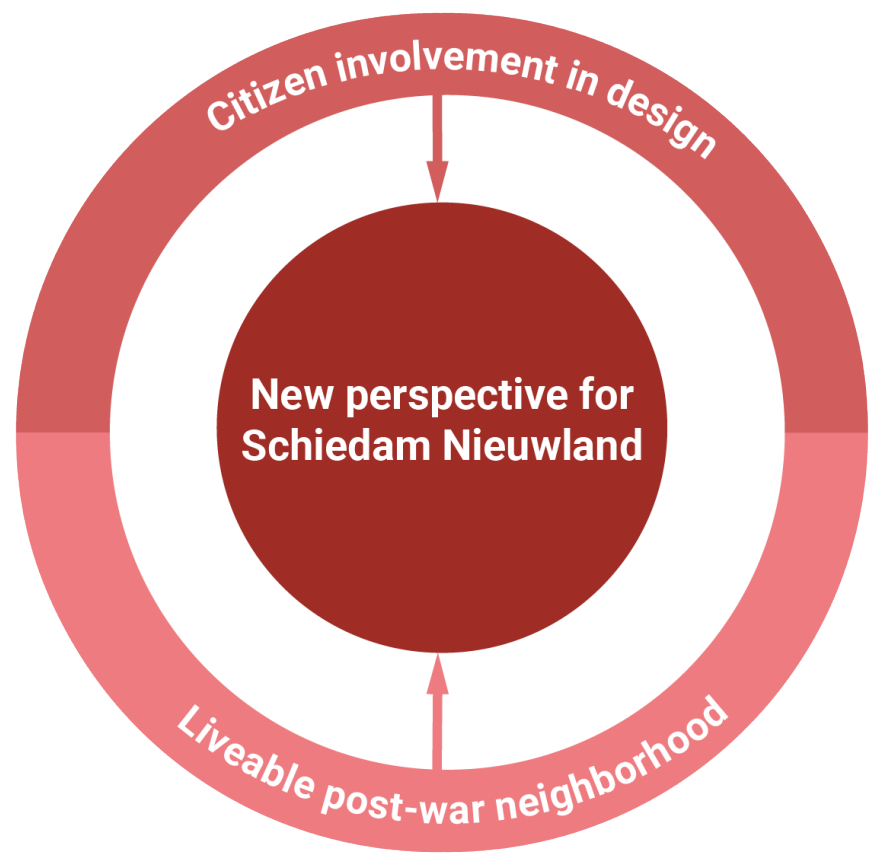


Figure 3.2: conceptual framework

The conceptual framework displayed in figure 3.2 portrays the concepts that are valued most highly within this thesis, and how they are interrelated. Firstly, there is the strong sociospatial concept of the liveable post-war neighborhood. Additionally, there is the more theoretical concept of citizen involvement. When both

concepts are connected, we hope to achieve inclusive redevelopment strategies and techniques, by obtaining a new perspective for the neighborhood of Schiedam Nieuwland.

Projected outcome

The projected final outcome for this thesis consists of at least three main products (figure 3.3).

Firstly, the goal is to develop a vision for at least a significant part of the neighborhood of Schiedam Nieuwland. This plan would aim to bring together different districts within the neighborhood and position Nieuwland more strongly in its urban context.

Secondly, the goal is to develop design principles that and see how these could be applied to the project area.

Lastly, several smaller scale design proposals should be worked out in more detail. These should add to the developed vision and bring more to life how current problems within the neighborhood could potentially be eradicated.

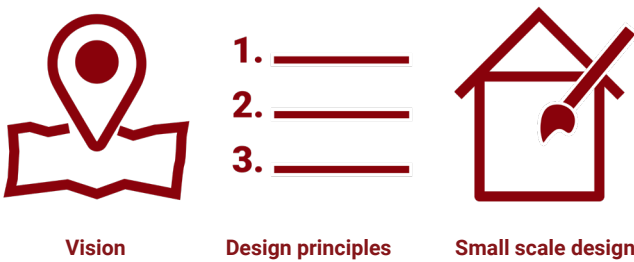


Figure 3.3: minimal projected outcomes for this thesis

Timeline

This chapter concludes with a brief overview of the chronology of these methods. The carried out research in all forms, evaluations and design are imposed on the timeline that can be seen in figure 3.4 on the next page.

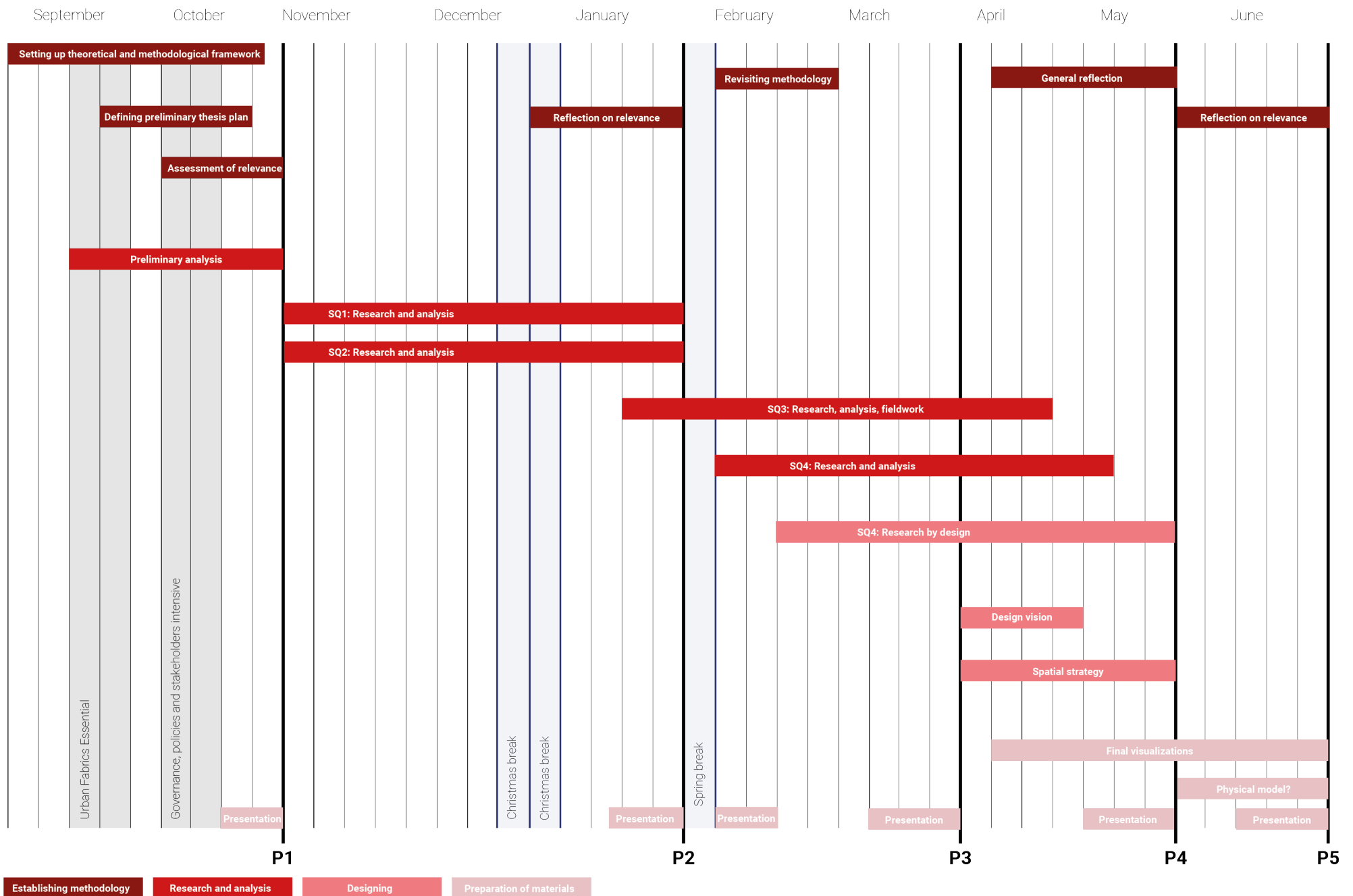


Figure 3.4: elaborate timeline of thesis roadmap

4 | Context

This chapter examines much of the relevant context surrounding Schiedam Nieuwland, starting with its history. Thereafter, a current day evaluation of the physical location, demographics, stakeholders, policies and a spatial analysis will be given.

Historical development

Although the city of Schiedam dates back to the 13th century, the different historic maps in figure 4.1 on this page show how Schiedam Nieuwland only really formed after the second world war, and till then simply consisted of a polder landscape. After the completion in 1965 the polder was definitively turned into a strict grid of building stamps and infrastructural arteries, which has only in recent decades started to evolve. This can be seen when comparing the maps of 1985 and 2010, as several blocks have been redeveloped between this time.



1860



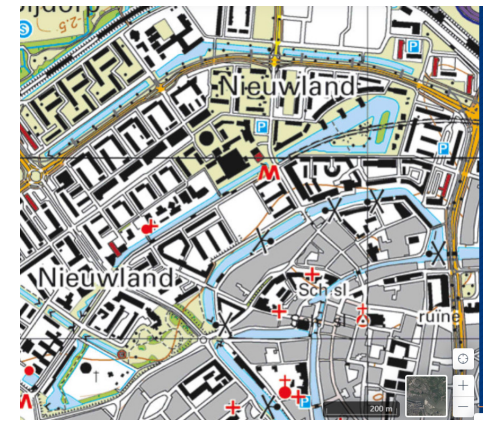
1910



1960



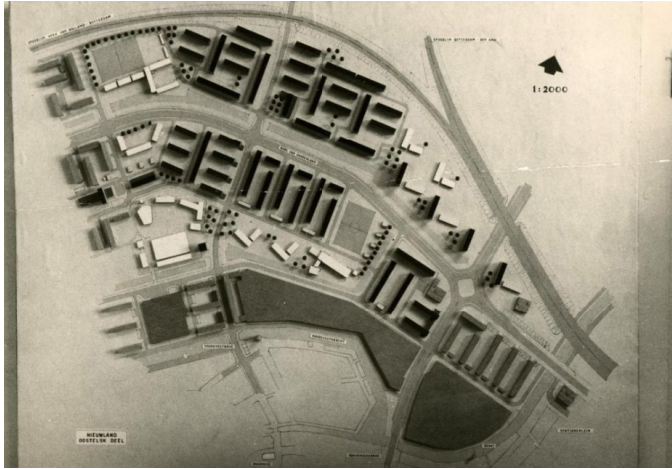
1985



2010

Figure 4.1: maps of Nieuwland from the last 150 years (TopoTijdreis, 2022)

To add to the historical development through mapping from the previous page, this page gives a photographic impression on how the neighborhood has evolved since its construction in the mid 20th century.



Breur, Chr.

Early model of the eastern side of Nieuwland, showing the main infrastructural arteries and the proposed building stamps.



K.L.M. Aerocarto NV, 1956

Nieuwland as seen from the west in 1956. At the time still characterized by vast, open space.



K.L.M. Aerocarto NV, 1960

Central view of the Mgr. Nolenslaan in 1960. The grid structure imposed by infrastructure and building stamps is clearly visible. There is little differentiation.



Haan, A.E. (1967)

Ground perspective of the Mgr. Nolenslaan in 1967, showcasing the repetitive architecture and open, car centric urban design.



Poels, R.W., 2001

View from the ground from the Dr. Schaepmansingel. The apartment buildings on the left further densified Nieuwland-West upon completion in the 90s.



Weele, C.P. van der, 2022

View of the construction of one of the blocks that make up the new development of Parkweg-Midden, which replaces outdated dwellings in central Nieuwland (Van Wijnen, 2020).

Demographics

This section will give an overview of some relevant demographics for Nieuwland, also in comparison with the municipality of Schiedam and the entirety of the Netherlands. Most data for this has been retrieved from *Alle Cijfers*.

Population

The municipality of Schiedam is a fairly small one, with its almost 80 thousand inhabitants ranking 40th in size in the Netherlands. The neighborhood of Nieuwland houses a little less than a fifth of the population of Schiedam, at 14.155 inhabitants.

Income

Of its over 14 thousand inhabitants, almost 11 thousand receive income, with an average gross income of €28.500 (Alle Cijfers, 2022). Interestingly, this is quite significantly lower than the national average of €45.400 (Knab, 2023).

Level of education

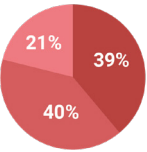
Another demographic that stands out in the neighborhood is the average level of education (figure 4.2). Compared to both the Schiedam and National average, there is a considerably higher level of residents with only a lower level of education. This signifies a possible explanation for the income disparity between Nieuwland and the national average.

Migration background

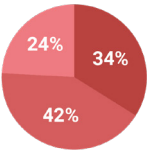
The demographic that deviates most strongly from municipal and national averages is that of the migration background (figure 4.3). Within this statistic, there is a distinction between citizens with a western and non-western migration background. Overall, the neighborhood has almost three times more residents with a migration background than the national average. When looking purely at residents with a non-western migration background, this is even four times more than the national average. The largest group of migrants has an origin in Turkey (figure 4.4), making up 36% of the migrants in Nieuwland and roughly a quarter of the total population.

Level of education

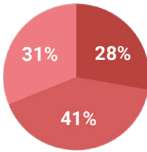
- Lower
- Medium
- Higher



Nieuwland



Schiedam

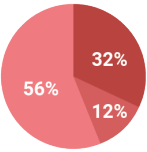


Netherlands

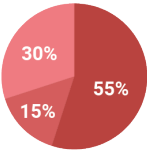
Figure 4.2: Level of education (Alle Cijfers, 2022)

Migration background

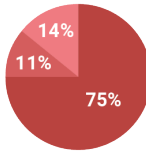
- Native
- Western* migration background
- Non-western migration background



Nieuwland



Schiedam



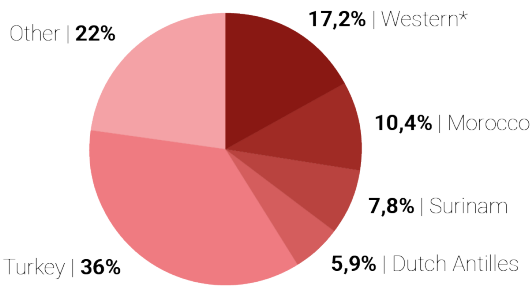
Netherlands

*Western: originating from either Europe (excl. Turkey), North-America, Oceania, Indonesia, Japan.

Figure 4.3: Migration background (Alle Cijfers, 2022)

Migration background

% of migrants per country/region



Nieuwland

*Western: originating from either Europe (excl. Turkey), North-America, Oceania, Indonesia, Japan.

Figure 4.4: Migrants per country/region of origin (Alle Cijfers, 2022)

The housing stock

This section gives a brief overview of several aspects concerning the housing stock in Schiedam Nieuwland.

Value of housing

The section on demographics already mentioned the relatively low mean income in the neighborhood. Subsequently we also see a relatively low value of the average dwelling in Nieuwland, at just about two thirds of the national average (figure 4.5)

Value of housing

Mean WOZ-value in 2022

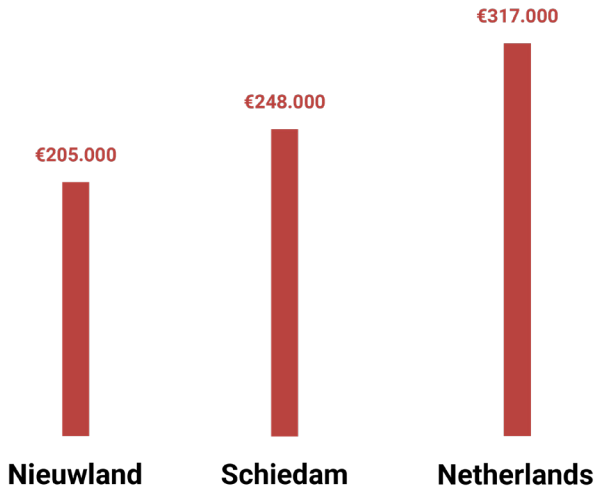


Figure 4.5: Value of housing (Alle Cijfers, 2022)

Ownership

Furthermore, there is a clear discrepancy when looking into home ownership (figure 4.6). While at average only about two fifths of Dutch dwellings are rental properties, in Nieuwland this is over two thirds. Over half of the stock in Nieuwland is owned by housing associations that offer properties categorized as social housing.

Ownership

- Rental property (housing corporations)
- Rental property (other)
- Owner occupied

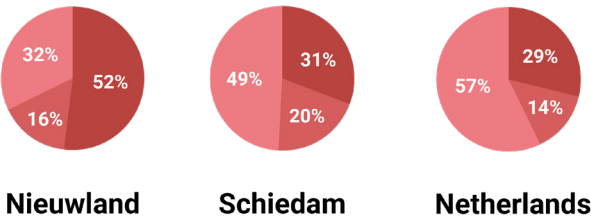


Figure 4.6: Ownership of housing (Alle Cijfers, 2022)

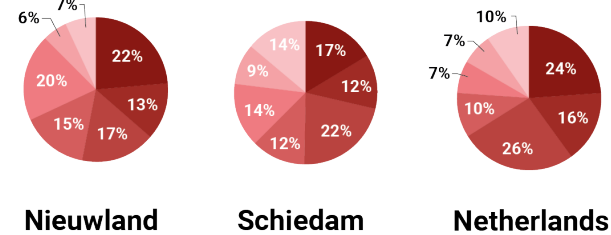
Energy efficiency

Within the housing stock there is a considerable spread of energy labels. These labels give an indication of the energy efficiency of households and could therefore also suggest where possible energy poverty might occur. The differences in this distribution between Nieuwland and the Netherlands (figure 4.7) in general are not as strong as with previous statistics. We can still see that Nieuwland is off worse than the Netherlands in general, however, the neighborhood seems to be performing slightly better than Schiedam in terms of energy efficient housing.

Energy efficiency of housing

% of energy label

- ≥ A*
- B
- C
- D
- E
- F
- G



*Currently the best label a dwelling can have is A+++. Because A+, A++, A+++ and A++++ only cover up to 2% of dwellings, these have been combined with energy label A for all intents and purposes.

Figure 4.7: Energy efficiency of housing (Alle Cijfers, 2022)

Distribution of addresses and building age

Nieuwland has been constructed in full in the two decades after the end of the second world war. As seen in the historical development, a strong grid of infrastructural axes and building stamps has been developed upon the *Nieuwlandsche Polder* in this period.

Figure 4.8 shows the current configuration of dwellings within the neighborhood, colored by the decade of construction. The colorization and the typological characteristic of the open, continuous and repetitive building stamp make it easy to see which parts of the neighborhood contain the same housing stock that was there during initial construction. To this day, more than half of the housing stock in Nieuwland dates back to the initial construction period of the neighborhood. Nevertheless, this also means that there have been numerous new developments since then. As shown on the map, these seem to have often consisted of relatively small interventions: either the size of one building, or one or several (small) building blocks.

Adresses

Per decade of construction

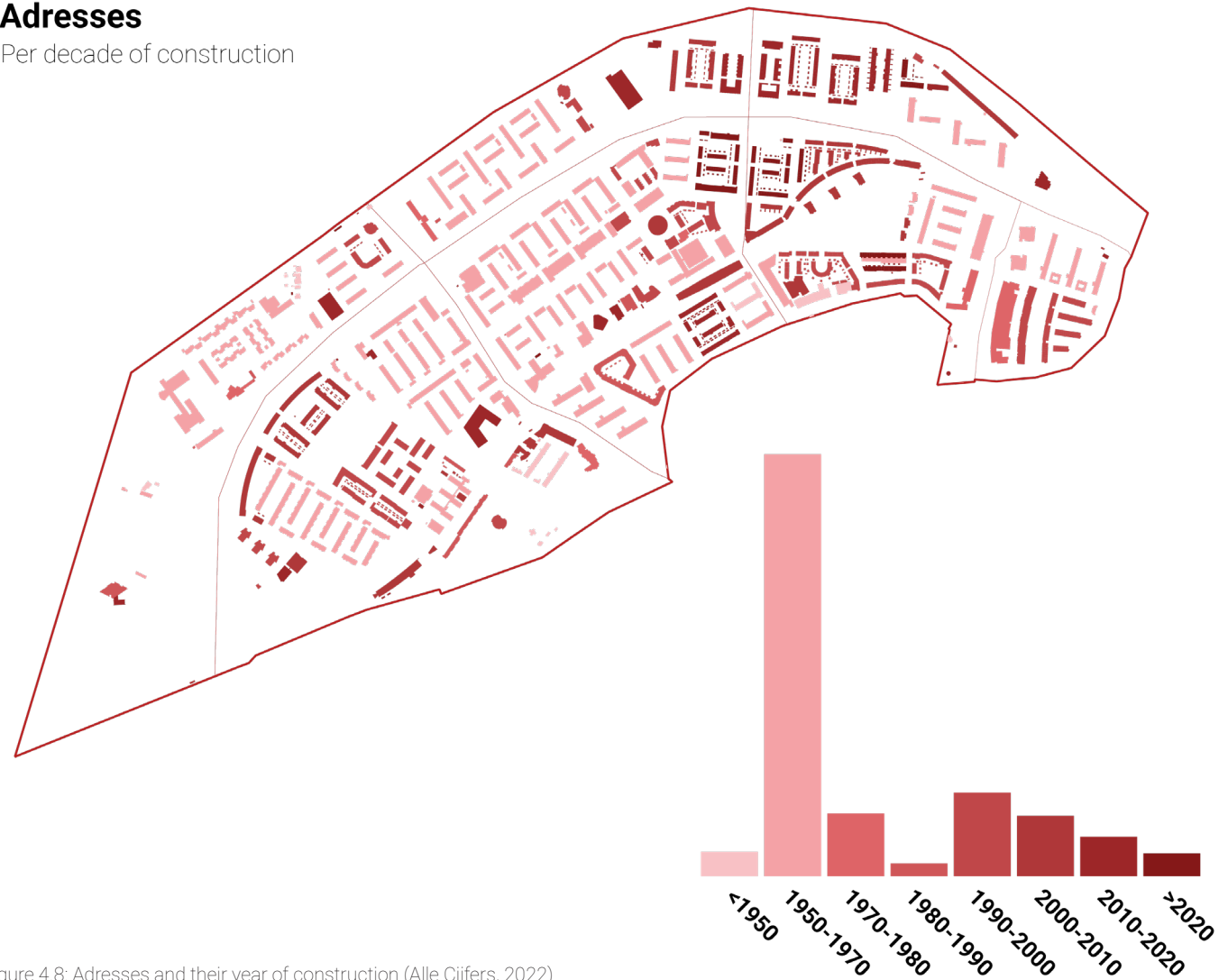


Figure 4.8: Adresses and their year of construction (Alle Cijfers, 2022)

Stakeholders

This section portrays a brief overview of some of the stakeholders (figure 4.9) that are involved in Schiedam Nieuwland.

Residents

First and foremost it is important to recognize the most relevant stakeholder for a residential neighborhood like Schiedam Nieuwland: the resident themselves. Statistical evidence from this chapter has shown that the residents of Nieuwland fall behind in several demographics when compared to the municipality of Schiedam or the Netherlands in general. The inhabitants have on average a lower income, experienced a lower level of education and live in housing with a relative low worth. The extreme diversity of the population in terms of ethnic backgrounds is interesting to say the least, however, it is also something that can create increased conflict or tension within the neighborhood (Breuking et. al, 1996). In general these statistics denote a relatively vulnerable population within Nieuwland, further stressing the importance of their inclusion as an important stakeholder.

Citizen organizations

In extent of the residents themselves, there are also organizations run by citizens that try to serve the interests of the locals. Unfortunately, the organization that was active in Nieuwland has been disbanded.

Ministry of Internal Affairs and Kingdom Relations

Because of the development of the *Nationaal Programma Leefbaarheid en Veiligheid* this ministry has provided the stimulus towards giving a new perspective to Nieuwland. The ministry itself initiated the program, placing both Nieuwland and Schiedam Oost in the category of focus areas. They also produced the official report that for example showcases where problems lie, what tools can be used to counteract these problems and what goals should come out of it (Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2022).

Municipality of Schiedam

The municipality of Schiedam forms the instigator and supervisor of possible developments in neighborhoods like Nieuwland, as it has the power to create legislation or direct funding towards Nieuwland. In their current efforts at improving the neighborhood an ambition document has been created in collaboration with many so called 'city partners' (Schiedam, 2022).

City partners

The city partners can be seen as numerous private and public organizations that have some sort of stake in Schiedam Nieuwland. They have expressed their own ambitions and also contribute to the ambitions set out by the ambition document. So examples are (but not limited to) schools, cultural organizations, housing associations, police and developers (Schiedam, 2022).

From a sociospatial perspective - and of course, in relation the discipline of urban design - housing associations and developers are generally the most relevant of these city partners. Therefore, they will briefly be further elaborated upon.

Housing associations

The evaluation of the housing stock in the previous subsection showed that there is a strong discrepancy between the national share of dwellings owned by housing associations and the share in Nieuwland. Over half of dwellings in Nieuwland is owned by a housing association. In Schiedam, this association is called Woonplus. Within Nieuwland, they currently aspire to improve the quality of the housing stock - also in relation to the energy transition - whilst also looking to densify the neighborhood. They argue that this densification is necessary because of the housing shortage and to integrate more middle and higher cost housing to diversify the housing stock (information gained from an interview with Woonplus program manager Daniëlle Jutte)

Developers

In collaboration with the municipality and the housing association, project and/or area developers form the core of potential building developments. These often incorporate the expertise that is necessary to realize the ambitions set out by for example the municipality or the housing association.



Residents



Ministerie van Binnenlandse Zaken en Koninkrijksrelaties

National government (Ministry)



gemeente Schiedam

Local government (municipality)



City partners (numerous private/public organizations)

Figure 4.9: Several stakeholders within Schiedam Nieuwland

Policy review

This segment gives an overview of historical and current governmental policies within Nieuwland, featuring among other things structural visions and the vision on green.

Beheerplan Nieuwland (1992)

The neighborhood of Nieuwland started to decline in the 1980s and as a way to combat this, a new plan was introduced in 1992 (Gemeente Schiedam, 2017). The *Beheerplan Nieuwland* was created to create a better integral approach between solving social and spatial issues. The accompanying map (figure 4.10) shows which infrastructural elements were important, which parts of Nieuwland were already renovated and which parts should be tackled next, among other things.

Rebranding towards the early 2000s

To continue this revitalization, several other publications and programs were developed into the following decade. Some had an advisory basis, like the *Zorg om Naoorlogse Stadsvernieuwingswijken*, that highlights seven problematic neighborhoods - including Nieuwland. The goal of this publication was to further the research on these types of neighborhoods as tackling issues within them was deemed to be vital (Kalle et. al, 1996). *Nieuwland Vernieuwend Verder* was a more specified program that sought to focus more on the neighborhood feeling in Nieuwland, creating more variation and identity but preventing that Nieuwland would fall apart in small disconnected patches (Gemeente Schiedam, 2017). This coincided with a rebranding campaign that tried to underline this new proposed identity of Nieuwland: that of a diverse neighborhood with different interconnected patches. This ambition was portrayed through a new neighborhood logo that can be seen in figure 4.11.

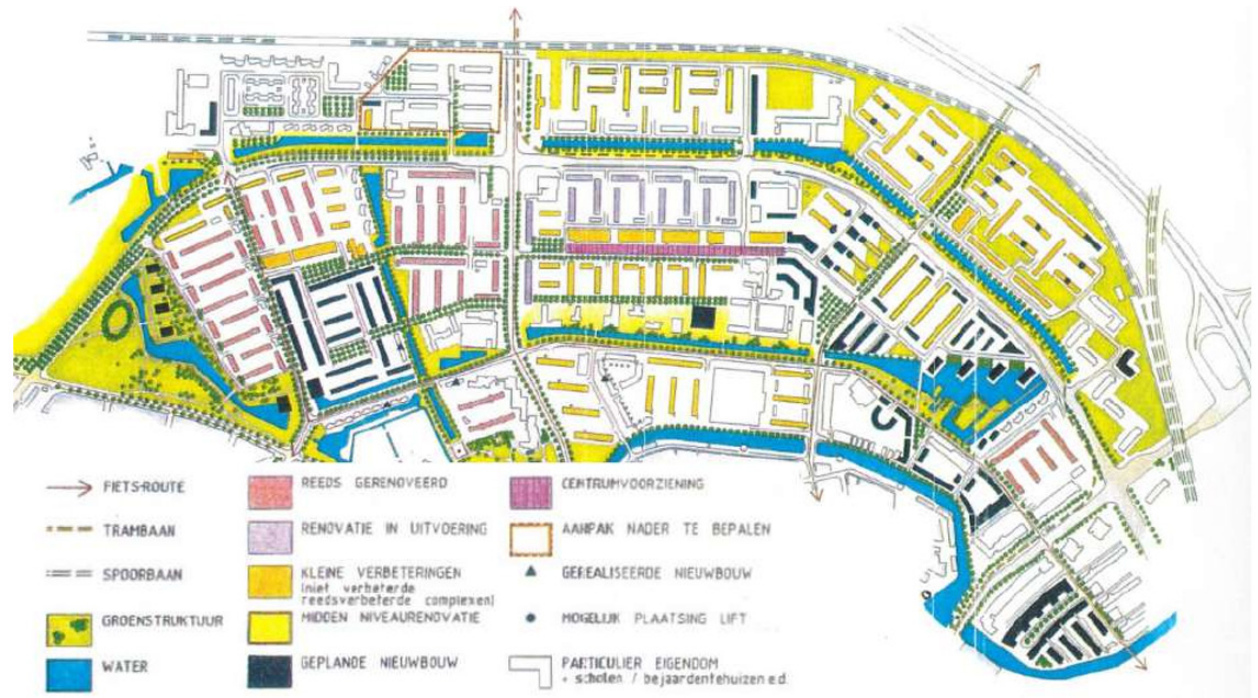


Figure 4.10: Neighborhood plan for Nieuwland based on the *Beheerplan Nieuwland*. (Gemeente Schiedam, 2017)



Figure 4.11: Rebranded logo for Nieuwland, showcasing the proposed diversity of its districts. (Nieuwland Schiedam, 2023)

Bestemmingsplan Nieuwland (2004)

To establish the desired coherence between the to be transformed districts, Nieuwland had been subdivided into 'shells'. These shells were the basis for the restructuring that was formulated in the *bestemmingsplan Nieuwland 2004*. An early visualization of this strategy can be seen in figure 4.12. In this strategic map we see the three shells that were imagined for Nieuwland and what they should resemble: *Parkrand*, *Tuinstad* and *Binnenstad*. The following elaborates on the proposed requirements for each shell as formulated in the publication.

Parkrand (the edge of the park)

This part should function as an extension of the city parks like the Beatrixpark, with a lot of park like public space. The built environment should have an open lay-out: some sporadic high-rise is possible, low-rise should be compact and clustered.

Tuinstad (the garden city)

This part remains most similar to the existing situation. Squares and greenblue features should give meaning to certain places. The built environment has a (half) open structure. There are private and collective gardens, and there is a clear distinction between public and private.

Binnenstad (the inner city)

This part resembles Schiedam's historical inner city the most. Therefore, it holds a more closed building structure and its building density should be higher than other parts. The amount of green is limited and the distinction between public and private is very strong.

Figure 4.13 shows how these themes and identities were adapted into a visionary map for Nieuwland.

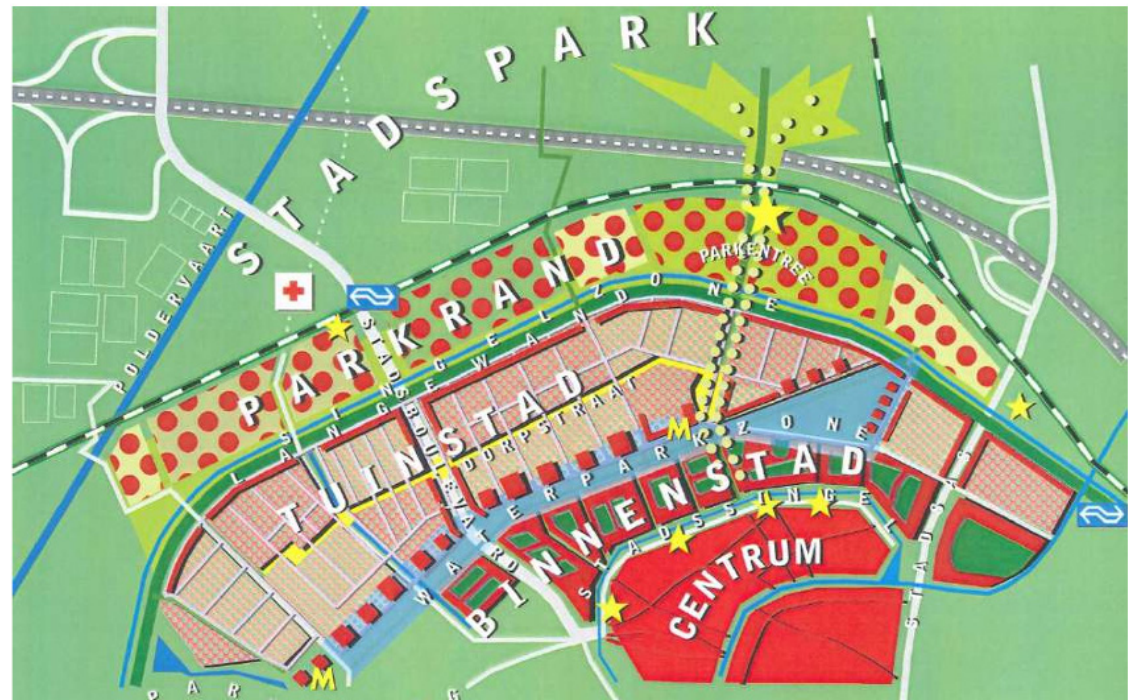


Figure 4.12: Strategic map Schiedam Nieuwland 2000 (Gemeente Schiedam, 2017)

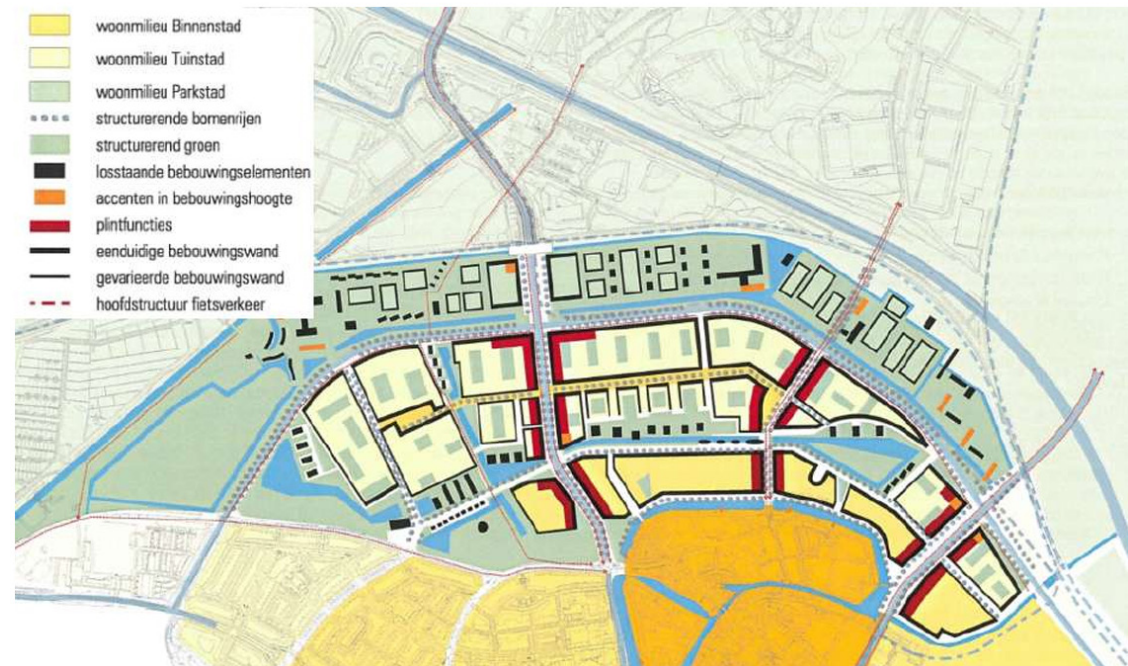


Figure 4.13: Urban vision on land use for Nieuwland, 2004 (Gemeente Schiedam, 2017)

Woonvisie Schiedam 2030

Further on into the 2000s, new visions on living were created by several governmental organs. Take for example the *Verstedelijingsstrategie Zuidvleugel* from 2008, or the *Woonvisie 2011-2020* from 2011, published by the province of *Zuid-Holland* (Gemeente Schiedam, 2017). These were both developed to tackle issues within inner city (re)development. However, they offered a more general approach to these issues as they were not solely dedicated towards Schiedam and Schiedam Nieuwland. The *Woonvisie Schiedam 2030* on the contrary was created to 'Offer the people of Schiedam the chance to live comfortably in a qualitative living environment.' The main marker for this was so-called *levensloopbestendig wonen*: being able to live within the same neighborhood, block or district throughout one's life. This meant that the focus shifted towards strongly increasing the variety of the housing stock in order for inhabitants to move residence closeby when needed.

Groen Blauwe Structuurvisie

One of the most recent structural visions for Nieuwland is the Groen Blauwe Structuurvisie of 2015, which mainly looks into the appearance, use and value of greenblue structures in Nieuwland. This vision (figure 4.15) primarily stresses the connection with the larger greenblue elements that surround Nieuwland, like the Strickledepark and Beatrixpark for example.

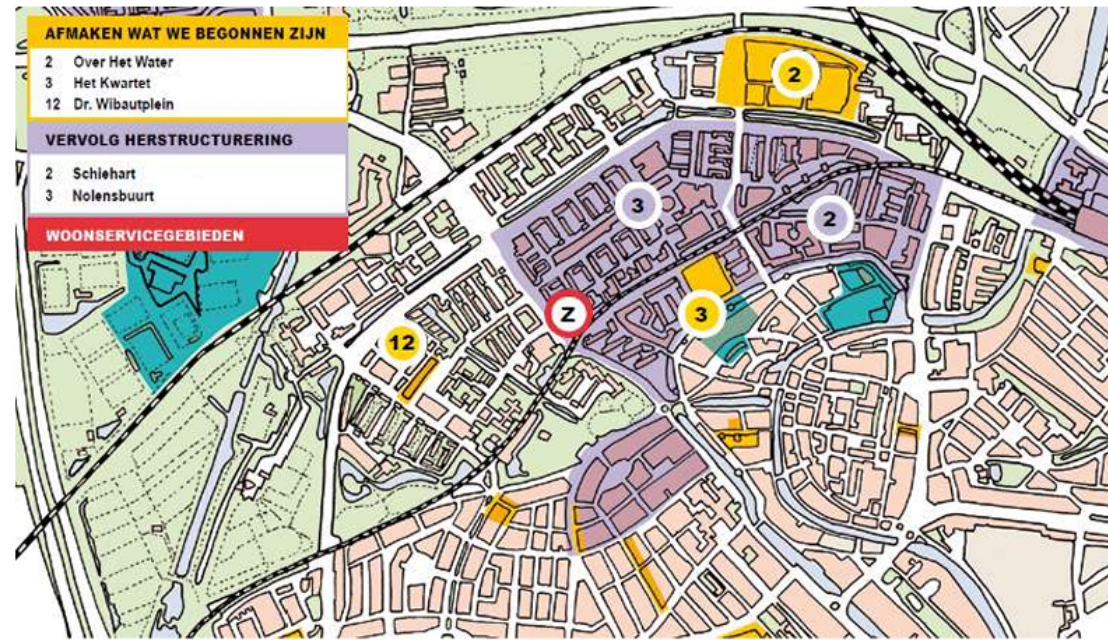


Figure 4.14: Woonvisie 2030 (Gemeente Schiedam, 2017)

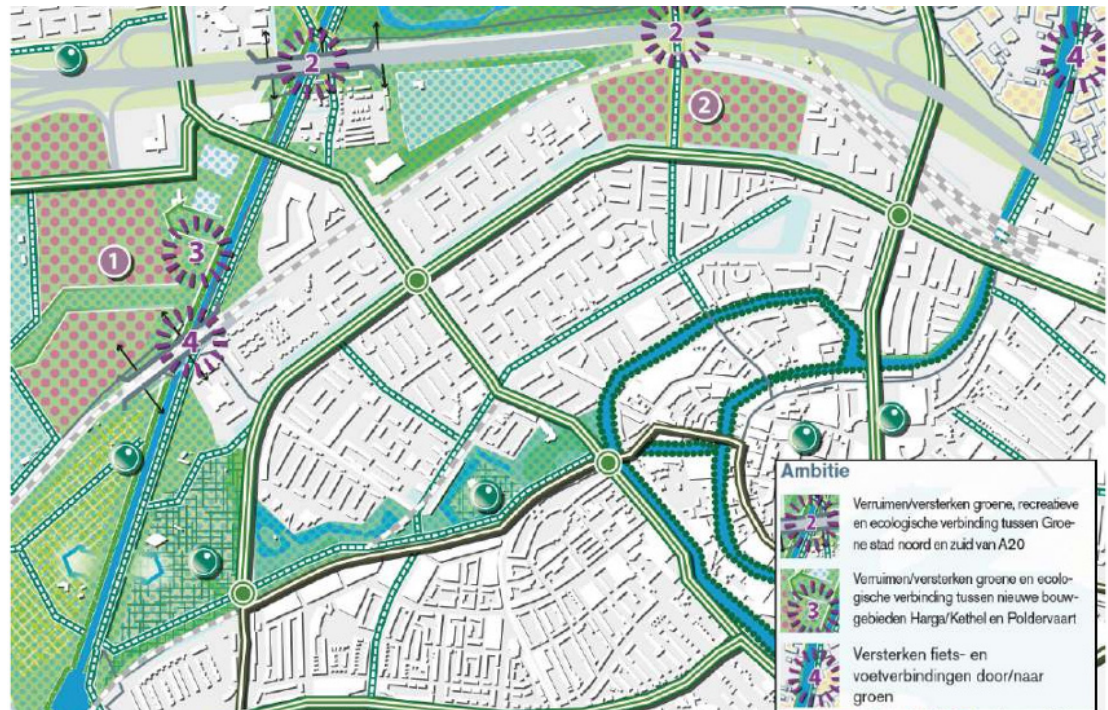


Figure 4.15: Greenblue structural vision (Gemeente Schiedam, 2017)

Ruimtelijk Raamwerk Nieuwland

November 2022 the municipality of Schiedam published the *Ruimtelijk Raamwerk Nieuwland* in cooperation with the firms of Urban Synergy and Witteveen + Bos. This publication has been developed to give structure towards the integral (re)development approach for the neighborhood of Nieuwland (Gemeente Schiedam, 2022). Several frameworks and visions have been developed for this, as can be seen on the right.

The actual *Raamwerk* - or framework - shows how the focus has been put on so-called radials. These radials (figure 4.16) are main axes that flow through Nieuwland from approximately south to north. These are currently already relevant thoroughways in the neighborhood and they underline the central position of the neighborhood between Schiedam's inner city and the northern neighborhoods and infrastructure. The publication envisions these radials as strong connectors between the inner city and Nieuwland. Furthermore, the radials should act as points of recognition and harbor functions and services that are relevant for the neighborhood.

Another core principle envisioned within this document is Nieuwland as a 10 minute city. Currently, due to the available functions, transit and pedestrian and cyclist infrastructure Nieuwland can already be considered to be a 10 minute city. Investments in all these categories (figure 4.17) could strengthen this characteristic.

Lastly, there is the focus on available green and blue structures. The publication mentions how the need for densification and intensification of the neighborhood must not jeopardize the availability of green and blue. Figure 4.18 shows the *Singelpark* that is envisioned for Nieuwland. This park strengthens the current green and blue structures through activation (implementing elements for human use) and measures of sustainability (e.g. implementing more biodiversity).

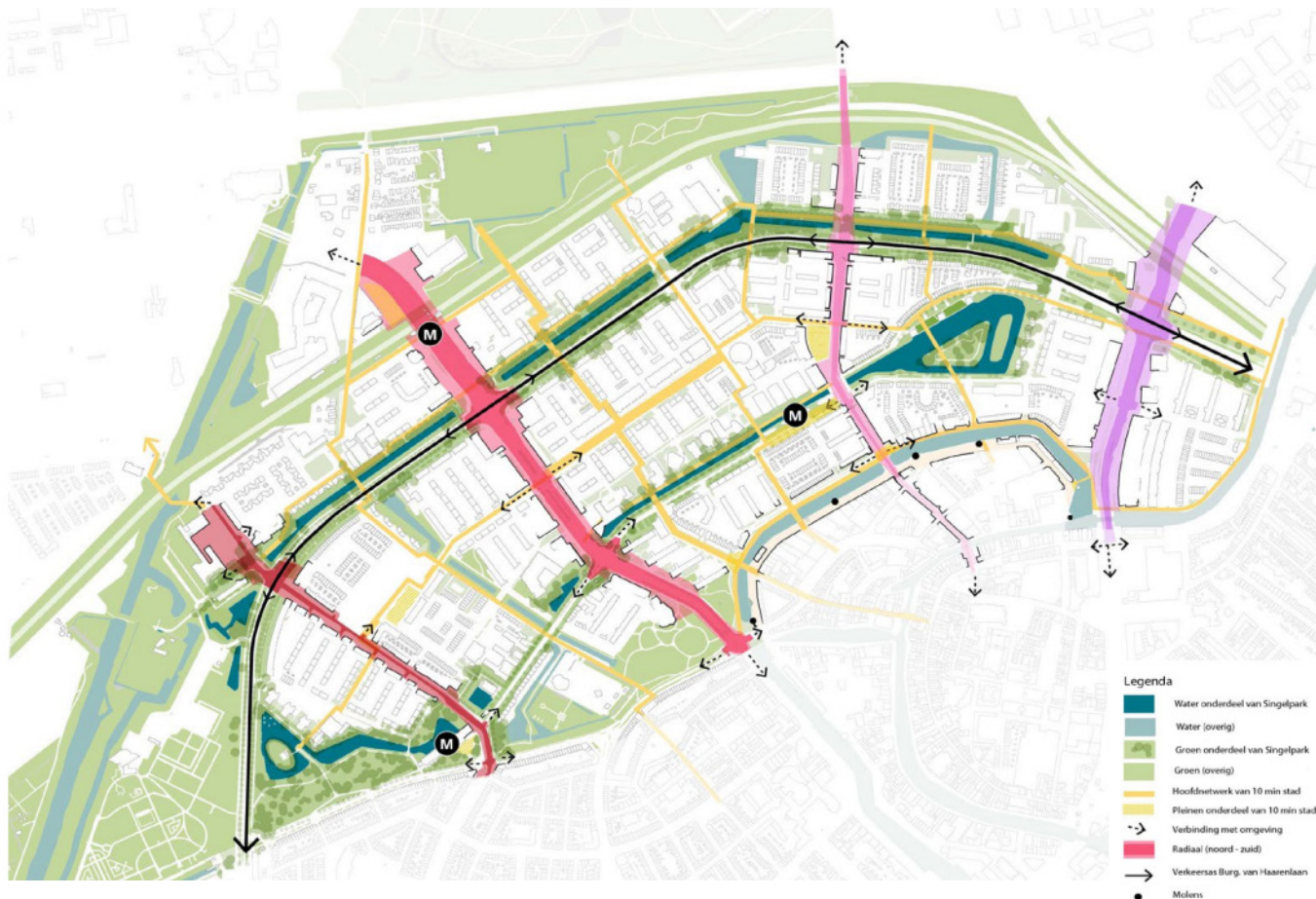


Figure 4.16: Framework for Nieuwland (Gemeente Schiedam, 2022)



Figure 4.17: Nieuwland as a 10 minute city (Gemeente Schiedam, 2022)



Figure 4.18: The proposed *Singelpark* (Gemeente Schiedam, 2022)

Spatial analysis

Situation

Nieuwland has a decent strategic position in the region. When looking at the abstraction in figure 4.11, we can see that the neighborhood is located centrally within the municipality of Schiedam. The transit hub of Schiedam Centrum is closeby, harboring train, subway, tram and bus connections. Two highways, the A4 and A20, intersect not far from the boundaries of Nieuwland and offer connections with the extent of the metropolitan area and the Randstad. Lastly, the main waterways of the Maas and the Schie are in the vicinity as well.



Figure 4.10: Satellite imagery showing Schiedam (pink) en Nieuwland (red)

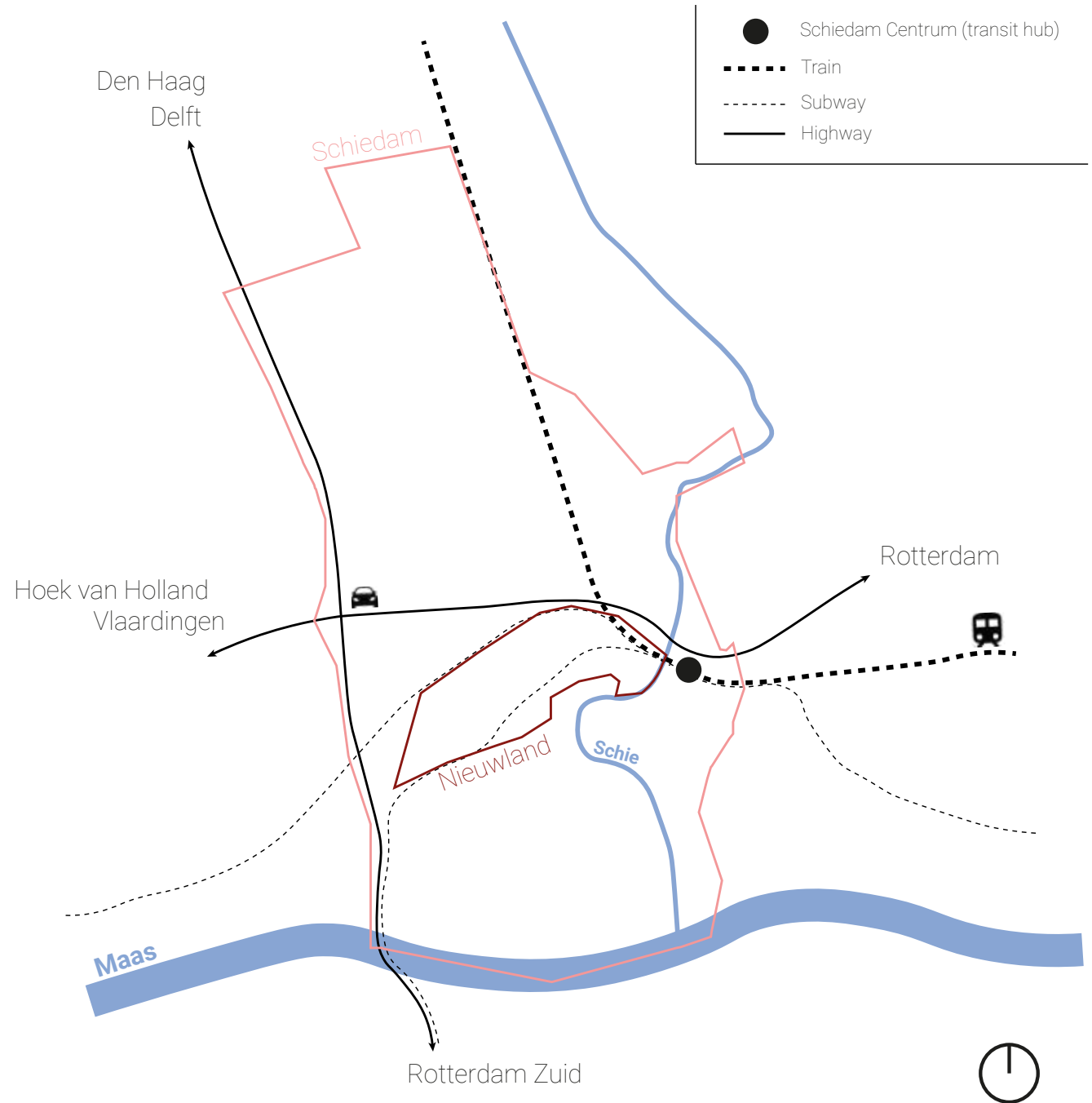
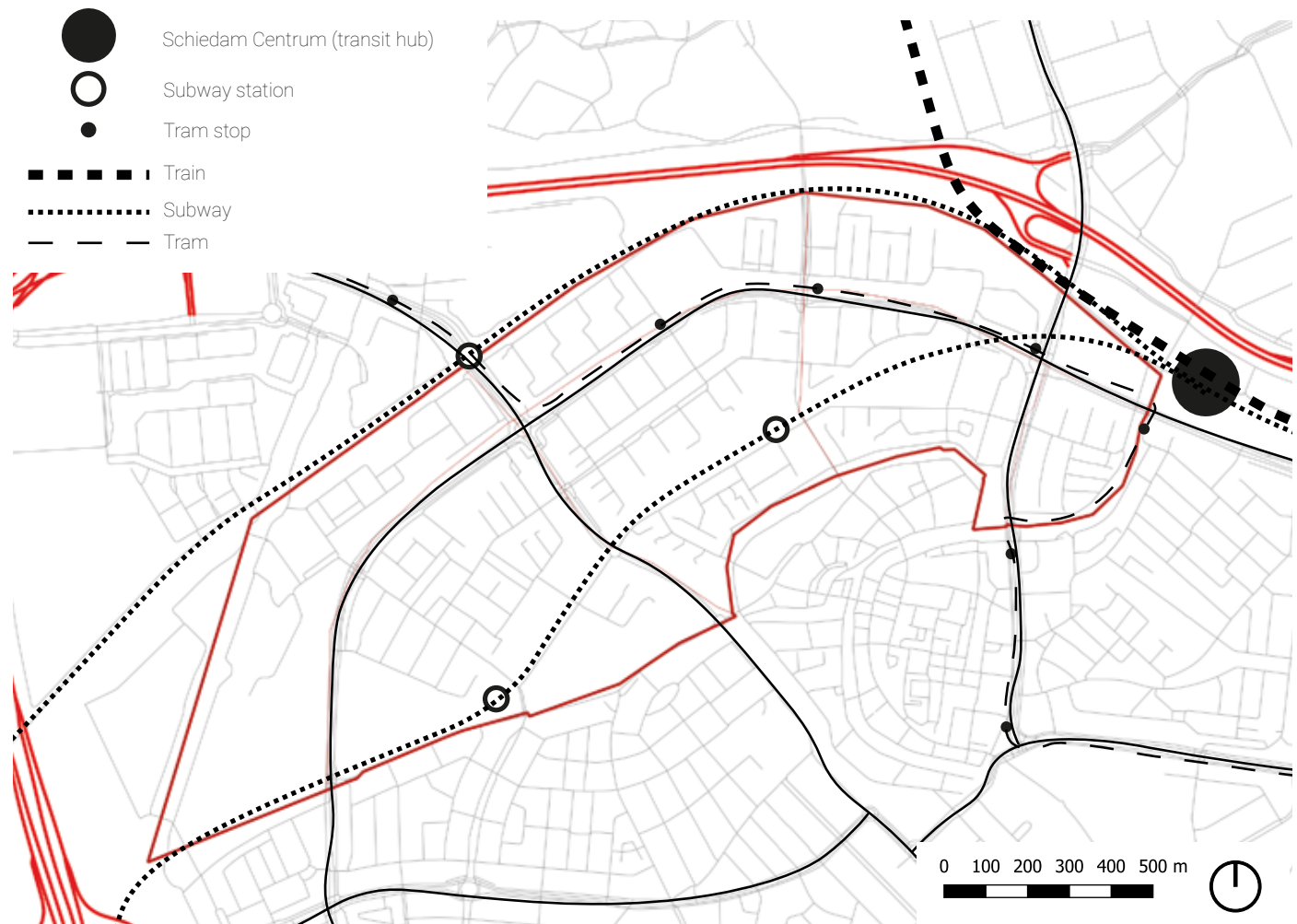


Figure 4.11: Abstraction of position of Nieuwland

Connectivity

The abstraction of the previous page already showed the beneficial centrality of Nieuwland within the region. At the scale of the neighborhood we can also see the very strong connectivity through private and public transport. At the neighborhood scale, the infrastructure is highlighted by strong axes that define the different districts, dedicated separated bike lanes and foot paths. Additionally, there is public transport through buses, tram lines and subway - with four tram stops and three subway stations in the neighborhood. Lastly, the transit hub of Schiedam Centrum is nearby as well.



One of many separated bike lanes (here at Burgemeester van Haarenlaan)



View from subway station Nieuwland on the strong infrastructural axis of the Nieuwe Damlaan (left)



Two of the vital subway stations in Nieuwland: Parkweg (left) and Schiedam Nieuwland (right)

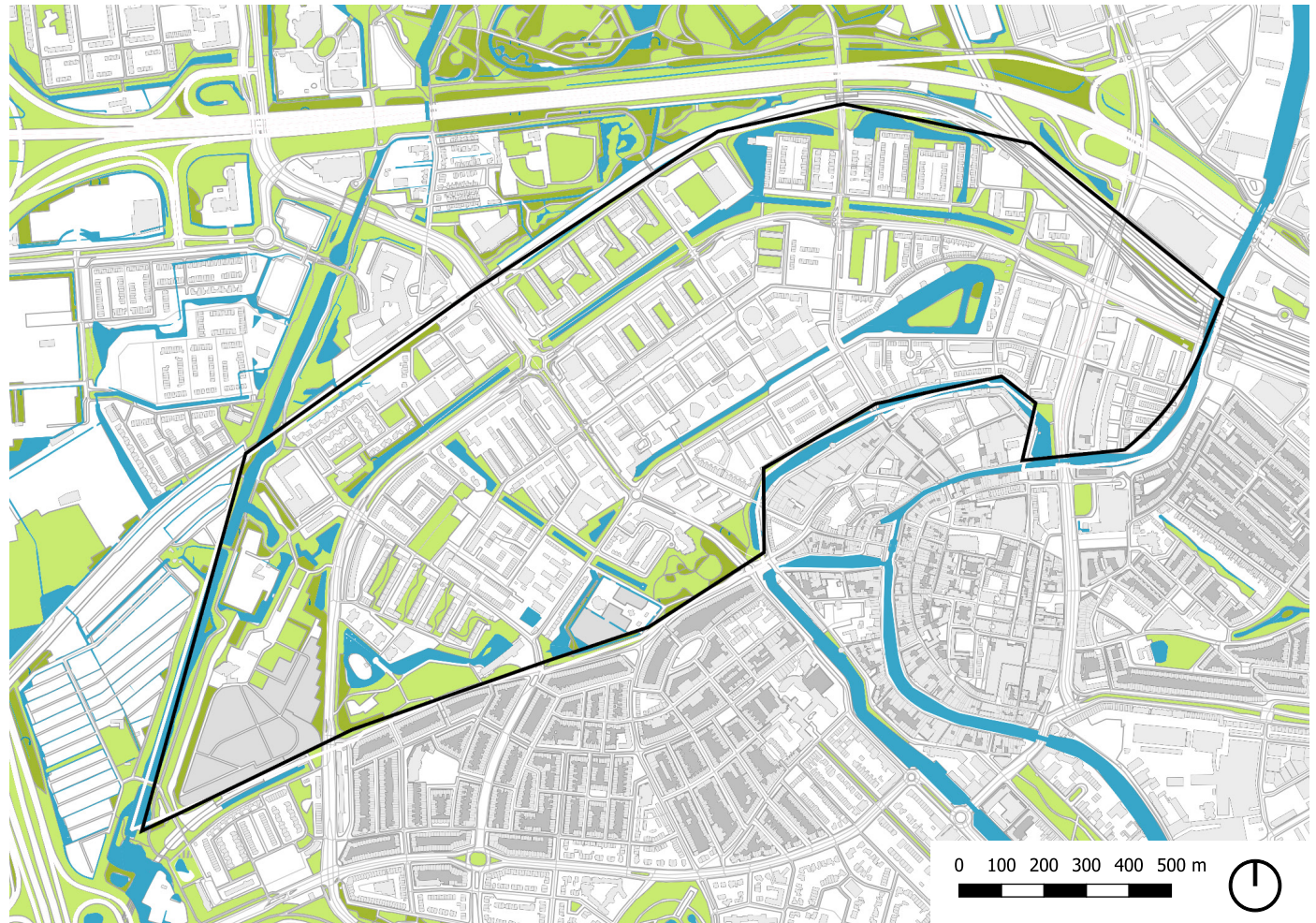
Synthesis

Nieuwland has a very strategic position with a lot of access to high quality infrastructure and public transit. This paves the way for densification possibilities - for example near the transit hubs. We should question however how well connected the different blocks and districts 'feel' because of the large dividing axes.

Ecology

As a Dutch post-war neighborhood Nieuwland was developed with major regards to green and blue structures that were meant to define the shape of the neighborhood. There are several distinctions within these. There are for example major green (and blue) axes running along the major infrastructural network (photo 1) or open green spaces between the apartment blocks (photo 2). Although the presence of these is beneficial, they seem to get little use and are not particularly diverse. More recent interventions have created new types of ecological space and use of it: photo 3 for example shows green space that is appropriated by the surrounding residents and photo 4 shows how a playground facilitates use of a green space that probably had little to no use before.

Lastly, it is important to not forget the presence of major green structures, and in particular parks, in the vicinity of the neighborhood. Examples are park Vlaardingerdijk and the Strickledepark within Nieuwland, and the Beatrixpark to the north of Nieuwland.



Long greenblue axis along with little use



Open green between 60s apartments with little function and diversity



Green patch between 90s row housing, slightly more function through appropriation



New playground in former green space that had limited use

Synthesis

The functionalistic layout of Nieuwland makes it a neighborhood with a lot of greenery and water. However, there seems much to gain within these structures because many of them lack use, function and ecological diversity. In terms of quality there is therefore a lot of potential.

Amenities

Next to housing, Nieuwland also contains several other functions. From the functionalist approach of constructing the neighborhood in the 1950s, amenities were clustered and separated from each other rather strongly. We can see this on the map on the right that gives an impression of where certain clusters are located. We can consider the centrally positioned Nolenslaan and Parkweg to be high streets, hosting many privately owned services, shops and cafés among other things. Other facilities are related to education, healthcare and religion among other things. Qualitative greenery is focused more on the outskirts and larger public facilities like a hospital are located at a transit strategic position in the north.

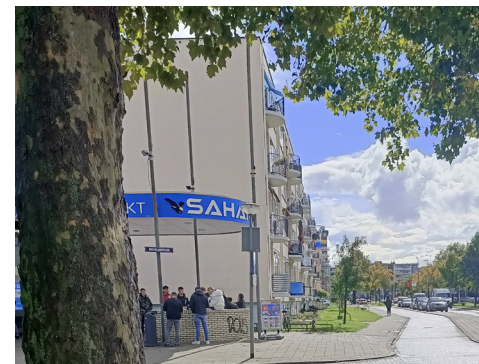


Synthesis

Services of many kinds are available in Nieuwland, however, these are still very clustered. Liveability and/or the feeling of safety may be limited in the parts of Nieuwland that lack in amenities.



Parkweg high street shows cultural diversity with a Polish supermarket in the foreground



Teens gathering around a Turkish supermarket in their lunch break



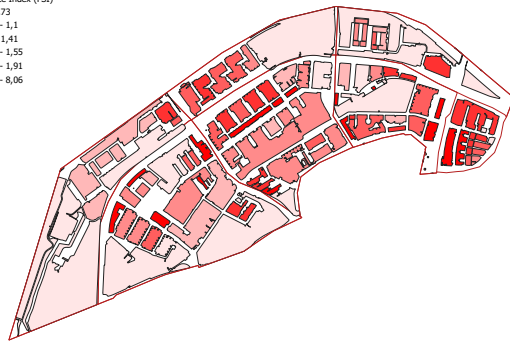
Abandoned school building near Parkweg subway station shows some lacking public facilities and spaces

Buildings

At the time of construction of Nieuwland, the building stock could be considered to be extremely uniform. The main building typologies were multi family apartment buildings - both porticos and galleries - and often consisted out of 4 living stories and a half sunken storage. Currently, many of these buildings still exist (with some of them renovated since), however, many blocks in Nieuwland have been redeveloped as well. This can be seen in the map on the right, which displays the construction period of each building in the neighborhood. The photos below the map show some examples of the diversification in typologies that can be found in Nieuwland today.

The figure below shows how the floor space index (FSI) differs throughout the neighborhood. The major discrepancies are caused by these newly introduced typologies within Nieuwland.

Gross FSI (Block Level)
 Schiedam Nieuwland Outline
 Floor Space Index (FSI)
 0 - 0,73
 0,73 - 1,1
 1,1 - 1,41
 1,41 - 1,55
 1,55 - 1,91
 1,91 - 8,06



0 100 200 300 400 500 m

Decade of construction
 >2020
 2010-2020
 2000-2010
 1990-2000
 1980-1990
 1970-1980
 1950-1970
 <1950



0 100 200 300 400 500 m



Synthesis

New developments have started to slowly replace the older building stamps, creating more of a patchwork of developments and building blocks. It is important to investigate what this does to the uniformity and identity of the neighborhood. Are the liveability and feeling of place increasing?



1960s apartment complex still stands strong on the high street of the Mgr. Nolenslaan



Row housing typology is limited in Nieuwland but can be seen here, built in the 1990s



Waterside row housing and flat offers more typological diversity, delivered in 2003



Parkweg Midden development offers apartments with more variation in price segments, in construction in 2023

5 | Citizen perspective

This chapter covers the methods, results and reflection on the main fieldwork technique in this thesis: narrative cartography, in an attempt to show the citizen's perspective of Schiedam Nieuwland.

As has been mentioned in chapter 2, narrative cartography has been chosen as the main fieldwork technique to unravel the citizen perspective within Nieuwland. This technique has been used in Nieuwland before, as part of the dissertation of dr. Leeke Reinders. A decent portion of the fieldwork methodology for this thesis builds upon the methodology Reinders created for his work. Reinders' drew conclusions based on his fieldwork from a sociological and anthropological point of view, as his goal was to approach the public realm from the perspective of social and cultural domains (Reinders, 2013). This shift brought light to the perspective of the citizen instead of the architect or the urban planner. The aim of the fieldwork in this thesis is to once again discover this citizen perspective, *and* to then translate this fieldwork to design.

The next section will briefly explore what Reinders found by using narrative cartography as a fieldwork technique *and* how he structured his fieldwork.

Narrative cartography from the Hard and Soft City

Reinders (2013) mentions how there is a divide between the way the city is planned and constructed and the way the city is perceived and used. In his words, there is the 'hard city' of planning and policy, and the 'soft city' of use and giving meaning. This soft city is then dictated by how the inhabitants of an urban area shape their daily living environments.

He found how, within the narrative maps he gathered, there was a constant alternation between objective topographical elements (like streets and buildings) and subjective elements like experiences and feelings related to certain places. There were places of tranquility but also disruptors of peace, places with positive connotations (that felt safe and lovely) and negative connotations (that felt dangerous or had any other aversion towards them).

These discoveries show that his technique of narrative mapping revealed the places that are most relevant for the daily lives of the interviewed inhabitants: the landmarks, the services or shops to use, the spots to relax, the places to avoid, the areas with or without life featured among other things in many of these maps. Interestingly, the basis for establishing this was essentially nothing: just a pencil and a blank piece of paper. This starting point has a deliberate positive effect: when using a blank canvas, the cartographer (the interviewed citizen) is not restricted by the frames of a base map (Caquard, 2013), which helps extrapolate the relevant information and essentially filters out the fodder.

Reinders used a semi structured form of interviewing, in which four themes were used to guide the participant into creating a narrative map. These themes consisted roughly of:

- The residential history of the inhabitant;
- The places and routing that was maintained on a daily basis;
- The social networks – regarding the relationships between family, neighbours etc.;
- The sociospatial domain that formed an inhabitants (feeling of) home.

The following sections will cover how exactly this structure has been adapted into the fieldwork methodology for this thesis, including how the fieldwork has been prepared, executed and what restrictions were considered along the way.

Method

Preparation

Three aspects were considered to be important to establish a framework in which to execute the fieldwork: duration of interviews, location of residence and uniformity of interviews.

Duration of interviews

Holding interviews using the technique of narrative cartography can be time consuming. Reinders mentions his interviews took between 1,5 and 3 hours. The willingness of participants can decrease because of this. It is important to keep these interviews concise to keep the threshold for participation low.

Location of residence

Reinders interviewed 30 participants. He did not simply interview residents from the entire neighborhood, but rather he chose a specified area. Likely he did this because it would not have been possible to interview enough people in Nieuwland to get a complete image of the entire neighborhood. The area chosen in the dissertation was that of the *Nieuwe Tuinen* and its direct surroundings, as he considered it to be an area that signified the restructuring of the neighborhood - his research could then show what that restructuring meant for the inhabitants of Nieuwland. For this thesis, the decision has been made to also look into an area of restructuring. This area entails and surrounds the development of Parkweg – Midden, which is currently being constructed and will be completed in 2024.

Figure 5.1 shows Nieuwland as a whole and 5.2 shows this specific area to focus on. The following reasons contribute to choosing this area as a basis for the execution of the fieldwork:

- It forms a central part of the neighborhood;
- As a completely new development, Parkweg – Midden will influence the way the surrounding residents experience the neighborhood, which can offer interesting insights;
- There are lots of different building typologies in the direct vicinity of this part of Nieuwland, offering more perspectives and dynamics than a more monotonous area would give.

Uniformity of interviews

The intention of the fieldwork is to uphold the semi structured basis of the interviews that Reinders also used: a narrative map should originate from a smooth and flexible conversation about the neighborhood. However, we must also be able to compare results and information from different participants. Therefore, a general format for the interviews has been created based on the format Reinders used for his dissertation, which will be discussed within the section on execution.

Constraints and considerations

- A proper representation of the demographic of Nieuwland would be valuable for the fieldwork results, but is virtually impossible. The general goal should be to interview at least a somewhat diverse audience;
- Questioning must be kept simple for all types of inhabitants to be able to participate;
- There must not be too much steering or lack of nuance into questioning as the results must be as genuine as possible;

- Not all gathered information will be useful, and for this thesis the focus should primarily be aspects within the sociospatial domain - as to say, those aspects that we can translate towards possible urban design interventions.



Figure 5.1: Satellite imagery of Nieuwland as a whole (Google Earth, 2023)

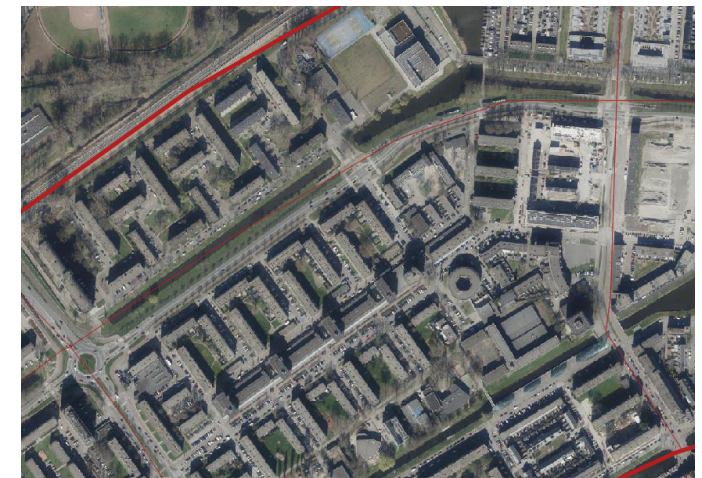


Figure 5.2: Satellite zoom of focus area (Google Earth, 2023)

Execution

The format of the interview consists of the following elements:

1. Set-up
2. Introduction for participants
3. Background questions
4. Cartography through routing, social networks and social domains
5. Further questioning based on results from cartography

1. Set-up

Preferably the interviews are held within one's residence. The participant is given a pen and an empty A3 sheet of paper. The interviewer will guide the participant through the interview and ask the participant to draw the relevant elements that will surface during the interview. The decision has been made to not record the sessions, as the threshold must remain low and the focus should not only be the verbal outcome but also the visual outcome. However, a detailed account of each interview has been placed in an Excel document.

2. Introduction for participants

The interviewer will mention that this interview will be used for a master thesis on the neighborhood of Nieuwland, that seeks to discover more of the citizen perspective and citizen perception of Nieuwland. It should be made clear what the technique will be and that preferably 30-60 minutes will be necessary to carry out the interview. It must also be clear that the interview does not have any real influence on what is happening within the neighborhood.

After this, it is important to mention that an agreement based on the General Data Protection Regulation (GDPR) can be signed by the interviewee in order for the information to be used with consent.

3. Background questions

There must be some knowledge on the background of the participants, as this will give a general overview on the types of people that are to be interviewed. Questions that will be asked at the start of the interview are:

- What is your name?
- What is your age?

- What is your occupation? (Do you work, study, are you living on social security etc.)
- Where were you born?
- What nationality do you have?
- How long have you been living in this residence?
- With whom do you live here?
- Where else have you lived? (If the answer is another place/places in Nieuwland, this should be incorporated into the narrative cartography)

To understand the living situation, the interviewer should also evaluate the following by himself:

- In what kind of residence does the participant live? (Typology, age, etc.)

4. Cartography through routing, social networks and social domains

The main part of the interview will consist of questions that must be answered through the narrative cartography: preferably expecting both a verbal answer and a 'drawn' answer. Questions will be asked through the three themes of routing, social networks and social domains. The following lists the most important questions for all three. The interview should flow freely and therefore questions through the themes should also be interchangeable, but the intention is to have most questions answered in at least some form (this can be evaluated by using checkboxes for each question).

Routing

- What does your daily routine look like?
 - What places in and outside of Nieuwland do you visit?
 - How do you get there?
 - Are there any spots that stand out within these routes?
 - Are there places you avoid?

Social networks

- Do you seek contact with other inhabitants in any occasion?
 - With whom? (Neighbor, friends, family etc.)
 - Where would you do this?
- Are there any public institutions you make use of (to meet people)?

Social domains

- What would you consider to be home?
- Do you feel that there is a strong division between public and private?
- Are there any other places you would consider to be home?

5. Further questioning based on results from cartography

Hopefully, the narrative cartography offers a proper representation of the participants perspective of their neighborhood. However, it is also helpful to learn about what could be improved within the neighborhood based on the citizen's perspective. If the following has not been made clear by the narrative cartography itself, the interview could end with some of these questions:

- Are you happy with the way your neighborhood looks like?
- Is there anything that you would like to see that might improve the neighborhood (to make it more liveable)?
 - What do you define as liveable?
 - Would you want more or less interaction with your neighbors, other residents etc.
 - Would you want to see more functions, services, greenery etc.?

Mediums

To conclude the fieldwork methodology, an overview of the mediums used to approach the interviewed residents will now be given.

Family

The exploration of the narrative cartography technique started with an internal 'interview' with the author himself, who as a former resident of Nieuwland tried to apply the questions posed in the previous section to himself. Thereafter, the author's mother has been interviewed, as she has been living in Nieuwland for almost 6 years now. No other family members live in the neighborhood.

Wijkhuis Dreesplein

Wijkhuis Dreesplein, formerly Wijkcentrum Dreesplein, functions as a meeting place for many residents of central Nieuwland. They offer all sorts of activities and services for many different target groups. At a visit on February 1st, there was a mixed event for young children, in which there was a sports activity and a arts-and-crafts activity – at a mere price of €0,50 per child. The Wijkhuis offers lots more, like: a bingo on Valentine's day, computer lessons for the elderly, Dutch lessons for ethnic minorities, financial advice groups, aerobics and other sports lessons, homework guidance and even the Voedselbank works from this location. The Wijkhuis is an example of how citizen initiatives exist within the neighborhood and help the locals

support each other in all kinds of ways. As the diverse meeting place that it is, it was deemed an interesting location to find possible interviewees. An information sheet has been left on its bulletin board (figure 5.3) and through additional conversations by approaching residents in the Wijkhuis, several interviews were conducted there.

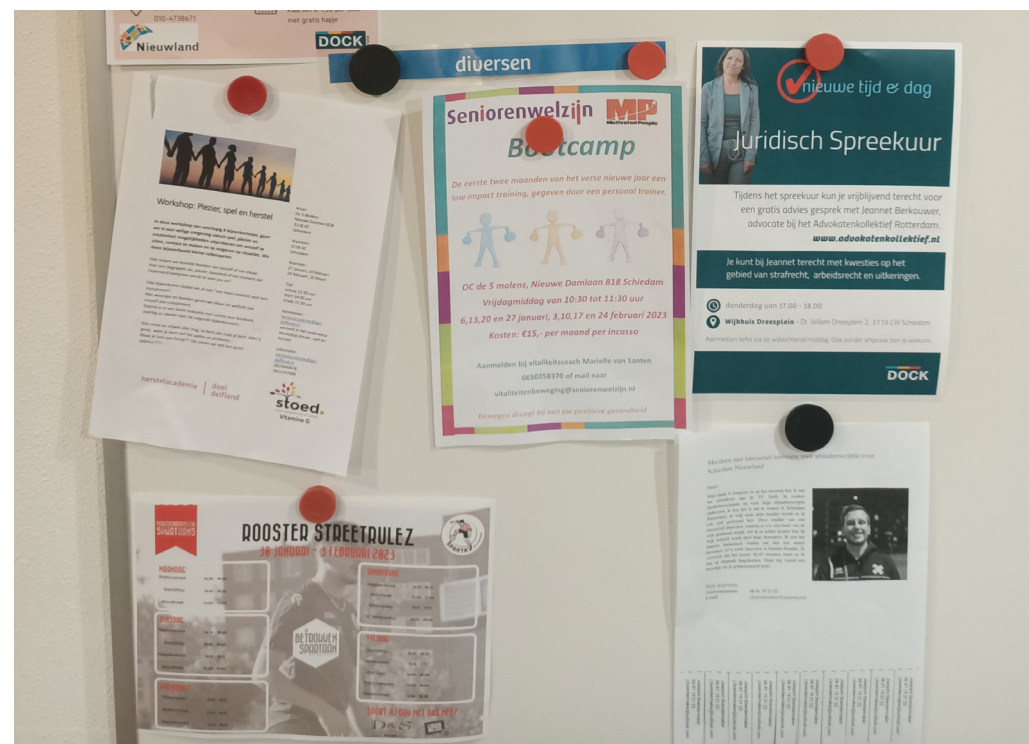


Figure 5.3: Bulletin board of Wijkhuis Dreesplein with the author's information sheet on the bottom right

Facebook

The information sheet that was put on the bulletin board has also been posted on the facebook page of the Wijkhuis. However, no interviews have been conducted as a result of that post.

Ontmoetingscentrum De 5 Molens

Similar to the Wijkhuis but primarily aimed at the elderly, 'De 5 Molens' hosts all sorts of activities for Nieuwland's residents throughout the week. An information sheet was left here as well. After interviewing a resident through an appointment, two other residents could be interviewed there as well.

Julia's Kitchen

The café by the name of Julia's Kitchen lies centrally in the Nolenslaan (figure 5.4) and, based on observations in the field, seems to attract a diverse crowd of residents of the neighborhood. Several talks were held at this location, however, no narrative maps were made due to lacking willingness and/or time constraints for the interviewed.

Het Puttertje

Along the high street of the Nolenslaan we find Het Puttertje (figure 5.5). Het Puttertje consists essentially out of the living room of Riet Putters, a long time resident of Nieuwland. Riet has opened her own home to host elderly residents of the neighborhood, with whom she chats, plays games and indulges in other activities. After making an appointment to visit, an impromptu group cartography session was initiated, as several of the present residents were willing to participate.

Nextdoor

'Nextdoor' is a smartphone application made for neighborhoods and communities. The app is used as a marketplace, a place for residents to introduce themselves, a place to ask questions and to complain. One person agreed to an interview after a message was posted on this app.

Door-to-door

At one occasion, an attempt to move door-to-door through the neighborhood was made to interview residents. Unfortunately, this did not yield any positive results.

Recommendations by other interviewees

At the end of most interviews, the question was asked if the interviewee knew of any other residents that would potentially be willing to be interviewed. Through this, several new names came forward.

E-mail

Some possible interviewees were e-mailed based on recommendations from other interviewed residents.



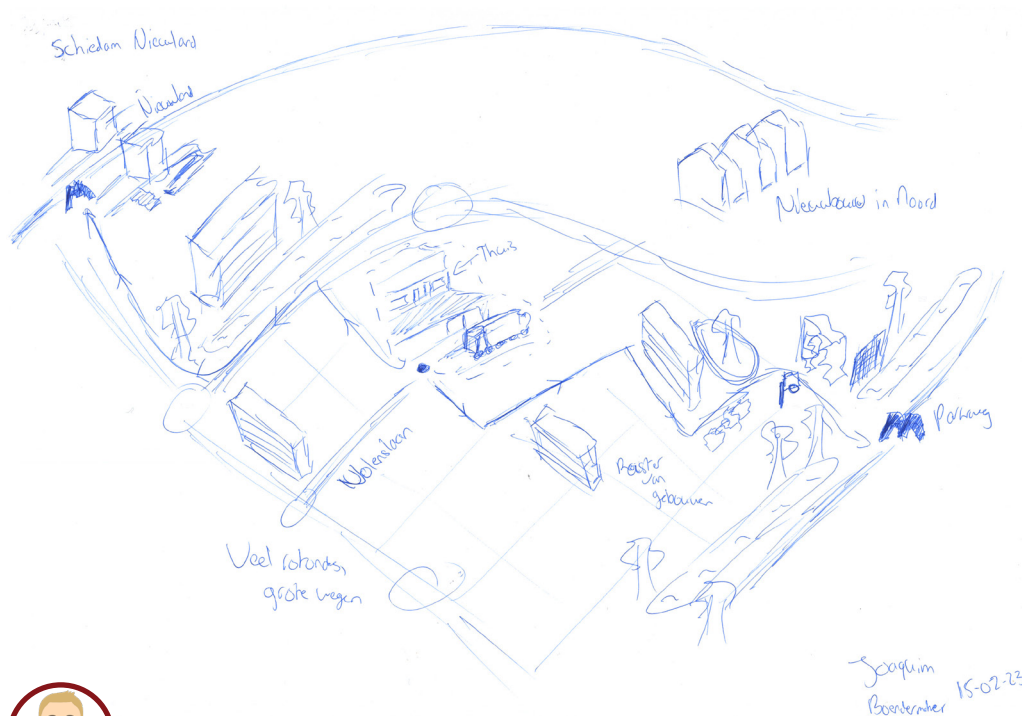
Figure 5.4: Julia's Kitchen



Figure 5.5: View of Het Puttertje from the Nolenslaan (Google Maps, 2023)

Results

This section will firstly give a chronological overview of all the residents that have been interviewed within the fieldwork. Afterwards, these results will be analyzed - in an attempt to extrapolate the places, functions, landmarks, elements and issues that are most relevant for Nieuwland.



Joaquim, 24

As a way of practicing the fieldwork technique, the first perspective is my own. It is somewhat of a cheat, because I am no longer a resident of the neighborhood. However, 6 months of permanent residence and over 5 years of short-stay visits to Nieuwland should confirm that this is a valid 'citizen' perspective.

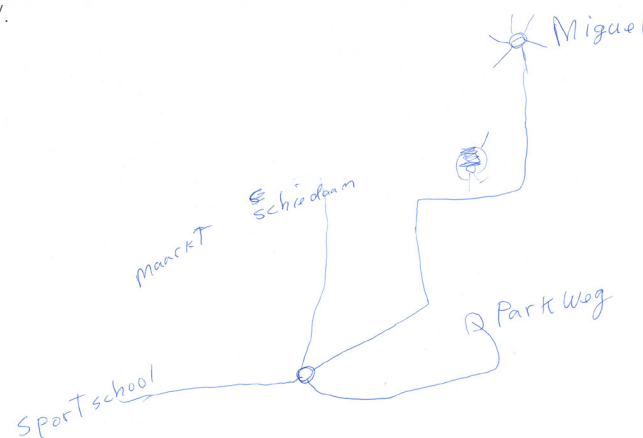
Central in my narrative is 'home' as being the apartment on top of the high street of the Nolenslaan – with a characteristic view of a truck delivering goods to one of the stores below the apartment. The primary routing through the area is simple: to and from the metro stations of Parkweg and

Nieuwland. The map shows how the neighborhood is perceived through this routing - showcasing the uniformity of portico housing, the notable greenblue structures and the strong infrastructural grid. One more thing to highlight can be found on the right side of the map. This part of the neighborhood underlines the degradation of Nieuwland as it is littered, fenced, has some abandoned buildings, and generally feels unsafe.



Fatima, 55

Fatima is a resident of the central Nolenslaan. She is of Portuguese descent and has lived in Nieuwland for around 5 years. Her map is intriguingly simplistic: during the interview she talked mainly about the places she visits in and out of Nieuwland. Interestingly, her orientation in the room determined the orientation of the linework we see on her map. She mentioned how – although she is happy and confident living on her own – the places she visits help her get around people. Through family living nearby, the gym, the local market and cafés among other things, Nieuwland provides energy, conversations, music and contact. She likes walking around the neighborhood because of what's happening on the streets and because it feels healthy.



Fatima



Khadija, 50

Khadija was born in Morocco and has been living in Nieuwland for 23 years now. A central element in the neighborhood for her is the Wijkhuis, where she volunteers three times a week. This is also where the interview took place. Khadija's map is compellingly abstract, with her house plan being the key element on the map. She talked about the benefit of having two balconies on either side (top and bottom on the map). The mirrored trees she draws opposite these balconies show how her perception of the neighborhood is one that stems from the views from her balconies.



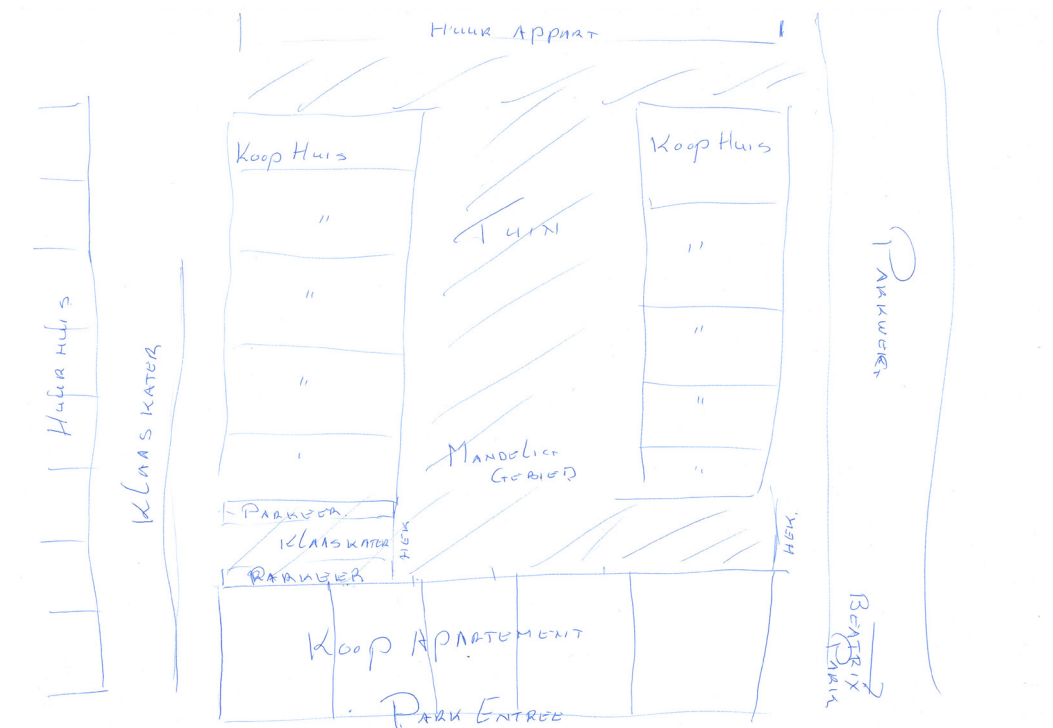
René (and wife Paulien), 74 (and 75)

René and Paulien have been living on the 2nd floor of a newly built apartment complex on the Klaas Katerstraat for 2,5 years now. This entire part of Nieuwland, located north in the neighborhood, has been developed in the last couple of years. From their story it is clear that their *buurtgevoel* applies solely to this little block in Nieuwland. René, who has drawn the map, explains that the apartment complex they live in offers them virtually all they need in regards to social contact and activities. They go to its lounge for dinner parties, wine tastings and game nights, René volunteers in the group that

maintains the shared garden in front of the complex, and they play bowls – for which they have received funding to develop a new field nearby the apartment complex.

René and Paulien explain how their image of Nieuwland differs strongly from how they perceived the neighborhood before living in it. At first, Paulien objected to going to Nieuwland because her connotations with it – as a long term resident of Schiedam – were negative. In contrast, currently, both are very happy with living where they do. They do however remark that this part of Nieuwland might not resemble what Nieuwland really looks like, noting that there are very few immigrants living in their complex and that the assimilation between different ethnic groups has therefore been lacking. Nonetheless, according to Paulien, a neighborly feeling certainly is present:

"In our flat, people do look out for each other, like when our 80 year old neighbor had surgery and we all set out to check on her from time to time. We can really appeal to each other." - Paulien





Liesbeth, 66

The story of Liesbeth goes all the way back to 1959, which is the year she started living in Nieuwland. Her map started with what she described as 'completing the circle', highlighting the 4 streets she lived in throughout the years. Interesting to see is the strong grid she put to paper to symbolize the network of (main) streets in Nieuwland. Within this, she specifically mentions the Nolenslaan as she deems it the 'spil van de wijk'. As a former city councilwoman and employee of numerous schools in the neighborhood, she notes how the social network she has built up in Nieuwland often becomes most apparent in the Nolenslaan:

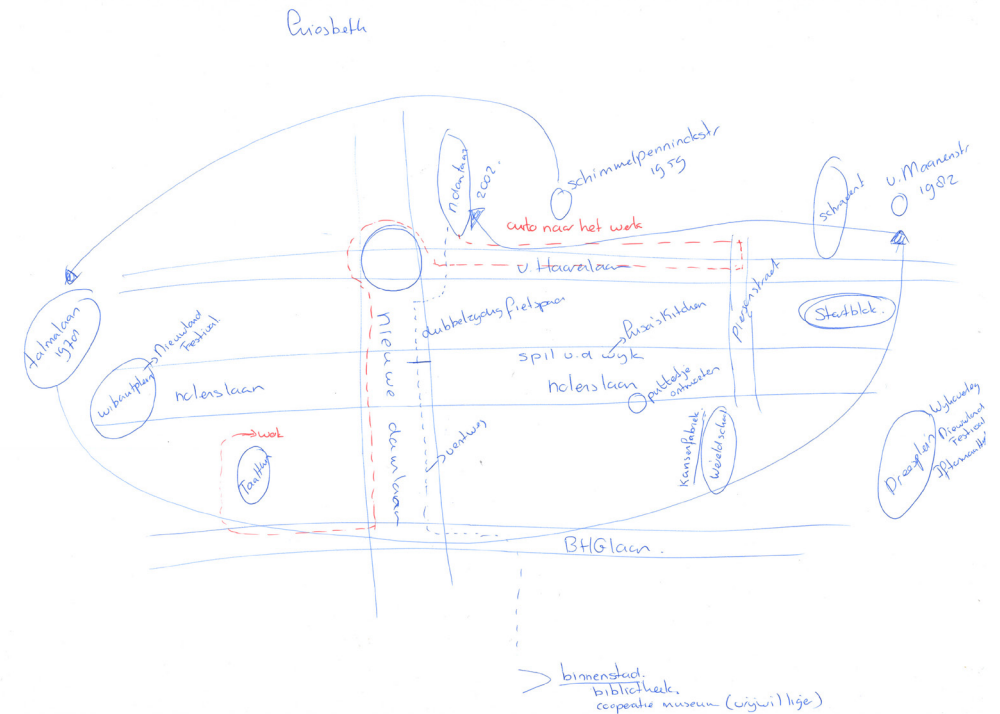
"One time I had gone to Morocco for a vacation. When I came back and wanted to go the Plus for groceries, I got stuck on the Nolenslaan for over an hour talking to mothers I knew from school - about how my vacation had been!"

Liesbeth has been involved with the restructuring of the neighborhood in the 90s, and clearly knows a lot about what defines Nieuwland. She is very much aware of the intense cultural diversity the neighborhood offers and she is also captivatingly positive about it:

"I think the influx of migrant workers has been an enrichment for Nieuwland. If you really try to interact with these people you'll find that we have much in common. People often argue that these migrants need to integrate, but I do believe that integration needs to come from both sides. [...] I've worked at schools with strong cultural diversity and found that to be a real enrichment. My daughter has friends with all kinds of nationalities. I think that that is how it needs to be in our society."

Liesbeth's map of Nieuwland reflects her open attitude towards its diversity. She mentions the relevance of the Wereldschool and Kansenfabriek for example, aimed at helping migrants and migrant children integrate into the Dutch system. Also, she explains how two squares, the Wibautplein and Dreesplein, have had a cultural importance by hosting the Nieuwland festival.

In a spatial sense, Liesbeth remarks how she has really seen the neighborhood change throughout the last decades. Like has been propagated in their rebranding, Nieuwland has diversified strongly in typologies of buildings, building blocks and public space. She stresses the necessity of thinking on block level and how social safety, control and cohesion work on this scale.





Sonja, 28

Sonja has been a resident of Nieuwland for 12 years now, currently living with her husband and two children in the Staatsliedenbuurt. As a manager of the Wijkhuis she sees and knows many other residents. She has managed to strongly visualize her story within the map, highlighting for example her daily routine – in which she visits the Wijkhuis, her children's school, and the shopping street of the Nolenslaan among other things. She is rather positive about the neighborhood, mentioning the abundance of functions and services nearby (hospital, police, shopping, parks, transit), and the power of the diversity the neighborhood offers. For her own home it meant collecting subsidies to create two public gardens that allowed for more social cohesion in her strongly diversified block. She thinks the potential for Nieuwland lies with the people, and that money from outside often does not do what it is supposed to do.

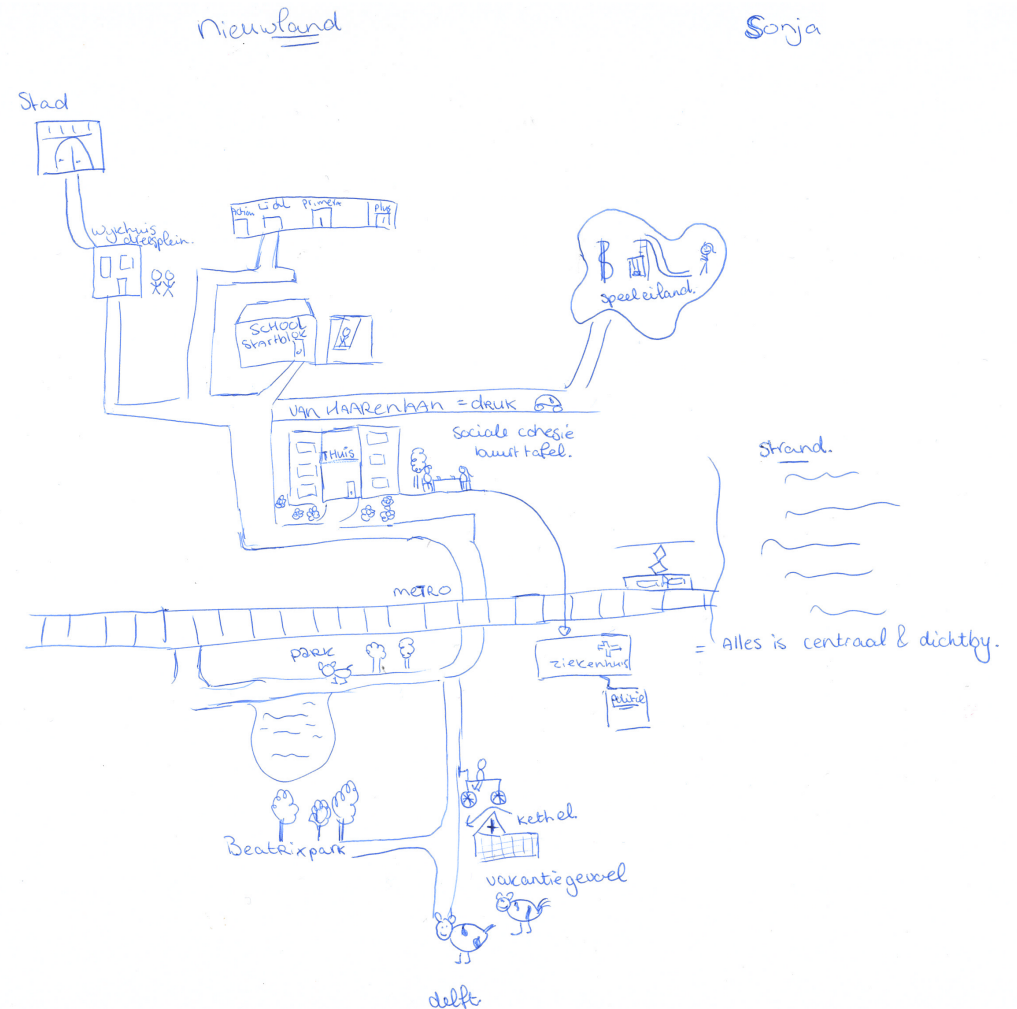
"Through government programs thousands of euros were made available for helping troubled youth. Still, when they have a talk with me they'll be enrolled in an MBO program in two weeks."

And later on she recalls the program of the Vogelaarwijken:

"We were a Vogelaarwijk with a lot of money, but where has that money gone? It has certainly not gone to the people that shape this neighborhood"

It is clear that Sonja strongly values the inhabitants of the neighborhood, as well the strong cultural diversity that is apparent within Nieuwland.

"My girls often play outside. All kids and cultures play together here. That is what I think is the strength of Nieuwland."

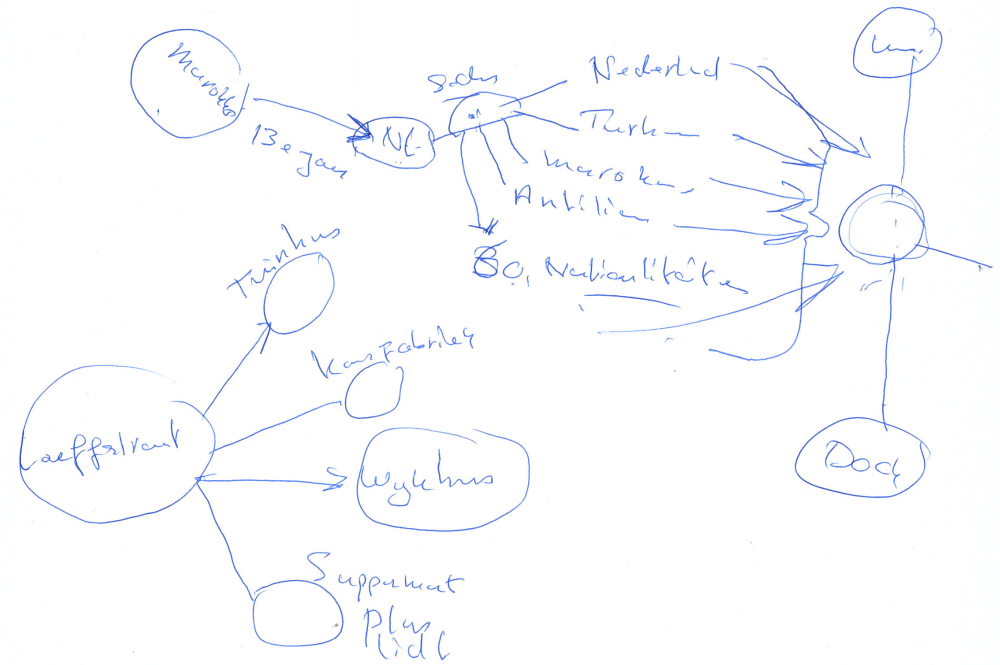




"I didn't see a difference. I made contact with everybody. I did not differentiate between black and white, religious or irreligious, you name it. I made many contacts that still approach me today about anything they want to organize, even the newer generation. I still love to support them."

"Many people came here for work that have been exploited. People of Polish heritage that had to live with 6 or 7 in one apartment. I talked about this with the municipality and the housing association but they did nothing."

"I've talked a lot to the municipality and Woonplus, but many problems are often passed on to others (no responsibility is taken). [...] The municipality does pay attention to activities, for example in the form of neighborhood budgets"



- Muziek
- Vinkapstraat
- Drugsdealers
- Supermarkt te vroeg laden en lossen

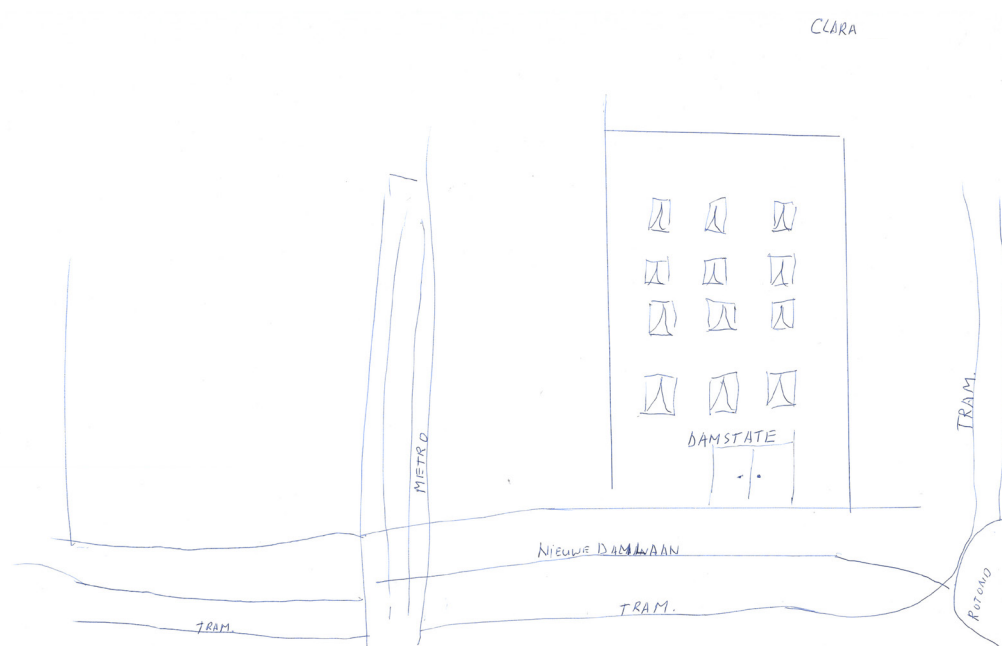
Small group session in Het Puttertje

A group session was held in the home of longtime resident Riet Putters, who created het Puttertje as a meeting place for elderly residents in Nieuwland. The session was joined by 5 residents, three of which participated in the narrative cartography: Riet, Clara and Hennie.



Clara, 88

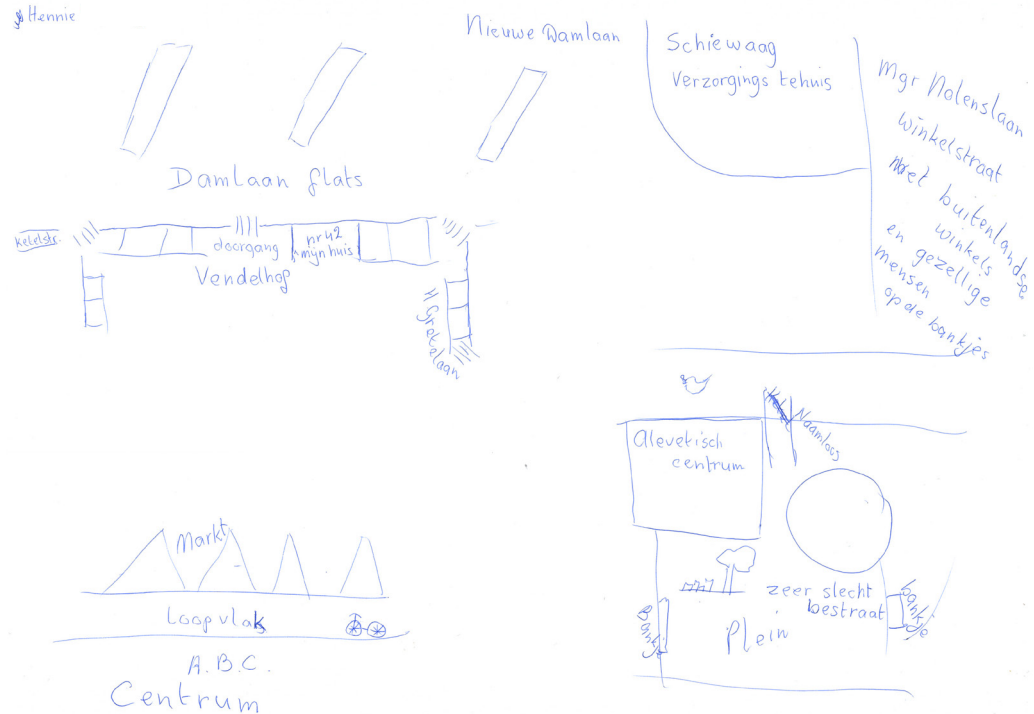
For Clara, her image of the neighborhood strongly related to her image from within her house at the Nieuwe Damlaan. Strong infrastructural elements like the tram, roundabout and metro stood out. However, when describing her narrative, she also described how she visits many other places in the neighborhood like het Puttertje. She finds her away around the neighborhood for activities like card game nights, billiards and cooking groups. Although she is happy living in Nieuwland, safety – and lack thereof – is an issue for her. In the group discussion she mentions that she doesn't feel safe opening her door anymore, even during the day.



Hennie, 75

Hennie has been living in Nieuwland for 35 years now. Her narrative follows not necessarily a well connected map, but tells several different stories related to different parts of Nieuwland. She starts with her home at the Vendelhof, where she lives with her husband. She talks about how she goes shopping at the Nolenslaan, and how nice it is to have the variety in shops it has, and the abundance of people sitting on benches along the street. She mentions some rather negative sides of Nieuwland as well: the market, where there is a lot of hinderance from cyclists, or the square near the Alevevisch centrum, which sees a lot of rodents and is badly paved.

Hennie





Riet, 82

For Riet, Nieuwland has been all she knows for an incredible amount of time now. She starts with elaborating on how she used to play in the meadows of the Nieuwlandsche Polder, and how she saw the neighborhood of Nieuwland getting constructed for the very first time. She has been living in Nieuwland sinds 1966. Riet knows many people there due to her volunteer work in the Wijkhuis, and further exemplifies the importance of the Nolenslaan as a social hub:

"If you're shopping there you lose at least half an hour talking to whoever"

Although there are often negative connotations with Nieuwland, Riet experiences a different image from within the neighborhood.

"Nieuwland is easy-going, and people that leave it want to come back very quickly. Residents who live outside of Nieuwland will ask me 'why are you still living there?'"

For her narrative, it is clear that Riet's map of Nieuwland is particularly small: everything she experiences happens around het Puttertje and the Nolenslaan – then again, it is all she needs.

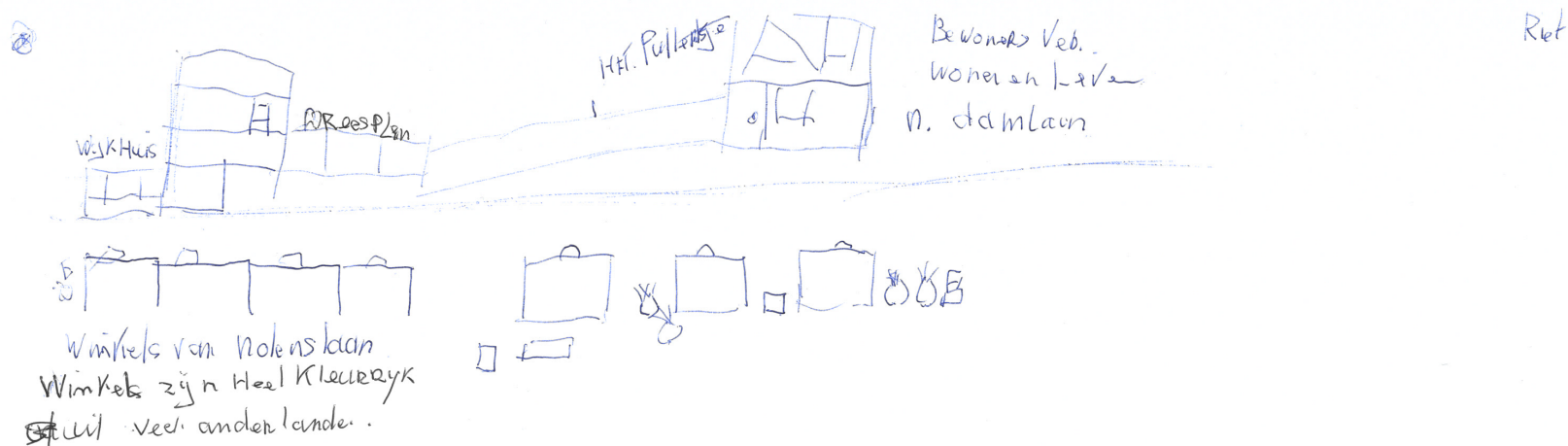
Group discussion

Interestingly enough, all three women have a very positive stance on the appearance of the neighborhood. They think the neighborly feeling still resides in Nieuwland, but also she troubles. For instance, the feeling of safety definitely is not always there – in the Beatrixpark for example, where a murder has taken place in recent years. According to Riet:

"Towards nightfall no one goes to the Beatrixpark anymore, because of the murder. Hikers used to get coffee here (at het Puttertje), but if they were on their own they didn't go anymore"

The women mention other issues as well, like mass littering, adding that this often leads to the bad reputation Nieuwland has.

Lastly, on a positive note, they acknowledge the diversity in Nieuwland, in population and functions. They add how many is done for its people in regards of (cultural) activities, and how people are taken care of (to prevent loneliness for elderly, for example).





Mahir, 80

I meet Mahir in meeting center '5 molens' at the Nieuwe Damlaan. Mahir is a man of Turkish descent who has been living in Nieuwland since 1972. From '86 to '06, he was a member of the municipal council of Schiedam. Mahir keeps his map concise. He has been living in the Piersonstraat for over 50 years now, and talks about how he meets people away from home, through his volunteer work in the 5 molens and within the Turkish community. As a long term resident and council member, Mahir can tell a lot about the history of Nieuwland – and what has caused the issues it still faces today. He explains how – in an attempt to help the poorer population – many building blocks were kept from being demolished, and the negative side effect this had.

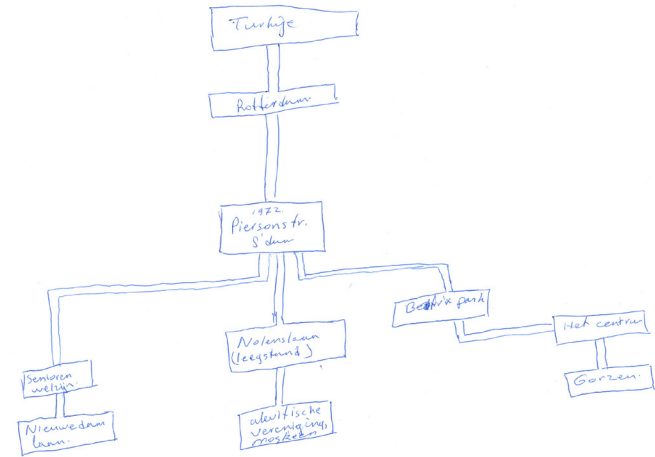
"A lot of the cheap housing stock had been spared, but then Nieuwland became the garbage well because it attracted people from Spijkenisse and Rotterdam [who had been displaced]. Nieuwland degraded, and we received millions to combat this. However, I've seen little of it."

Nowadays, Mahir sees the degradation mainly through the state of the neighborhood: empty housing, litter on the streets, less volunteers, the disbanded citizen organization, overpopulation of certain apartment buildings:

"Foreigners that come to work nowadays are getting abused. Sometimes, I hear them sleeping in one apartment building with 10 people! That's why I think the contribution of the municipality is also very important"

Mahir hopes the neighborly feeling, that he did experience in the past, could come back. He sees the social relevance of this in Nieuwland:

"Social cohesion is also important. You should focus more on the togetherness of people. Everyone is getting more and more individualistic"



Petra, 57

In the 5 Molens we also talk to Petra, who lives at the Nieuwe Damlaan with her husband and two children. She lives in an apartment building with a good view on several annoyances of her: issues with garbage, vermin, and with parking. The (vicinity of) Nieuwland has upsets as well however: the parks and playgrounds, the vivid Nolenslaan and wijkhuis Dreesplein (where she is a longtime volunteer), and the nearby city center – where she enjoys the terraces, library and museum. Petra sees how issues within Nieuwland have a strong sociospatial aspect to them:

"People move quickly here and because of this, they feel less connected to the neighborhood."

She encounters aggression and violence, for example in traffic. Although she is not scared, she does think about what is going on in Nieuwland in terms of criminality:

"[Someone would ask me] what I'm going to vote? Well I'll definitely look into a party that looks into criminality"

Lastly, she points out one relevant issue related to parking – that spreads throughout the neighborhood. She is annoyed by people that abuse the free parking regulations that are in effect in Nieuwland.

"There is free parking at the 4 flats next to the Nieuwe Damlaan. People park their car there and then use their bike to go to work in the city. I see it happening clearly."

be perceived as being unsafe. She does not prefer being outside at night, although she does go outside when she has to. Even in her home she sometimes thinks twice about her living situation:

"I live on the first floor. I close my window at night because it could otherwise be possible to reach my room with a ladder to the balcony."

She also tells a very intriguing story about a funeral undertaker that now operates from close to her house. She explains how this has caused hinderance is several ways:

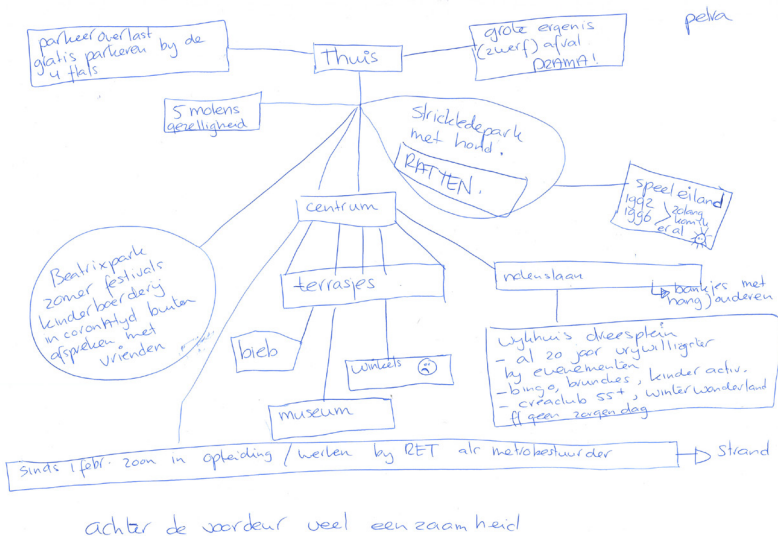
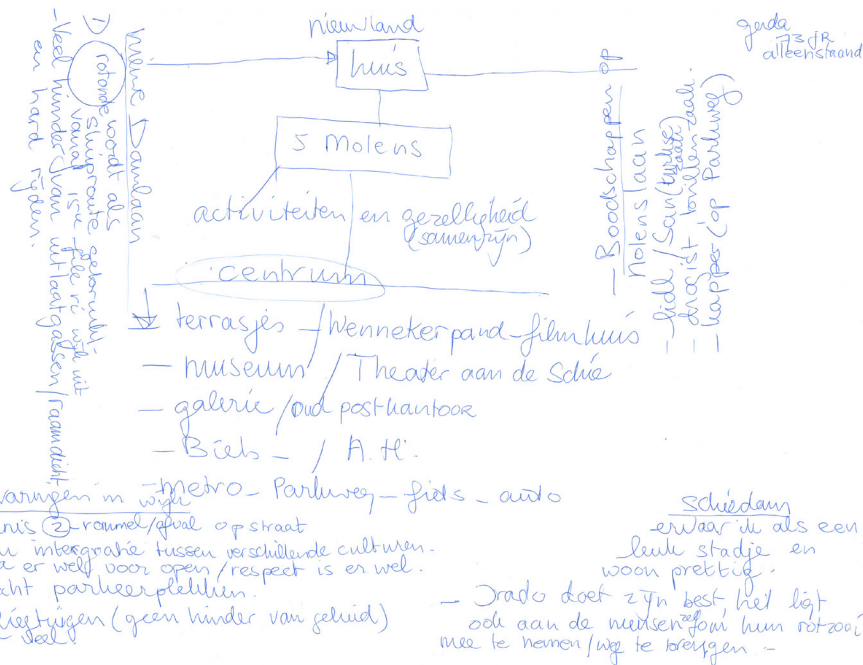
"The funeral undertaker has 6 cooled storages [for the deceased]. Around 10 visitors would fit in the building, but sometimes around 50 would show up. Residents can't sell their apartment for the price they could have gotten in the past because there are always mourning people around. Furthermore, these people cannot leave their car anywhere in the vicinity because of this."

Gerda ends with a note on the very apparent cultural diversity of Nieuwland, and explains how she notices that there is not always a proper integration apparent between different cultures, even though she is open to it to some extent.



Gerda, 73

The last conversation in De 5 Molens was held with Gerda, who lives above the meeting centre along the Nieuwe Damlaan. She has been living in Nieuwland for 14 years now and mentions how she doesn't experience much of Nieuwland outside of the vicinity of her house. Like Petra, she values the many things the inner city has to offer, like the museum, library and art galleries. In Nieuwland, she deems the 5 Molens most valuable, as a place for activities and being together. There are also quite some annoyances within the neighborhood, related to garbage, parking, traffic, and even planes. Take the Nieuwe Damlaan for example, which is the street she lives on. She mentions how there is much traffic and that coincidentally an abundance of exhaust gases is quite a nuisance. Although she thinks Schiedam is a pleasant little city, she experiences how the city and neighborhood can



Interpretation of results

The aforementioned interviews have resulted in 12 different views and perceptions of the neighborhood of Schiedam Nieuwland. If we go further into analyzing what has been mentioned, described, and drawn, we can make a synthesis of the themes and subjects that were found to be most relevant for the interviewed group. The diagram on the next page (figure 5.6) functions as a visualization of this analysis.

Categorization

The data has been placed into five categories: social safety, public functions, social cohesion, social control and mobility. These five were chosen because they all fit a particular (socio)spatial aspect of the urban realm. Therefore we can expect that the gathered data that fits in these categories can be used to base certain design principles on.

Each category features topics, places, ideas and/or feelings that have come to light from the fieldwork. The diagram also shows if a certain term has been mentioned more or less frequently, and if it has a positive or negative connotation.

Observations

At first glance it is clear that some categories have yielded more positive connotations than others. This does not necessarily mean that there is nothing to improve within these categories: on the contrary, a quality can be to further reinforce those things that already have a positive connotation and influence on Nieuwland. A brief summary of observations in each category will now follow.

Social safety

The feeling of safety is limited in Nieuwland, especially at night or at secluded places like parks or alleys. Even at home people do not always feel safe. The lack of safety discourages interaction in public and therefore seems to cause more loneliness.

Public functions

Nieuwland houses a lot of public amenities and almost all of them are

highly valued. The Nolenslaan shopping street is mentioned in virtually every conversation. Community centers and parks are valued for what they offer in social interaction and services (workshops, activities, social programs).

Social cohesion

Within the interviewed demographic, social cohesion is a highly valued topic. The importance of social engagement has been mentioned regularly as something that has helped keep up the communal feeling in a neighborhood that has been growing more and more individualistic.

Social control

Many are bothered by the lacking feeling of responsibility and control on the neighborhood. Public space is often neglected, and as a result the abundance of garbage is mentioned by almost all participants. On the other hand, people value the public spaces that are in fact shared or at least used frequently, stressing the importance of having eyes on the street and looking out for each other.

Mobility

Centrally located, there is in general much praise for the connectedness of Nieuwland in terms of public and private transport. In terms of infrastructure, most of the negative connotations besides that of parking arise from the perspective of slow traffic, where car prioritization, difficult routing and degradation of street quality (e.g. bad paving) are mentioned in multiplicity.

Critical note

Because of the nature of this fieldwork technique, the gathered data can not be quantified very easily. The diagram has therefore been created by roughly estimating the importance of each term and the connotation it has within the interviewed demographic.

Furthermore, because of the limited size of the interviewed demographic, we can only assume that these topics are also relevant for the general population of Nieuwland instead of just this small group. However, for the sake of the methodology, it will be assumed in all reasonability that the results offer a relatively decent overview of the views of the general population of Nieuwland.

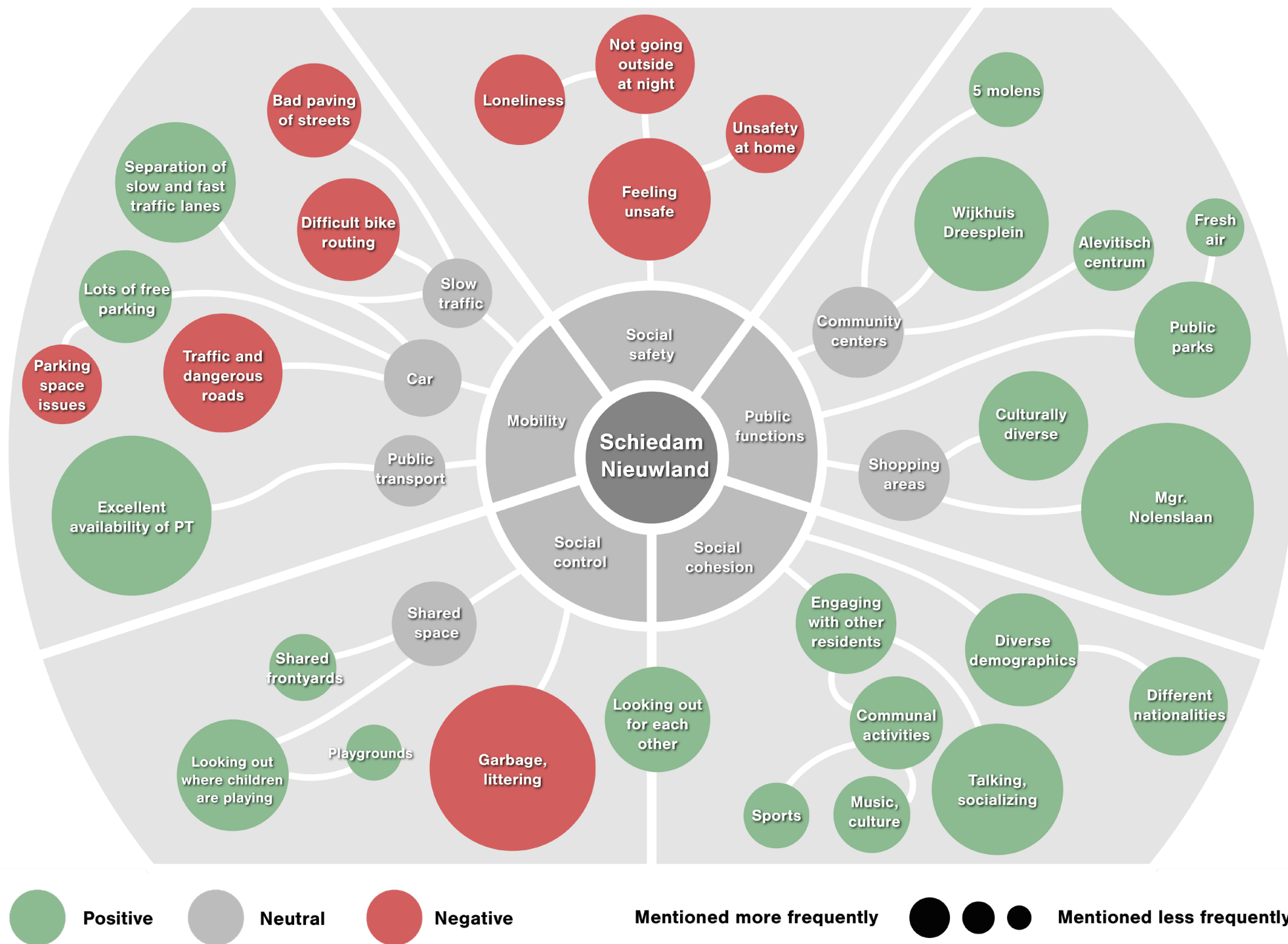


Figure 5.6: Visualization of fieldwork results, categorized and weighed.

Non-spatial considerations

The conducted interviews gave many insights into the neighborhood of Nieuwland. Although the incentive has been to understand more on specifically the sociospatial status and perception of Nieuwland, the interviewees rarely limited their perspective to this alone. As a result, I have come to learn about aspects that in my opinion potentially go further than what is typically taken up by urban designers and planners. I think it is relevant to mention some of these aspects here, as they have influenced the way I have thought about the design framework and proposals for Nieuwland that will feature in the next chapters.

Multiculturalism is embraced

In finding out how the residents of Nieuwland interact with others, the ethnically diverse make-up of the neighborhood could not be left out. In general it would often seem that people have difficulties with living in an ethnically diverse area. Most of the interviewees acknowledge that the diversity seen in Nieuwland has the basis to create problems, however, from the interviews there actually were little signs of real aversion towards people of other cultures. Interviewees seemed to understand and acknowledge that people of different backgrounds have different ways of living, and that this has the potential to create friction. Concretely, this friction is caused by different time schedules and daily rhythms (e.g. resulting in noise complaints), different ways to appropriate public space (e.g. altering shared staircases) and differences in household composition (e.g. nuisance because of the large size of households).

Aversion to housing association

A large portion of the housing stock in Nieuwland is owned and regulated by housing association Woonplus. For this reason, many residents look at Woonplus and hold them accountable for issues that precede in the neighborhood. These would for example concern the unhealthy state of housing (underlining the degradation of the housing stock in the neighborhood) or unhealthy household compositions (more than once, interviewees mentioned how some dwellings were inhabited by large groups of migrant workers). The aversion towards Woonplus and the concerns about the wellbeing of fellow residents in the interviews has emphasized

that residents of Nieuwland are not just invested in themselves but in others as well. It further stresses the problems that precede in the neighborhood that might even disproportionately affect the most vulnerable inhabitants of Nieuwland.

Distrust in the government

Continuing on this note, it is also clear that there is a certain aversion towards the governmental bodies that are present in Nieuwland. The municipality is the biggest player in this, however, provincial and national government has also been mentioned as a result of the funding that Nieuwland has received from them in the past. The main consensus seems to be that the funding is lacking for those things that should help improve the neighborhood. Some of these things have somewhat of a spatial basis, like the presence of police on the street to improve public safety. Others concern societal aspects, like funding for education. Again, there is a real concern for fellow residents, and especially those who are most vulnerable. Some interviewees even suggested a correlation between the lack of funding and (sociospatial) issues preceding in Nieuwland, e.g.: residents that were lacking in opportunities because of the lack of funding are forced into criminality, increasing feelings of unsafety in the neighborhood.

6 | Design framework

This chapter will build upon the information that has been gathered in chapters 2, 4 and 5 to establish design principles from three different perspectives, of which the citizen perspective is valued most highly. By combining these, a design framework for the redevelopment of Schiedam Nieuwland will be formed.

Chapter 2 evaluated theory on liveability and safety, concluding that these are strongly dependent on context. This raised the question on what this context is for Nieuwland. Therefore, in chapter 4, an attempt was made to supply context on Nieuwland in several categories. It showed how Nieuwland has evolved since its initial completion, what its demographic looks like, which actors have a stake in the neighborhood, what policies it has been subjected to, and not to forget, what its spatial configuration looks like. Chapter 5 then added one more piece of context, showing the perspective of what I consider to be the most important stakeholder: the citizen.

This chapter tries to bridge all the context that has been made available through research, and link this to a possible design strategy. As the main research question implies, the citizen perspective must be most highly valued in this. However, this must not be the only focus. It is clear that the context surrounding Nieuwland does not only relate to the citizens, but to other perspectives as well. By looking into three perspectives, we can establish a design framework that centralizes the citizen - which has been an objective for this graduation project - while also considering other points-of-view. The eventual goal of adding these additional points-of-view is to make design proposals more impactful, realistic and feasible.

First, the data from the fieldwork as provided in chapter 5 will be translated into 8 design principles from the citizen perspective.

After this, the ideas of the most frequently mentioned non-citizen stakeholders will be evaluated and placed into a list of design principles from the non-citizen stakeholders perspective.

Then, a number of reference projects and case studies will be displayed to outline design principles from the perspective of the urban designer that are relevant for the context of Nieuwland.

Lastly, we will evaluate which areas of Nieuwland we could consider for possible redevelopment, based on what is known from fieldwork and what seems feasible due to size and time constraints.

The three perspectives and their principles shape the framework that can be seen in figure 6.1, which shows how the citizen perspective is centralized and directly feeds into other perspectives as well. The ideas and principles that are placed in the framework will be used to defend the design proposals that feature in chapter 7.

Principles from the citizen perspective

The following pages show eight design principles that have been formulated based on the data from fieldwork. Each principle is based on mentions of issues or limitations in Nieuwland, and is related to one or more (socio)spatial categories, which will be displayed through a comprised version of the diagram shown in the last chapter (figure 6.2)

What has become clear from these principles is that they all concern a very human scale level. That is to say that none of these really address possible redevelopment of Nieuwland on a block or district scale level. This is why we must also value other perspectives if we want to establish a useful design framework that can be applied to different scale levels.

The principles combat issues related to infrastructure, parking, littering, loitering, unsafety and loneliness and aim to improve clarity, diversity, social control and social cohesion within public space.



Figure 6.2: Sociospatial categories that have originated from interviews

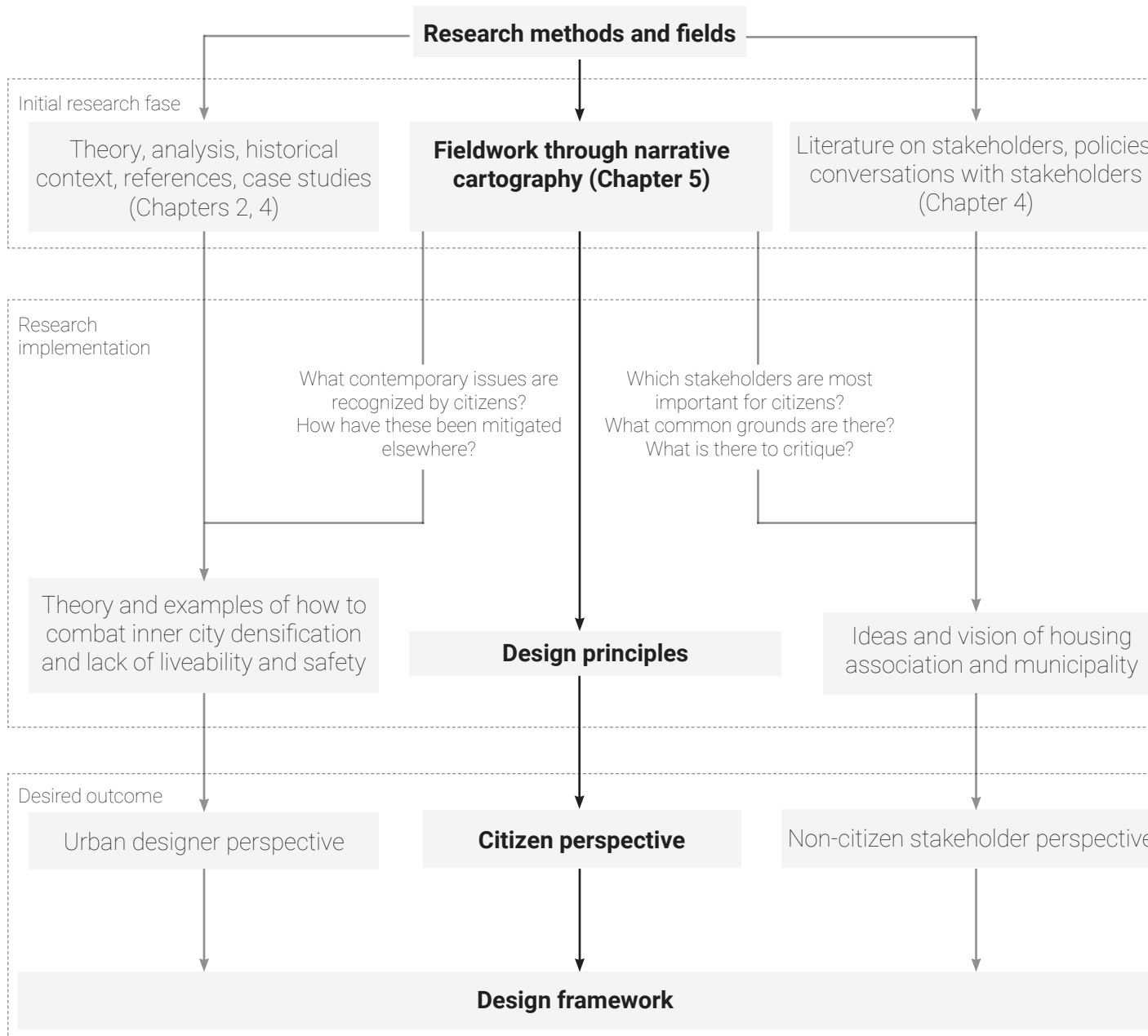
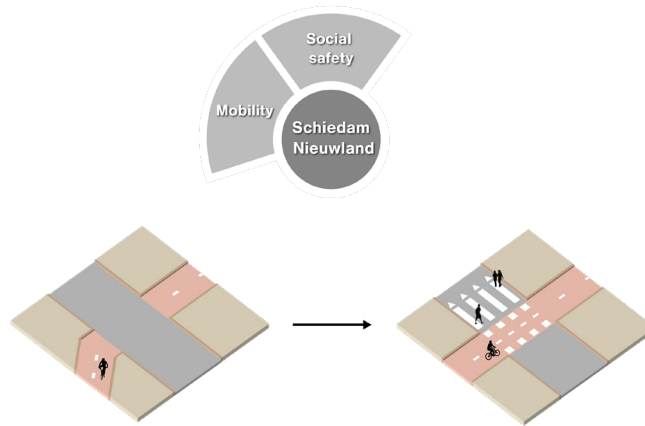


Figure 6.1: Methodology for establishing the design framework

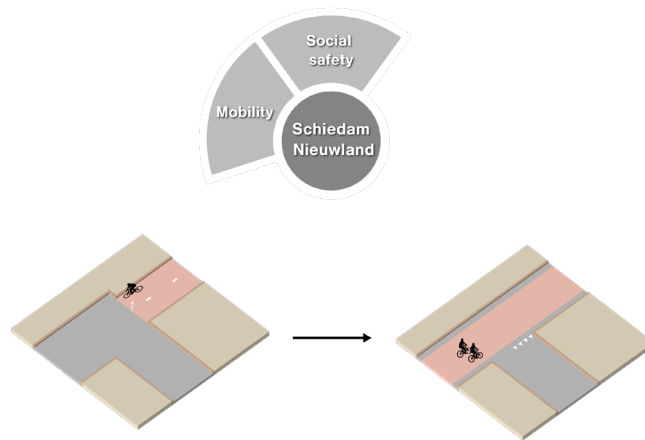


Slow traffic prioritization on crossings

In many streets, especially within central Nieuwland, slow traffic seems to be incorporated as an afterthought. Priority goes to the car. However, this makes for many unsafe crossings, even in slow traffic dominated areas. Allowing for more priority for slow traffic can offer safer environments and instigate more usage.



Sonja feels some roads are dangerous, especially for her children.

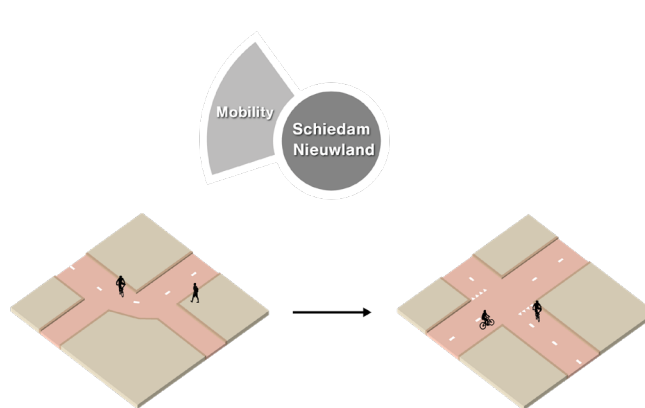


Slow traffic prioritization on through streets

Similarly, several secondary streets in the network are focused on cars, while bike usage might even be more common there. Turning these streets into bicycle streets can help stimulate bike use and reduce car speeds.



Gerda is annoyed by cars that go too fast in residential areas.

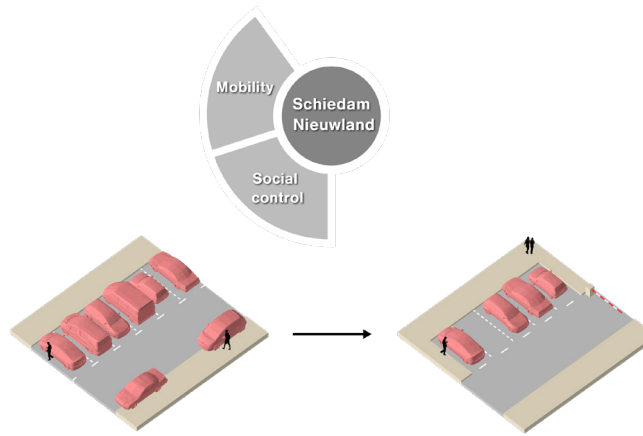


Clearer organization of infrastructure

In some locations, the organization of slow traffic is still rather messy, with alterations between one and two way paths and awkward crossings. A better organization could prevent misuse of one way routes and give a clearer overview of crossings.



Liesbeth has to cycle against traffic for short distances to travel efficiently.

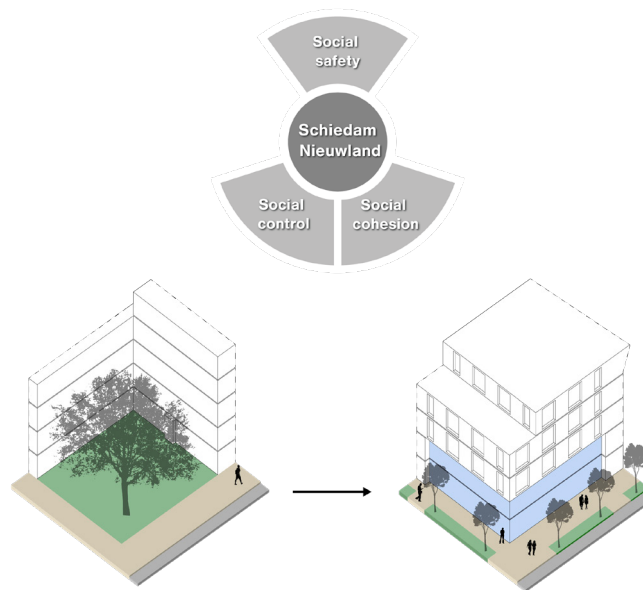


More balanced and fair parking

The focus on car parking is intense and often leads to problems - as there is competition between cars from residents, shoppers, businesses and commuters. A better distinction and division between parking places can dissapate these problems.



Petra can not park her car closeby, as commuters take her spot during the day.



More eyes and life within public space

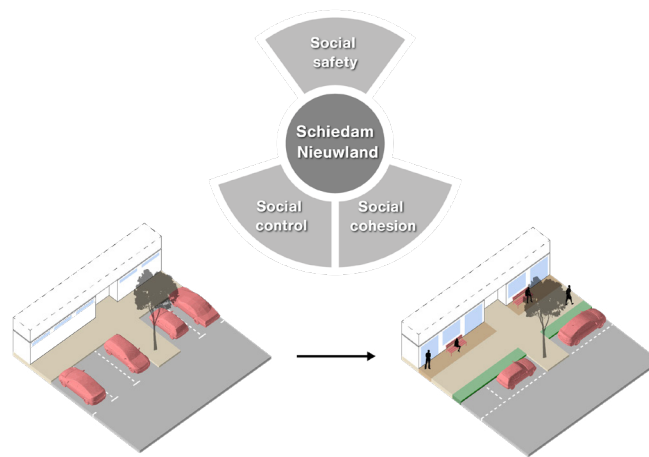
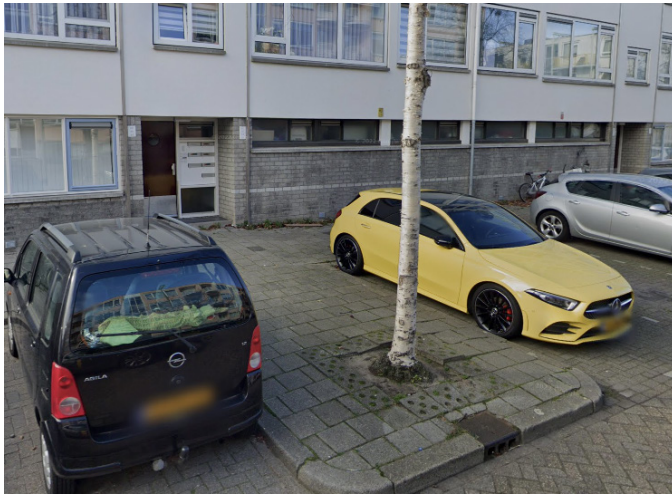
Feeling unsafe, criminality on the street, loitering, littering, and neglect of public space all feature within the list of negative connotations with living in Nieuwland. One way to remedy these issues is to focus strongly on reshaping public space in terms of social control: with more eyes and life, there is less room for abusing and neglecting streets and other public space.



Henny has been terrified at times to go out on the street, especially at dark spots.



Mahir does not always feel safe, and would value more civil or authoritarian eyes watching out on the street.

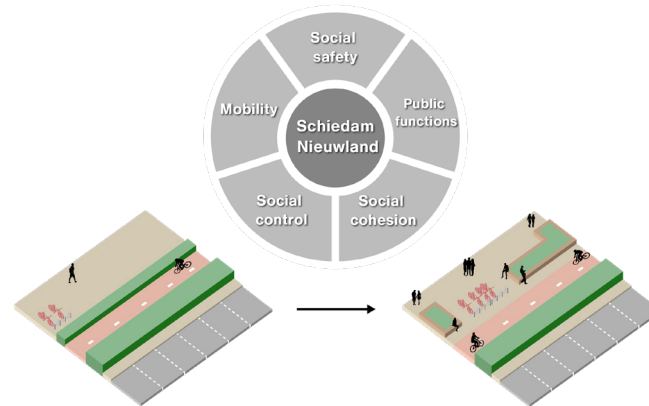


Engaging from home

In Nieuwland there is a strong distinction between private and public space. Because of this, interaction on the street is limited and people live secluded. Reconfiguring the connection between buildings and the streetscape can soften the boundary between public and private, offer new housing opportunities and provide for more interaction from home.



Sonja knows that activating a frontyard has worked to stimulate social interaction.

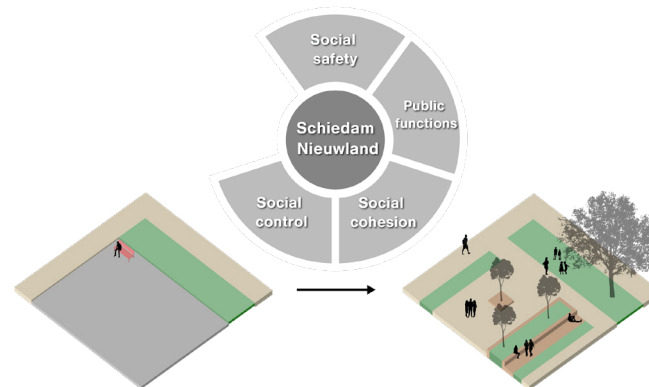


Engaging on the street

Through its post-war organization, many traffic routes and systems are segregated. Also, they only function as throughways: they are not meant to be places to stay. However, there are places - like the Nolenslaan for example - where interaction on the street is valued. New street configurations can give meaning to slow traffic throughways and instigate usage as a place of interaction.



Liesbeth is often held up on the Nolenslaan, where she ends up socializing with other residents of Nieuwland.



Engaging on the square

Public squares like the Wibautplein and Dreesplein are valued for their ability to host events and bring people together, through the Nieuwland festival for example. However, despite their beneficial central position in the neighborhood, their modest paved lay-out does not encourage much interaction. A new configuration with stronger spatial definitions can provide a more interesting environment for this.

Principles from non-citizen stakeholders

Chapter 4 showed how there are many stakeholders involved besides the residents of the neighborhood themselves. There are two specific non-citizen stakeholders that have a particularly significant influence on Nieuwland: housing association Woonplus and the municipality of Schiedam. This has come forward during the fieldwork, where many interviewees mention either stakeholder and their role in Nieuwland - both positively and negatively.

Woonplus and the municipality see a lot of potential in Nieuwland. They also foresee a lot of change for the neighborhood to achieve this potential. Because of their influence, it is important to look at these two stakeholders and see what they envision compared to what is considered valuable for the citizens of Nieuwland. If there are common grounds to be found, then this will strengthen the design proposals that will be formulated in chapter 7, however, it is also important to look at where we might have reasonable ground to critique them. This section will give an overview of topics that are important for each of these two stakeholders, and critically look into how they position themselves within these. Overall, we will find many common grounds that we could take advantage of for the redevelopment of the neighborhood. However, all phrases and sentences featured in **red text** generally show a difference between the interest of Woonplus and the municipality of Schiedam, and the citizens.

To understand the vision of the housing association, an interview has been held in January with Daniëlle Jutte, programme manager within Woonplus. She explains that their influence stems from the fact that a large portion of the housing stock in Nieuwland consists of social housing, and that this is operated by the association.

To understand the vision of the municipality we can look into their visionary and strategic documentation. In the last decades several documents have been published to express visions and strategies for Nieuwland. Some of the most recent documents are the Woonvisie 'Groeit als kans voor de stad' (Gemeente Schiedam, 2020) en the 'Ruimtelijk Raamwerk Nieuwland' (Gemeente Schiedam, 2022). The latter has already been briefly covered in chapter 4. The most relevant topics from these sources have been considered.



Densification and diversification

Densification in inner cities is a hot topic as a result of the housing shortage. Both parties are very invested in Nieuwland as a place to densify and diversify.



Woonplus works on many plans for new developments: not simply because the housing stock is inadequate, but because according to them a new parcellation is required to better fit a block. There is an ambition to make living careers possible in Nieuwland. This means that the housing stock is diversified in such a way

that a resident can switch house once their living situation changes. Lastly, new developments used to often replace current housing stock 1:1. As a result of this neighborhoods like Nieuwland have been at risk of gentrification in the past. However, currently the goal is to densify areas more extensively. Within this, Woonplus wants to keep the social housing stock at least equal to its current state.



Schiedam sees growth as an opportunity, and is therefore very focused on densification. In this, they say that establishing new diversified living environments with more range in size and cost of residences is deemed to be vital. Again, this does create the risk of gentrification.

Sustainability

The energy transition and climate change ask for more sustainable approaches towards redevelopment of the neighborhood. Both parties embody this



Woonplus has the ambition to make Nieuwland more sustainable. Primarily, they want to focus on transitioning the neighborhood to a geothermal heating network, as most households are still supplied by gas. However, this is also used to support the decision to demolish and rebuild residences instead of transforming them. As a result of this, there is risk of displacement.



Climate adaptation, the energy transition and biodiversity are topics that all fall within the ambition to make Nieuwland future proof. However, the municipality does not dare yet to decide on the feasibility of attachment to the geothermal network, which has caused conflict and delays in the process of improving the quality of dwellings in Nieuwland.

Public space

There are a lot of opportunities and there also is a lot to be done in regards to public space in Nieuwland. Woonplus addresses the need to find a better and more meaningful transition between public and private - which currently is strongly divided. The municipality focuses more on one specific aspect related to public space: safety.



The association sees that there is a strong divide between public and private, and that there are opportunities to offer a more meaningful transition between these two. However, it is also clear that interventions must have a low threshold to work in Nieuwland: 'community gardens do not work'.



Nieuwland should feel more safe. Obtaining more attractive public space aimed at slow traffic, creating more places for interaction and activity and keeping public space clean and organized should help achieve this according to the municipality.

Public amenities

Because housing is the core business of the association, there is less attention for the current presence of public amenities. However, the municipality does in fact clearly express the value amenities can have on the neighborhood.



The municipality values the socioeconomic strength created by different kinds of amenities in Nieuwland. The availability of functions related to education, health, and commerce among others makes Nieuwland vital for the city and region. They wish for this core to remain strong in the future.

Mobility

Good mobility in general works positively towards the attractiveness of an area, and chapter 4 has shown that Nieuwland profits from a very decent infrastructural and transit oriented configuration. The municipality looks even further than this, and notes how connected Nieuwland is in itself, and how this can evolve favorably in the future.



Nieuwland has a central position in Schiedam. The neighborhood will therefore be at its top strength if it makes use of this position by being strongly connected. Envisioned is Nieuwland as a 10 minute city, where amenities, parks, the inner city, infrastructure and public transport are visible and easily reachable from the neighborhood.

Principles from urban design

Chapter 1 defined how neighborhoods like Nieuwland are influenced by both national issues (the need for inner city densification) and local issues (socio-spatial problems related to liveability and safety). Meanwhile, we have learnt much about the context that shapes Nieuwland through chapters 4 and 5: e.g. its existing underlying historical, cultural and socio-spatial configurations. For the sake of the residents, I believe it is important to understand how we can solve issues like densification and lack of liveability and safety without ignoring what is already there, because if we ignore what is there, we also ignore the wishes and demands of those living in Nieuwland. At this point, we already know a lot about the citizens perspective on the neighborhood and its issues. In this section we will look into another perspective: that of urban design, highlighting theory and practical examples of how these issues have been seemingly successfully been mitigated elsewhere. The goal of this section is therefore also to show how in contemporary urban design, solutions that centralize the citizen and urban context are both feasible and realistic.

Densification

Architectural firm KAW published 'Ruimte Zat in de Stad' in 2020, aimed at exploring the possibilities of inner city densification in post-war neighborhoods. They mention four categories to consider for densification: transformation of current housing, surgical interventions, restructuring of blocks and the filling of edges. All of these can be applicable for Nieuwland: especially in those areas that still follow the historical functionalistic configuration.



Figure 6.2: Transformation of storage to apartments (Stedenbouw, 2020)



Figure 6.3: Expansion of apartments in flat (Door Architecten, 2016)

Through transformation

Nieuwland has a large amount of apartment buildings with little connection to the ground level, which is often caused by the presence of storage units. However, there are several ways to create a new configuration that combats this.

First of all, if the height of the ground level allows it, two units can often be transformed into one new groundbound apartment building, like has been done at the Marshallaan in Utrecht (figure 6.2). These would be favorable units for people that have difficulties with living higher than ground level, like the elderly and the disabled.

A second technique is to expand apartment units onto the groundlevel, like has been done in the Goeman Borgesiusstraat in Amsterdam (figure 6.3). By doing this, the apartments are now suited for new types of households (larger families), the storage units are moved out of sight and there is even room for larger private space outdoors for the apartments above these (as they will now have an extended terrace instead of a balcony).

Through addition

Because of its open configuration, building blocks in Nieuwland often have a lot of leftover space that can be utilized for additional developments without interfering with the current stock. These types of surgical interventions could for example be done on blind sides and corners, like KAW proposes (figure 6.4). Even within areas with primarily groundbound terraced housing, small scale interventions can create some extra housing on these blind ends (figure 6.5).



Figure 6.4: Surgical densification in post-war neighborhood (KAW, 2020)



Figure 6.5: Densification strategy within groundbound neighborhood (BNA, 2021)

Another technique is addition *on top of* current stock. This will not be possible everywhere, but in general post-war apartment buildings often have a strong enough structure to achieve this. Some blocks in Nieuwland have apartment buildings that are just three stories high, so those are certainly interesting for this technique.

Through restructuring

It is important to preserve the housing stock that is currently available in Nieuwland - as having to forcibly move residents from their homes is unfavorable. However, there are several reasons to argue that in some places this is unavoidable. In Nieuwland we could name two. Firstly, because parts of the current housing stock have degraded in such ways that they are no longer fit to house people. Secondly, because their configuration does not longer fit with the demands for the neighborhood. In just those cases, the restructuring of blocks could also be an option.

Figure 6.6 shows a proposal for the restructuring of De Venser. Here, the underlying structure of the streetscapes is maintained, the building heights remain similar to nearby post-war developments and the architecture does not conflict with what is already there. Figure 6.7 shows a contemporary design of sustainable apartment building that could house a range of different typologies. However, its architectural form differs strongly from that of most apartment buildings in Nieuwland. Lastly, figure 6.8 shows how a neighborhood transformed and received significant more green space, as well more housing typologies. However, the overall density decreased.



Figure 6.6: Restructuring in De Venser, Amsterdam (Uytenhaak, 2022)



Figure 6.7: Sustainable flat with new typologies (Transformatiehaven, 2022)



Figure 6.8: Some new typologies but reduction in overall housing stock in Cuijk (Palmbout, 2022)

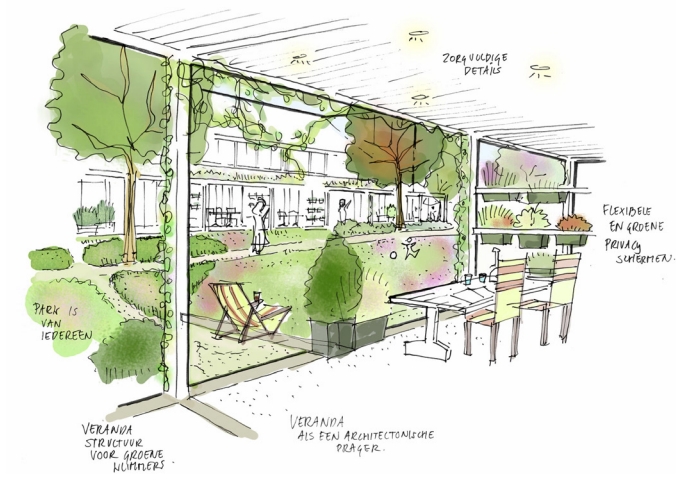


Figure 6.9: Gradient between public and private space in the Parkbuurt (ECHO, 2022)



Figure 6.10: Slow traffic oriented shopping street (Sant en Co, 2014)

Ideally for Nieuwland, restructuring strategies should conform to not one or two (like the examples above) but all of the following three rules: they should adhere to their environment, offer new typologies, and offer more overall housing.

Safety

Transition between public and private

Within its lay-out, the boundaries between private and public are strongly defined in Nieuwland. Because of the lack of connection between these two, public space is neglected and feels more unsafe, and social control is lacking. Figure 6.9 shows how the connection between public and private can become more natural through sight lines, minor height increments and appropriation of public space.

Safer streetscapes

Although there already is a well defined separation of traffic systems, there are still places in Nieuwland that can be improved in terms of safety on the street. This is most valuable in areas that profit from prioritizing slow traffic: shopping streets (figure 6.10), squares and greenblue axes among others.

Liveability

Places of interaction

Public space in Nieuwland is not often designed for intense usage. Paved areas often serve as infrastructure or parking, and greenery and water elements generally only have a visual value. However, activating streets, squares (figure 6.11) and greenblue axes can instigate more use and interaction, creating more liveable public space.

More identity

For decades, branding and identity has had a central connecting role in Nieuwland. Adding symbolism and giving identity to blocks, streets and squares (figure 6.12) can further enhance this connectedness.



Figure 6.11: Restructuring and activation of the main square in Tuinzicht, Breda (BN De Stern, 2018)



Figure 6.12: Use of Symbolism on the Heinekenplein (HK Groen, 2023)

Focus area and scales

Nieuwland is a large neighborhood, comprised out of a multifold of different living districts, parks, infrastructure, greenblue axes, and clusters of amenities. Fieldwork has given insight into how different parts of the neighborhood are perceived by interviewed residents, however, not every part of Nieuwland has come forward as often as others - and some not at all. When looking at the approximate* location of the residences of these interviewees (figure 6.13), we see how almost everyone lives in the central part of Nieuwland that consists out of the Staatsliedenbuurt and the Nolensbuurt. Many stories and narrative maps were centered around these districts - and adjacent streets like the Nieuwe Damlaan, Nolenslaan and Burgermeester van Haarenlaan. Because almost all of the fieldwork data came from this area, the choice has been made to focus only on this central part of Nieuwland in regards to actual design proposals.

*Due to privacy considerations, only the street of residence (along with the housing typology) were asked during the interviews with residents. Therefore, the actual location of residence might differ slightly from the map in figure 6.13

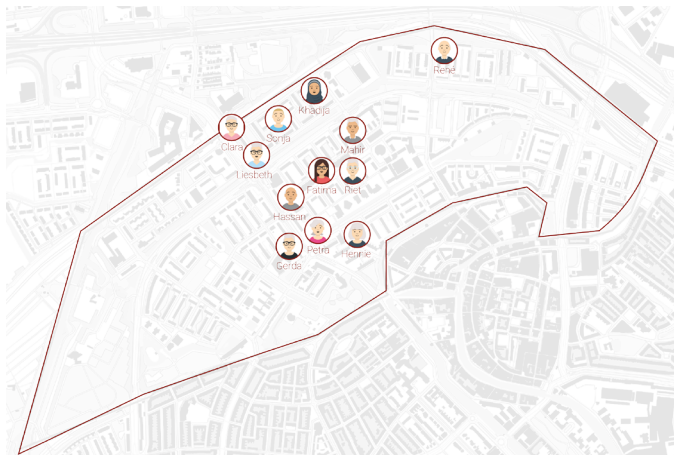


Figure 6.13: Location of residences of interviewees in Nieuwland

The relevance of the central part of Nieuwland

From this point on the focus for design proposals will only be put on central Nieuwland. However, this does not mean that the relevance of the eventual proposals will be impeded, as central Nieuwland still is a very interesting area to base designs off. This has two reasons: its central position and its morphological structure.

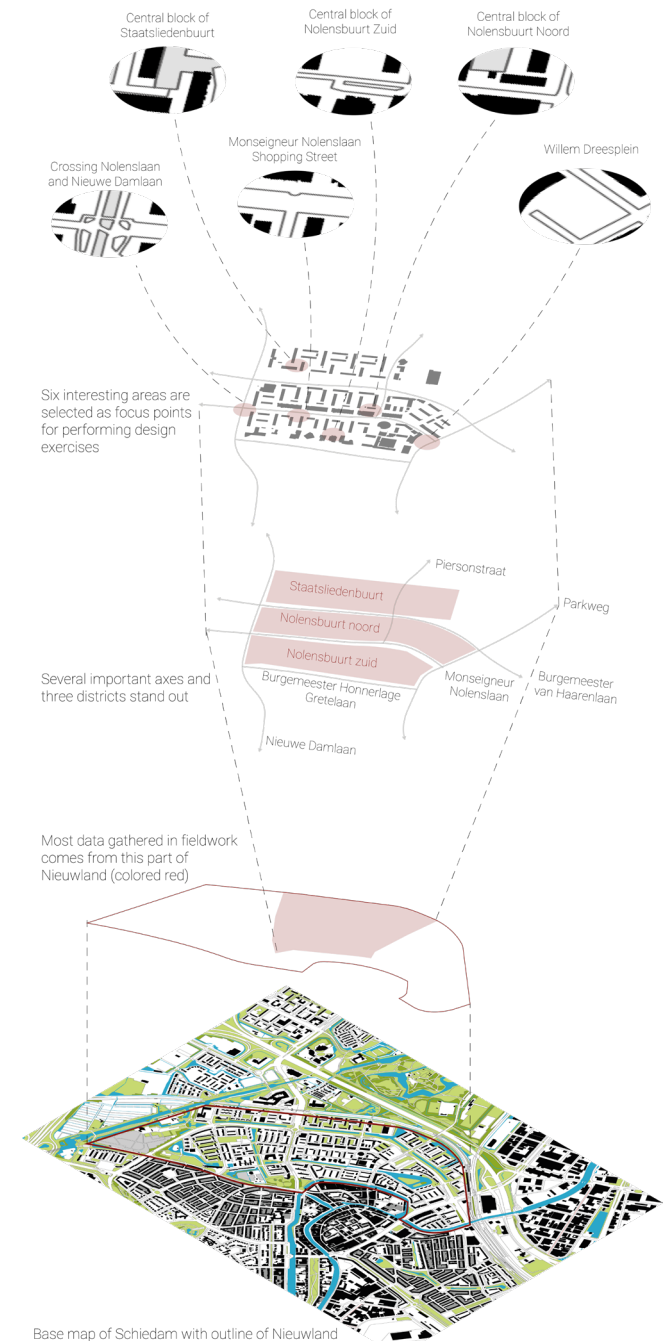
Centrality

Central Nieuwland not only forms the geographical centre of the neighborhood: it also has a central position in the city - both in regards to infrastructure (with several main roads running through it) and public transport (with several tram, bus and metro lines that all connect to Schiedam Centrum). Furthermore, it has a central position because of the public functions it holds. We see amenities related to commerce, healthcare, education, religion and sports in and around the Nolenslaan and Parkweg in particular. Lastly, there are several relevant elements in public space like two major greenblue axes and the Dreesplein square.

Morphology

This thesis' initial focus has been the post-war neighborhood. In terms of morphology, we still see the characteristics of the post-war neighborhood strongly in this part, as both the Staatsliedenbuurt and Nolensbuurt still house the building typologies of the initial period of construction of Nieuwland. Interestingly, there are also newer typologies that have formed around these parts, the newest being the development of Parkweg-Midden, which is currently under construction. This differentiation makes central Nieuwland a unique, dynamic environment to design for.

These specific areas will be highlighted within the design perspectives



Base map of Schiedam with outline of Nieuwland

Figure 6.14: Axo explaining selection of focus areas through different scale levels

Focus for different scale levels

Figure 6.14 shows which specific areas are important within the design scope on different scale levels. As mentioned earlier, a central part of Nieuwland has been chosen to investigate further

in terms of design perspectives. The table in figure 6.15 explains what is to be focused on on different scale levels: macro, meso and micro. It also shows what products will be produced and showcased in the next chapter on design proposals.

Scale level	Denotes	Goal	Products related to design
Macro	Schiedam Nieuwland in relation to the province, municipality and city	To understand the position of Nieuwland and its underlying problems from a top-down perspective	None (this formed part of the research basis for this thesis, found in chapters 1-4)
Meso	Central Nieuwland: the general area of which most information has been gathered through interviews	To apply general knowledge from different perspectives (citizen, stakeholder and urbanist) towards a general vision for what this part of the neighborhood would need to become more liveable in the future.	A vision map for central Nieuwland, which shows on what elements and identities to focus on in contemporary redevelopment strategies.
	The districts (<i>buurten</i>) within central Nieuwland	To impose different identities fitting to different districts to create more appropriation to living environments.	Sketches and Axonometries that show how different parts of central Nieuwland can obtain their own identity
Micro	Community sized public space within central Nieuwland: building blocks, streets, squares, parks, greenblue axes Human sized elements: crossings, pavement, street elements, facades, transitions from public to private	To apply design principles from different perspectives and show how these can reshape and create more safe and liveable living environments	Sketches, axonometries, eye-level perspectives, sections, plans

Figure 6.15: Table showcasing what is relevant in regards to design on different scale levels

Framework synthesis

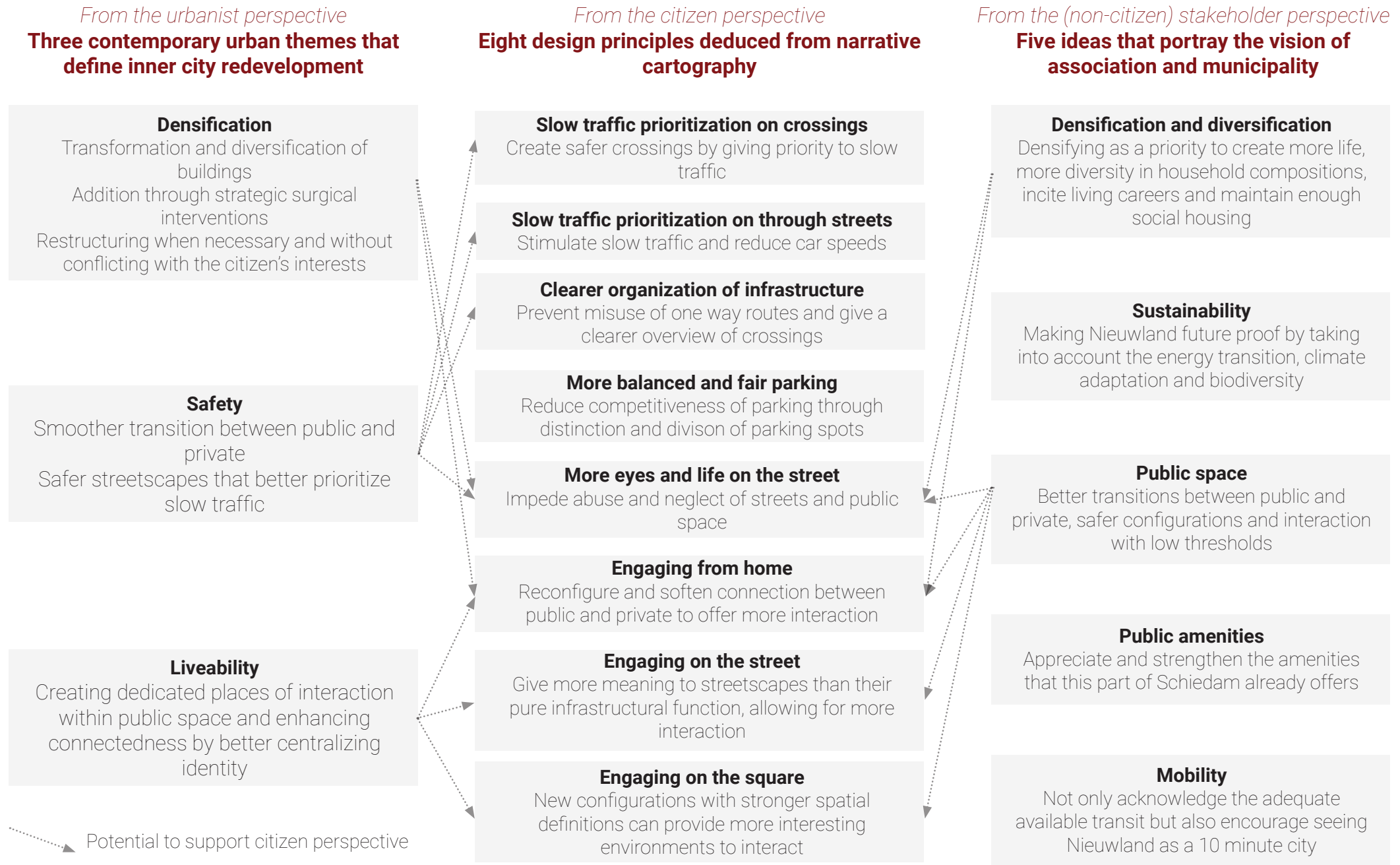


Figure 6.16: Synthesis of all ideas and principles that have been mentioned previously, and where they could support each other

7 | Design proposals

This chapter will show how the framework of principles, strategies and theory developed in chapter 6 can be imposed on the chosen focus area - which is the central part of Schiedam Nieuwland.

The previous chapter outlined the framework that has been created to base design principles on. In this chapter, design has a central position.

First, the vision for Nieuwland will be formulated and visualized. As mentioned previously, for this the focus will be put on the central part of Nieuwland that essentially consists of the *Staatsliedenbuurt* and the *Nolensbuurt*.

After this, we will zoom into three different residential areas to show what kind of identity each could have when redeveloped, keeping in mind the wants and needs of its residents.

The important axis of the Nolenslaan will be covered thereafter.

To further underline the citizen's design perspective, even smaller scale representations (through sections, eye-level perspectives and plans) will show how the citizen's design principles can be integrated. As mentioned in chapter 6, a total of 6 characteristic locations have been chosen to work out on this scale level. These will not necessarily be the only areas to tackle, however, they do cover enough different aspects of Nieuwland to - hopefully - show what interventions could mean in other parts of Nieuwland as well.

Academic angle

All ideas in this chapter (through visions, proposals, design decisions etc.) will come from the author: myself. For this reason, the first person is used throughout parts of this chapter, underlying that I am in fact expressing ideas that I believe are relevant for Schiedam Nieuwland. However, similar to chapter 6, the three perspectives are still used to justify them. These will always form the basis of an idea that I propose in terms of that perspective.

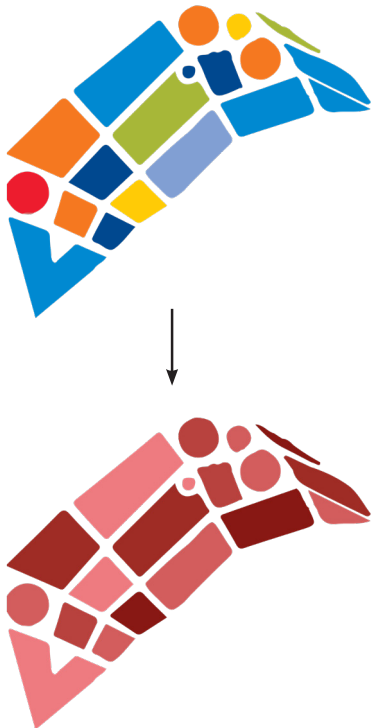
Vision

I have decided to determine a vision for Nieuwland because I learned in an interview with Woonplus programme manager Daniëlle Jutte in January 2023 that a real vision or strategy seems to be lacking for Nieuwland.

We need to strongly consider what the actual value of a vision or strategy is for this neighborhood if we do not take into account what is important for its current inhabitants. It is for this reason that the three perspectives mentioned in chapter 6 have again been considered here. The citizen, (non-citizen) stakeholder and urbanist perspective will prioritize different aspects, however, there are also common grounds and syntheses. The following page portrays what these aspects are through three goals for Nieuwland. Page 71 then uses these different goals and explains how they concretely apply to the central part of Nieuwland. Lastly, the combined vision map is displayed on page 72.

From the urbanist perspective
Heterogeneity as a connector instead of a divider

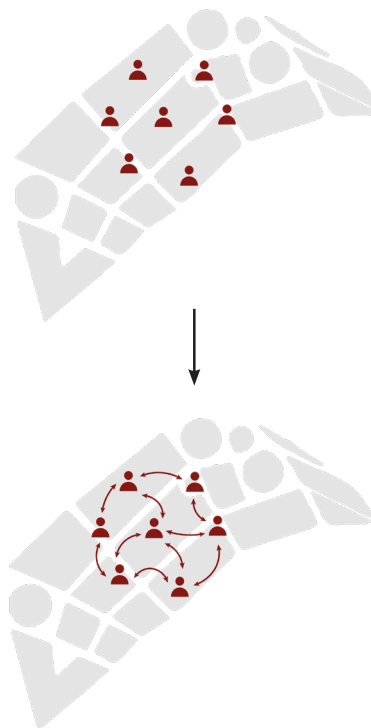
For decades, diversity has been a central topic for Nieuwland. The logo below, developed in the early 2000s, has embodied this. Visible throughout Nieuwland, it emphasizes how Nieuwland consists out of a patchwork of districts. The risk the 'patchwork' branding brings is that the neighborhood falls apart into individualized patches instead of remaining united. We can see this in how some redevelopments have created secluded areas. I believe that the patches in the neighborhood should keep a common thread, so that Nieuwland's heterogeneity becomes a strength instead of a weakness.



Icon represents urbanist perspective

From the citizen perspective
Safety and liveability through a sense of community

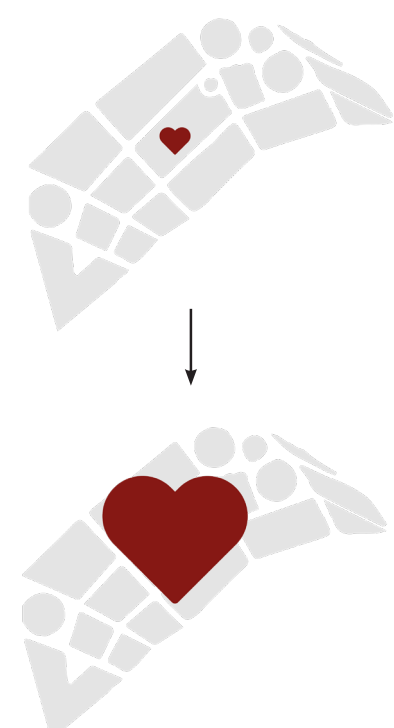
We can not expect that every inhabitant of Nieuwland is in need of much - or even any - interaction with fellow residents. However, interventions we can take are there to help those who need it most: the vulnerable, the lonely, those who feel unsafe. From what I have heard and seen during the fieldwork, I think that the basis for what is going wrong in Nieuwland is that the feeling of community - and in extension to that, social control and responsibility - has been vanishing. A sense of community, where there is more interaction, cohesion, control and responsibility, will improve safety and liveability in Nieuwland.



Icon represents citizen perspective

From the (non-citizen) stakeholder perspective
A strong central heart for the neighborhood and beyond

Nieuwland's centrality is unquestioned. In terms of geography, mobility, and amenities Nieuwland has a vital position in Schiedam and beyond, and both municipality and housing association underline this. With amenities in commerce, healthcare, education and religion among others, central Nieuwland forms a beating heart in the center of Schiedam. If we support this by adding more life, capital and functions, the neighborhood can keep growing within its role and remain sustainable for the long term future as well.



Icon represents stakeholder perspective

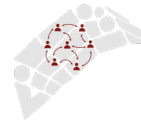


Currently, patch like redevelopments in Nieuwland often do not relate to other patches or districts in structure. However, especially in central Nieuwland, there should be opportunities to find more gradation between districts. Here, we could consider Nieuwland's position between the Beatrixpark and the inner city of Schiedam. Several decades ago, plans were already propagated to use these influences and impose them on districts like the Staatsliedenbuurt and Nolensbuurt. Effectively, this could mean that the former keeps its open structure and focuses on slow traffic, green living environments and rest. The latter might then resemble more intense living, with higher densities, more distinction between open and closed and public and private.

I believe that through the park-city gradient, districts can get their own identity while keeping configurational coherence with others.

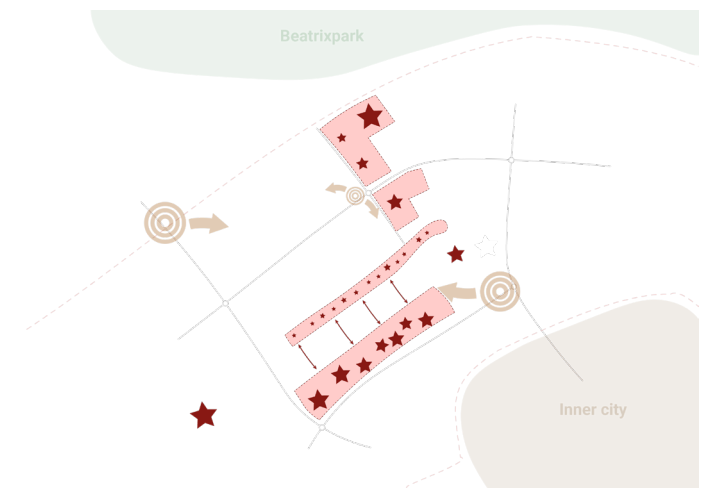
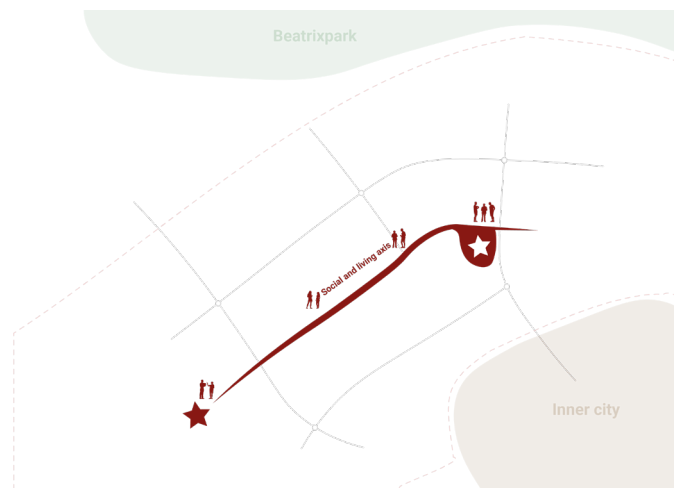
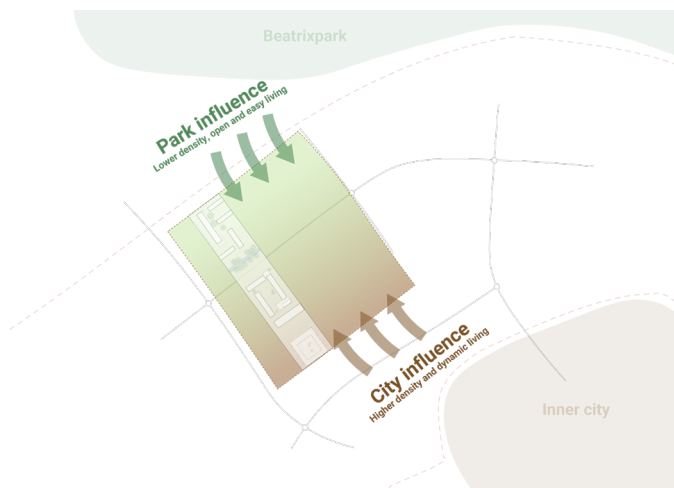
A neighborhood becomes liveable if it supports the social interaction and functions that its citizens need. In terms of this social interaction, we might often see that the neighborhood is subordinate compared to interaction on lower scale levels (within the block, with neighbors etc.). However, from the fieldwork it has become clear for me that the role of the Nolenslaan is vital for many residents. It is therefore in their interest to maintain and expand the Nolenslaan as social and living axis. Of course, in addition, new ways must be found to improve social interaction and liveability on the smaller scale levels of the district and the living block.

I suspect that strengthening the Nolenslaan and its attached amenities as a social axis will further support the feeling of community on the scale of the neighborhood.



Several axes filled with public amenities already strongly define central Nieuwland. Furthermore, the presence of public transit through subways and trams strengthens the position and value of these amenities. Because there already is such a strong basis, the focus should not be put on addition (of functions), but instead on enhancing what is already there. The reason for this is the risk of fragmentation: I believe adding more commercial space might for example hurt businesses that are currently housed in this area.

I envision that maintaining the clustered axes, strengthening the connections between them and increasing their viability through nearby densification will make the public amenities in Nieuwland future proof.



Beatrixpark

Park influence
Lower density, open and easy living

Education

Education

Public Square

Community

Education

City influence
Higher density and dynamic living

Religion

Health

Inner city

Social and living axis

Commerce

Public Square

- Available PT supports centrality
- Valuable public amenity
- Connect to strengthen amenities
- Currently built
- Potential new developments

Focus areas

Staatsliedenbuurt | page 74-78



Schimmelpenninckstraat

Nolensbuurt Noord | page 79-83



Van Tienhovenstraat



Central
Nolenslaan



De Meesterstraat



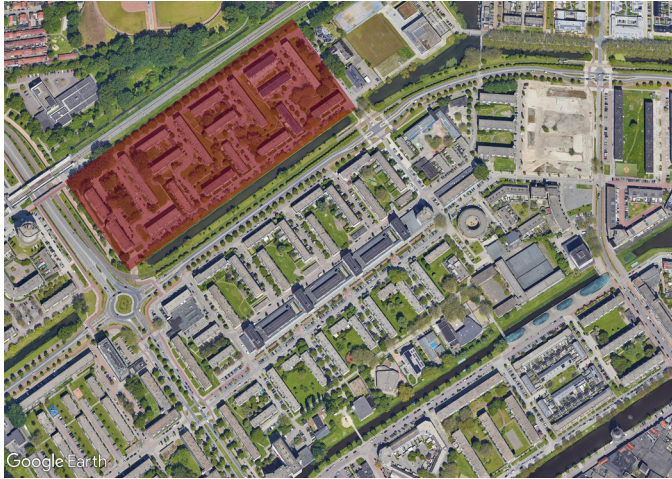
Crossing
Nieuwe Damlaan

Monseigneur Nolenslaan | page 89-96



Willem
Dreesplein

Nolensbuurt Zuid | page 84-87



7.1 Staatsliedenbuurt (in red). Google Earth, 2023

Staatsliedenbuurt

A district that lays secluded, has been neglected and is not improving with current plans.

What is going on?

Overdue renovation and detrimental housing

Citizens have widely complained about the worrying state of housing in this district. Here, most of the residences have been left untouched since original completion in the 50s. Because of this, the level of energy poverty is high and the quality of housing can be considered to be detrimental.

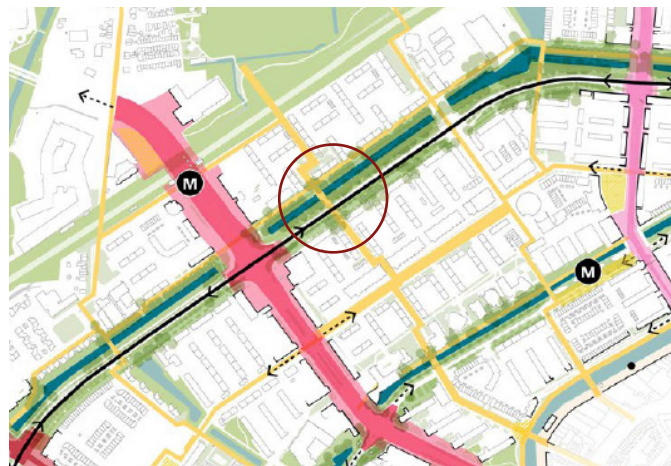


7.2 Original (left) appearance of block and after renovation (right)

Recently, there have been new developments: work has finally been done to renovate several blocks (figure 7.2). A big step in the right direction, however, with its own complications as well. Although the living conditions of the inhabitants have undoubtedly improved, the renovation does not take into account any considerations from an urban design perspective, or even fill the demands from housing association and municipality to densify and diversify this part of the neighborhood. This means that for the long term public space will still be disconnected and therefore neglected, having a living career here will still not be possible and that there will be no densification to support the goal of making the neighborhood future proof.

Unrealistic plans to connect district

Geographically, this district is strongly secluded. This is a result of the positioning of a waterbody to the south, the ring road to the west and the metro line to the north. This should not necessarily be a bad thing if we consider sociospatial aspects like public safety: the geographical seclusion of this district generally also keeps out any 'unwanted' visitors. Meanwhile, the municipality produced a



7.3 Suggested new connection (in circle) according to the 'Ruimtelijk Raamwerk Nieuwland' (Gemeente Schiedam, 2022)

framework map for Nieuwland in the 'Ruimtelijk Raamwerk Nieuwland' (figure 7.2) that shows a highly unrealistic suggestion of a new route (circled in red) that intersects this district right through the middle, and would mean adding a new slow traffic route across the ring road and the waterbody. Instead, it would be better to focus on improving the safety of busy existing crossings, like the one in figure 7.4.



7.4 Busy crossing at the height of the Piersonstraat

Small initiatives that do not seem fully effective

Besides the efforts to finally renovate the housing blocks, there have also been small initiatives to improve public space. However, these have been limited to adding elements like playing equipment in the open green spaces that this district has to offer. Figure 7.5 shows that without proper social control, the presence of a left behind shopping cart and rubbish still portrays the neglect of public space in the Staatsliedenbuurt.



7.5 Newly developed playground with shopping cart and rubbish showcasing signs of neglect of public space

How to improve according to each perspective?



We know that this part is secluded, therefore I think we should see how we can connect parts of the district to itself instead of to others. It currently has an open park like set-up as you can move through it freely from west to east. Making this routing more attractive and inviting can strengthen the connection between blocks and offer better activated public space.



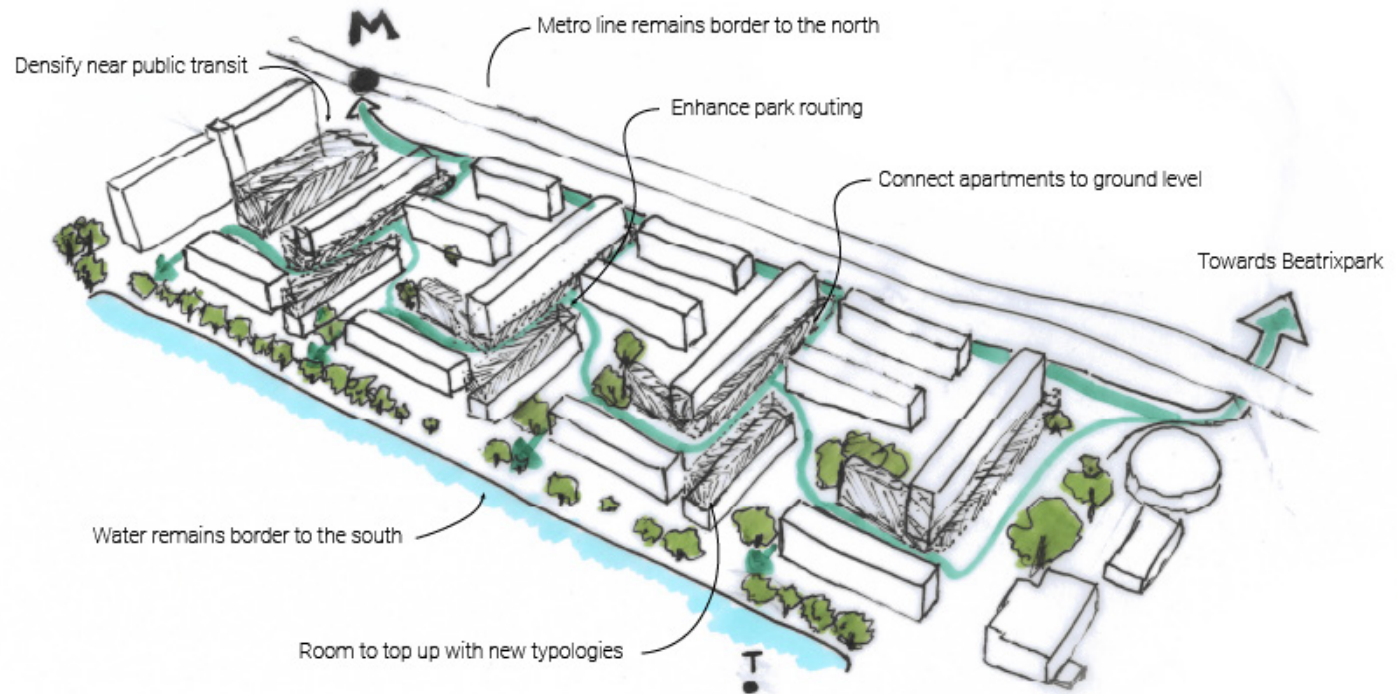
Because of its seclusion and lack of amenities, habitants rely strongly on each other in terms of cohesion. Densifying without demolishing (keeping residents around), adding new typologies (offering living careers), and creating a better connection between public and private (more social control) could therefore improve safety and liveability. I believe this will work best if inhabitants have enough say in how public space will look like, to hope for maximum usage of public space.



The Nolensbuurt already offers many public amenities. It is better to strengthen these instead of adding more within the Staatsliedenbuurt, as this will prevent fragmentation. Places of engagement within the Staatsliedenbuurt work if they are small and informal, like the communal front yards that have already been set-up by inhabitants (mentioned in chapter 5). Furthermore, we should be able to strengthen by densifying the neighborhood strategically, e.g. by topping up.



7.6 Bird's eye view of Staatsliedenbuurt. Google Earth, 2023



7.7 Sketch underlining observations and ideas on the scale of the district

Section of Staatsliedenbuurt block
Old situation



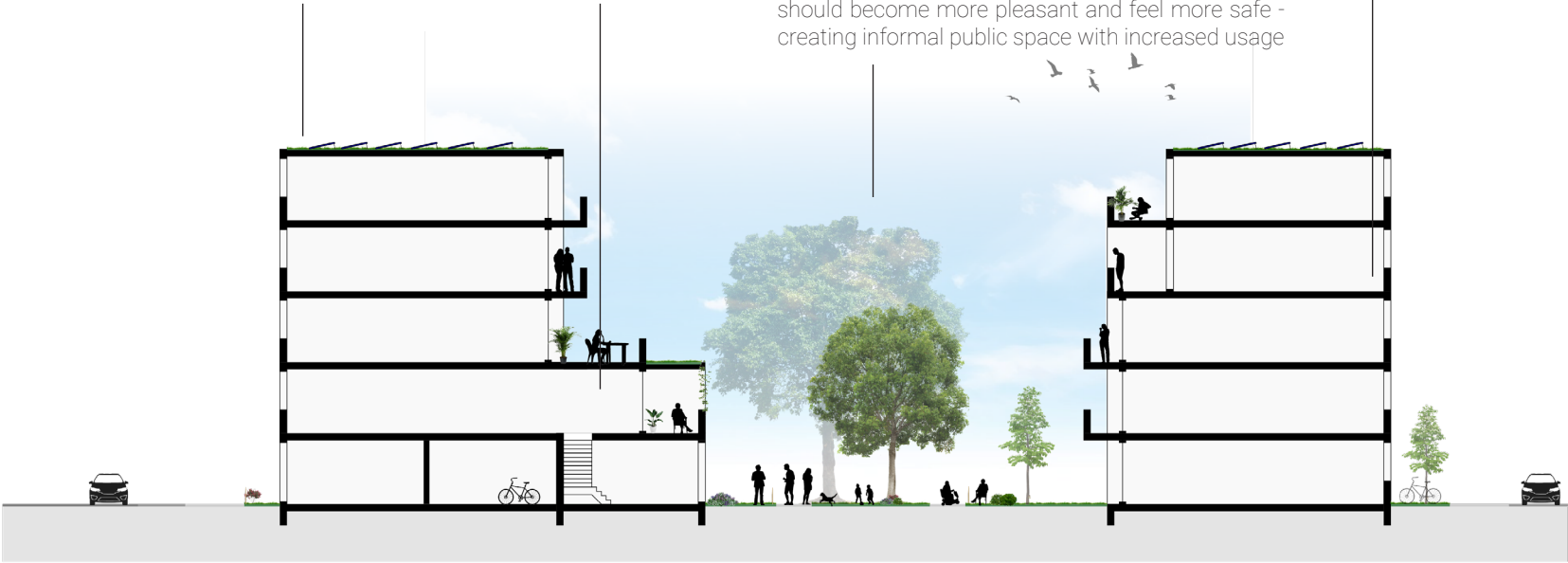
New situation

By renovating dwellings where possible instead of demolishing, current inhabitants maintain their spot and energy poverty is reduced

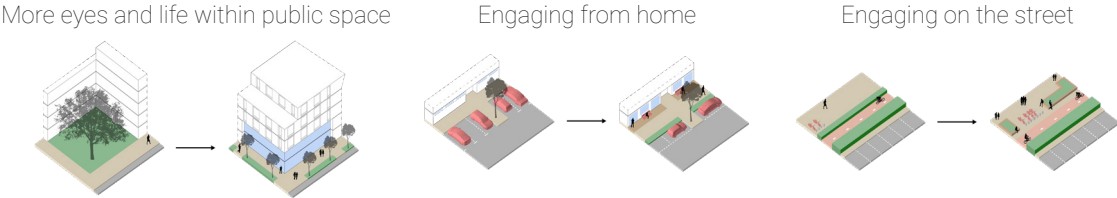
Extending dwellings will create more diversity in the available typologies, offering housing for larger families for example

Once the width of the space between buildings is reduced through extension and there is a better visual connection between public and private (through open plinths), the public space in between should become more pleasant and feel more safe - creating informal public space with increased usage

Topping up where possible increases density and diversifies housing stock without needing to demolish



Citizen design principles that have been incorporated within this location



straat



Google



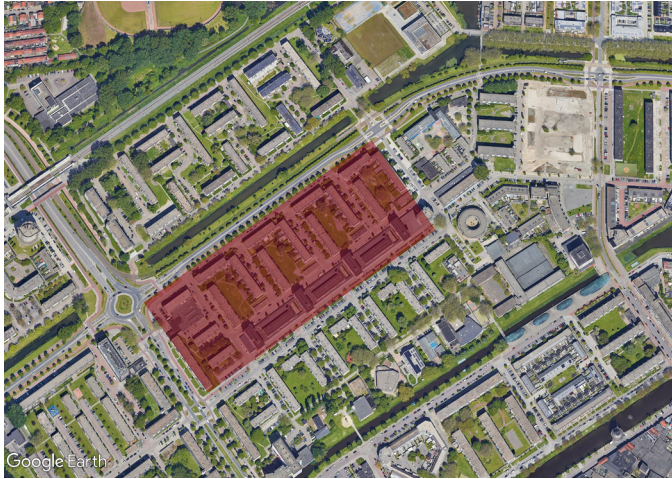
Shared space can be valuable, but there is also risk of neglect and fragmentation. Therefore, housing should be the focus for activating the plinth

Upper level dwellings could house less community driven citizens like students or even expats

Park routing can form the connector for the Staatsliedenbuurt

Ideally, the backyards 'open up' - this should not be enforced: those who want it will contribute.

Public space make-up is flexible and should be community driven for optimal use



7.8 Nolensbuurt Noord (in red). Google Earth, 2023

Nolensbuurt Noord

A district that is negatively influenced by its surroundings

What is going on?

Little use of public space

Within its current configuration, there is a lot of potential of activating open green spaces that have little use at the moment. Figure 7.9 shows how currently this green space is bound by closed up back gardens and a complex with a half subdued ground floor. Both of these block a real connection with the green space. To the south (point-of-view of the camera) lies the Colijnstraat, which can be considered to be the unattractive back street of the shopping street. This street is frequented by vans and trucks. The openness, lack of connection and lack of attractiveness seem to make these green spaces very limited in use.



7.9 View of unused public space

Parking issues

In many parts of Nieuwland including this one, there is a lot of competition for parking spots. Spots are frequently taken up by shoppers or cars and vans that are affiliated with the nearby commerce.

Neglect of public space

Here as well, we see how public space is often neglected in terms of littering in particular (figure 7.10).

Nuisance by commerce

As mentioned, the Colijnstraat sees a lot of traffic from vans and trucks, supplying or delivering for the different shops and cafés along the Nolenslaan (figure 7.11). The presence of these vehicles is unavoidable, however, so are the complaints about noise and smell.



7.10 Trash on the street. Google Maps, 2023



7.10 Truck supplying goods at the Colijnstraat

How to improve according to each perspective?



So compared to the Staatsliedenbuurt, here we see a more block like structure, with one open side on each block. The main issues to resolve are blind facades, unused green space and a lack of connection to the ground level. I think the potential lies in connecting the facades with the ground level and in making use of this open side, where there are possibilities for densification. Densifying here will not interfere greatly with the infrastructural configuration, while offering more privacy from the noisy Colijnstraat.



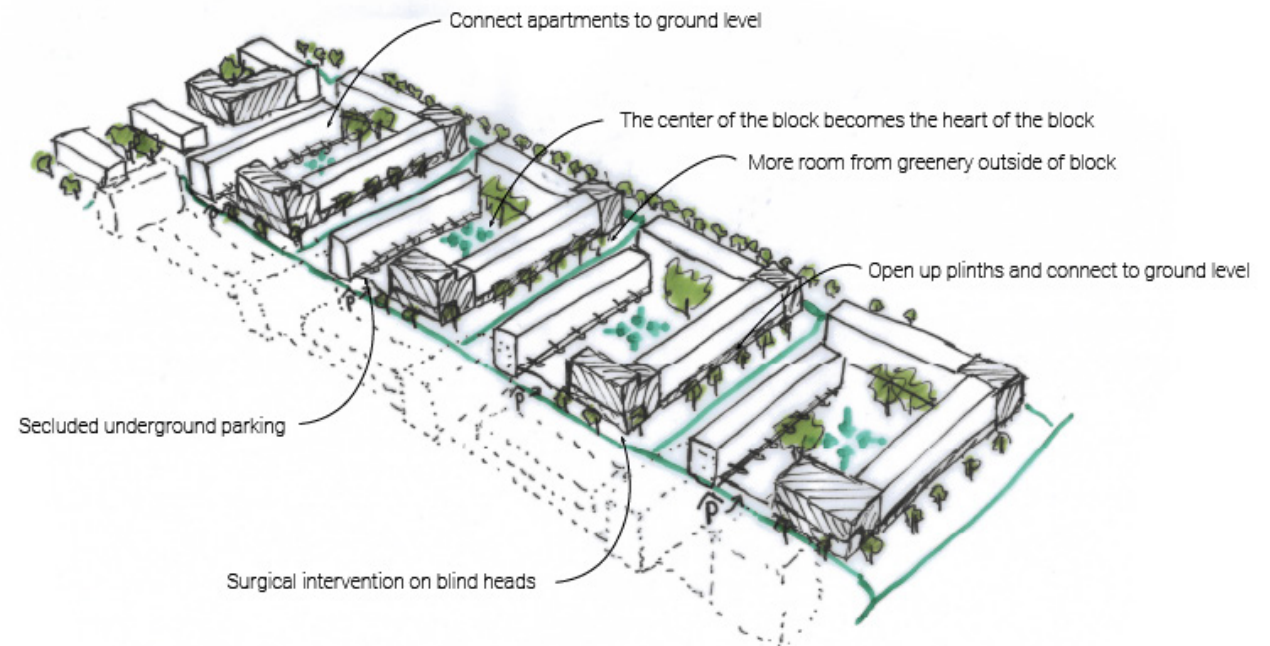
Here, the key can be to use surgical interventions to densify - as there is a lot of potential to offer more housing and housing diversity without having to demolish. Additionally, we can use this to activate the inner courtyards, whilst opening up plinths will offer more social control for the streetside, hopefully increasing safety and reducing littering.



Surgical interventions can give more room for residents through different housing typologies. The existing amenities found in one story buildings can rehouse to the plinths of these redevelopments. Parking can become more segregated - allowing for better private parking for residents who currently compete with shoppers and businesses.



7.12 Bird's eye view of Nolensbuurt Noord. Google Earth, 2023



7.13 Sketch underlining observations and ideas on the scale of the district

Section of Nolensbuurt Noord block
Old situation

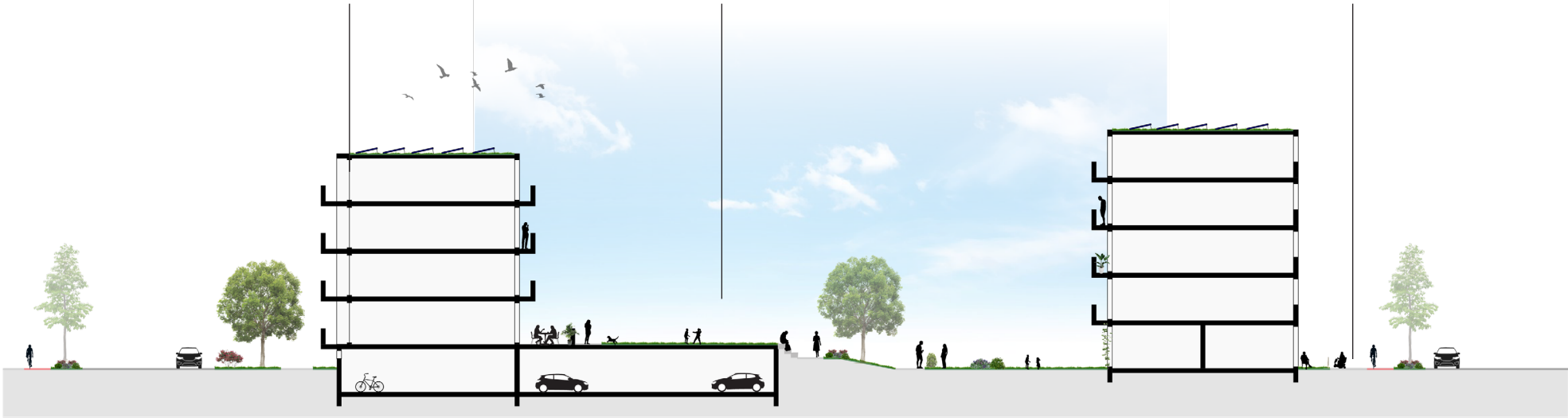


New situation

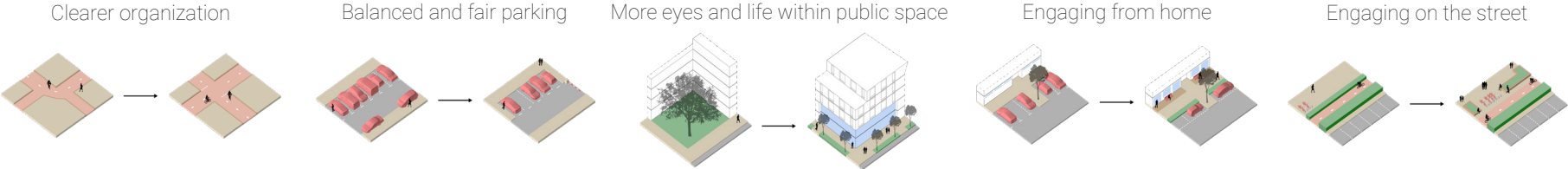
By renovating dwellings where possible instead of demolishing, current inhabitants maintain their spot and energy poverty is reduced

A half sunken parking area can facilitate the parking needs of a densified block and still offer room for public space. By not going completely underground this intervention should become more financially feasible, whilst simultaneously connecting the overhead terraces with the inner block public space

Opening up plinths should create a more lively streetscape whilst adding groundbound dwellings. A new street configuration with separate traffic adds to the safety of slow traffic



Citizen design principles that have been incorporated within this location





© 2022 Google

VAN TIENHOVENSTRAAT

REMONDIS

Van Tienhovestraat

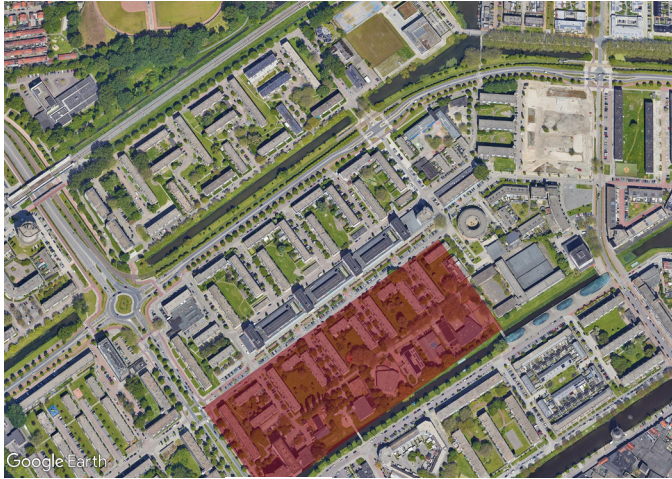
Surgical interventions on blind corners can increase density without disrupting parcellation and existing housing

Existing amenities can be rehoused in plinths

Opening up storage allows for better connection to ground floor and for new household typologies (e.g. for elderly or those in need of care)

Separation through greenery can offer safer slow traffic routing





7.8 Nolensbuurt Zuid (in red). Google earth, 2023

Nolensbuurt Zuid

A district with high amounts of traffic and potential to grow

What is going on?

Nuisance and unsafety

The Nolensbuurt Zuid is positioned between the busy shopping street of the Nolenslaan to the north and a bundle of public amenities (mainly in healthcare, religion and education) to the south. Because of this, this area sees a lot of traffic from people and vehicles that do not necessarily live in the district. Public space is rarely used as a means of interaction and vehicles incite parking nuisance and feelings of unsafety.

Detrimental quality and emptied residences

In the last couple of years, I have seen the inhabitants of this part of Nieuwland slowly disappear, as apartment blocks have been systematically emptied (figure 7.9) by the housing association. According to the association, the living quality of housing here is detrimental,

and therefore demolishing and rebuilding is inevitable. There is room to question if this is the sole reason for moving out the current residents: as described in chapter 6, association and municipality also seek to shift the energy supply of dwellings to geothermal networks and to alter the parcellation of blocks in order to allow for higher densities. We can reasonably argue that this mass displacement is strongly unfavorable for the current inhabitants if we consider the risks of gentrification and waterbed effects. However, I also believe that it is important to consider what *can* be done considering the context that has been now created: looking to the future and seeing how we can reshape these developments in favor of the interest of the inhabitants instead of further criticizing what is already been going on. I therefore believe that what we should consider here is to what extent demolishing and redeveloping here can still contribute to the interest of the current inhabitants.



7.9 Emptied and barricaded apartments in the Nolensbuurt Zuid

Potential for densification without gentrification

We can take the state of the buildings and their configuration in the Nolensbuurt Zuid as a starting point to consider the potential this district has. Regarding the configuration, we can see there is a lot of unused public space (figure 7.10) that could be activated and/or built upon. Furthermore, besides the apartments, there are more buildings that are quite visibly not up to par anymore, like the abandoned school facility to the east (figure 7.11). Naturally, simple demolishing and redevelopment of buildings is something we need to strongly evaluate in contemporary urbanism. However, I think that for this situation we must consider that the possibilities for densification could warrant it. Bringing back the current housing stock for example is most likely only feasible if we densify greatly - but doing this does mean that we have the chance to mitigate gentrification and waterbed effects.



7.10 Openness of the configuration of building blocks. Google maps, 2023



7.11 Abandoned school facility in the Nolenslaan Zuid

How to improve according to each perspective?



So, because of this district's strategic position between so many amenities, a higher residential density should be feasible here. Considering that there currently is a very open configuration there is a lot of potential to densify on the groundlevel. If we were to demolish, we can still use the current configuration and densify without interfering with infrastructure. Also, we can still adhere to the surroundings by maintaining comparable building heights - say, 4-6 stories high.



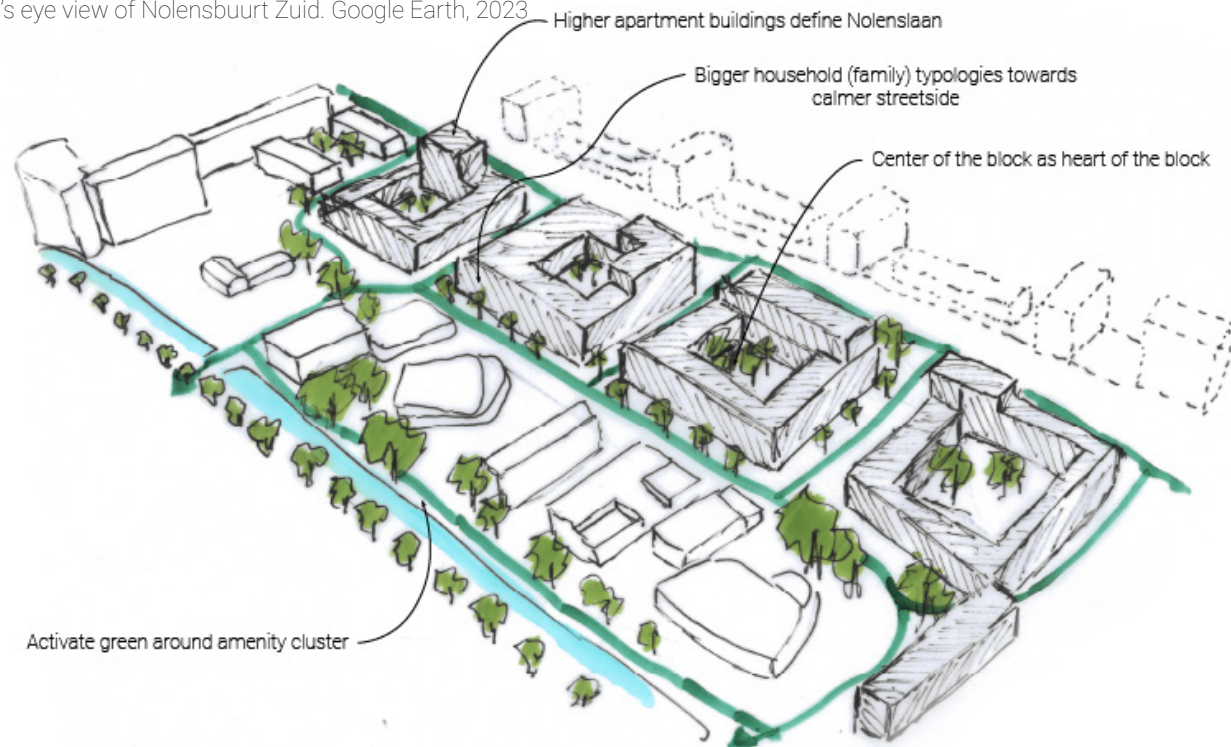
We agree to follow the current trend and replace the current detrimental housing stock with new developments. To maintain the current inhabitants - and the amount of social housing we densify by creating closed building blocks. These closed blocks offer more privacy through private courtyards, combatting safety and nuisance issues for its inhabitants.



The Nolensbuurt Zuid could form the core of the neighborhood of Nieuwland. By densifying significantly and offering new typologies we could bring in more live and capital to support the public amenities that this part of Nieuwland houses.



7.14 Bird's eye view of Nolensbuurt Zuid. Google Earth, 2023



7.15 Sketch underlining observations and ideas on the scale of the district

Section of Nolensbuurt Zuid block
Old situation



New situation

New developments can increase density and offer new housing typologies while maintaining the amount of social housing that had previously been present, offering new opportunities for residents of the former apartments

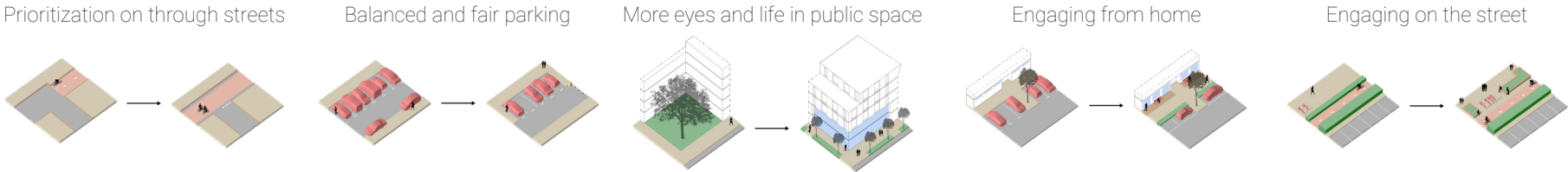
Parking for cars and (e-)bikes can be privatized and stowed away to offer more qualitative public space on top

South faced terraces connect housing and public space. By not developing high rise there are no dwellings that feel disconnected from public space.

Opening up plinths should create a more lively streetscape whilst adding groundbound dwellings. A new street configuration with separate traffic adds to the safety of slow traffic



Citizen design principles that have been incorporated within this location







Social housing should not be strongly diminished within this redevelopment. Because of the increase in density a diverse ranging in housing should still be possible

Privatized and secluded parking can resolve parking issues and improve public space lay-out

Frontyards here do not necessarily have to be active, but the open plinths should work to improve feelings of safety

Separation through greenery can offer safer slow traffic routing

Monseigneur Nolenslaan



7.16 Monseigneur Nolenslaan (in red). Google Earth, 2023

According to many, the heart of Nieuwland. However, a heart with a lot of unused potential

What is going on?

A social axis without social elements

The Nolenslaan (figure 7.14) stretches from the Wibautplein in the west to the Willem Dreesplein in the east. Besides the fact that it links these squares that are meant to support social interaction, the street itself also functions as a crucial social axis positioned centrally in Nieuwland (according to many of those interviewed for this graduation project).

Currently however, the way the Nolenslaan (figure 7.17) is set up does not really conform to its perceived identity as social axis. There are only subtle places of interaction (e.g. small benches) and the configuration is primarily based on guiding traffic through foot and bicycle paths and car oriented streets.

Strongly oriented on cars

As a shopping street that is valued by the entire neighborhood, the Nolenslaan sees a lot of car traffic. Cars here move in and out quickly, often speed and do not always take into account the surrounding pedestrians and cyclists. This creates an unsafe environment for slow traffic.

Unattractive public squares

The Wibautplein and Willem Dreesplein (figure 7.18) are two public squares, each with a central position in Nieuwland, that have a lot of potential in regards of social interaction. They already each host a festival (figure 7.19) every other year that is highly valued by the citizens of Nieuwland. However, their configuration does not really invite as both are mainly set-up with a large paved surface and limited seating. Because of this, its events like the Nieuwland Festival that are the main attracters of interaction on these squares. Potential lies in expanding this by making the squares more attractive and inviting.



7.17 Monseigneur Nolenslaan shopping street



7.18 Willem Dreesplein



7.19 Nieuwland festival on the Willem Dreesplein. Nieuwland Schiedam, 2023

How to improve according to each perspective?



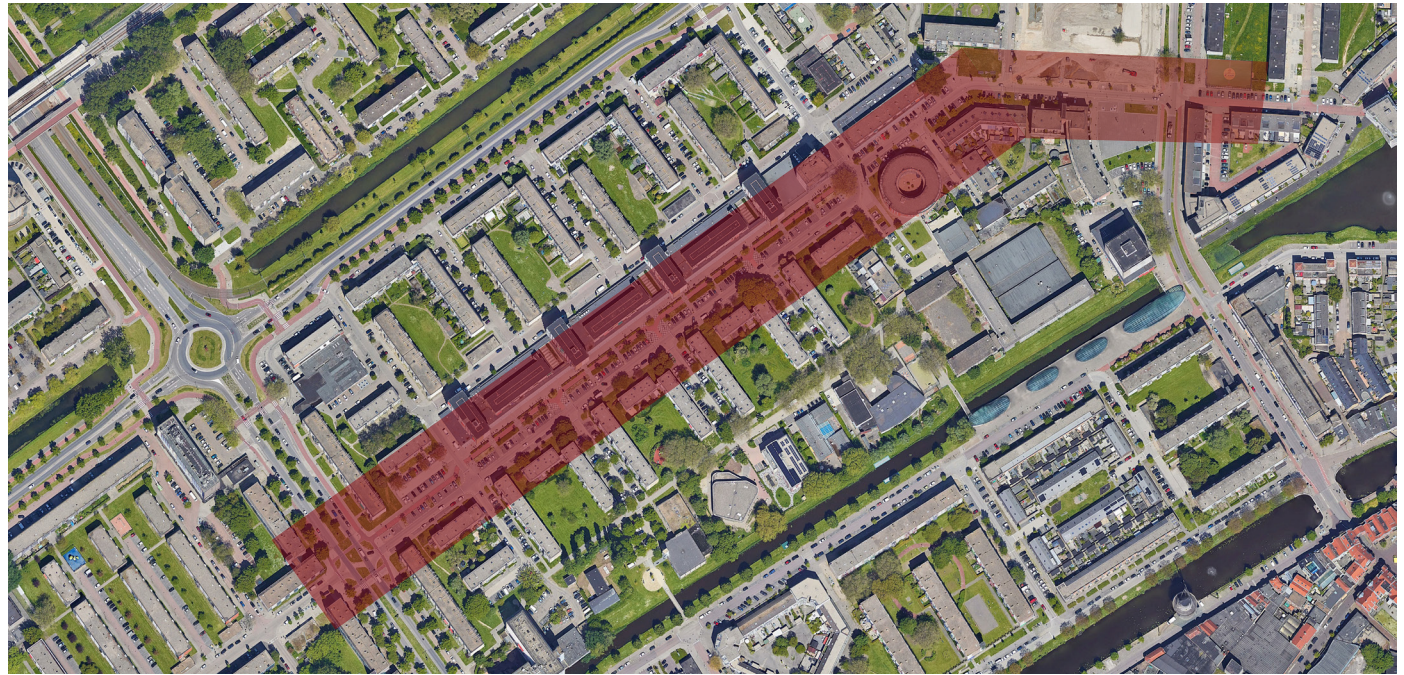
The Nolenslaan already is the greater connector between several different districts of Nieuwland. There is focus for both slow and fast traffic. Because of the public amenities there is also a lot of room reserved for parking. To fully activate this axis it is important to offer diversity in the use of public space along it. There must remain place for fast traffic and parking because this is necessary for the functions it houses. However, there must also be more room for valuable places of interaction alongside it.



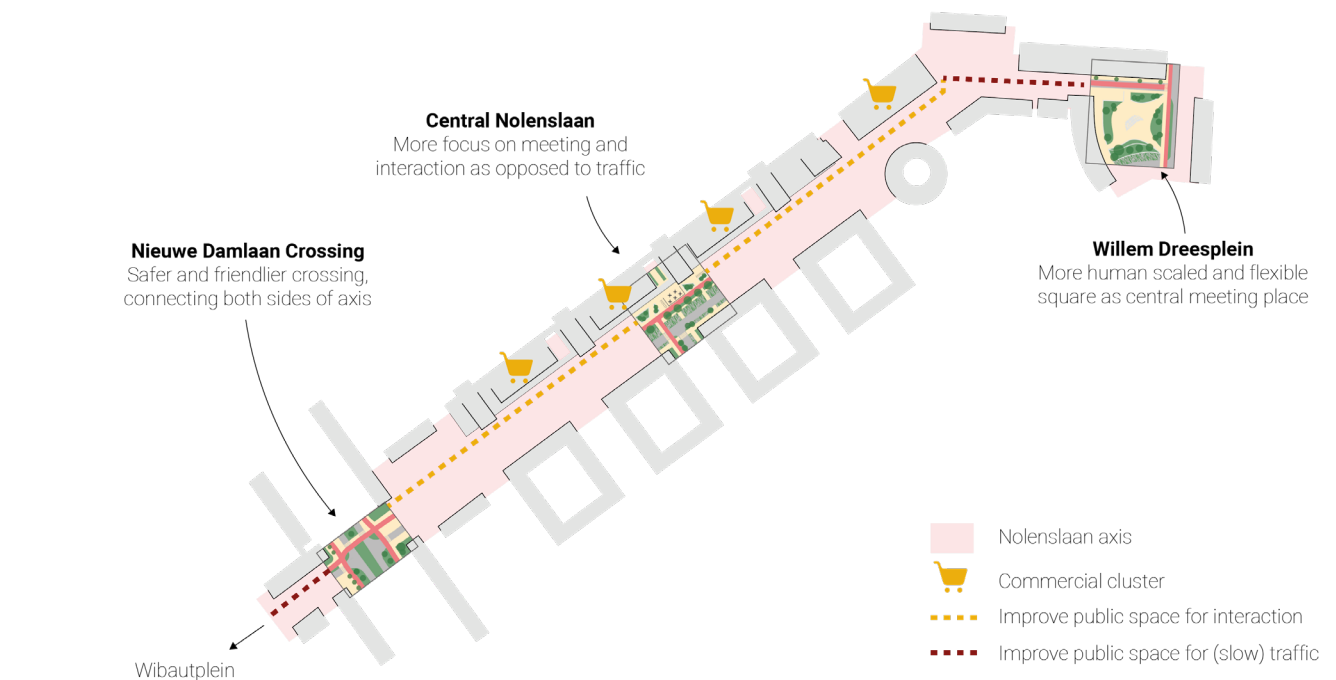
The Nolenslaan offers many amenities that support the demands of local residents, as well as social interaction for those who have lots of ties with other residents. A lot of this interaction is informal however, and therefore it could be beneficial to offer more valuable public space. Furthermore, because of aspects like the focus on cars, degraded pavement, littering and loitering, there are feelings of unsafety that could be addressed here.



Making the Nolenslaan a more diverse, friendly and safe axis will hopefully increase usage and further support the viability of the amenities it houses.



7.20 Monseigneur Nolenslaan (in red). Google Earth, 2023



7.21 Possible strategy for Nolenslaan, with some interesting locations highlighted

Nieuwe Damlaan Crossing

At the western side of the Nolenslaan, there is a big crossing with the Nieuwe Damlaan, which is a street that sees a lot of fast traffic. Although the crossing has been revisited in the past, the fieldwork results have suggested that areas like these still feel unsafe.

Alterations

The orientation of the crossing shifts from prioritizing the Nieuwe Damlaan and fast traffic to prioritizing the Nolenslaan and slow traffic. Instead of two one-way bicycle and pedestrian crossings there can be just one two-way crossing. All other bicycle paths can also become two-way.

Desired effect

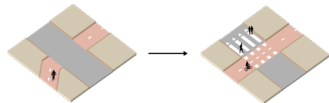
For pedestrians and cyclists this crossing becomes clearer, and more safe and pleasant. It becomes easier to traverse along the Nolenslaan, better connecting the shopping street with the districts east of the Nieuwe Damlaan. Fast traffic is forced to slow down more often, combatting speeding.



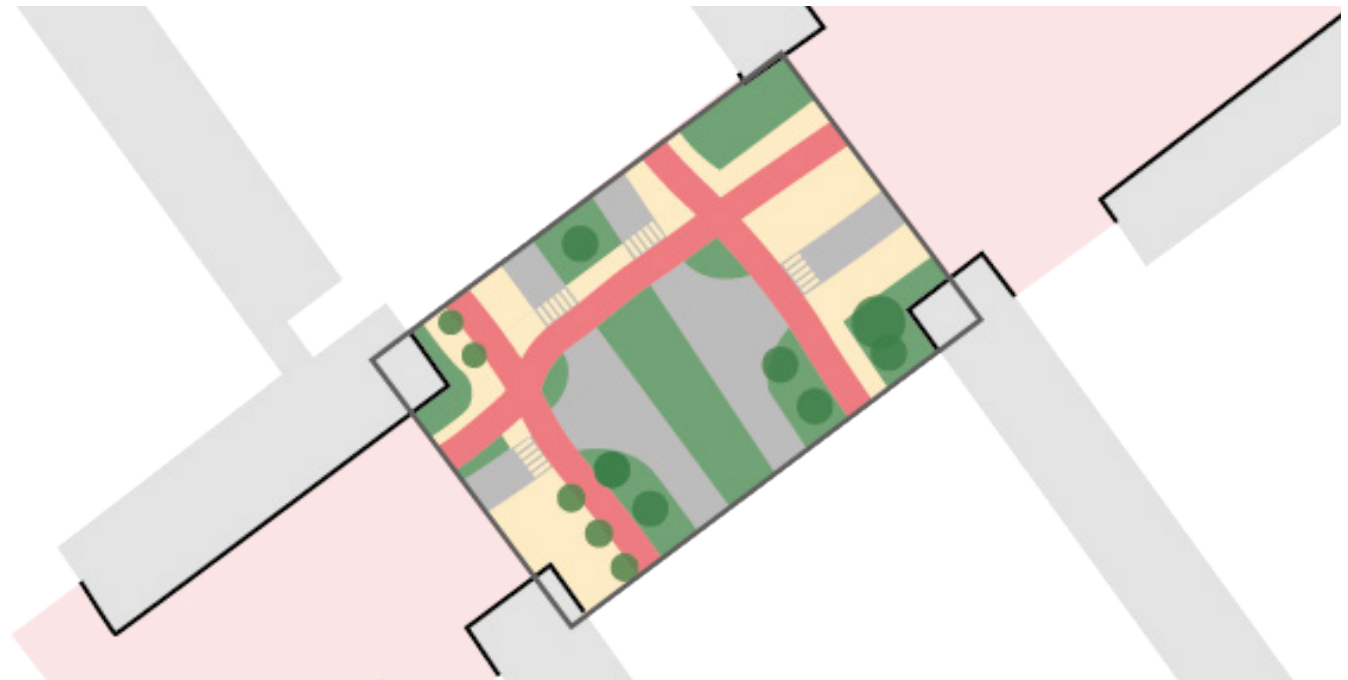
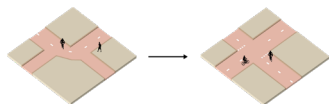
Google Earth, 2023

Citizen design principles that have been incorporated within this location

Prioritization on crossings



Clearer organization





Central Nolenslaan

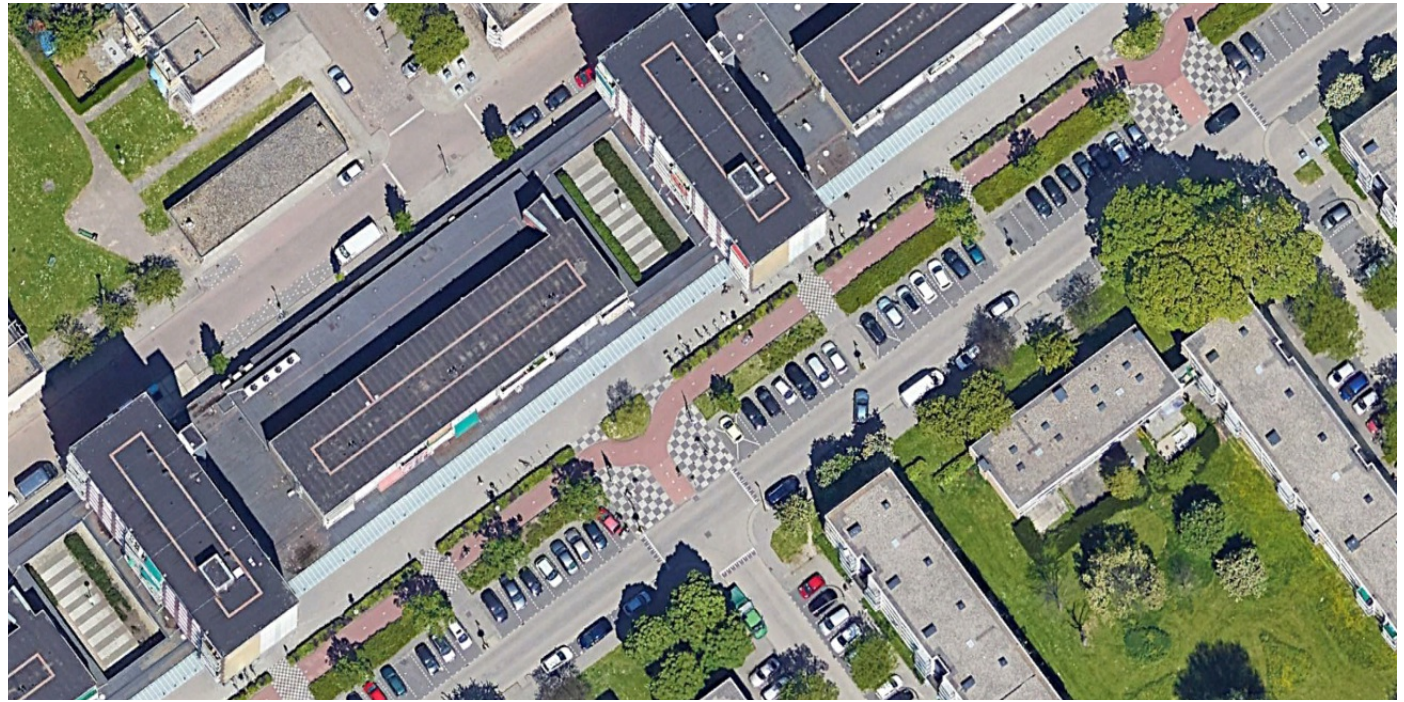
The central part of the Nolenslaan consists of extensively used commercial amenities. Its build-up is based on traffic and movement: there is a lot of place for parking and separated throughways for pedestrians, cyclists and cars. Only a few spots offer seating.

Alterations

The focus shifts from prioritization of fast traffic to prioritization of slow traffic. There is more room for pedestrians and public space become offers more places of interaction through seating.

Desired effect

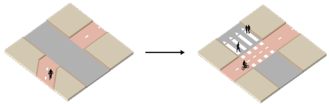
For cyclists and pedestrians it becomes easier to cross the Nolenslaan, while shops are still approachable by car. There are more places to stay and interact. There is more room for terraces. Greenery becomes more of a dynamic element - contributing to public space as opposed to simply forming a separator.



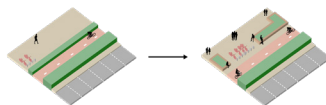
Google Earth, 2023

Citizen design principles that have been incorporated within this location

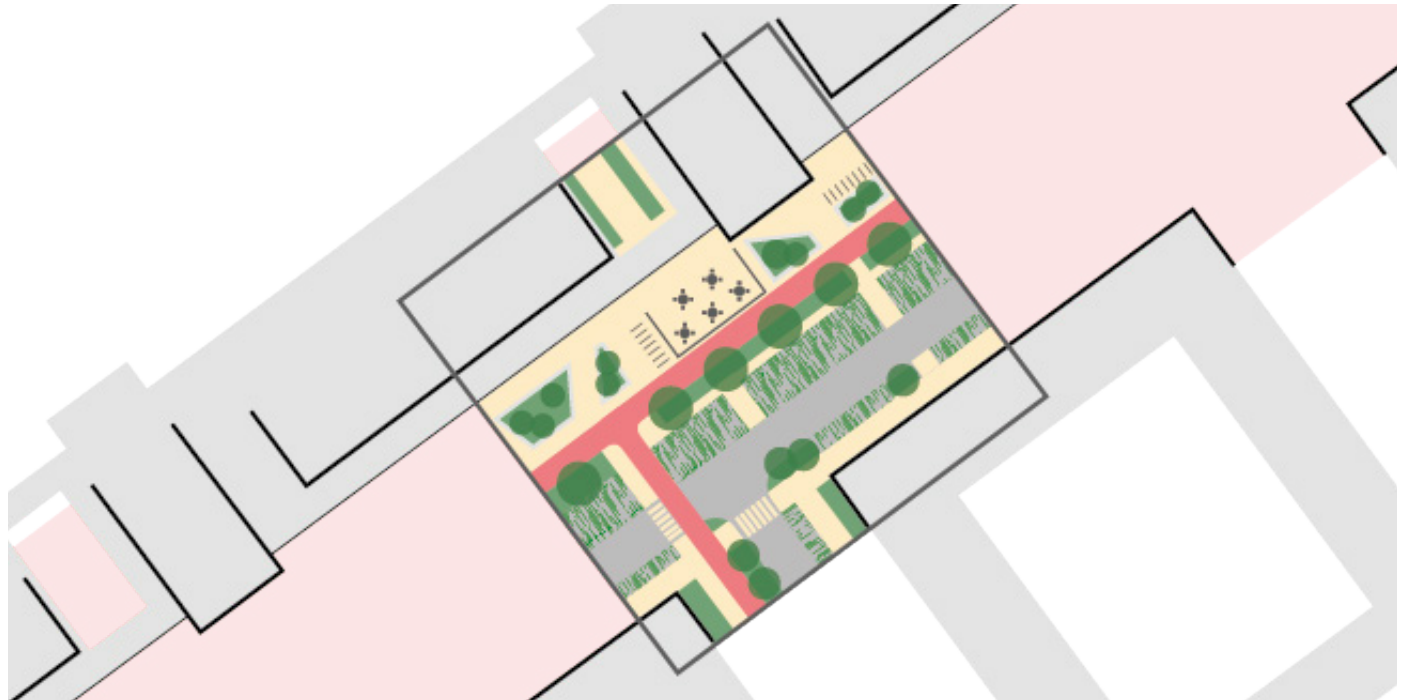
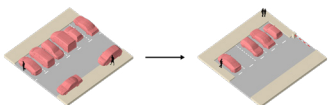
Prioritization on crossings



Engaging on the street



Balanced and fair parking





Google



Creating a more open, green environment with seating and shade should allow for more interaction

Slow traffic priority combats unsafety of crossing

Willem Dreesplein

At the eastern side of the Nolenslaan there is the Willem Dreesplein, which currently is a rather blankly filled public square. Use is often limited to parking. However, the square also hosts public activities like the Nieuwland Festival. Furthermore, the community relevant Wijkhuis Dreesplein borders the square.

Alterations

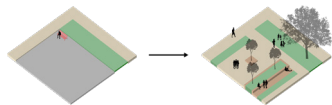
Parking becomes prohibited. Green elements are added on the sides that create a routing through the park, with the focus on the center. A fountain in the shape of the neighborhood is added. Seating and play elements are spread throughout.

Desired effect

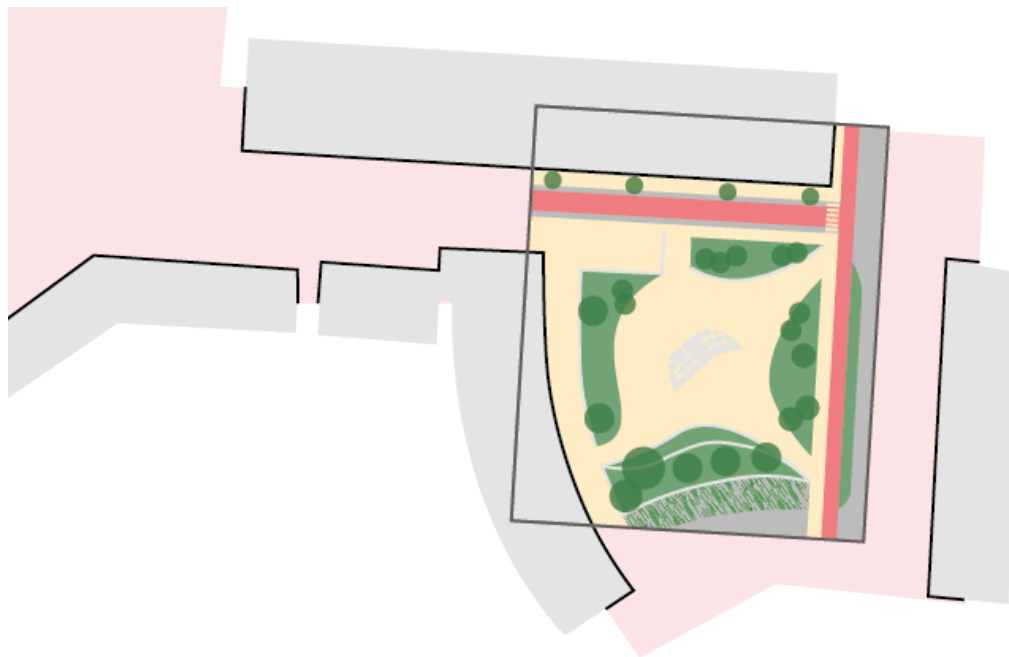
The square gets a more human scaled appearance. The greenery also adds ecological advantages, making the square more biodiverse and less vulnerable to the Urban Heat Island effect. The fountain also contributes to this, along with giving the square more identity. Usage remains flexible and the square remains multifunctional: it is a place to walk your dog or play, display expositions or even hold a festival.

Citizen design principles that have been incorporated within this location

Engaging on the square



Google Earth, 2023





Google



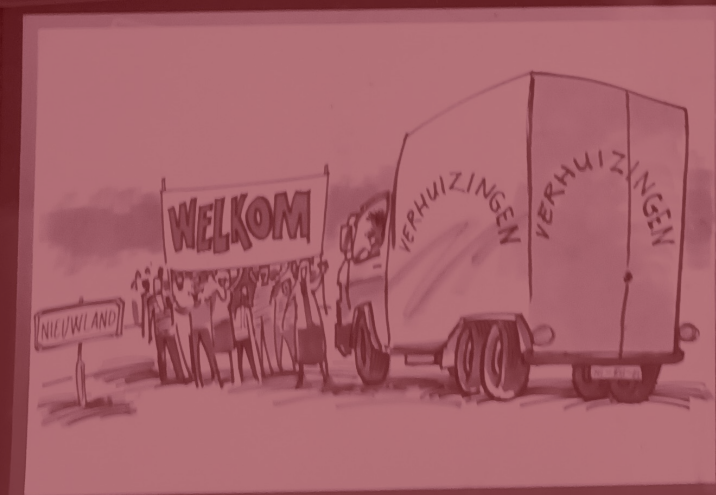
Greenery, seating, shading, and the bordering Wijkhuis Dreesplein should make the square a pleasant place to stay and interact

The square should be approachable and inviting from all directions

The square remains reachable by vehicles so expositions, markets and the Nieuwland festival can still be organized

8 | Evaluation of Fieldwork Technique

This chapter will evaluate and reflect on the use of the fieldwork technique of narrative cartography for this graduation project.



Chapter 2 featured a section that described how different types of fieldwork techniques have been evaluated before deciding on using narrative cartography as main fieldwork technique within this graduation project. Chapter 5 gave an extensive overview of how this technique has been used and what results this has given. This chapter will be used to critically evaluate how and why this technique has been used and within this, I will provide recommendations on how to develop this technique further for other projects.

Argumentation

Since very early on in the production of this graduation project I have intended to include the perspective of the citizen into the main research question. As explained in chapter 1, my reasoning for this was the perceived ineffectiveness of redevelopment strategies with top-down approaches to Nieuwland (those that lack adequate inclusion of the opinions, ideas and interests of the residents of the neighborhood).

I decided to look into various fieldwork techniques. Rather quickly the technique of narrative cartography came forward. Firstly, because this technique strongly portrays the citizen perspective within the story of Nieuwland. That is not to say that other techniques like spoken interviews or surveys would not have worked to achieve this, however, the visual aspect of this technique has simply given an extra dimension to the fieldwork, obtaining a black-on-white representation of the perspective of each interviewed resident. Secondly, during the research it became apparent that this technique had in fact already been used in Nieuwland - through the dissertation of Leeke Reinders. Before conducting the fieldwork for this thesis, Reinders' execution of the technique was carefully examined. Since I was

able to read how Reinders managed to encapsulate the stories of many different residents from many different backgrounds, I felt encouraged to take his work and reiterate the process in the same neighborhood he worked in over a decade ago.

You could argue that it is less valuable to return to Nieuwland with the same fieldwork technique as has already been used previously. However, I believed that this could be a strength instead, as the work of Reinders had given me a sturdy frame of reference to revisit during the process. Furthermore, I believe there has been a legitimate added value from an academic point-of-view. Firstly, because we moved on over a decade and therefore there is reason enough to suppose that at least some things have changed. Secondly, because Reinders interviewed a select group of residents from a *different* section of Nieuwland than the group interviewed for this graduation project. Lastly, because Reinders approached this view from an anthropological point-of-view, while I have done this from an urbanist point-of-view: my intent for this graduation project was consequently to see if I could take the work done by Reinders further: Reinders discovered that through narrative mapping, we get to see more complex and differentiated representations of the neighborhood than we see from a purely administrative perspective. I have wanted to take these representations and see how we could then incorporate them into actual and ideas and principles for the redevelopment of Nieuwland.

Preparation

In preparation for executing the fieldwork, I took into consideration three important aspects that would define the execution: duration of interviews, location of residence and uniformity of interviews.

Duration of interviews

Instead of the 1,5 to 3 hours that it took Reinders to hold his interviews, mine typically lasted between 45 and 60 minutes. I think this was an adequate length for the interviews because often the attention span and ability to come up with new information faded after this point: for this, we must also consider the fact that some interviewees were of foreign descent, which automatically made it important to keep the interviews simple. Furthermore, this duration demanded less from the interviewees, lowering the threshold and making it easier to interview more residents. I can only guess how much more valuable the results of Reinders' interviews have been as a result of the longer duration of his interviews, but I believe that the willingness to participate has been a vital motivator for me to keep the interviews concise.

Location of residence

Nieuwland is a large neighborhood, and because of this, residents from a specific area in Nieuwland were interviewed, making sure that their maps would feature comparable places and elements. The area around Parkweg-Midden was chosen because of its centrality and diversity, and I have managed to interview residents that all lived in a decent vicinity around this part. Although the amount of interviews was limited to 12, I noticed that a certain saturation in results occurred rather quickly, meaning that each conversation and map started to contain more and more of the same elements and information. Although it was fairly tough to reach this amount of interviews, approaching the different mediums I did as described in chapter 5 has proven to be good enough to get a decent amount of interviews in. I do think it is important that the interviewees live in a reasonably small area if we are to draw better conclusions on the relevance of the elements mentioned in the interviews. If this is not possible, more interviews might be needed to get a better understanding of the neighborhood.

Uniformity of interviews

To guide each interview similarly, a set of categorized questions has been made (as has been explained in chapter 5, and can also be seen in Appendix A). To allow for a natural flow of each interview, there has not been a strict uphold of the order of these questions. This should be okay, but it does require an adequate documentation of the results from the interview. I did not record the sessions and instead only documented the results real time, however, this made it harder to place the results in specific categories. Because of this, it was also more difficult to compare answers from different interviewees. I would therefore highly recommend that, although the questioning can remain flexible, the interviews are documented by recording the session.

Participants

Coming into the fieldwork, I intended to interview a group of people that would represent the actual demographic of Schiedam Nieuwland. Eventually it became clear to me that this should not necessarily be the goal since time and other constraints simply did not make this feasible for this graduation project. Although the participants I did manage to interview are not fully representative of the actual demographic of Nieuwland, I do believe they represent the diversity that Nieuwland offers. In age for example, where the youngest interviewed participant was 28 and the oldest 88, but also in gender (mostly women but men also accounted for), ethnicity (with people of Dutch, Portuguese, Moroccan and Turkish descent), living situation (with spouse, family, or alone) and occupation (stay-at-home mother, volunteer, retired, still working). I have used their stories as an interpretation of the citizen perspective of Schiedam Nieuwland.

Looking back, I can name a couple of groups of people that are (partially) absent from this list, that might have been valuable to interview to get an even better understanding of a neighborhood like Nieuwland.

Firstly, I should mention minors. Children and adolescents rely strongly on interaction with their peers when growing up. Within the abundance of playing areas, sports fields and schools in Nieuwland it is safe to say that public space and amenities are very dependent on the minors living in Nieuwland. To get their perspective on aspects like liveability and safety could therefore be very valuable.

Secondly, the working population. Although some participants did in fact have a job, relatively spoken, there has been a surplus of people that for example were already retired or only did volunteer work. This was a result of the fact that I often interviewed residents during the day *and* because the mediums I used were biased towards people that did not have jobs (by placing a flyer in the community center for example, which is frequented mostly during the day). I do believe that those that spend more (free) time in the neighborhood - so the volunteers, retired etc. - will naturally have more thoughts and ideas about the neighborhood than those who do not. However, the working population forms a large part of the total population and therefore it could be valuable to also understand their perspective.

Thirdly, men. Only a couple men were interviewed. I do believe that most men will have a different perspective on especially safety in the neighborhood compared to women. It would at least be interesting to see how the perception of topics like safety and liveability would differ between men and women.

Handling of data

Care has been taken to handle the data provided through the interviews. I initiated each interview by mentioning the theme of my graduation project and how and why the interview would be implemented in it. All participants agreed to the implementation of their story and maps in the thesis prior to the interview. The choice was made not to record the interviews to focus more strongly on the visual outcome. All relevant spoken information was placed into an Excel file, all private information was kept out of this. Like stated earlier, it would have been better to record the interviews. However, this would also require more validation to gather data from the participants. Lastly, at the approval of participants, their real name and age has been mentioned within the thesis. Considerations were made whether or not to take a photo of each participant as a way to further 'humanize' the fieldwork results. However, this has not been asked to participants in the end because it did not feel like this would contribute enough to the results - whilst also increasing the threshold for contributing to the thesis.

Results

Basic observations

Through the interviews I managed to gather 12 stories and narrative maps on Nieuwland. As discussed, I have tried to maintain a certain sense of uniformity throughout the interviews. However, this did not always completely work. There are a few things I have stumbled upon:

- Participants were not always available for the entirety of questioning, as they would sometimes wish to end the interview early (because their time ran out for example). In all cases I was able to ask the most relevant questions, however, I would suggest that it is important to ask how much time there will be available for the interview to be able to estimate how fast the interview must be

conducted.

- For the participant, the goal of the drawing of the narrative map was not always clear. As a result of this, some of the maps do not portray the entire neighborhood, but just the direct living environment of the participant for example. Although some variation should be possible, it is important to indicate what is expected of the map in terms of scale. It would be beneficial to show examples of comparable maps beforehand (but not too many, as to not dictate too much what the map should look like).
- Far from all participants were experienced at drawing and as a result there is a large difference in the level of visualization. Some participants drew almost everything and only noted a few remarks in text, and some participants had to basically write down everything - creating more of a mind map. This should be okay as long as the information provided is valuable: we can not expect every participant to be equally able to create good visualizations.

Content-related observations

Some distinctions between the fieldwork in this thesis compared to Reinders' work are:

- The questioning has been kept more concise, as to limit the length of the interviews, keeping the threshold low for interviewees;
- There has been less focus on the historical background of interviewees, and more on their current perception;
- There has been more focus on the people interviewees visit and speak in Nieuwland in general, instead of specifically their (direct) neighbors.

These differences have been introduced to better fit available time and goals of this thesis and do not try to diminish the work done by Reinders. However, the eventual list of questions I composed within the

cartography have had their own interesting results and flaws. I will briefly discuss these now, per category.

Routing

Because the questioning in this category focused on people's daily routines, it often also caused the narrative maps to contain places or people outside of the boundaries of the neighborhood. However, this also showed what kind of relevant elements were available closeby but not *inside* of Nieuwland, which actually helped me understand better how other neighborhoods and public areas are connected with Nieuwland. It was an indicator for example that many parks outside of Nieuwland are frequented by its inhabitants, which therefore limits in my opinion the necessity for many more active greenblue axes.

Social networks

These questions were extremely useful to discover who it is participants interact with within Nieuwland. However, it was more difficult to get participants to visualize this on their narrative maps. It might be valuable to focus more on letting participants incorporate their social networks on their maps because it does clearly tell how they socialize and interact in their neighborhood.

Social domains

This category was aimed at discovering what a participant would perceive as home, and how the feeling of public and private were separated. However, this category yielded disappointing results. The participants could not clearly describe how they perceived the feeling of home, and drawing this was even harder. I would suggest that the focus would lie not on what they consider home but perhaps to what extent they would value privacy or social interaction.

Further questioning

I knew that it would be difficult to extrapolate what to change in Nieuwland without simply questioning what could be improved. I used several questions regarding the state of the neighborhood and what was missing according to participants to round up the interviews. This was very useful in my eyes because it added extra depth to the produced maps. Participants for example took the time to talk about stakeholders like the housing association and the municipality and their influence on the elements they drew in their maps (like garbage, parking issues or community gardens). I therefore do think this is something to maintain when conducting this fieldwork technique.

The work of Reinders

Ever since I stumbled upon it, I have been extremely intrigued by the dissertation that Reinders has written. His anthropological approach to a subject that we can strongly attribute to the realm of urbanism has wildly changed the way I look at urban design and its challenges. I would therefore vehemently suggest to look into his work before conducting this fieldwork technique.

In his work, he goes into extreme depths on the origin of urban design and its paradigms to help understand how and why neighborhoods like Nieuwland have formed like they have. It helped me understand how strongly connected spatial configurations are to social configurations. He mentions how in modernist approaches to urban design, order and rationality have taken the upper hand and the heterogeneity of urban life is not accounted for. He mentioned sources that called for a better understanding of the smaller scale levels and intricacies of urban life to be included in urban design and planning. This for me was a trigger to look into how we could use this citizen perspective and apply it to 'policy': the vision and ideas I have proposed

in chapter 7. I think he accurately tells the stories of those he interviewed in his dissertation. However, because of the nature of his dissertation, he did not go further into exploring what those stories could mean for redeveloping Nieuwland. This is something I have tried myself, with mixed results.

Translation to design

To go from an Excel file and 12 drawings to actual design principles has been the hardest challenge within this fieldwork. It is the step I have intended to take to exceed beyond the work of Reinders, taking this graduation project from the realm of anthropology to the realm of urban design.

I decided to attempt this translation through two steps. First, I wanted to gather and quantify the information that I received from the narrative maps. From this, I intended to produce a set of design principles that could be used to create design proposals.

I have learnt that quantifying the information was rather easy. I used the Excel document and the maps to create a sort of mind map of different sociospatial categories, which can be seen towards the end of chapter 5. I also listed some non spatial considerations to show how not everything I got to learn from the interviews purely related to sociospatial aspects, and how actually, there is more at hand in Nieuwland: for example, the opinions on and influence of the housing association and municipality. This is something I tried to bring back later on, once I started looking at other perspectives than the citizens.

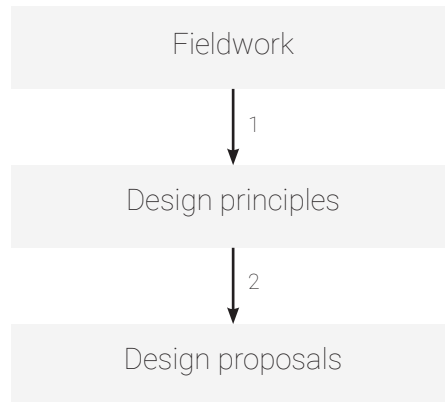
It was rather difficult to create adequate design principles from the information I had received from the interviews. Reinders acknowledged the value of the citizen perspective and how it displays the intricacies of urban life. However, this is also the pitfall of this

perspective: it does not give us much grip on design ideas on larger scale levels. I managed to define 8 design principles that I still stand behind, however, I could not define these without also using some degree of deduction. For example, regarding the three design principles on engagement (from home, on the street and on the square): I am certain that at least some inhabitants will value finding new ways to engage with others as social interaction is valued highly. However, how, why and where this interaction should take place is very hard to decide if we only base it on these interviews. I simply took these ideas, interpreted them and eventually applied them to areas that came forward from the interviews - using my own design proposals.

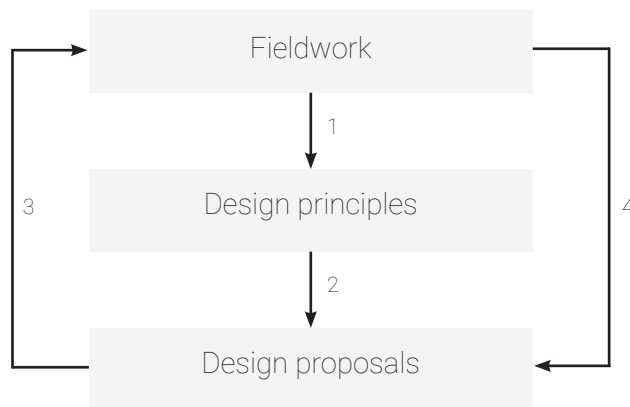
For me, what has missed in this is a secondary iteration in the process. I have come to realize that I could not create design proposals of which I was completely convinced they would be what I wanted them to be: in the interest of the citizen. This is because I felt like I had to also take into account the other perspectives to show a realistic redevelopment strategy for Nieuwland. I think it would be better to find a way to create a feedback loop and let citizens give input further along in the process, something that Reinders propagated as well. Urban planning and design should be an iterative process in my eyes, and the most important lesson is that citizens do not only get involved at the end or at the beginning, but during the entire ride. Concretely, I would suggest that after you conduct the first round of interviews, you still work out design principles and look at the other perspectives, but after this you would reconvene with participants and let them look at initial design proposals. This would be a moment where they could potentially use that what they have drawn for their narrative as an instrument to give feedback or at least indicate more concretely what they would imagine that the redevelopment of their neighborhood would look like. Especially regarding aspects like

densification I felt like I could have really used some intermediate feedback from the participants. By doing this, you can create an extra step of iteration (figure 8.1) and further strengthen the argument that the design is focused primarily on the citizen perspective.

Schematic approach for this graduation project



Recommendation for future approach



8.1 Schematic overview of the methodology of translating fieldwork to design and how to approach this differently

Overview of recommendations regarding transferability

In this chapter I have tried to elaborate upon the execution of the fieldwork technique and from time to time hinted on things to improve if one is to replicate this technique. To further specify this, this final section will offer an overview of recommendations I have considered if the technique of narrative cartography were to be transferred to another research project.

Preparation

- Keep the threshold for interviews low: with questions that everyone (including those with a migration background) can understand, and a duration of 1 hour max.
- Make sure that the results will be comparable: ideally, participants all live relatively close to each other (find an interesting location for this).

Participants

- It will be impossible to get a 1:1 representation of the demographic of your place of interest when conducting interviews. However, you can try to interview a diverse group of people to validate that you have at least a decent representation. Think about the types of people you want to speak early on to see if it is feasible. If not, it is okay to just accept that you made an interpretation of the population.
- Make sure to properly provide information to participants about the handling of their data, as it can be very helpful to be allowed to record interviews.

Questioning

- Make sure that participants know that the goal of the narrative map is to get a perception of the neighborhood, to prevent them from drawing just

their apartment building or block.

- Maintain a flexible stance in questioning: it should be possible to move back and forth through categories to keep the conversation and drawing flowing naturally.
- Think of questions that will also trigger certain design ideas from the participants and move these into the conversation: how do they feel about certain aspects? How could these improve?

Results and translation to design

- Think about a proper categorization of the results by for example creating a mind map.
- Think of what sociospatial aspects should change based on this, and translate these to principles.
- Think of the non spatial aspects that are mentioned. In what way are they relevant? Could you incorporate these as another perspective?
- Reiterate and gain new results

9 | Conclusion

This chapter will briefly answer each of the research questions posed in chapter 2 and conclude upon the work that has been carried out through this thesis.

Research subquestion 1

What is the origin behind post-war neighborhoods in the Netherlands?

This subquestion was meant to explore how the Dutch post-war neighborhood came to be and has evolved. In extension, the focus was put on how Schiedam Nieuwland originated as a post-war neighborhood.

Functionalistic ideologies formed the basis for post-war neighborhoods like Nieuwland. Openness, green and repetition were key elements for these new urban environments that would contrast the intensity of contemporary inner cities like that of Schiedam. Initially, working class families started to move away from the inner city and towards neighborhoods like these.

Whereas the demography of these neighborhoods was often rather homogeneous at first, this shifted later on in the 20th century as the first inhabitants moved to more qualitative (sub)urban areas. Since this point, problems started to arise. Nieuwland became vastly more heterogeneous in make-up through the influx of households of different compositions and backgrounds. The communal feeling that seemed to keep the neighborhood safe and lively in the 60s was fading. The entry of lower educated, lower income and ethnically diverse residents set up the negative social spiral: safety and liveability decreased, nuisance and crime grew. Government initiatives were set up to tackle these issues throughout the last three decades, but haven't proven fully effective. Today still, Nieuwland is one of the worst performing neighborhoods in the Netherlands in terms of safety and liveability.

Research subquestion 2

What spatial aspects determine safety and liveability in post-war neighborhoods?

This subquestion has initially been formulated to determine the spatial aspects regarding safety and liveability from literary theory and then examine these in practice by using Nieuwland as a case area.

It has become clear that safety and liveability play a role in the perception of neighborhoods like Nieuwland and that there is a lot of theory on what defines these terms. It has also become clear that spatial aspects are strongly related to social aspects in post-war neighborhoods. Post-war neighborhoods that score low in safety and liveability according to theory and indexes, often do so because there are problems related to social issues (lack of education, unemployment, poverty etc.). Because post-war neighborhoods attract more and more demographics that have these issues, a negative spiral forms. Lack of funding, collaboration or knowledge on how to combat issues then further exacerbates this.

The strongest conclusion to derive is that the two terms of safety and liveability are always bound by many factors and variables. We can make a general consensus on what defines these, but it is very hard to determine what safety and liveability means for a neighborhood if we do not take the terms into practice. This is also where the aforementioned lack of knowledge on how to combat issues resurfaces: even with incentives and funding, neighborhoods like Nieuwland haven't improved as strongly as others in the last decades. Apparently, it has not been possible to effectively improve the neighborhood. More knowledge from within is needed. This is where we can acknowledge that it is relevant and important to also understand the perspective of the citizen in this situation.

Research subquestion 3

What can we learn from citizen perspectives within the redevelopment of Schiedam Nieuwland?

Following up on the previous two, the third research subquestion embraces that an understanding of the citizen perspective can be helpful in discovering ways to improve safety and liveability in Nieuwland.

To gain an understanding of the citizen perspective, it has firstly been important to determine *how* to approach citizens. There are several ways to do this. Techniques can have lower or higher thresholds or intensity (online surveys versus real life workshops for example), and could be less or more anonymous. Because of the importance of the citizen perspective in this thesis, a technique was chosen that demands relatively much from the citizen: narrative cartography. This technique does not anonymize the interviewee. In contrast, it helped create pure and intriguing individual stories from an interestingly differentiated group of residents of Nieuwland.

The interviews and narrative maps created through this technique showed stories and perspectives that would otherwise not have been visible when conducting fieldwork in Nieuwland. They showed the citizen perspective on important spots and places, elements, and ways to interact within Nieuwland.

By conducting 12 interviews and creating that many narrative maps, it has been possible to derive a number of design principles that should tackle the sociospatial problems that exist in Nieuwland. These relate to public functions, social cohesion, social control, mobility and social safety. Through this, the citizen perspective deducted by the narrative cartography fieldwork might very well be able to help solve the question on how to redevelop Schiedam Nieuwland.

Research subquestion 4

What interventions are needed to improve the quality of living in Schiedam Nieuwland?

The last subquestion has been aimed at the implementation of the research outcomes achieved in both theory and the field.

Although the focus was put on incorporating the citizen perspective into design proposals for Nieuwland, quite quickly into the design process it became clear that the design could not be formed without incorporating other perspectives as well. So, instead of just focusing on the citizen, the urbanist and (non-citizen) stakeholder perspective have also been evaluated and integrated - whilst still maintaining the citizen perspective as the focal point for design. This helped form an integral design approach, in which the goal has been to find ways for the perspectives to reinforce each other. A design framework has been established that takes principles from all three perspectives and looks at different focus areas and scales to show what interventions are possible and have the potential to make Nieuwland a more safe and liveable neighborhood.

All things considered, three goals arose from the framework based on each perspective: heterogeneity as a connector instead of a divider (urbanist perspective), safety and liveability through a sense of community (citizen perspective) and a strong central heart for the neighborhood and beyond (non-citizen stakeholder perspective). To achieve these goals, the focus in Nieuwland should be put on giving districts more identity while keeping coherence, strengthening important social axes, and enhancing public amenities and how they are connected. Some tools for this are densification without much demolition, creating better connected and open streetscapes with more social control, and improving the state and diversity of dwellings.

Eventually, the goal should be to create a Nieuwland through these interventions that values what there is now (in terms of urban appearance, inhabitants and amenities) and tries to build upon this.

Main research question

How can post-war neighborhood Schiedam Nieuwland be transformed into a safe and liveable urban environment while in this transformation catering to the perspective of the current inhabitants?

In a neighborhood that faces many sociospatial issues, as is the case in Schiedam Nieuwland, it is important to extensively understand what problems are at hand and who are influenced by these problems if we wish to improve the neighborhood. The role of the inhabitants is vital in this because they are the stakeholders that are influenced most greatly - while in the meantime, they are heard relatively little. Defining what a safe and liveable urban environment is for them is only possible to some extent, as the terms of liveability and safety are each constricted to many variables and contexts. Therefore, we must discover in such situations how we can discover *their* perspective and perception on the state of these issues in the neighborhood. Fieldwork that actively incorporates this group help with this.

Although many different fieldwork techniques can be chosen to learn more about the perspective of citizens, narrative cartography has been used to achieve this within this graduation project. This fieldwork technique asks participants to not only verbally communicate their perspective on their neighborhood, but to also visualize this through a narrative map. Through this, we get to see intricate aspects and elements that only a neighborhood's inhabitants would know about and come up with, visualized spatially. We can take these as a starting point to discover which sociospatial aspects are important for the inhabitants, and even learn more about the role of other stakeholders. From these aspects we can develop design principles that are very strongly catered to the human scale level and are often simplistic, yet arguably impactful when applied. While still considering other relevant context,

like that of other important stakeholders and their demands, we can create design proposals that cater to the wants and needs of current inhabitants. However, we must keep considering to what extent design proposals serve the current inhabitants if we also take into account other perspectives. For this it would be best to find ways to keep reiterating the input of the inhabitants throughout the design process.



10 | Reflection

This chapter reflects upon the relevance and methods of the thesis. Firstly, its scientific relevance will be discussed. Thereafter, the societal relevance will be reviewed and lastly the methodology and coinciding ethical considerations regarding this thesis will be examined.

Scientific relevance

The concept of the post-war neighborhood can rarely go untouched when considering problems within the context of Dutch urban housing. The national programs to combat issues within the most problematic neighborhoods of the Netherlands have shown that these types of neighborhoods seem to be disproportionally disadvantaged. Take for example the list of 40 neighborhoods that minister at the time Ella Vogelaar deemed to be problematic. 28 out of these 40 neighborhoods have been constructed fully or partially after the second world war (Lörzing et. al, 2008).

A number of these neighborhoods were consequently also selected for the *Nationaal Programma Leefbaarheid en Veiligheid*, indicating that some had little to no improvement between the publication of the *Vogelaarwijken* (2008) and the present. That one of these neighborhoods is Schiedam Nieuwland has added to the relevance of using Nieuwland as a case study for the possible revitalization of a post-war neighborhood.

Societal relevance

Currently, several aspects on macro scale level influence Dutch urban design and planning greatly. Examples are the pressing Dutch housing shortage, the energy transition, and the mitigation of the effects of climate change. On micro scale level neighborhoods like Nieuwland deal with their own issues, like the lack of safety, healthy living environments or opportunities for residents.

The macro and micro scale issues stack in neighborhoods like Nieuwland, which has the potential to increasingly influence the lives of its residents negatively. Take for example the housing shortage: where densification and redevelopments increase the risk of gentrification and the displacement of the current inhabitants of Nieuwland. This thesis tries to explore what problems are at hand in places like Nieuwland from multiple perspectives: not just from outside, but also from within. Hopefully, this prevents that offered solutions for some actually have strong negative consequences for others.

The vulnerability of the inhabitants of neighborhoods like Nieuwland adds to the value of the aforementioned statement. Within our society it goes without saying that the most vulnerable must not get left behind. This thesis on how to revitalize Nieuwland, characterized by a population of the socially (e.g. in safety, crime) and economically (in e.g. finances or opportunities) vulnerable, could - as somewhat of a test case - inspire to offer perspectives for many others in other locations as well.

Relation within MSc

The topic of revitalizing the post-war neighborhood is one that fits very concretely within the Urbanism track. In the Netherlands, post-war neighborhoods form very interesting areas to focus on as urbanists because of their delicate contexts (filled with historical and cultural values, as well as many different involved stakeholders). I think that in cases like these, the urbanist must be able to become the mediator between different stakeholders, whilst also being the person that sees and underlines the values that are present within the context. Through this, the graduation project touches upon some of the other master tracks as well: architectural form and landscape are of course also part of the context. Furthermore, the fieldwork in this project has been centralized because of my intent to look into citizen involvement in design. This is something that goes beyond the discipline of Urbanism alone: I believe that through all disciplines of this MSc, the involvement of the eventual end users - whether it be a neighborhood, park or building - is something that we are starting to value more and more highly in contemporary design.

Relation between R&D

This project has seen iteration within both research and design. My initial research seemed to suggest that solutions for improving the quality of living in Nieuwland could be found in urban theory alone. However, the initial design exercises were not quite satisfying, as they felt rather meaningless - they lacked the importance of the context. There came a realisation that a more contemporary approach would be necessary if I were to have a graduation project with a more impactful outcome, and through this the focus shifted to fieldwork and citizens.

Later on, I realized that the citizen perspective alone could not yield enough principles and ideas to establish a meaningful redesign of the neighborhood, because these principles only related to small scale interventions - like improving crossings or parking. New research had to be done to incorporate the two other perspectives as well, and through this a design framework was established that would work on more scale levels than just the one that the citizens could specify.

Looking back, I must conclude that there are opportunities that I have missed to further incorporate the citizen perspective - a perspective that I have valued so highly. Finding additional ways to create iterations between the design process and the fieldwork would have strengthened the eventual design proposals. However, this would have taken a lot more time in the process and therefore it was not feasible anymore towards the end of the project. In hindsight, a tighter planning could have made this possible and this would have definitely added towards the strength of the project.

Transferability

This project sought to discover how to improve the quality of the neighborhood of Schiedam Nieuwland through the perspective of its inhabitants. The content-related results of this project have therefore been strongly contextualized to Nieuwland. However, as chapter 8 propogates, there is much to learn and improve about the fieldwork technique used. I have set out to incorporate the citizen perspective because I believe that in contemporary urban planning and design it is important to look closer into the thoughts, ideas and experiences of the citizen. Therefore, I do sincerely hope that fieldwork techniques like the one used in this project get tried out and used elsewhere, improved, and will become more and more of the norm.

Methodology

Through the methodology, an attempt has been made to establish an understanding of post-war neighborhoods in general, sociospatial issues related to them, and how these are perceived through the perspective of the citizens of Schiedam Nieuwland.

Initially, the focus lied primarily on theoretical research. This research covered not only scientific theory, but also publications from practice and even contemporary literature through newspaper articles for example. These different sources have been consulted to offer a broader view on the focus area, and this helped get a better initial understanding of Nieuwland.

Originally, I expected that extensive literary research into liveability and safety was going to be vital to understand the living circumstances in Nieuwland. However, throughout the main research period, it became clear that these terms were extremely difficult to define - as they are so context-dependent. This functioned as a conclusion of its own, because this showed the relevance of approaching the thesis not just from a theoretical perspective, but also from a practical one. It further stressed the need to step into the field and discover the neighborhood from within.

Because of this, it is safe to say the theoretical research provided in this thesis is rather limited (although certainly not completely negated). Indeed, a lot more could have been done but again, we could question what the added value would be of additional desk research. If there was extra time to spend on research, I would spend it on field research, because the field research has given insights that have been vital to understand how Nieuwland really seems to work from a sociospatial perspective - and this is something that would have been rather impossible without it.

Collaboration with mentors

During the course of this graduation project I have been guided by two mentors: Robbert Jan van der Veen and Reinout Kleinhans. By choosing a graduation studio that was oriented on design, as well a first mentor (Robbert Jan) who came from practice, my initial goal for this project was to focus strongly on design - also as an end project. However, I also knew that I wanted to create something feasible and realistic, in a very relevant urban context. This quickly led me to the concept of the post-war neighborhood, to choosing an intensive focused on urban planning in Q1, and to a second mentor that was well known with urban planning: Reinout. I was very happy to have two mentors that I believe have been able to help me from two different perspectives, because this has given the project more meaning.

I did have trouble from time to time collaborating with my mentors, but I do consider this to be my own fault. Throughout the graduation project, I have struggled with the fact that I was falling behind compared to other students and to what was expected. I have had periods that I was simply lost and in these times I have not properly reached out to my mentors. Also, especially in the beginning of the project, I did not prepare my meetings with my mentors well enough. Gradually, I came to understand that it would be valuable to prepare meetings and for example e-mail mentors beforehand with material to discuss. When I started doing this more I indeed noticed that it was getting easier to dive into content and have more efficient and effective meetings. Towards the end of the project I felt more and more like I was in good contact with my mentors and they were able to understand better what I was working on. The only thing to improve on in hindsight is the fact that I have rarely had meetings with both of them at the same time, which would have likely helped with the efficiency of my process.

Bibliography

Ahmed, N. O., El-Halafawy, A. M., & Amin, A. M. (2019). A critical review of urban livability. *European Journal of Sustainable Development*, 8(1), 165-165.

Alfasi, N. (2003). Is Public Participation Making Urban Planning More Democratic? The Israeli Experience *Planning Theory & Practice* 4, no. 2 (January 2003): 185–202. <https://doi.org/10.1080/14649350307979>.

Atlas, R. (2013). *21st century security and CPTED*. CRC Press.

Avans (2023). Crime Prevention Through Environmental Design (CPTED). <https://www.avans.nl/onderzoek/projecten/detail/cpted>

Bouwfonds Gebiedsontwikkeling (2017). 1 miljoen woningen nodig tot 2030 <https://www.bpd.nl/actueel/onderzoeken/1-miljoen-woningen-nodig-tot-2030/>

BPD (2017). Van potentieel naar reëel: Transformatiepotentie van de stad. <https://www.bpd.nl/media/k0cgxsmp/bpd-onderzoek-transformatiepotentieel-van-de-stad.pdf>

Breuking, V., Kalle, E., Kruythoff, H., & Teule, R. (1996). Zorg om naoorlogse stadsvernieuwingswijken. *serie Stedelijke en Regionale Verkenningen* 8.

Cai, K., & Wang, J. (2009). Urban design based on public safety—Discussion on safety-based urban design. *Frontiers of Architecture and Civil Engineering in China*, 3(2), 219-227.

Cambridge Dictionary (2023). Liveability. <https://dictionary.cambridge.org/dictionary/english/liveability>

Cambridge Dictionary (2023). Safety. <https://dictionary.cambridge.org/dictionary/english/safety>

Caquard, S. (2013). Cartography I: Mapping narrative cartography. *Progress in Human Geography*, 37(1), 135-144.

CBS (2022). Inwoners per gemeente. <https://www.cbs.nl/nl-nl/visualisaties/dashboard-bevolking/regionaal/inwoners>

Dalla Longa, F., Mulder, P. & Straver, K. (2021). *De feiten over energietransitie in Nederland. Inzicht op nationaal en lokaal niveau*. TNO Report (TNO 2021 P11678). TNO.

European commission of energy. (2022). *Energy poverty in the EU*. https://energy.ec.europa.eu/topics/markets-and-consumers/energy-consumer-rights/energy-poverty-eu_en

Foundation for Louisiana (2012). Citizen's guide for urban design. http://www.foundationforlouisiana.org/news_resources/reports_publications

Gemeente Schiedam (2022). Rijk reserveert geld voor verbetering station Schiedam Centrum en aanleg station Kethel <https://www.schiedam.nl/nieuws/rijk-reserveert-geld-voor-verbetering-station-schiedam-centrum-en-aanleg-station-kethel>

Gemeente Schiedam (2017). Bestemmingsplan Nieuwland 2016. <https://www.schiedam.nl/sites/default/files/inline-files/Bestemmingsplan%20Nieuwland%202016%20-%20Toelichting%20vd.pdf>

Gemeente Schiedam (2022). Ruimtelijk Raamwerk Nieuwland. <https://www.dropbox.com/s/apnhezxl5wh/Bijlage%20Ruimtelijk%20Raamwerk%20Nieuwland%20%28BELANGRIJK%29.pdf?dl=0>

de Haan, F. J., Ferguson, B. C., Adamowicz, R. C., Johnstone, P., Brown, R. R., & Wong, T. H. (2014). The needs of society: A new understanding of transitions, sustainability and liveability. *Technological Forecasting and Social Change*, 85, 121-132. <https://doi.org/10.1016/j.techfore.2013.09.005>.

Hanzl, M. (2007) Information Technology as a Tool for Public Participation in Urban Planning: A Review of Experiments and Potentials. *Design Studies, Participatory Design*, 28, no. 3 (May 1, 2007): 289–307. <https://doi.org/10.1016/j.destud.2007.02.003>.

Houellebecq, M. (2010) *La Carte et le Territoire*. Paris: Flammarion.

KAW (2020). *Ruimte zat in de Stad*. <https://www.kaw.nl/projecten/onderzoek-ruimte-zat-corporatievastgoed/>

KAW (2021). *Ruimte zat voor de Nieuwe Stad*. <https://www.kaw.nl/projecten/vervolgonderzoek-ruimte-zat-voor-de-nieuwe-stad/>

Knab (2023). Modaal en gemiddeld inkomen per leeftijd, opleidingsniveau en branche. <https://bieb.knab.nl/inkomsten-uitgaven/modaal-en-gemiddeld-inkomen-per-leeftijd-opleidingsniveau-en-branche>

Kraniotis, L. (2021). Schreeuwend tekort aan woningen, wat moet eraan gedaan worden? <https://nos.nl/artikel/2369109-schreeuwend-tekort-aan-woningen-wat-moet-eraan-gedaan-worden>

Lawrence, R. J. (1999). Urban Health: An Ecological Perspective. *Reviews on environmental health*, 14(1), 1-10. <https://doi.org/10.1515/RE-VEH.1999.14.1.1>

Leidelmeijer, K., van Kamp, I. (2003). *Kwaliteit van de Leefomgeving en Leefbaarheid*. (RIVM rapport 630950002/2003). RIVM

Leidelmeijer, K., Marlet, G., Ponds, R., Schulenberg, R., van Woerkens, C., & Van Ham, M. (2014). Leefbaarometer 2.0: instrumentontwikkeling. Rigo Research en Advies & Atlas voor de gemeenten.

Lörzing, H., Harbers, A., Schluchter, S. (2008). Krachtwijken met karakter. Planbureau voor de Leefomgeving/NAi Uitgevers, Den Haag/Rotterdam. <https://www.pbl.nl/sites/default/files/downloads/naoorlogse-krachtwijken.pdf>

Luymes, D. T., & Tamminga, K. (1995). *Integrating public safety and use into planning urban greenways*. *Landscape and urban planning*, 33(1-3), 391-400.

Mahjabeen, Z., Shrestha, K. K., Dee, J.A. (2008). Rethinking Community Participation in Urban Planning: The Role of Disadvantaged Groups in Sydney Metropolitan Strategy. *Australasian Journal of Regional Studies*, Vol. 15, No. 1, 2009 <https://search.informit.org/doi/abs/10.3316/informit.020540202130691>

Maslow, A. H. (1968). *Toward a psychology of being*. General Press.

MedicineNet (2023). *Medical Definition of Miasma*. <https://www.medicinenet.com/miasma/definition.htm>

Ministerie van Binnenlandse Zaken en Koninkrijksrelaties (2022). Nationaal Programma Leefbaarheid en Veiligheid. <https://open.overheid.nl/repository/ronl-b338d560857e5f1227939ee0e47ac14db6d6ee63/1/pdf/nationaal-programma-leefbaarheid-en-veiligheid.pdf>

Moerwijk Coöperatie (2020). Leefbaarheid vogelaarwijken achteruit. <https://www.moerwijkcooperatie.nl/2020/02/leefbaarheid-vogelaarwijken-achteruit/>

Movahed, S., Payami Azad, S., Zakeri, H. (2012). A Safe Pedestrian Walkway; Creation a Safe Public Space Based on Pedestrian Safety. *Procedia - Social and Behavioral Sciences* 35 (2012): 572–85. <https://doi.org/10.1016/j.sbspro.2012.02.124>.

Mueller, J., Lu, H., Chirkin, A., Klein, B., & Schmitt, G. (2018). Citizen Design Science: A strategy for crowd-creative urban design. *Cities*, 72, 181-188.

Nieuwland Schiedam (2023). Nieuwland Schiedam. <https://nieuwland-schiedam.nl/nieuwland-schiedam/>

Schiedam24 (2022). Criminaliteit in Schiedam in tien jaar bijna gehalveerd. <https://www.schiedam24.nl/nl/nieuws/nieuws/criminaliteit-in-schiedam-in-tien-jaar-bijna-gehalveerd/2021#:~:text=In%202021%20registreerde%20de%20Amsterdamse,35%20misdrijven%20per%20duizend%20Schiedammers>.

Sociaal en Cultureel Planbureau (2013). Werk aan de wijk. Een quasi-experimentele evaluatie van het krachtwijkenbeleid. SCP-publicatie 2013-15. <https://www.kennisbanksportenbewegen.nl/?file=2582&m=1422883181&action=file.download>

van Soomeren, P. (1987). Criminaliteit en de gebouwde omgeving, Den Haag: Ministerie van VROM

Stichting Veilig Ontwerp & Beheer (2023). Veilig Ontwerp en Beheer. <https://www.svob.nl/veilig-ontwerp-beheer/>

Reinders, L.G.A.J. (2013). *Harde stad, zachte stad: Moderne architectuur en de antropologie van een naoorlogse wijk*. [Dissertation, Delft University]

of Technology]. <https://repository.tudelft.nl/islandora/object/uuid%3A34d-c947d-c49f-4709-b187-13b3bc5f8719?>

Rijksoverheid (2020). Ruimte voor Wonen. <https://open.overheid.nl/repository/ronl-ebd19d1-a5f0-4dd7-b350-b5f60544d298/1/pdf/BMH%207%20Ruimte%20voor%20wonen.pdf>

Urban Design Lab (2022). *What is Urban Design?* <https://urbandesignlab.in/what-is-urban-design/>

Urban Strategies (2012). Citizens' guide to Density. https://issuu.com/urbanstrategiesinc/docs/citizens_guide_to_density_-_cmhc

Uyterlinde, M., Fokkema, M., Can, E. (2020). Werken aan opgaven in de wijk. Gebiedsgerichte organisatiemodellen in vier gemeenten. https://www.platform31.nl/uploads/media_item/media_item/148/95/Werken_aan_opgaven_in_de_wijk_-_Gebiedsgerichte_organisatiemodellen_in_vier_gemeenten-1606323519.pdf

Uyterlinde, M., van der Velden, J. (2017). *Kwetsbare Wijken in Beeld*. Platform 31.

Wanders, J. (2007). Vogelaar selecteert veertig achterstandswijken. <https://www.volkskrant.nl/nieuws-achtergrond/vogelaar-selecteert-veertig-achterstandswijken~bdc45725/?referrer=https%3A%2F%2Fwww.google.nl%2F>

de Zeeuw, F., Keers, G. (2019). De onderste steen boven. Over woonwensen en bouwopgave nu en morgen. <https://frisodezeeuw.nl/publicaties/2019/De%20onderste%20steen%20volledig%20rapport.pd>

Appendix A: Fieldwork questions

Wat	Vragen/uitleg	Antwoord
Opzet	Begeleidend tekenen met A3 papier en pen/potlood	
Introductie	<p>Dit interview wordt gebruikt voor een masterscriptie voor de TU Delft, discipline stedenbouwkunde. De student wil graag weten hoe het bewonersperspectief er uitziet voor de wijk Nieuwland: hoe ervaart en beleeft de bewoner de wijk? Dit doen we door middel van de techniek van narratieve cartografie, waarbij er een aantal vragen gesteld worden die onder andere beantwoord moeten worden door te tekenen.</p> <p>Er is verder geen invloed op wat er gaat gebeuren in de buurt, dit dient puur voor een universitaire opdracht.</p> <p>Er moet tevens een toestemmingsformulier worden getekend voor het gebruik van de informatie.</p>	
Achtergrond	Wat is je naam?	
	Wat is je leeftijd?	
	Wat doe je in het dagelijks leven? (Studie, werk, uitkering, pensioen, etc.)	
	Waar ben je geboren?	
	Welke nationaliteit heb je?	
	Hoe lang woon je hier al?	
	Met wie woon je?	
	Waar heb je verder gewoond? (Als het in Nieuwland is, extra belangrijk om te noteren)	
Cartografie	Routing	
	Hoe ziet je dagelijkse routine er uit?	
	Welke plekken in en buiten de buurt bezoek je?	
	Hoe kom je daar?	
	Zijn er plekken die je opvalt op je route?	
	Zijn er plekken die je vermijdt?	
	Stoor je je aan dingen op je route? (verkeer, overlast, afval etc.)	
	Sociaal netwerk	
	Heb je contact met andere buurtbewoners?	
	Met wie (buren, vrienden, familie?)	
	Waar heb je contact met anderen?	
	Zijn er publieke plekken zoals cafés of winkels waar je mensen ontmoet?	
	Sociale domein	
	Wat zie jij als thuis?	
	Is er een sterk verschil tussen publiek en privaat (jouw huis)	

	Zijn er andere plekken die als een soort thuis voelen in de wijk?	
Vervolg vragen	Ben je blij met hoe de wijk er uitziet?	
	Zou je iets verbeteren?	
	Is er iets wat de wijk meer leefbaar zou maken?	
	Wat zie jij als leefbaar?	
	Wil je meer/minder interactie met buurtbewoners?	
	Wil je meer functies, voorzieningen of groen?	

Appendix B: Consent form

Toestemmingsformulier – Kruis de juiste optie aan				
Naam: _____				
Vraag				
De reden van het interview is uitgelegd. Ik kon vragen stellen en deze zijn beantwoord. Ik had genoeg tijd om te beslissen over deelname.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik weet dat meedoen vrijwillig is en dat ik op elk moment mijn toestemming kan intrekken. Ik hoef hiervoor geen reden te geven aan de student.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik geef toestemming voor het mogelijk opnemen van het interview d.m.v. een mobiele telefoon o.i.d. en uitschrijven van de opname voor het beantwoorden van de onderzoeksvraag in dit onderzoek.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik begrijp dat de informatie die ik geef, gebruikt zal kunnen worden in de afstudeerscriptie van de student.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik weet dat persoonlijke informatie zoals contactgegevens niet gevraagd wordt, tenzij ik die verstrekt hebt om een afspraak voor het interview te maken. Deze informatie wordt verder met niemand gedeeld.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik geef toestemming voor het gebruik van mijn naam, leeftijd en foto voor in de afstudeerscriptie.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Ik geef toestemming voor een anonieme citatie in de afstudeerscriptie.	Ja	<input type="checkbox"/>	Nee	<input type="checkbox"/>
Handtekening: _____				