

An aerial architectural rendering of a city, likely Vlissingen, showing a dense urban layout with a prominent canal system. The buildings are represented by white wireframe outlines, and the water is a light blue. A large, semi-transparent white box is overlaid on the upper part of the image, containing the title and subtitle. The overall style is clean and modern, focusing on the urban form and its relationship with the water.

# **TOWARDS A POSITIVE CITY EXPERIENCE**

A research-by-design in utilizing  
experience as a stimulant for the  
prosperity of Vlissingen



### **Towards a positive city experience**

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*I want to thank my mentors Luisa and Leo very much for their guidance, support and inspiring views on my research. I also want to thank my friends for all the brainstorm sessions, the positive words and the fun times, that have kept me motivated. And most of all I want to thank my family for their never-ending support and love, that helped me to enjoy this journey.*

## VIOLA IN VLISINGEN

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I was born and raised in the city of Vlissingen and I am fascinated by it. I have seen the inner city change from a lively place where I felt connected to, to an area where I feel almost ashamed for the deplorable situation it is in now. Looking at this graduation as an urban designer, I saw the perfect chance to explore this phenomenon of a withering inner city as well as to research the way experience can be utilized in the inner city of Vlissingen to stimulate prosperity for the city as a whole.



## SUMMARY

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This thesis project on Vlissingen is an account of the research being carried out during the graduation year of the Urbanism faculty, resulting in a design oriented project within the research group 'Design of the Urban Fabric'.

The thesis consist of three parts: I. Research setup, II. Research and III. Design. It is divided into six chapters, respectively (1) investigating the problem, (2) setting up a methodological framework, (3) researching: what is experience, (4) analysing the spatial and socio-cultural conditions, (5) experimenting with possible future scenarios and lastly (6) developing a strategic plan and design interventions that address the problems.

The problem statement outlines that in Vlissingen trends have bigger impact then elsewhere, because the experience that the city offers, is affected. The city cannot compete on the field of city experience, which leads to a setback in prosperity, an indistinct identity and a negative city image. Since the inner city is representative, it should function optimally, so it has to turn into a place of experience. Six spatial problems make that this is currently not the case. Furthermore, the city is facing three main trends: growing harbour activity, an aging and shrinking population and growing tourism.

In possible future scenarios is researched how to address the spatial problems and at the same time how to deal with the possible impact the trends can have on the inner city. In the first scenario the harbour industry becomes important on a European scale and the prosperity of the city skyrockets. In the second scenario the population shrinks and especially elderly are attracted to the city. In the third scenario the touristic pressure increases and tourism becomes versatile and covers the whole year. The scenarios formulate recommendations for the spatial problematics and explain which developments should be stimulated and which should be limited or avoided, to continue in the direction of the optimal strategy.

The most reasonable concepts, relevant recommendations and design interventions result in the strategy concept to create a high-quality network that attracts a high-quality program and a diverse audience. This high-quality network consists of multiple layers regarding mobility, program and image quality. Design interventions show how the layers come together and how to actual design a place of experience. Furthermore, they show how the design of the public space can ensure a specific place unites with the past, present and future.

The design of the high-quality network will enable the inner city to function properly and become a place of experience, where trends will have less impact, prosperity is able to grow and an identity is able to emerge.

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View on Sint Jacobskerk (picture by Chris Verkaart)

# PART I

## 1. INTRODUCTION

- 1.1 introduction
- 1.2 problem field
- 1.3 problem analysis
- 1.4 problem statement
- 1.5 relevance
- 1.6 reading guide

## 2. PROJECT APPROACH

- 2.1 hypothesis
- 2.2 research questions
- 2.3 methodology diagram
- 2.4 methodology explained
- 2.5 research question methodology
- 2.6 theoretical framework
- 2.7 time planning





## 1.1 INTRODUCTION

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### *Motivation*

A lot of shops have been closed in the inner city of Vlissingen in the last years. And especially in winter when all tourists are gone, the once lively inner city is sober and frigid. Honestly, I almost never visit the inner city anymore. When I need things like clothing I buy it online and when I want to shop for fun and have a nice afternoon on the cafe's terrace I go to the city of Middelburg, because there still is, the in Dutch so called, 'gezelligheid'. Actually, I feel more 'at home' in Middelburg than I do in Vlissingen. Moreover, I am without doubt, not the only one. This is absolutely a problem for Vlissingen.

This trend, described in the foreword, is not only occurring in the city of Vlissingen. In the Netherlands as a whole the retail vacancy has continuously increased since 2008 (PBL, 2016). This problem is especially occurring in mid-sized cities at the edges of the country where decreasing population growth (or even shrinkage in some areas) leads to less demand for space. Although municipality and retail organizations are working to revive inner cities like Vlissingen there is not a straight discourse about the revitalization of these inner cities. My academic

interest stems from this missing discourse. I aim to contribute to this debate of the role of Dutch mid-sized inner cities in the future, by finding a way to revitalize the inner city of Vlissingen and make it a place of experience.

### *Withering inner cities*

This change in shopping causes inner cities to wither, but it is not the only factor contributing to their decline. It is a combination of multiple factors that lead to a withering city. The decline of cities can be seen as a low level of prosperity or a prosperity dip. Prosperity is the determining condition of being successful and thriving on the level of economic well-being and social well-being. However, this economic and social well-being is closely linked to both environmental and cultural factors. When a city is demolished, e.g. by a natural disaster, the environmental factors turn bad, which will also diminish the economic and social well-being, the prosperity. The economic, social, environmental and cultural are four levels that define the identity of a place, the characteristics.



Fig. 11 Me shopping with my father in Vlissingen as a kid



Fig. 12 Me shopping on the internet nowadays

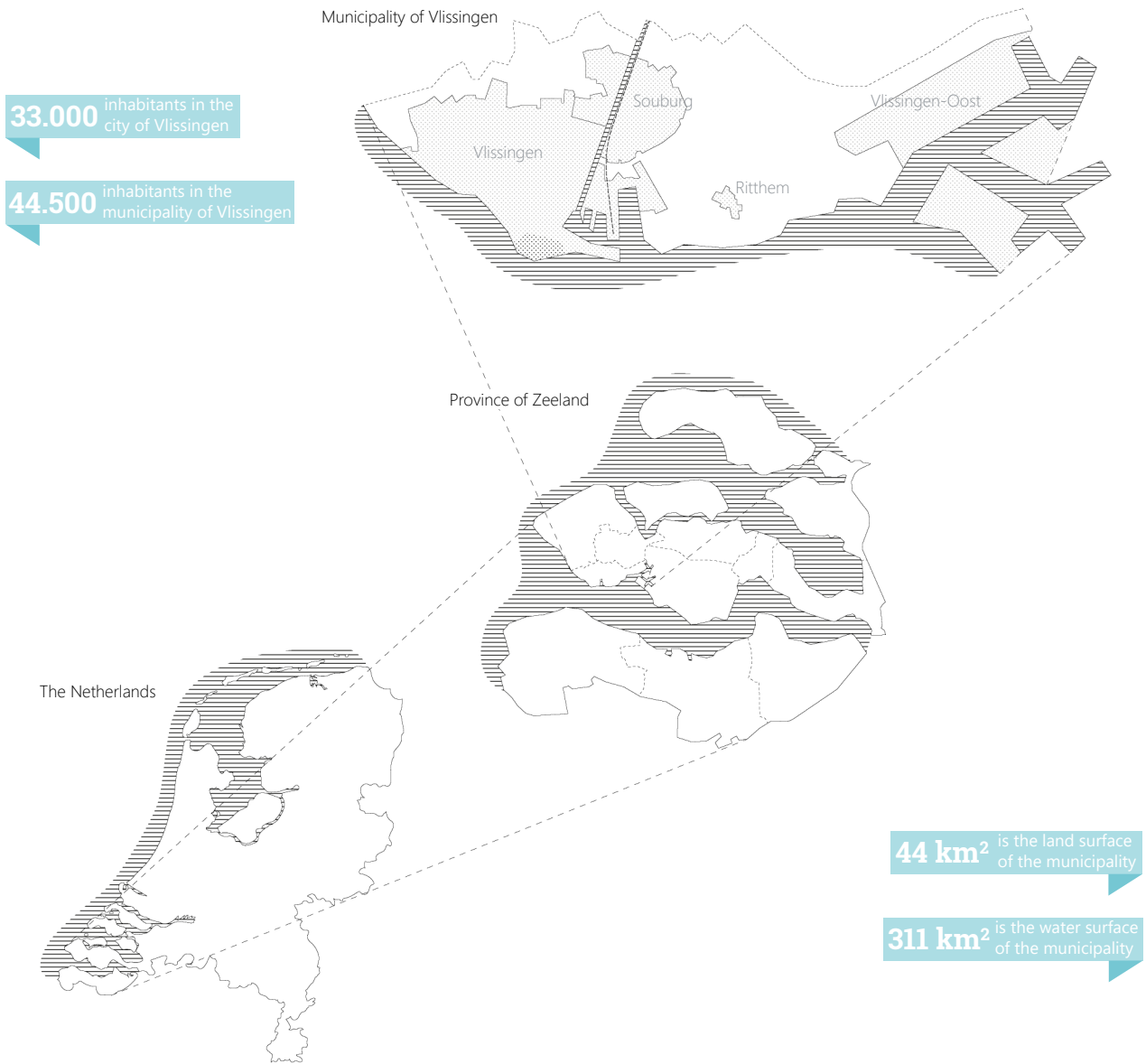


Fig. 1.3 Location of Vlissingen and facts

### *Prosperity in Vlissingen*

Historical research in the prosperity and identity of Vlissingen in relation to its spatial form (see appendix 1) results in the timeline shown on the next page. The up and down going line represents prosperity. Past events have had an enormous impact on this line. Furthermore, the prosperity of Vlissingen is compared to the prosperity of the Dutch average. Prosperity, events and spatial changes define the different identities the city of Vlissingen has had. The spatial change that goes along with this is shown in city maps combined with a skyline.

The timeline shows that the city is characterized by its turbulent history. The prosperity of Vlissingen compared to the national average shows that the city of Vlissingen has had a more turbulent history than the average Dutch city. This was not always a bad thing, as setbacks in history are often accompanied by transitions into new types of economics and a new identity. The important driver, of the transition from a fishers town to a privateer town to a labourer town, was demographics: immigration and emigration. Between 1550 and 1600, Vlissingen changed through the influence of the arrival of Flemish and Dutch fighters and traders from the quiet Roman Catholic fishers town it was, into a militant Protestant privateer town. 200 years later, these privateers had disappeared, and Napoleon began to attract workers from Brabant and Flanders to provide his Marine Site with employees. The labourer city was born and could become the largest and most industrialized city of Zeeland due to the establishment of the Navy shipyard and later De Schelde shipyard. During and after the Second World War, this process continued.

In fact, the rapid reconstruction of the shipyard after the war, provided the influx of thousands new inhabitants. The expansion of the number of homes and territories then, was the largest in the history of Vlissingen. In the early 1960's, the labourer town was fully grown. Today, Vlissingen is transitioning. Several positive developments are taking place but yet, many things are not moving in a positive direction. The prosperity of Vlissingen has been below the national average since the Second World War and it is now in a downward spiral of external trends and changes.

The city has not succeeded to pull itself out of this prosperity dip and a new identity did not have the chance to emerge yet. However, the history of Vlissingen shows the city succeeds to pull itself out of trouble time and time again.

### *Selection of research studio*

This thesis aims to find a way to revitalize the inner city of Vlissingen by creating a strategic plan and implementing design interventions that turn it into a place of experience. Additionally, this thesis aims to contribute to the debate of the future of Dutch mid-sized inner cities. This planning and design approach is offered by the Design of the Urban Form Research Group.

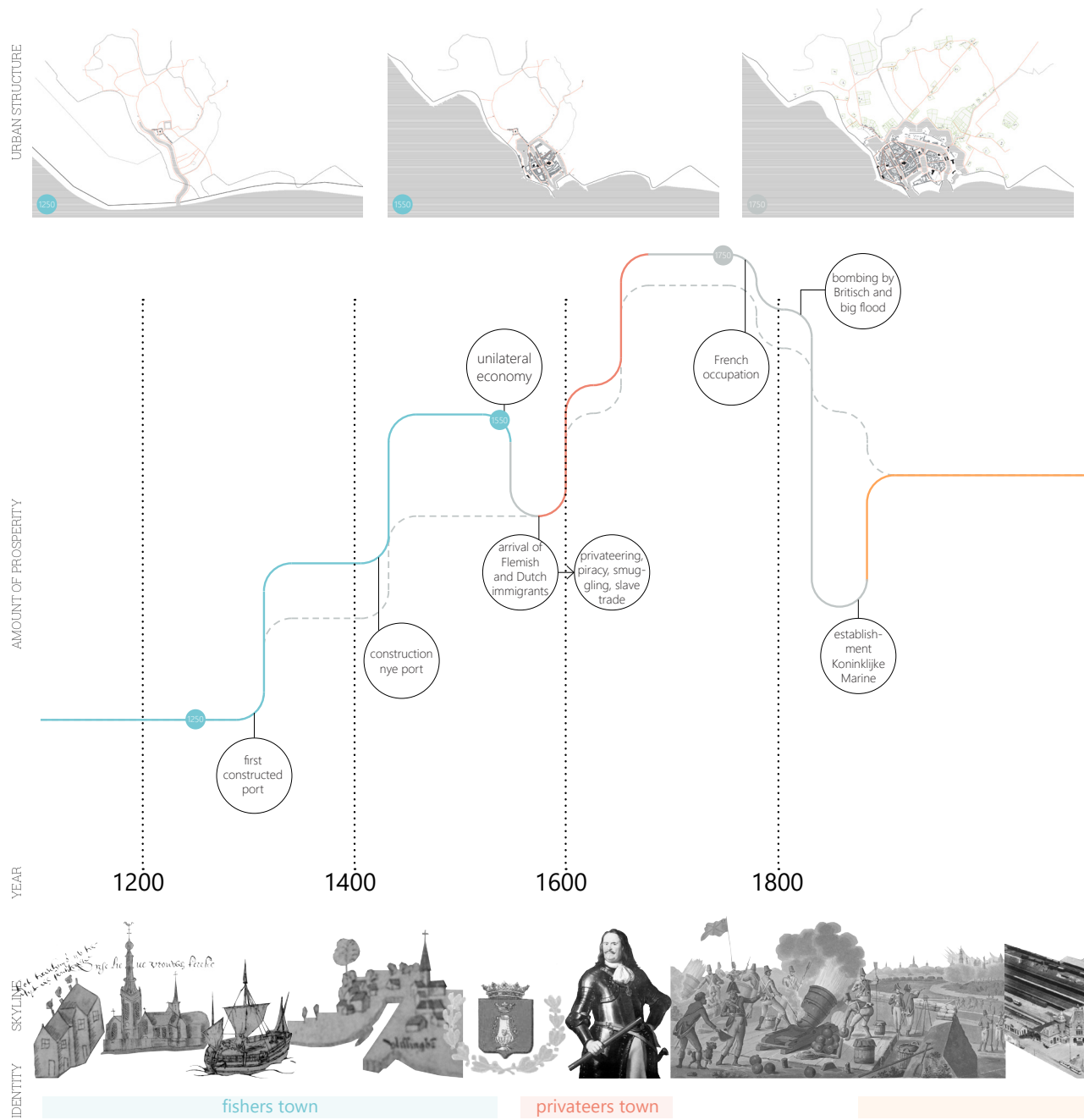
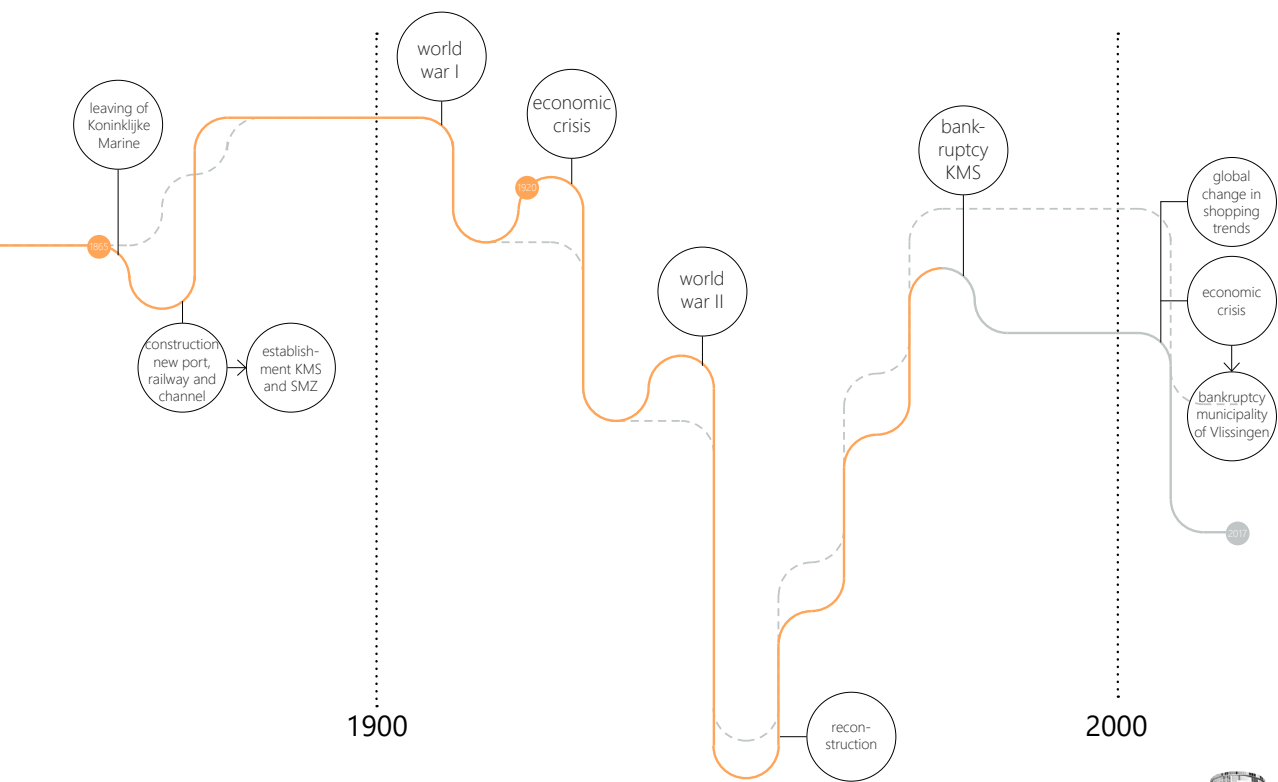


Fig. 1.4 Timeline





laborers town

— Vlissingen  
- - - National average

## 1.2 PROBLEM FIELD

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From the timeline three important conclusions can be drawn:

1. Prosperity-dips are followed by a new identity
2. Since the Second World War prosperity never reached the level of the national average
3. Today Vlissingen is in a prosperity dip

The first conclusion can be seen as an opportunity. A prosperity dip provides chances and a new identity. Although the tipping point seems to be out of sight, in the past the city proved to pull itself out prosperity dips time and time again. However the question that pops up is: what will be the future role/identity of the city?

The hypothesis for the reason the city never reached the level of the national average since the Second World War is that it misses experience. Vlissingen was devastated in the Second World War and in the rapid and pragmatic reconstruction the city lost its nature. This nature, consisting of spatial factors, social factors and economic factors, is seen as experience in this research.

The prosperity dip is caused by the global change in shopping trends, new forms of socialization and other trends and changes in the city, such as aging and population shrinkage. The city has not managed to deal with these trends by adapting to them, leaving the city in a downward spiral.



Fig. 15 Problem field

Walstraat



Bellamypark



Scheldeplein



Fig. 16 Experience in the city centre of Vlissingen

## 1.3 PROBLEM ANALYSIS

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The problem of withering is especially urgent in mid-sized cities at the edges of the country. Mid-sized cities are cities with 30,000 till 100,000 inhabitants (Zandbelt, D., 2011, p. 2 and

Hoogerbrugge, M., van Dijken, K. & Gastkemper, N., 2017, p. 7). What characterizes medium-sized cities is their personal history, specific population structure and local culture. Until recently, all these cities had a complete range of facilities, sufficient employment and housing supply, and a nurturing function for their residents and the residents of smaller agglomerations in surrounding smaller centres. A lot of Dutch mid-sized cities have lost or are losing their self-sufficiency. This is particularly noticeable in the inner city, where most amenities are located.

According to research of Planbureau voor Leefomgeving the inner city of Vlissingen is weak and peripheral (fig. 1.8). This is illustrated among others, by the fact that it is situated at large distance from the Randstand, it has a particularly high retail vacancy, the variety in branches is small, the population is hardly growing or even shrinking and one third of the population is aged 65+.

In Vlissingen the population size and composition have not changed much in the last 15 years. What has changed and had a noticeable impact was the relocation of the hospital to the city of Goes. On top of that the closing of many shops in the inner city did deteriorate the city's character. Nowadays the inner city has a retail vacancy of 15% (PBL, 2017). Last year the Mexx, M&S, Scapino, Miss Etam, Xenos, Esprit, Vögele and multiple other shops have closed. These are larger branches, while smaller ones experience even more difficulties to survive. For the inner city of

Vlissingen the trend of internet shopping has taken its toll.

However, internet shopping still does have one major competitor: recreational shopping. This is one of the most popular leisure activities, where everything comes down to experience. The experience of a day out shopping cannot match purchasing on the internet.

### *Experience*

The reason that Vlissingen is withering more than other Dutch mid-sized cities, such as the city of Middelburg, has to do with the experience. The hypothesis is that three aspects determine experience: spatial, social and economic. By using examples from Vlissingen these determinants will be explained.

#### 1. Spatial

The urban form of Vlissingen is mutilated by interventions in history. In the 60's much was cleaned and newly built in the inner city. An interesting example of where newly built blocks are totally not relating to the neighbouring historical buildings is at the Korte Zelke. Here, the courtyard Zeemanserve is surrounded and hidden by large scale building blocks, resulting in the fact that the visually attractive courtyard cannot be fully appreciated (fig. 1.9). A more recent example that badly affected the urban form is the building block Fonteyne. This building was built on a spot where a well used passage was situated. Because this passage has gone, the walking route through the city is not functioning as well as it did before (fig. 1.10). This kind of interventions did not fit in the historic urban form. Actually, these are fabric mistakes, that are hard to solve. It can be

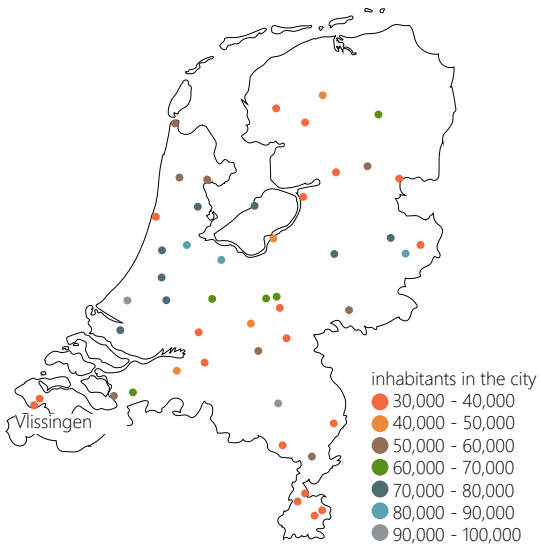


Fig. 1.7 Mid-sized Dutch cities

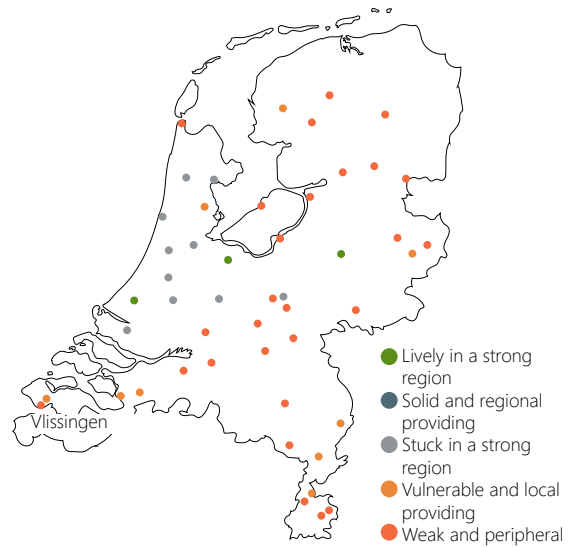


Fig. 1.8 Profile of the mid-sized Dutch cities (see appendix 2 for meaning)

concluded that the urban form is decontextualized from its history, causing it not to function optimal.

## 2. Social

Vlissingen organizes at least seven major events annually and the number of visitors is in fact out of proportion for a small city as Vlissingen. Despite this fact, somehow the city does not succeed in keeping these visitors in the city or attract them to explore the rest of the city besides the specific event-location. This applies not only to visitors of events, but also to vacationers. This is why the liveliness in Vlissingen is limited to specific locations and times. An example is the cinema Cine City which attracts almost 46,000 visitors, during the ten days event Film by the Sea every September (Omroep Zeeland, 2017). These visitors usually just visit the event and do not stay to eat or stay overnight. Presumably this has to do with the lack of attractiveness and

legibility of the surroundings of the Cine City. When one leaves the cinema one sees an empty field and a parking lot. On the right side, where the historic inner city is located, large-scale unattractive, generic buildings blocks the view to the liveliness of the Bellamypark (fig. 1.11). Another example are the tourists that celebrate their holidays in summer. Most tourists stay at a campsite in one of the small villages on Walcheren and visit the city of Vlissingen for a day, just to walk along the boulevard and visit the Visserhaven. But at 5 o'clock they return to their campsite for dinner. Probably the reason for this is that there are not enough accommodations to sleep over. There is one campsite and there are a few hotels located in the city centre. For a touristic place as Vlissingen this is minimal. Those things limit and confine the liveliness in the.

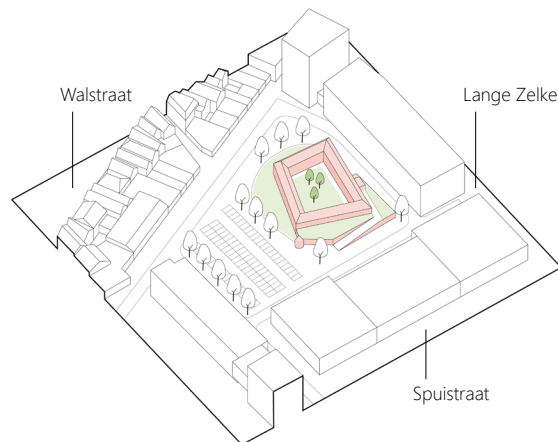


Fig. 19 Zeemanserve decontextualized

### 3. Economic

Despite the fact the city of Vlissingen has lost multiple amenities, the city still has a lot amenities left to offer. But there is no cohesion between the amenities in Vlissingen; they are spread over the city and they are badly connected. To start with the location of the University of Applied Sciences, that is located on the east side of the canal and is badly linked to the inner city. Since about 5 years a sandwich shop is located next to the university. This lunchroom is always busy, while shops in the inner city try to attract visitors in all possible ways. Another example of scattered amenities in the inner city is the hospitality industry. This is clustered on the Bellamypark and the Nieuwendijk, but it is not integrated with the shopping part that is clustered in the Walstraat and the Lange Zelke. Thus even the small historic inner city consists of multiple amenity

clusters.

#### *Effects of the problems*

An inner city has many important functions: generating revenue and rental income, being a source of employment and representativeness for tourists and businesses from outside the city. On top of that, we feel connected to 'our' inner city, much more than to other areas, such as business or office areas (Raatgever, 2014, p. 21). That is why poor experience creates different issues for an inner city. These can be seen from three perspectives:

#### 1. Spatial issue

When an inner city is withering, it tends to end up in a downward spiral. More amenities are closing and this reduces the feeling of safety and the appearance of public space. The public space will be deteriorated

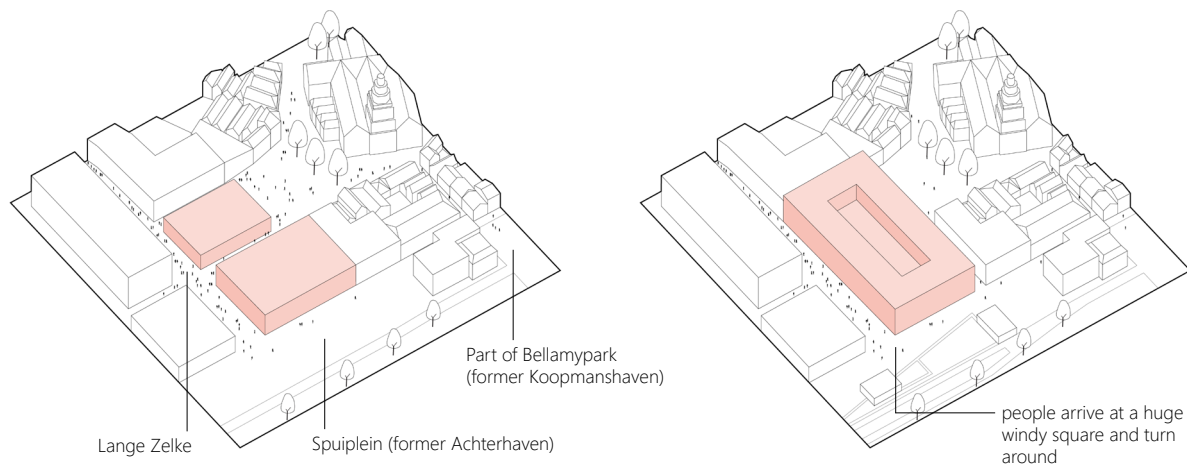


Fig. 110 Fonteyne building blocks walking route

and will discourage people to use it (Berwyn, 2012; Evers et al., 2015; Huizinga & Ossokina, 2014). This effects the whole urban form of the city, because once well-used public spaces become expired. This creates less cohesion and leads to bad connections. In the case of Vlissingen we see more and more people go to Middelburg for shopping, because the product range is wider there. This results in even more shops closing in Vlissingen, because the revenue is decreasing. Shopkeepers that want to start a store rather pay a higher rent in Middelburg with more public and higher sales than open a store in Vlissingen. The liveliness in the inner city of Vlissingen is reducing and once well used public spaces, like the south part of the Walstraat, are nowadays 'expired'.

## 2. Socio-cultural issue

Inner cities are important shopping areas. After our home and our work environment, shopping areas are so-called Third Places where we often go to. They are an important part of our experience. For our daily and non-daily groceries we rely on the

accessibility of nearby stores. We regard shops and shopping areas as a social security: a place to shop for a day with friends; a goal for a walk with the kids or dog; a way to hear the latest stories from the neighbourhood. If we go one step deeper, shopping areas are a part of our identity and quality of life. That is definitely the case for historic city centres in the Netherlands, which offer a unique combination of shopping, heritage, hospitality and culture (Raatgever et al., 2014, p. 21). When one does not visit the inner city anymore the feeling of belonging to this place and the collective memory are disappearing.

Because residents of Vlissingen more often go to Middelburg than to the inner city of Vlissingen, they lose their sense of citizenship. Residents of Vlissingen become to feel more at home in Middelburg than in their own city, which is a problem, because the extent to which one feels at home is crucial to make inhabitants not want to leave. Especially younger people are increasingly leaving the city already. The image of the city is turning negative and these issues will get worse.



Fig. 111 Panorama view from Cine City



### 3. Economic issue

Facilities in inner cities are an important part of the (leisure) economy. Inner cities are a source of employment (among others for the lower and middle-high educated staff) and they generate sales and rental income. On top of that, they are representative for tourists and businesses from outside the city. Due to different trends, inner cities are losing their representativeness.

This is already the case in Vlissingen. Large amount of shops have been closed in the past years. The city has lost its representativeness, leading as said above, to beginning shopkeepers that will rather go and pay a higher rent in Middelburg where there is more public and sales are higher.

## 1.4 PROBLEM STATEMENT

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The last years Vlissingen is in a prosperity-dip and for decades prosperity has not reached the level of the national average. On top of that, the city lost its identity after the reconstruction of the Second World War. The city does not succeed to pull itself out of the prosperity dip and a new identity has not been found.

Trends, such as new forms of socialization and shopping, contribute to the prosperity dip of the last years. The reason Vlissingen has not been as prosperous as the rest of the Netherlands since the Second World War, is the affected experience of the city in spatial, social and economic aspects. The city is decontextualized, which leads to the definition of three main issues:

1. deterioration of public space,
2. lost sense of citizenship (belonging and collective memory) and
3. lack of representativeness for business (especially in the leisure economy).

## 1.5 RELEVANCE

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### *Social*

The topic of this thesis is the revitalization of the inner city of Vlissingen as an example for other Dutch mid-sized inner cities. A lot of mid-sized inner cities at the edges of the Netherlands have difficulties in dealing with the global trend of internet shopping and new forms of socialization: many shops have closed and there is a sustained decline in the amount of visitors. In some of these cities these problems are bigger than in others. In Vlissingen this problem is bigger than elsewhere, because the experience of the city is affected. As inner cities have many important functions, these trends can lead to multiple spatial, social and economic issues. That is why it is of great importance to deal with these trends when considering the future role of Dutch mid-sized inner cities.

### *Scientific*

In literature a lot can be found about the future of mid-size Dutch cities, also in combination with the topic city experience. A lot of literature states that inner cities have to distinguish themselves, to maintain or become attractive. They need to be a place where one can be stimulated or surprised, see new things and gain unique experiences. Realizing an attractive inner city, is more and more determined by the offering of positive experiences. A positive experience ensures that one feels comfortable, consumes more and returns more quickly to the city centre. Yet, on how to create a positive experience not much research has been done. That is why I think this project can be an example in how to create a positive experience. As urbanism is a discipline that can generate social and economic opportunities through spatial interventions, this research will contribute to the debate of city experience in Dutch mid-sized cities by producing a framework of possibilities and opportunities for the inner city of Vlissingen. It is the job of the urbanist to manipulate the spatial conditions in a way these improve the social and economic environment of people. Thus, the topic can be seen as relevant and thereby as an offer of new possibilities and opportunities. The framework of possibilities and opportunities for the inner city of Vlissingen is an example for other Dutch mid-sized cities.

## 1.6 READING GUIDE

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To research and tackle this problem this thesis consists of three parts: I. Research setup, II. Research and III. Design. This introduction is part of the research setup, which will be continued in the following chapter Project Approach in which the methodology and the theoretical framework are set up.

Part II consists of two types of research: research by literature (chapter 3) and research by mapping (chapter 4). Research by literature handles the subject experience in three parts: the notion of experience, theories about elements that determine experience and city experience determinants.

Chapter 4 starts with a site analysis in which the typo-morphology, infrastructure, open spaces, waterfront and experience are handled after which a conclusion is drawn and six main problems and chances for the inner city are defined. The chapter follows with a contextual research in which the social and economic structure and trends are analysed. The three main trends Vlissingen is facing are formulated and in a synthesis the six problems/chances and three trends assemble.

Part III is the design part which is divided in two chapters: 5. Scenarios and 6. Strategy. This part starts with what-if scenarios as a way of experimenting. Based on the three trends, three extremes are investigated. The scenario method is a way to research which developments should be stimulated and which should be limited or avoided to continue in the direction of the optimal strategy. The chapter starts with an introduction to the scenarios, followed by the recommendations per scenario. A priority assessment shows which recommendations have preference. The chapter concludes with 17 design principles based on the priority assessment and a social and economic advise.

To provide an answer to the main research question a strategy is developed. The strategy is explained on the basis of three themes: program, mobility and image quality. For the image quality a manual is developed considering the public space, architecture and skyline. After that, design interventions show how all the interventions in the strategy come together in a design. Then a phasing plan shows the interrelation between the interventions of the strategy and their priority. The chapter will be closed with the impact the strategy has on the city of Vlissingen.

Finally, the conclusion gives answer to all research questions and the reflection looks back to the process of the project.



## 2.1 HYPOTHESIS

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Trends keep 'hitting' the city of Vlissingen. These trends have impact on the physical environment, the population composition, population satisfaction and the economy. In Vlissingen these trends have a bigger impact than elsewhere, because the experience the city offers is affected. The city cannot compete on the field of city experience, which leads to a setback in prosperity, an indistinct identity and a negative city image.

The occurring trends form a impellent fundament upon which stands a shaky unequal pyramid, that represents prosperity. The base of the pyramid is experience, shaped by the experience determinants (spatial, social and economic). This base is unequal, because the experience determinants are not balanced, which limits prosperity growth. When they are brought in balance, the base will stabilize the pyramid, enabling it to grow and resist and absorb movements in the fundament (trends). Size and stability of the city's prosperity are directly related to the form and size of the pyramids base.

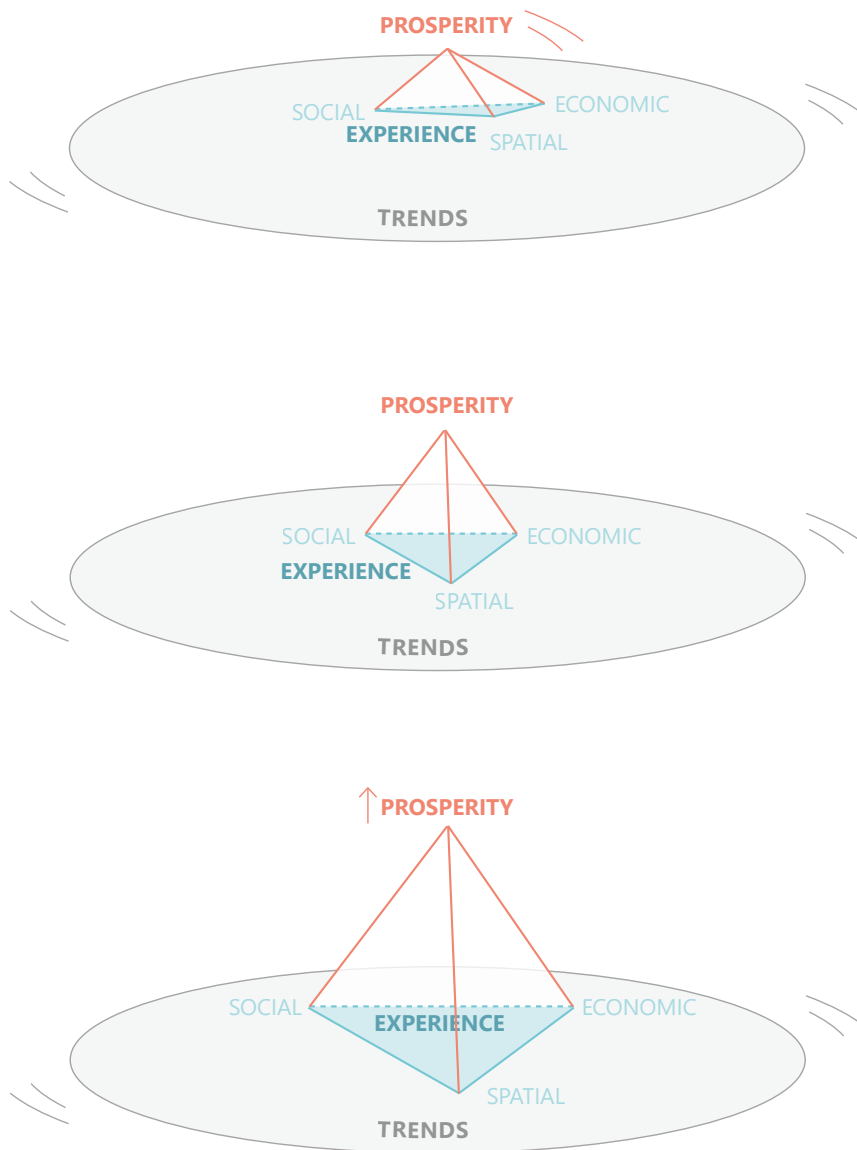


Fig. 2.1 Hypothese 1) unbalanced system, 2) balanced system, 3) the bigger the pyramids base, the bigger prosperity can be

### *Assumption 1*

The crucial location to improve city experience is the inner city. Mainly because the low prosperity is most noticeable in the inner city, where most amenities are located and vacancy is the highest. Because people often visits the inner city for shopping or work, the inner city is an important part of everyone's experience. Inner cities are part of our identity and quality of life. Furthermore, they are a billboard for tourists and businesses.

### *Assumption 2*

Spatial changes can generate social and economic opportunities. So stabilizing of prosperity-pyramids base will be done through spatial interventions. The problem analysis shows an overlap in the three aspects: spatial, social and economic. Needless to say the connection is experience. From an abstract point of view, this relation between the three aspects must be respected, because they can enhance each other but also weaken one another.

To start with the influence spatial environment has on the sociability of a place. Jan Gehl describes in 'Cities for people' that an inviting place, stimulates people to stay and that presence of people and their activities, attract other people to attend the public space. In this way social aspects can increase spatial aspects. There is an important interaction between social aspects and functional aspects; public services attracts liveliness, but it is also the other way around. The presence of people and their activities can create value for a place and make amenities want to settle there. Also public services (functional) and the physical environment (spatial) can enhance each other. A flower stall can brighten up a public space, but a well-designed public space

can also support the flower stall.

All in all, the aspects cannot be seen separately. When there is change in one of the aspects, it always impacts the other two. So when the physical environment is upgraded, it also has a positively influence on the sociability and economy of the place. These changes in return, have a positive impact on the other aspects too, which results in a positive spiral.



## 2.2 RESEARCH QUESTIONS

---

*Main research question*

Which spatial interventions could be implemented in the inner city of Vlissingen in order to make it a place of experience where prosperity can grow and a new identity can emerge, despite future changes?

*Sub research questions*

Theory

1. What aspects help to define and quantify experience? How are these aspects interrelated?

Context

2. What is the urban form of the city of Vlissingen and what have been the contributing factors spatially, socially and economically in shaping this urban form in the past?  
How can the current experience of the inner city of Vlissingen be defined and quantified?
3. What is the current social and economic structure of Vlissingen (regional and (inter)national) and what are the social and economic trends Vlissingen faces?
4. What can be a viable future role for Vlissingen in the regional and (inter)national system and what are possible scenarios for the inner city, with respect to its spatial, social and economic trends?
5. economic trends?

## 2.3 METHODOLOGY DIAGRAM

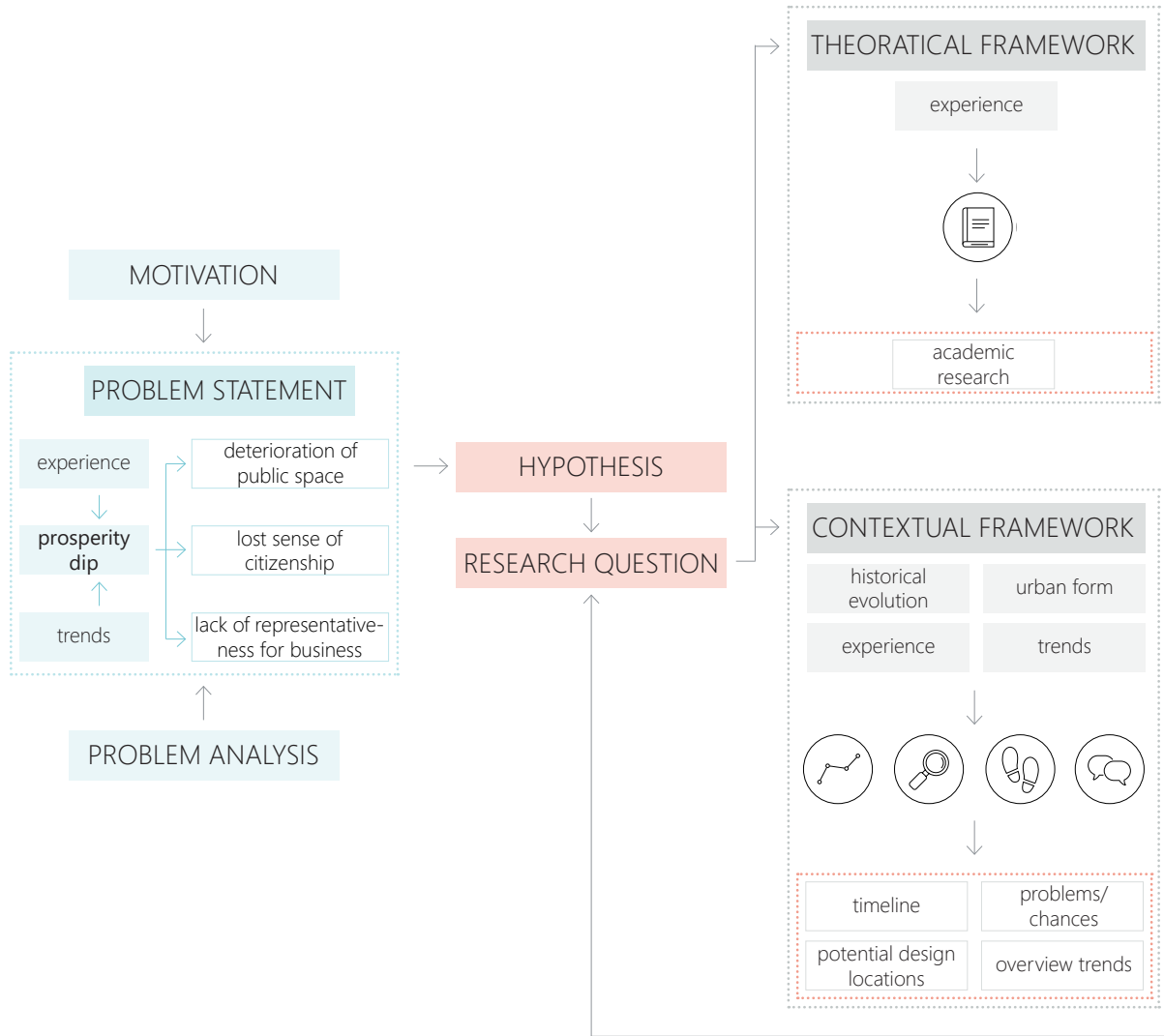
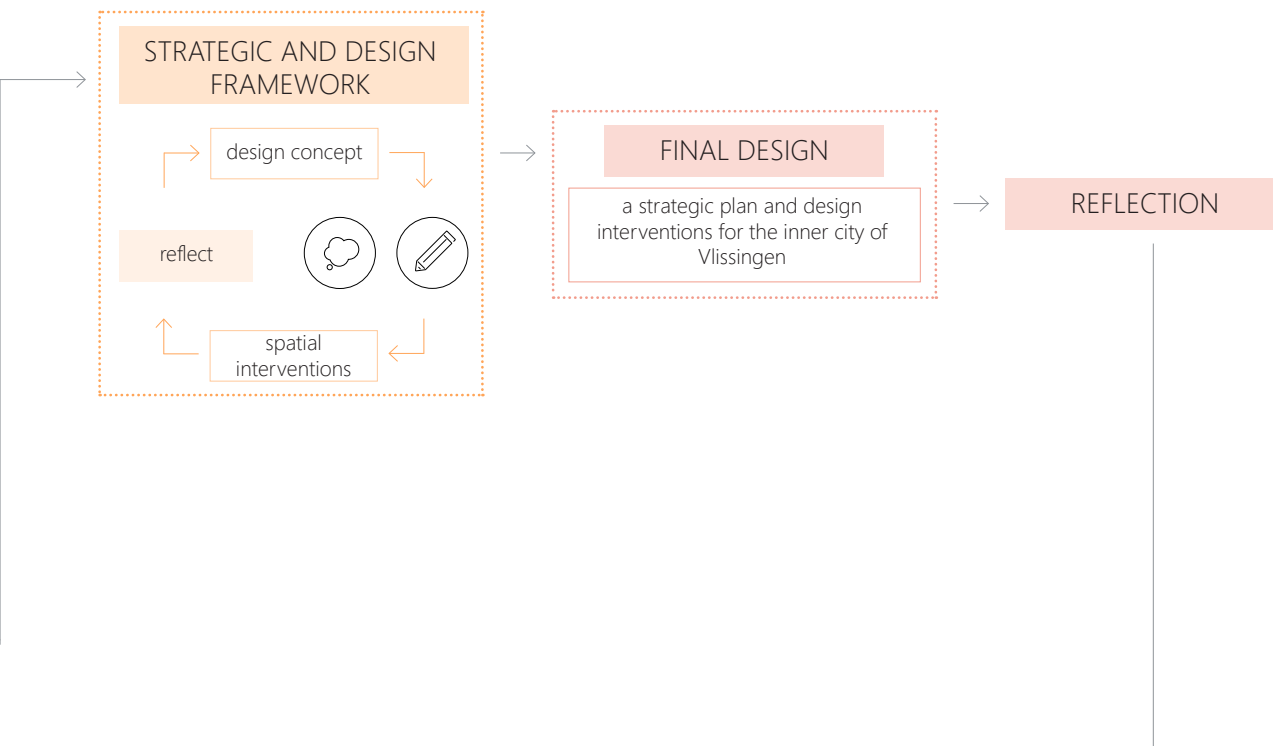


Fig. 2.2 Methodology diagram



■ background research ■ main research methods ■ design process ■ research products

## 2.4 METHODOLOGY EXPLAINED

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The research questions will be answered with various tools. These tools are explained below.



### *Theoretical review and literature review*

The academic literature to be consulted will be from interdisciplinary fields related to city experience. The literature study will highlight this topic related to Vlissingen in a reflective manner. Noting the city of Vlissingen is decontextualized from its history, a historical study will be done to understand what made the city the way it is today.



### *Site visit*

Fieldwork has to be done to check present conditions. A site visit demonstrates socio-spatial conditions through observations, conversation driven research, information gathering and informal interviews. Spending time in the physical environment and building up informal relationships is crucial for direct input and to understand the different people in the city.



### *Data review*

To understand the actual situation and problems in Vlissingen, statistical sources and first hand data will be studied. By studying data over the years, trends will be detected. These will be used to form a framework that will enable scenario thinking.



### *Interviews*

As mentioned above, during site visits informal interviews will be done to get to understand the range of people that visit the city. Additionally, an online questionnaire regarding the experience of Vlissingen will be done to understand how visitors of the inner city experience their visit.



### *Analysis*

To get a good understanding of the city of Vlissingen a lot of analysis has to be done. This analysis will be divided in four categories going through different scales and times: 1) Historical analysis, 2) Regional analysis, 3) Location analysis and 4) Spatial analysis. These activities mainly consist of mapping and sketching in order to explore typo-morphological conditions, land forms and other urban systems.



### *Scenario thinking*

The urban challenges Vlissingen faces, have to be explored through experimentation. This is done by imagining (extreme) future conditions, in what-if scenarios. This will help opening up a process of discovering alternatives, seeing new possibilities, testing, selecting and evaluating. The scenario thinking is a tool to find the most reasonable concepts to address the

various problems.



*Design exercises*

Additionally, the project will be explored through design exercises in order to make thoughts and ideas explicit. Among other things, this will be done through, mapping, sketching and model studies.

## 2.5 RESEARCH QUESTION METHODOLOGY

---

*1. What aspects help to define and quantify experience? How are these aspects interrelated?*

This question will be answered through theoretical review on the field of experience. The theoretical framework will answer this question in multiple steps: first of all by understanding how people experience, secondly by finding which elements in the city influence people's experience and thirdly by relating these elements to each other.



*2. What is the urban form of the city of Vlissingen and what have been the contributing factors spatially, socially and economically in shaping this urban form in the past?*

Firstly a historical study of the city is needed. To find out what social and economic factors played a role in shaping the urban form, literature review has to be done. To find how the urban structure and the skyline of the city have changed, location and spatial analysis needs to be done. A timeline that shows the city's prosperity and its effects on the urban structure and the skyline of the city will answer this question partly.

Additionally an extensive analysis of the current urban form will be done to understand the different urban systems. This will lead to an overview of multiple spatial chances.



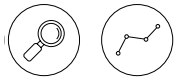
*3. How can the current experience of the inner city of Vlissingen be defined and quantified?*

This question will be answered through spatial analysis. But a site visit is crucial to explore the present conditions. Informal interviews will help to understand the range of people and an online questionnaire will show how people experience the inner city of Vlissingen. The experience will be mapped through different methods. A conclusion will be drawn of what are potential locations to improve the experience.



*4. What is the current social and economic structure of Vlissingen (regional and (inter)national) and what are the social and economic trends Vlissingen faces?*

To answer this question a lot of data review needs to be done. For example on the age of the population, the households, the housing supplies and disposable income. Insight in all these topics and their developments, will be summarized in an overview of the various trends Vlissingen is facing.



*5. What can be a viable future role for Vlissingen in the regional and (inter)national system and what are possible scenarios for the inner city, with respect to its spatial, social and economic trends?*

To understand what possible impact the trends can have on the city and how to deal with that, three extreme scenarios will be developed. These scenarios will be worked out on multiple scales. On the inner city scale, to find out how the urban fabric works. On the block scale, to find how the inner city experience will be effected. And each scenario will be related to the larger scale; (trans)national, provincial or regional, depended on the trend. Through the scenario thinking the most reasonable concepts can be defined to address the various problems.

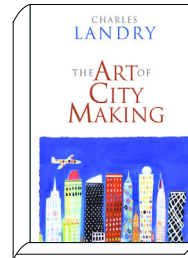


## 2.6 THEORETICAL FRAMEWORK

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The main research question consists of an important aspect: experience. This aspect will be researched in three steps that built up the theoretical framework: how do people experience, which elements in the city influence people's experience and the relations between these elements.

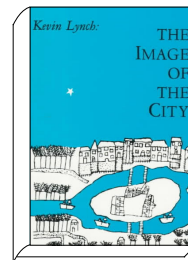
First of all the notion of experience needs to be defined and secondly the aspects that determine experience. The notion of experience will be explained on basis of the five senses, as experience starts with the way people observe using their five senses. This is mostly based on 'The Sensory Landscape of Cities' of Charles Landry (2006) and 'Space and place: the perspective of experience' of Tuan (1977). Experience is intrinsically personal, this is the reason that some people can experience a certain phenomenon as enjoyable, while others experience this phenomenon as negative. Even though people can experience a location differently, the place in itself is nonetheless an objective entity. The importance of genius loci will be explained with the work of Norberg-Schulz (1980). He states people experience a city in a similar way, which means there is a kind of objectiveness in experience. Which aspects determine this 'objective' experience is explained in the theories of Kevin Lynch (1953), Gordon Cullen (1961), and Project for Public Spaces (2016). There are just a few theories about aspects that determine experience, but the focus in how one experiences a place is considerably different in these three theories, so they give a solid basis to find the 'experience determinants'.



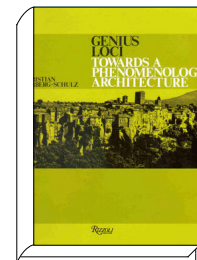
Charles Landry (2006)  
sensory landscapes



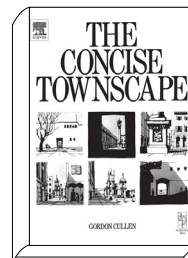
Yi-Fu Tuan (1977)  
the perspective of experience



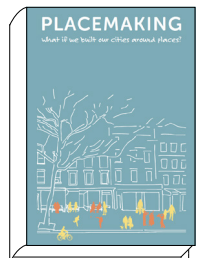
Kevin Lynch (1953)  
mental experience



Christian Norberg-Schulz (1980)  
genius loci



Gordon Cullen (1961)  
visual and kinetical experience



PPS (2016)  
collective experience

Fig. 2.3 Literature to be used



## 2.7 TIME PLANNING

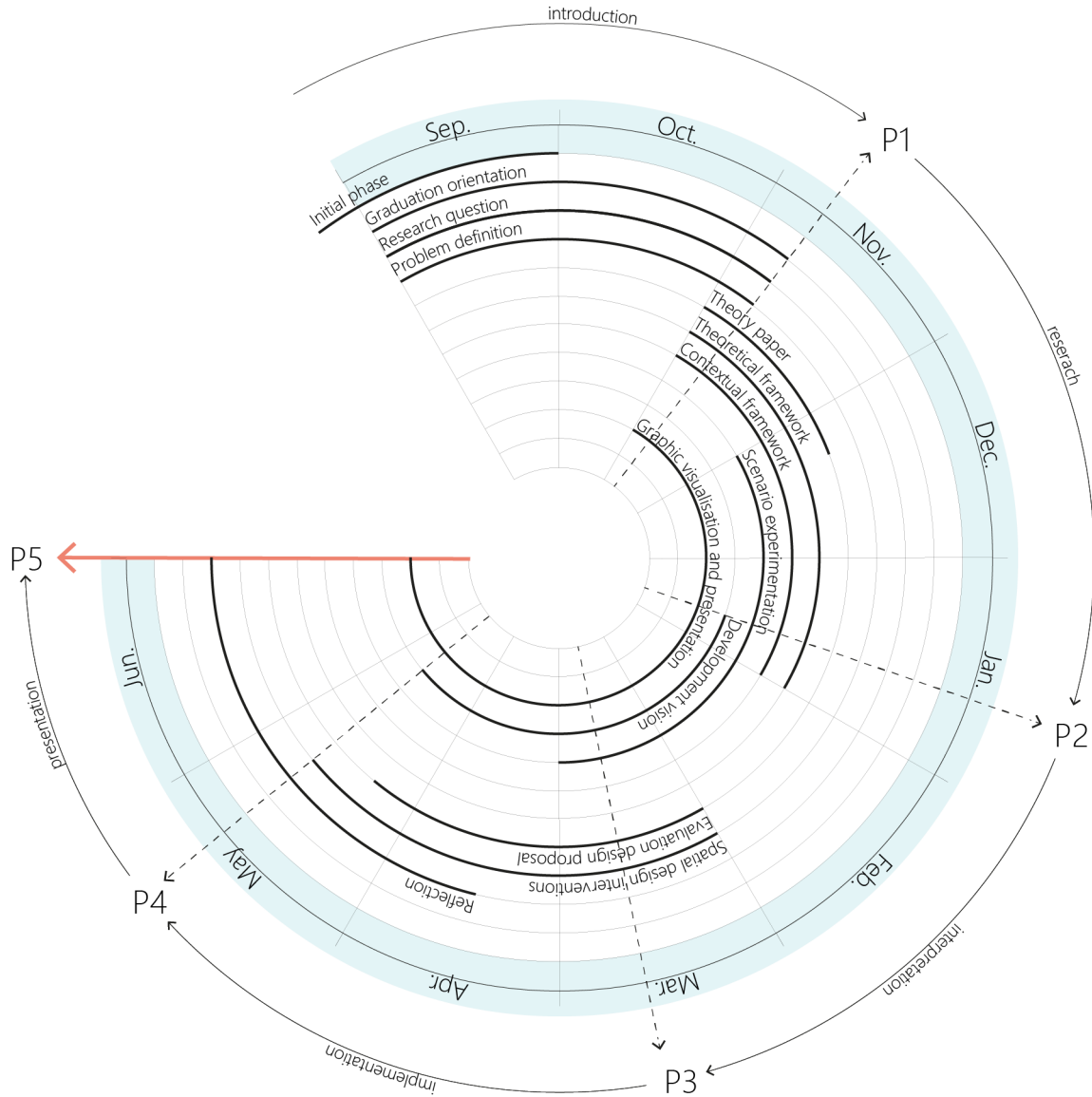


Fig. 2.4 Time planning



'Where else?' (picture by Robin Hardeman)

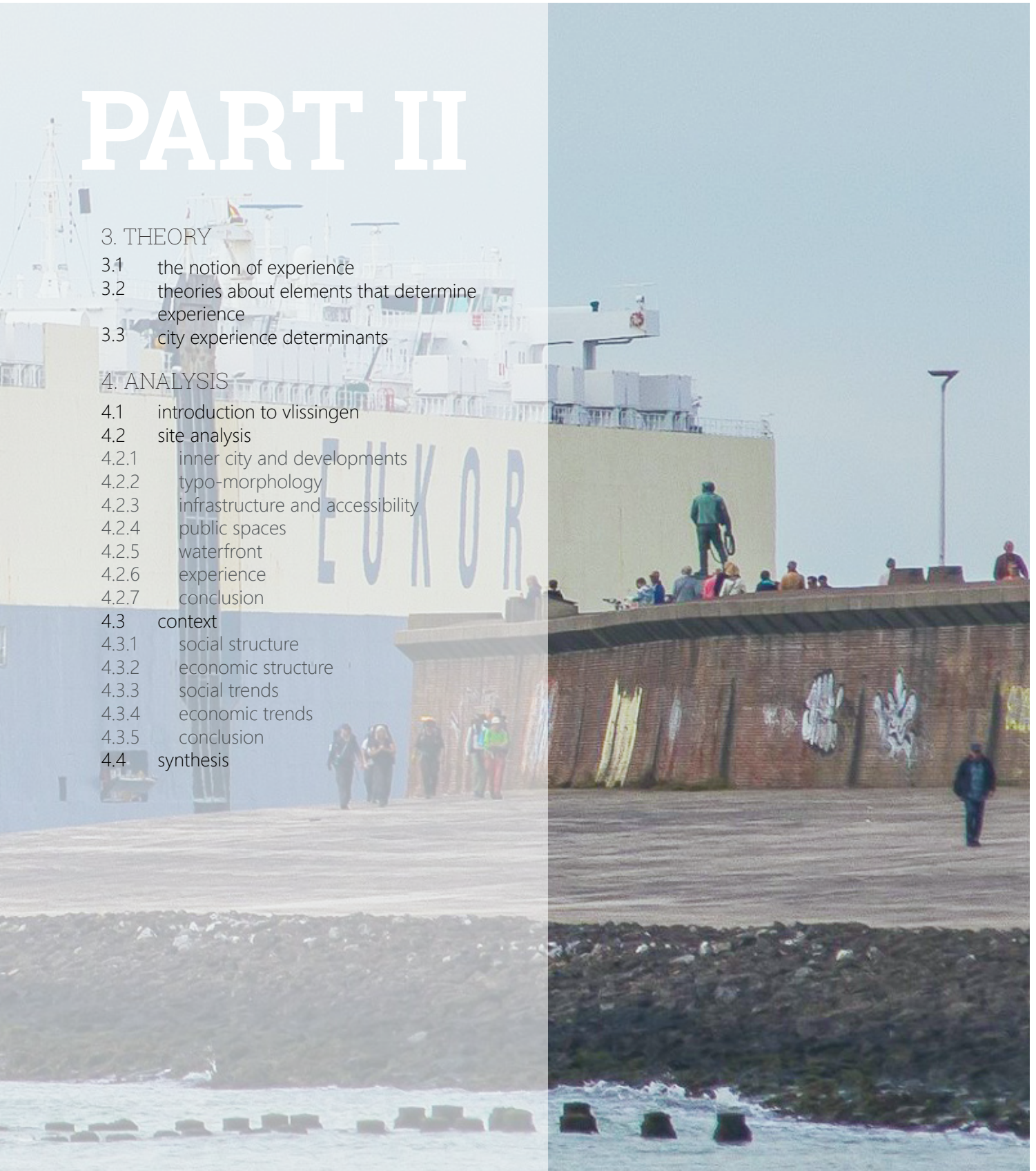
# PART II

## 3. THEORY

- 3.1 the notion of experience
- 3.2 theories about elements that determine experience
- 3.3 city experience determinants

## 4. ANALYSIS

- 4.1 introduction to vissingen
- 4.2 site analysis
  - 4.2.1 inner city and developments
  - 4.2.2 typo-morphology
  - 4.2.3 infrastructure and accessibility
  - 4.2.4 public spaces
  - 4.2.5 waterfront
  - 4.2.6 experience
  - 4.2.7 conclusion
- 4.3 context
  - 4.3.1 social structure
  - 4.3.2 economic structure
  - 4.3.3 social trends
  - 4.3.4 economic trends
  - 4.3.5 conclusion
- 4.4 synthesis





### 3.1 THE NOTION OF EXPERIENCE

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Vlissingen and a lot of other mid-sized Dutch inner cities have to deal with new forms of socialization and shopping, but on top of that, they also have to sort with a decreasing population growth and growing demographic pressure. They must distinguish themselves, in order to maintain or become attractive. To do so, quality improvement has to be made where people's experience is put central.

#### *Introduction*

From the digital era, new forms of socialization and shopping have emerged. Many Dutch inner cities are withering because of these developments; many shops have closed and there is a persistent decline in the amount of visitors. To maintain or become attractive, inner cities have to distinguish themselves. Just being a place to buy things is no longer sufficient. They need to become a place where one can be stimulated or surprised, see new things and gain special experiences. Realizing an attractive inner city, is becoming more and more determined by the offering of positive experiences. A positive experience ensures that one feels comfortable, consumes more and returns more quickly to the city centre. Pine and Gilmore (1999) even introduced the term 'experience economy'. Piët (2004, p. 14) continues on this and explains that a society has arisen that is characterized by a constant search for incentives to not get bored, because we have everything we want within reach and do not have to worry about anything. Nowadays it is all about the consumer that needs to be entertained. When one experiences something as positive, one will stay longer.

But what exactly is experience? How do people experience? This is researched in this paragraph

based on the five senses, as experience starts with the way people observe with their five senses. This research is mostly based on 'The Sensory Landscape of Cities' of Charles Landry (2006) and 'Space and place: the perspective of experience' of Tuan (1977). Then will be explained why some people experience a certain phenomenon as enjoyable, while others experience the same phenomenon as negative. Despite the fact people have different experiences, a place in itself is nonetheless an objective entity. The importance of genius loci will be explained with the work of Norberg-Schulz (1980).

#### *The five senses*

Aristotle is one of the first to describe the various perspectives of experience. For Aristotle, experience fills a wide gap between the non-rational cognitive capacities of perception and memory on the one side, and the rational cognitive dispositions of art and science on the other side (Gregorić & Grgić, 2006, p. 1). This description gives insight in the wide scope of the term. Oxford Living Dictionaries (n.d.) defines experience as the 'practical contact with and observation of facts of events'. The Free Dictionary (n.d.) describes it as 'the observing, encountering, or undergoing of things generally as they occur in the course of time'.

When looking at the descriptions of experience it can be said that experience of space starts with the way people observe the space with their five senses: sight, hearing, touch, smell and taste. Tuan (1977, p. 11) confirms this in his book 'Space and Place, The Perspective of Experience'. Landry (2006, p. 39) writes 'the city is an assault of the senses', but 'we do not recognize, let alone describe, its smellscape, soundscape, visual spectacle, tactile texture or taste sufficiently'. We thus experience the city at a low level of awareness. The way one experiences the city will be explained through the five senses.

#### - Sight

First of all, what people see is of great importance for their experience of space. The look of the city depends on one's position and the city's layout. A warren of streets is a different experience, from the ground or from on high, than a grid pattern (Landry, 2006, p. 69). Landry (2006, p. 70-74) explains how different aspects influence the experience of a city: colours, materials and the layout of a city. But whatever these aspects, the climate remains determinative on our visual experience of a city. A blanket of snow transforms a city and a shroud of its can hide its vista. And above all, light plays on the physical structures that make a city (Landry, 2006, p. 74).

#### - Hearing

Sounds give an extra dimension to the experience of the urban environment. With urbanization comes a proliferation in sounds. Sound can have positive connotations in the context of music, but more is less with the increased roar of noise in the city. It becomes less differentiated and variegated. Put simply, there

are more decibels from more sources (Landry, 2006, p. 51). The way sounds are experienced is personally and depending on the situation as well. In a sense, sounds are more penetrant than visual aspects (Ingham, Purvis & Clarke, 1999, p. 268). We can look in only one direction at a time, and sights can be excluded by turning away or closing the eyes. Sounds, however, are not so easily blocked out and our ears detect, simultaneously, overlapping sounds from all directions, often permeating through solid intervening barriers (Ingham et al., 1999, p. 268).

#### - Smell

Smell has a big influence on the way the space, the inner city, is experienced. Odours can provoke strong, emotional feelings and reactions. As we can detect atmospheres, our sense of smell gives us a strong grasp of place and location (Landry, 2006, p. 61). But smell is difficult to capture in words. We can measure sound in decibels, colour in frequencies and touch in units of force and pressure, but there is no scale against which the intensity of a scent, smell or odour can be measured. Nevertheless, there is some kind of classification of smell that goes back as far as Plato, whose simple dividing line was pleasant and unpleasant (Landry, 2006, p. 62). A street can be experienced as unpleasant when it smells like urine. When a street smells nice because of the presence of a flower or food stall, this has a positive influence on the experience.

#### - Touch

Touch has great influence on the experience of a place. Rodaway (1994, p. 42) describes touch is not simply a 'pressure on the skin' but more generally the 'contact between the body and its environment'.

The actual touch, the direct relation of the body with the environment, he calls 'reach touch'. The body and the city often come together through the act of walking, cause while moving through space one unavoidably touches and feels the environment. Among others the work of Gordon Cullen (1961) and Jan Gehl (1987) show the significance of walking as a fundamental human activity and way of interacting with the environment. Jan Gehl (1987, p. 136-137) elaborates on the relationship between the walker and the walking environment in terms of preferred surfaces and floor materials, all based on touch.

#### - Taste

Finally, taste also influences the experience. If you eat something tasty, the experience of your environment is more positive, than it is with a bad taste in your mouth (Tuan, 1977, p. 10-11). Borer (2013, p. 974) goes a bit deeper and explains how food, and the tastes associated with it, is a useful cultural intermediary between urban places and urban experience. He elaborates that the production and consumption of food and drinks are important characteristics of urban cultures, because taste is often used as a means for identifying particular urban locales (Borer, 2013, p. 974). From the mussels from Zeeland or the cheese from Gouda, there are clear connections between the tasty wares particular cities or regions have to offer and the sensory impression individuals have of them.

#### *Multi-sensuality*

Above mentioned examples describe observations with the separate senses. However, sensory observations are always multi-sensual: they are formed by the interplay of our senses (Tuan, 1977,

p. 11). Tuan describes 'The five senses constantly reinforce each other to provide the intricately ordered and emotion-charged world in which we live'.

Experiencing an inner city happens through all the five senses. One sense has a greater influence on the experience than the other, and this distribution differs per situation and person. The gathering of these senses creates an experience of a space.

#### *Personal aspects*

Tuan (1977, p. 10-18) acknowledges that some people experience a certain phenomenon as enjoyable, while others experience the same phenomenon as negative. The reason for that is that people have different associations, memories and embodied experiences.

Associations and memories play an important role in the formation of experience (Tuan, 1977, p. 10-11, Pine & Gilmore, 1999, p. 104). Different things are related by associations. One city can make you think of another city. People of all ages can have associations. This is also the case for memories, but off course the older a person is the more memories he/she has.

Varela, Thompson and Rosch (1991, p. 172-173) explain that associations and memories cause so called embodied experiences. Embodied experiences are the physical reactions a person has on something that happens in the surroundings. These experiences can influence behaviour and movement patterns of people (Varela et al., 1991, p. 173). In this way a space creates a certain atmosphere for a person. This can be called the personal atmosphere. Positive atmospheres can

stimulate users of the city to stay longer and interact with others, e.g. the shopkeeper. At the same time negative atmospheres can strengthen the urge to leave and cause people to return less quickly.

### *Genius Loci*

Despite the fact that people can have different experiences, a place in itself is nonetheless an objective entity. Each place is a space with a distinct character, in other words each place has a genius loci, a concept handed down from the classical antiquity. Literally translated this is the spirit of a place. In 'Genius Loci: Towards a Phenomenology of Architecture', Norberg-Schulz factually links up with the 'genius loci' concept from antiquity, excluding the spirits and gods. He introduces 'genius loci' as an architectural theoretical concept. He states that since ancient times the genius loci, has been recognized as the concrete reality man has to face and come to terms with in his daily life (Norberg-Schulz, 1980, p. 5). He explains that 'Man dwells when he can orientate himself within and identify himself with an environment, or, in short, when he experiences the environment as meaningful.' He states that architecture means to visualize the genius loci, and the task of the architect is to create meaningful places, whereby he helps man to dwell (Norberg-Schulz, 1980, p. 5). For him architecture means recognition of a place, as 'place is the concrete manifestation of man's dwelling, and his identity depends on his belonging to places'.

What becomes clear is that genius loci is of great importance for a place, because one relates to it in multiple ways. This relation between people and a place is formed by the personal factors, as described above, but according to Norberg-Schulz,

the architecture or the built environment is just as important. For example everyone particularly likes a characteristic place above a uniform place. It can be induced that there is an objective experience. The objective experience is an experience most people undergo in a similar way, the common feeling humans have. Designers should focus on these objective experiences, as they can improve these by manipulating the elements of the city.

### *The notion of experience*

There are several sides on the notion of experience. First of all experience starts with the way people observe with their five senses. This can be both subjective and objective. People have different associations, memories and embodied experiences, which are subjective. The experience most people pass through similarly, is objective. Designers should focus on this objective experience, as they can improve this experience by manipulating the elements of the city. In the next paragraph the element types are defined, based on the theories of Kevin Lynch, Gordon Cullen and PPS.



## 3.2 THEORIES ABOUT EXPERIENCE DETERMINANTS

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Experience is partly formed by personal aspects, this is the subjective experience. But as already explained in the previous paragraph there is also an objective experience. For example no one particularly likes loud noises or the smell of urine in a city. To identify the aspects that form the objective experience, three theories considering experience will be compared.

### *Introduction*

In this paragraph the elements of the city that determine experience are researched. Although, there are a lot of theories about experience, there are just a few theories about the elements or aspects that determine experience. For this research the theories of Kevin Lynch (1953), Gordon Cullen (1961), and Project for Public Spaces (2016) are used. Their focus in how one experiences a place is considerably different, therefore the three theories should form a solid basis to find the city experience determinants.

The first one, the theory of Kevin Lynch, is about mental experience. This is what he calls 'city satisfaction'. He made a list of elements that provide satisfactions. The second theory, of Gordon Cullen is more focused on the visual and kinetical experience people have in relation to the environment. The last theory that will be elaborated is the theory of Project for Public Spaces (PPS), a Placemaking movement. It states that for many people Placemaking is a crucial and deeply-valued process for those who feel intimately connected to the places in their lives. PPS explains that Placemaking shows people just how powerful their collective vision can be. This can be seen as collective experience.

### *The theory of Kevin Lynch*

In 1953 Kevin Lynch points out in 'Notes on City Satisfactions' the concern of the psychological and sensual effects of the physical form of the city. He draws an imaginary line to exclude the direct functional effect, and the provision of adequate quantities of the environmental elements. In this more limited sector, then, the city can provide several satisfactions, which he summarized as orientation, warmth and attachment, stimulus and relaxation, sensual delight, and interests; and, in addition, several more directly 'functional' satisfactions, which however have such a direct emotional impact as to be worth including: movement, shopping and entertainment and climate (Lynch, 1953, p. 135-153). Lynch states that beyond the ordinary sense of orientation, orientation can also comprise the satisfactions arising out of an intuition of the city as a unified whole. The experience is an exciting moment, full of anticipation but also anxiety. Loss either of excitement or of direction can be experienced as unpleasant. The second satisfaction, warmth and attachment is the feeling of response projected onto the physical surroundings, of its intimate adjustment to humanity, a sense of protections, ease, and affection. In parts it springs automatically

from familiarity and the sense of history, but it is reinforced by physical forms. What Lynch means with stimulus and relaxation is the proper balance between the stimulus of activity and participation, and, on the other hand the release of pressure, the freedom for casual 'private' activity. Fourthly, sensual delight consists of all the satisfactions of order, variety, rhythm, contrast, relation: through all the senses. The major impressions may be summarized as spaces, floor, detail, texture and silhouette, plastic form, smell, sound and the use of natural elements. Lynch describes interests as the intellectual pleasures of curiosity, new experiences and new impressions, the savouring of distinct character springing from concrete differences of background and function. Movement is a basic way of seeing the city, which varies with the speed of motion. Experience through movement can be affected by the functional dangers and discomforts traffic brings, the anxiety and sharp attention evoked by traffic can destroy urban delight and prevent other observations. The seventh satisfaction, shopping and entertainment are fundamental urban pleasures. Lack of range in these activities are the common complaints in small or new towns. Finally, he describes climate as the immediate environment that is in contact with the individual, and whose temperature, humidity, pressure, light, pollution, noise, smell, etc. are his constant concern (Lynch, 1953, p. 135-153).

#### *The theory of Gordon Cullen*

In his book 'The Concise Townscape', Cullen describes three ways in which the environment produces an emotional reaction. The first way is motion. Cullen explains how the scenery of towns is often revealed in a series of jerks or revelations,

which he calls serial vision (Cullen, 1961, p.9). Motion is not one simple, measurable progression that is useful in planning, it is two things; the existing and the revealed view.

The second way is place. This point covers our reactions to the position of our body in its environment. Here we are dealing with a range of experience stemming from the major impacts of exposure and enclosure (Cullen, 1961, p. 9). He explains that some of the greatest townscape effects are created by a skilful relationship between here and there (so exposure and enclosure) (Cullen, 1961, p. 10). One of the most powerful agents for unifying and joining here and there, concerning the town, is the floor (Cullen, 1961, p. 53). Another thing he points out is that roads are for movement and buildings are for social and business purposes. Yet since most people do just what suits them when it suits them, we find that the out-of-doors is colonized for social and business purposes. He calls this possession (Cullen, 1961, p. 21).

The third way concerns content, it examines the fabric of towns: colour, texture, scale, style, character, personality and uniqueness (Cullen, 1961, p. 11). The content is devoted to the consideration that in the complex world already outlined, with its various categories, different kinds of character, diverse styles and materials and the relation of these separate entities could result in the creation of urban drama. Really important in the creation of urban drama is what Cullen calls the marriage of opposites. This is among others, a matter of scale, distortion, tree planting and publicity.

Cullen states that the human being is constantly aware of his position in the environment, that he feels the need for a sense of place and that this

sense of identity is coupled with an awareness of elsewhere (Cullen, 1961, p. 12).

#### The theory of Project for Public Spaces

PPS is the central hub of the global Placemaking movement, connecting people to ideas, expertise, and partners who share a passion for creating vital places. They describe Placemaking as follows:

‘Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution’ (PPS, 2016, cover).

PPS (2016, p. 4) generated four key attributes they consider most great places share. Whether a grand downtown plaza or humble neighbourhood park. First of all great places are accessible and well connected to other important places in the area, including visual links. A great public space is easy to get to, easy to enter, and easy to navigate. The second attribute is they are comfortable and project a good image. A sense of comfort includes perceptions about safety, cleanliness, and the availability of places to sit. Thirdly, great places attract people to participate in activities. A range of activities is a fundamental building block of a great place. Having something to do gives people a

reason to come (and return) to a place. And the last attribute is a sociable environment in which people want to gather and visit again and again. PPS emphasizes this is the most important quality for a place to achieve—and the most difficult. ‘When a place becomes a favourite spot for people to meet friends, say hello to their neighbours, and feel comfortable interacting with strangers, then you are well on your way to having a great place’ (PPS, 2016, p. 9).

#### *Vision on the theories*

Lynch, Cullen and PPS all three consider experience as an important outcome of designing. Despite that, their focus in experiencing a place is considerably different. In the next table (fig. 1) their theories are described shortly, its starting point (person or space), the kind of experience the theory fits in, and finally the meaningful aspects (the ‘satisfactions’ from Lynch, the ‘ways’ from Cullen and the ‘attributes’ from PPS) that determine experience.

#### *Relation to the five senses*

When relating the theories to the five senses, it is clear that the theory of Lynch is pretty complete. He considers what one feels, so he is considering multiple senses. This is also apparent from his descriptions of his eight aspect. In the fourth aspect, sensual delight, he elaborates the elements smell and sound. Compared to Lynch, Cullen mostly focusses on how one sees the city by moving through it. It is almost solely about sight, how one sees here and there and this and that. The aspects he describes, arise from the interplay between here and there and between this and that, for example

	<i>Lynch</i>	<i>Cullen</i>	<i>PPS</i>
<i>Theory</i>	psychological and sensual effects of physical form emotional reaction produced by environment	emotional reaction produced by environment	intimately connection produced by places
<i>Starting point</i>	Person	Person	Space
<i>Experience</i>	Mental (what one feels)	Visual/Kinetic (what one sees)	Collective (what one relates to)
<i>Aspects (extended overview in fig. 3.2)</i>	<ol style="list-style-type: none"> <li>1. orientation</li> <li>2. warmth and attachment</li> <li>3. stimulus and relaxation</li> <li>4. sensual delight</li> <li>5. interest</li> <li>6. movement</li> <li>7. shopping and entertainment</li> <li>8. climate</li> </ol>	<ol style="list-style-type: none"> <li>1. motion (serial vision)</li> <li>2. position (here and there)</li> <li>3. content (this and that)</li> </ol>	<ol style="list-style-type: none"> <li>1. access &amp; linkage</li> <li>2. comfort &amp; image</li> <li>3. uses &amp; activities</li> <li>4. sociability</li> </ol>

Fig. 3.1 Three theories compared

scale and distortion. The relation between the theory of PPS and the five senses is less obvious. Actually, it is more linked to the personal aspects; associations, memories and embodied experiences. PPS is focussed on the intimate connection created by places, and that is really individual. Although there is a collective memory. The PPS ideas are clearly visible in the aspects they consider. They use the term image and they emphasize the importance of sociability. Lynch and Cullen pay less attention to this.

#### *Relation to urban space*

When relating the theories to urban space, the

theory of Lynch considers multiple scales. For example he mentions 'city size' and 'grid systems', while he also mentions the small scale; for example 'detail' and 'texture'. Cullen especially focusses on the human scale. It is about what one sees when one is moving through the environment, the sequence of places. 'The content' forms the urban space, which according to Cullen, consists of the relationship between multiple aspects, which again consist of colour, texture, scale, style, character, personality and uniqueness. In contrast to Lynch and Cullen, who both use a person's experience as starting point, PPS starts from space. PPS states that a good space or place can create a sense of belonging and experience. In their point of view the four aspects, they think most great places share, form the urban space. They are on the scale of the place itself, such as parks, waterfronts, plazas, streets etcetera.

#### *Similarities in the theories*

Despite the fact that the focus in experiencing a place is considerably different in all three theories, the meaning of the aspects Lynch, Cullen and PPS have drawn up are actually quite the same. For example the first aspect of Lynch is orientation, which has the same starting point as the second aspect of Cullen: position. It is both about how one locates oneself in the environment, especially through the interplay of spatial elements as directed lines and landmarks. PPS does not consider the orientation or position of the person, they reason from the space itself. They speak about access and linkage, which among others, relate to visual connections and readability. This is closely linked to the term orientation Lynch uses or the term position from Cullen. A second example is the second aspect from

Lynch, warmth and attachment, and the fourth from PPS, sociability. Both theories relate to the liveliness of a place created by the presence of people and their care, adaption, diversity, interactivity and so on. Although, Cullen is more focussed on the spatial aspects, he speaks about 'possession'. He writes 'the out-of-doors is colonized for social and business purposes'. This is similar to the warmth and attachment from Lynch and the sociability from PPS, but it is also linked to the seventh aspect from Lynch, shopping and entertainment, and the third from PPS, uses and activities. By all means they agree that activities are fundamental urban pleasures. Now that it is clear what the aspects mean and how they overlap, a conclusion can be drawn.

<i>Lynch</i>	<i>Cullen</i>	<i>PPS</i>
<p><i>1. orientation</i> directed lines sequences landmarks spaces or areas grid systems diffuse topographic symbolic panoramic views repetition of features or forms sense of the outer setting city size sound time and familiarity</p> <p><i>2. warmth and attachment</i> human care and adaption plentiful distinctive forms 'human scale' enclosure intricacy of detail 'signs of life'</p> <p><i>3. stimulus and relaxation</i></p> <p><i>4. sensual delight</i> spaces the floor detail texture and silhouette plastic form smells sound 'natural' elements</p> <p><i>5. interest</i></p> <p><i>6. movement</i> on the mover on the bystander</p> <p><i>7. shopping and entertainment</i></p> <p><i>8. climate</i></p>	<p><i>1. motion (serial vision)</i> existing view revealed view</p> <p><i>2. position (here and there)</i> possession exposure enclosure Interplay between here and there linking and joining: the floor</p> <p><i>3. content (this and that)</i> examination of the fabric of towns: colour texture scale style character personality uniqueness</p> <p>Typicality / character: secrecy entanglement exposure illusion absence</p> <p>Objects / forms of relationship: noticeable absence significant object building as sculpture geometry</p> <p>Marriage of opposites: relationship scale distortion trees incorporated calligraphy publicity taming with tact</p>	<p><i>1. access &amp; linkage</i> accessible convenient walkable readable connected proximity continuity</p> <p><i>2. comfort &amp; image</i> safe clean 'green' walkable sittable spiritual charming attractive historic</p> <p><i>3. uses &amp; activities</i> fun active vital special real useful indigenous celebratory sustainable</p> <p><i>4. sociability</i> diverse stewardship cooperative neighbourly pride friendly interactive welcoming</p>

Fig. 3.2 The aspects and their elements

### 3.3 EXPERIENCE DETERMINANTS

The aspects of the three theories can be re-categorized in three main city experience determinants: spatial, social and economic. This confirms the hypothesis made in the first chapter that experience consists of spatial, social and economic aspects.

Spatial determinants consist of the elements that form the environment. They are about the spatial configurations and scales. Social determinants are people in the environment. It is the presence of people and their behaviour. Economic determinants are the presence of amenities and activities. In the case of a Dutch inner city for example, they are shops and cafes. Spatial, social and economic determinants represent the objective experience, but it is important to emphasize that there are also external determinants. These determine people's experience which a designer cannot influence, like the personal aspects mentioned in the first paragraph, the subjective experience. But also

climate conditions, for example, are an external determinants.

A designer can influence the spatial, social and economic determinants. Designers work within the spatial determinants and can create opportunities in the social and economic determinants, by manipulating the elements of the city. The elements of the theories have been reclassified in nine spatial experience determinants. The spatial experience determinants provide a solid basis for what defines city experience and the spatial elements will be used to analyse public spaces in the inner city of Vlissingen and with the design exercises.

Lynch	Cullen	PPS
<u>orientation</u>	<u>motion (serial vision)</u>	<u>access &amp; linkage</u>
<u>warmth and attachment</u>	<u>position (here and there)</u>	<u>comfort &amp; image</u>
<u>stimulus and relaxation</u>	<u>content (this and that)</u>	<u>uses &amp; activities</u>
<u>sensual delight spaces</u>		<u>sociability</u>
<u>interest</u>		
<u>movement</u>		
<u>shopping and entertainment</u>		
<u>climate</u>		

Fig. 3.3 The aspects subdivided in the spatial, social and economic aspects

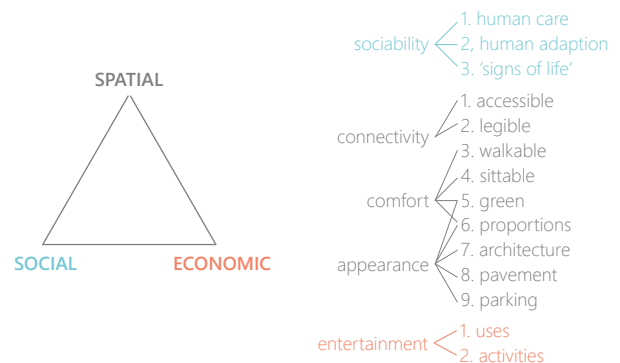


Fig. 3.4 Conclusion: 3 social, 9 spatial and 2 economic experience determiners



## 4.1 INTRODUCTION TO VLISSINGEN

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In 1966 the municipality of Vlissingen obtained its present size, by the merging of the former municipalities of Vlissingen, Oost and West-Souburg and Ritthem. The municipality currently has 44,500 inhabitants, of which the city of Vlissingen has about 32,500 inhabitants, the villages Oost-Souburg (10,500 inhabitants), West-Souburg (1,000 inhabitants) and Ritthem (500 inhabitants). West-Souburg is today considered a district of Vlissingen. The municipality is located on the south side of the Walcheren peninsula and borders the lands on the municipalities of Veere, Middelburg and Borsele. Although, the land area is relatively small, the water surface, belonging to the municipality, is large. 2/3 of the municipality borders the water, leaving a limited service area on land. In addition, the city structure causes that certain districts on the outskirts of the city are, based on distance, predominantly oriented towards the city centre of Middelburg rather than the city centre of Vlissingen.

The municipalities of Middelburg and Vlissingen together form an agglomeration of almost 93,000 inhabitants. The province of Zeeland regards the region of Walcheren (Middelburg, Veere and Vlissingen) as one regional market for residential construction. In Vlissingen-Oost there is an extensive seaport and industrial area (territory of Vlissingen and Borsele).

The municipality houses the HZ University of applied sciences and this makes it a student city. The old centre harbours around 290 monuments, making the city the 30th monumental city in the Netherlands. The city has a maritime character, partly because of these monuments, but predominantly because of its location on the Westerschelde, the robust and unpolished buildings on the Schelde embankment, the ports and the busy shipping traffic. The city council of Vlissingen promotes the municipality from its identity, 'the DNA of Vlissingen', with the keywords: unpolished, colourful, no-nonsense, maritime, art & festival and international. The DNA is also expressed in the slogan the municipality promotes: 'Vlissingen, city by the sea'.



Fig. 4.1 Vlissingen on the island of Walcheren





## 4.2.1 INNER CITY AND DEVELOPMENTS

The inner city of Vlissingen borders the water. The other borders of the inner city are less clear, but the Spuikom, the Dok and the Wilhelminastraat can be seen as the other edges. The oldest part of the inner city is a protected city view, it includes the Vissershaven, Bellamypark, Oude Markt and Kleine Markt. The inner city has a mixed program of housing, retail, culture and hospitality industry. The program itself is not really mixed, but the amenities form different clusters.

Around and in the inner city a number of positive

developments are on the planning. See on the right. Apart from these positive developments, just beside the inner city, and just behind the boulevard, a large wasteland is located; the Spuikom. This location has much potential in itself but also as part of the inner city.

In appendix three a series of maps shows potential development locations in the whole city.

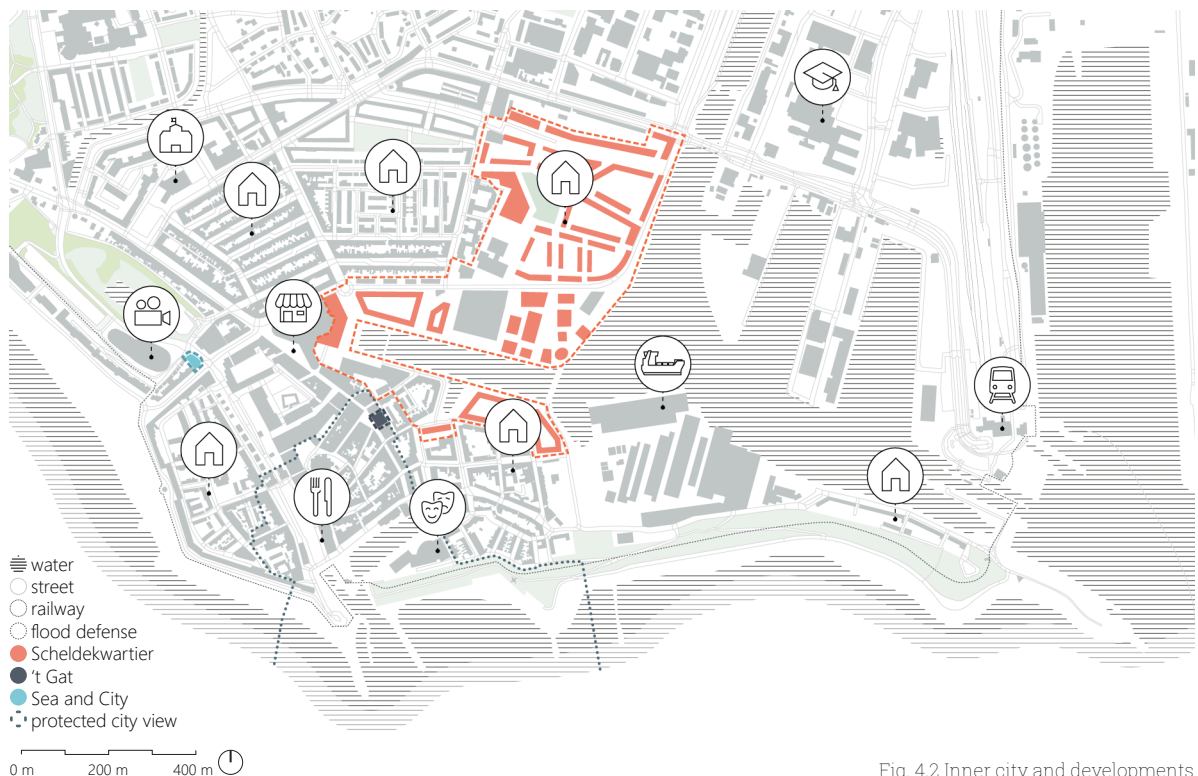


Fig. 4.2 Inner city and developments



*Scheldekwartier*

This is a large urban regeneration project that binds the city together and will attract new people.

Fig. 4.3 Scheldekwartier (source: [www.scheldekwartier.nl](http://www.scheldekwartier.nl))



*'t Gat, Kleine Markt*

This is a small development on the Kleine Markt that will fill the gap next to the square.

Fig. 4.4 't Gat (source: [www.pzc.nl](http://www.pzc.nl))



*Sea and City, Coosje Buskenstraat*

This is a small development at the Coosje Buskenstraat at the crossing with the Spuistraat that will have an all-round orientation to the street.

Fig. 4.5 Sea and City (source: [www.funda.nl](http://www.funda.nl))

## 4.2.2 PUBLIC FUNCTIONS

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The city has quite a lot of public functions, considering the 33,000 inhabitants Vlissingen has. Most daily shops, retail and hospitality industry is located in the Walstraat, Lange Zelke, Sint Jacobsstraat, Bellamypark and Nieuwendijk. But also, not connected to this network of streets, the Scheldestraat has multiple retail amenities. On top of that, there are a lot of gaps in the network, preventing the amenities to strengthen each other. Beside the leisure amenities, scattered services are

located in the Badhuisstraat and Coosje Buskenstraat, such as the city hall, which houses 300 employees and attracts a lot of people. Also other attractive amenities are located on considerable distance from the city centre. For example the cinema that attracts a lot of people on a daily average, especially when it organizes events (46,000 visitors with Film by the Sea for example (Omroep Zeeland, 2017)). But what normally happens, is that the visitors of the cinema do not visit the inner city. This is also the case with

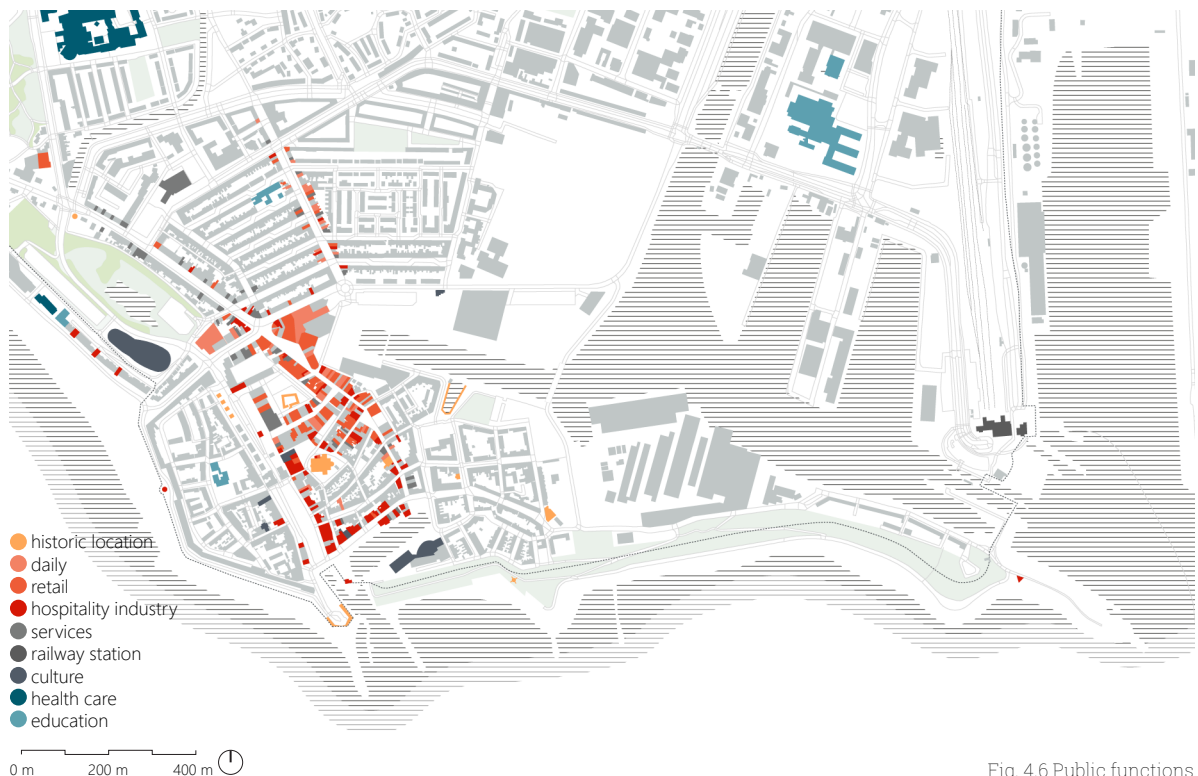


Fig. 4.6 Public functions

the University of Applied Sciences which is located on the other side of the canal. The University houses 4,500 students, but they stay at the University and surroundings, because the distance to the inner city is too far to walk. Because these attractive amenities are scattered, they cannot strengthen each other. Furthermore, the distance between the city centre and the railway station is almost a 25 min walk, which is a major problem as well.

To see the public functions in their context, all public functions of the city are mapped in the third map of appendix three.



Fig. 4.7 Clusters and visitors

### 4.2.3 TYPO-MORPHOLOGY

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Vlissingen has had a turbulent history, and this is clearly visible in the current map of the city. Different events in history significantly reduced the original and monumental area of the city. History is barely visible in the current map of the city. This makes the city decontextualized.

After the city lost its status as a fortress-city in 1867, the fortress was abolished and between 1870 and 1873 the railway was built, the Kanaal door Walcheren was established and the Buitenhaven

was constructed (Smook, 1984, p. 167). This new infrastructure stimulated the development of industrial activities and the shipyard and machine factory Koninklijke Maatschappij De Schelde (KMS) settled at the Dok. De Schelde grows rapidly, has a constant lack of space and is increasingly expanding at the expense of parts of the old city centre.

In the Second World War the city was devastated. It suffered at least 71 bombardments and when the dikes were broken in 1944, more than 2,000

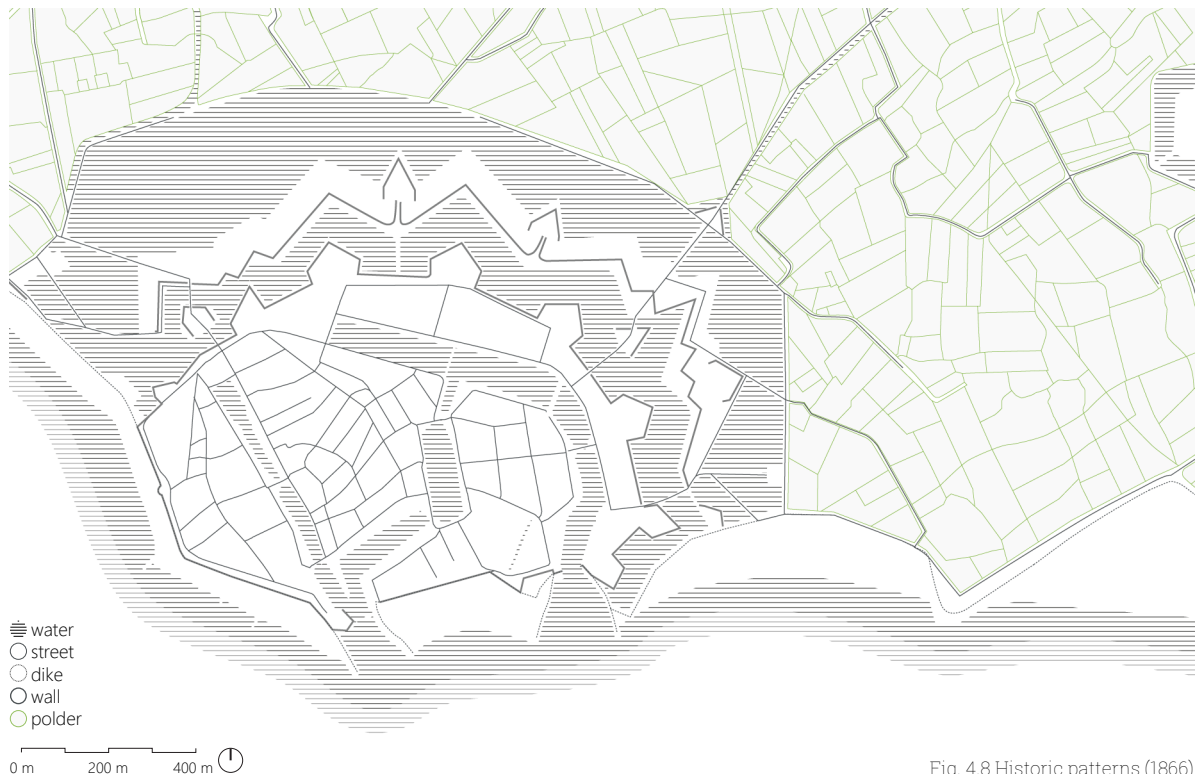


Fig. 4.8 Historic patterns (1866)

homes were flooded. Of the 6,220 homes Vlissingen counted in 1940, 1,381 were totally destroyed. Those remaining were heavily or less heavily damaged (Van Druenen, 2015, p. 829-848).

In the reconstruction plans presented in the years after 1944, the concepts of renovation and restoration cannot be found. There were discussions about remediation, demolition of slum dwellings, the construction of new infrastructure, port expansion, and above all: (...) construction of new residential

and retail buildings on a large-scale, new buildings and new buildings (Van Woelderren, 1945).

See appendix 1 for the full historical analysis with six city maps from 1300, 1550, 1750, 1866, 1919 and 2018.

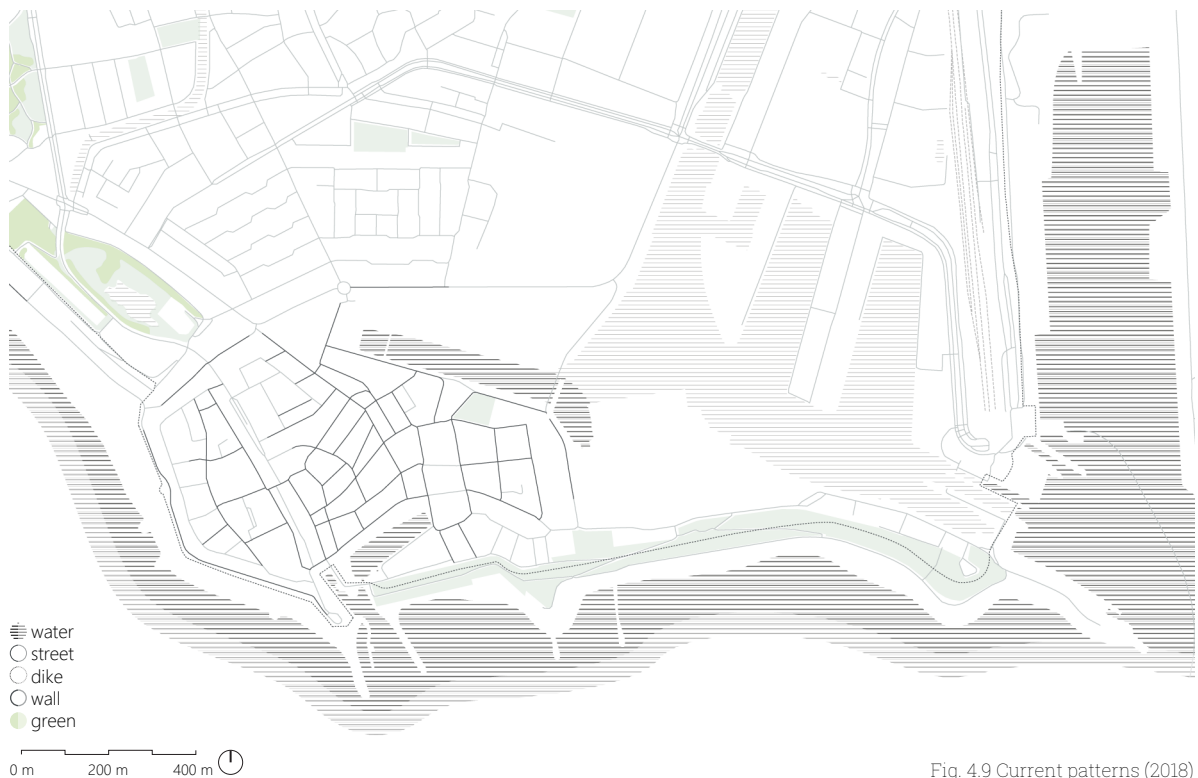


Fig. 4.9 Current patterns (2018)

Because much was remediated and newly built during the history of Vlissingen, 3 typologies can be recognized in the inner city:

*A. The characteristic historic typology*

This typology consist of rows of individual linked buildings with a with a width of 5 to 7 meters. Most of the times the buildings have two or three floors and have a gable roof. Door frames, eaves, bay windows and window frames for example, give a lot of expression to the buildings.

*B. The Dutch traditional typology*

This typology consist of rows of the same small houses with a width of 5 or 6 meters. One floor with a gable roof characterizes this typology. Dormer windows and chimneys give articulation to the facades.

*C. The generic typology*

In the generic typology there is less similarity. The envelop can differ, the height and roof type as well. Most of the times they are large (approximately with



Fig. 4.10 Year of construction



a minimum width of 10 meters) autonomous volumes with their own type of articulation.

See appendix 4 for a typo-morphology study of the city of Vlissingen.

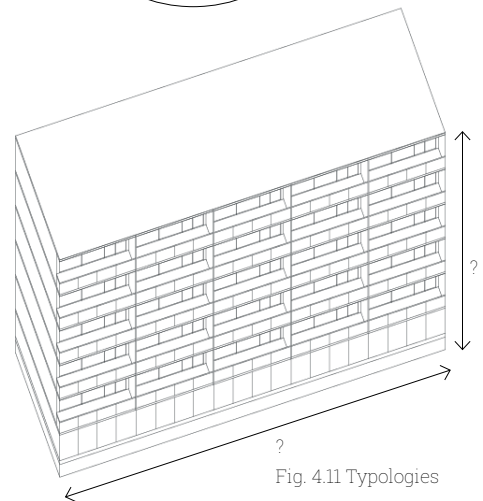
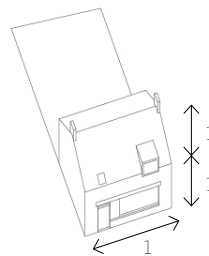
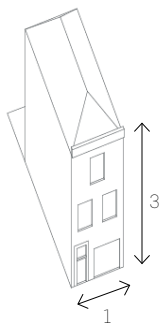
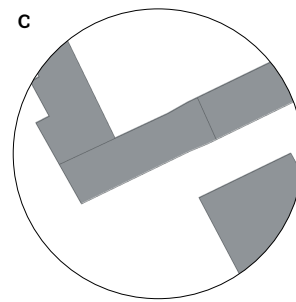
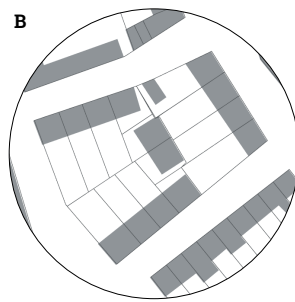
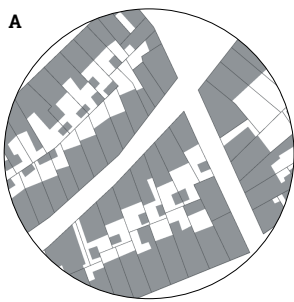
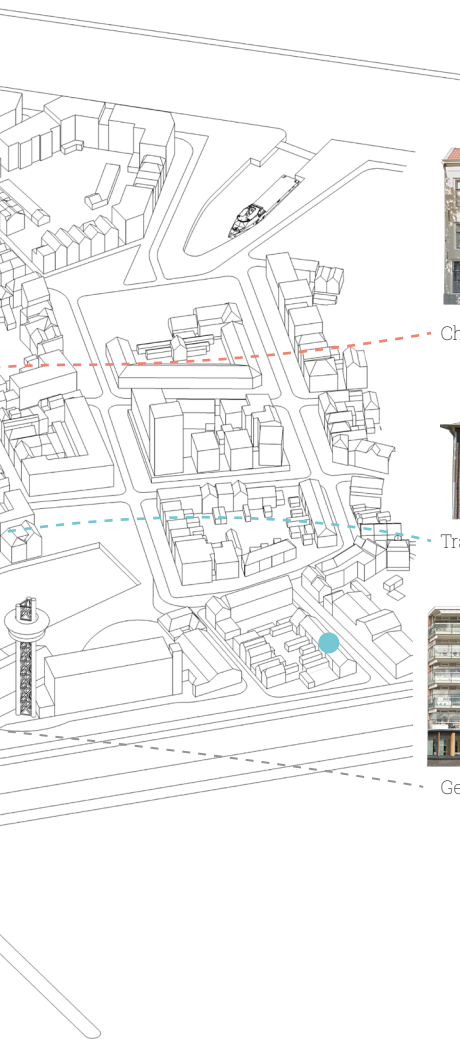


Fig. 4.11 Typologies





Characteristic architecture



Traditional architecture



Generic architecture

Fig. 4.12 Typologies in the inner city

## 4.2.4 INFRASTRUCTURE AND ACCESSIBILITY

### *Car system*

Getting to the city centre by car is quite easy (see appendix 5 for the connectivity by car of the city). One can go almost everywhere by car and there are more than enough parking facilities. In the inner city there are two large parking garages and the attractive amenities have their own parking facilities. However, the accessibility to the inner city is very one-sided; from the north. Furthermore, the hierarchy in the road network is not really clear. Also roads that are not meant to be access roads are

very car friendly and have the appearance of an access road.

Also all large parking facilities are located on the north side of the city centre which increases this one-sided approach of the city centre. On top of that, there is a lot of street parking, even on important walking routes, such as the boulevard.



Fig.4.13 Car system

### Public transport system

A major problem of the public transport system is that the train station is located on a considerable distance from the inner city; almost a 30 minutes' walk. A train arrives every 30 minutes in Vlissingen and from the time the train arrives, two busses leave within about 15 minutes. Both busses go the same way along the city centre. Another important connection is the water taxi between the station area and the inner city. The ferry (for slow traffic) to Breskens that leaves every 30 minutes from the

Stationsplein adds quality as well.

In summer a bus for tourists leaves from the Stationsplein going along the coast of Walcheren. In summer Vlissingen also has the Zonnetrein (a bus driving on solar energy) that goes to the beach of Vlissingen.

Besides the location of the train station, it is a problem that there is no easy way to get to the historic centre with public transport. The public transport system, is similar to the car system, it only enters from the north side of the city.



Fig. 4.14 Public transport system

### Cycle system

The cycle system of Vlissingen is very good. The coastline is part of a national cycling route and therefore the Boulevard is designed as a cycling street, where cars are guest. Also in the other streets of the city there is enough space for cyclists. Bicycle stands are situated through the city centre. Only on the boulevard there is a lack of bicycle stands. Furthermore, it is not easy to rent a bike in the city, more rental options could stimulate bike use and attract tourists.

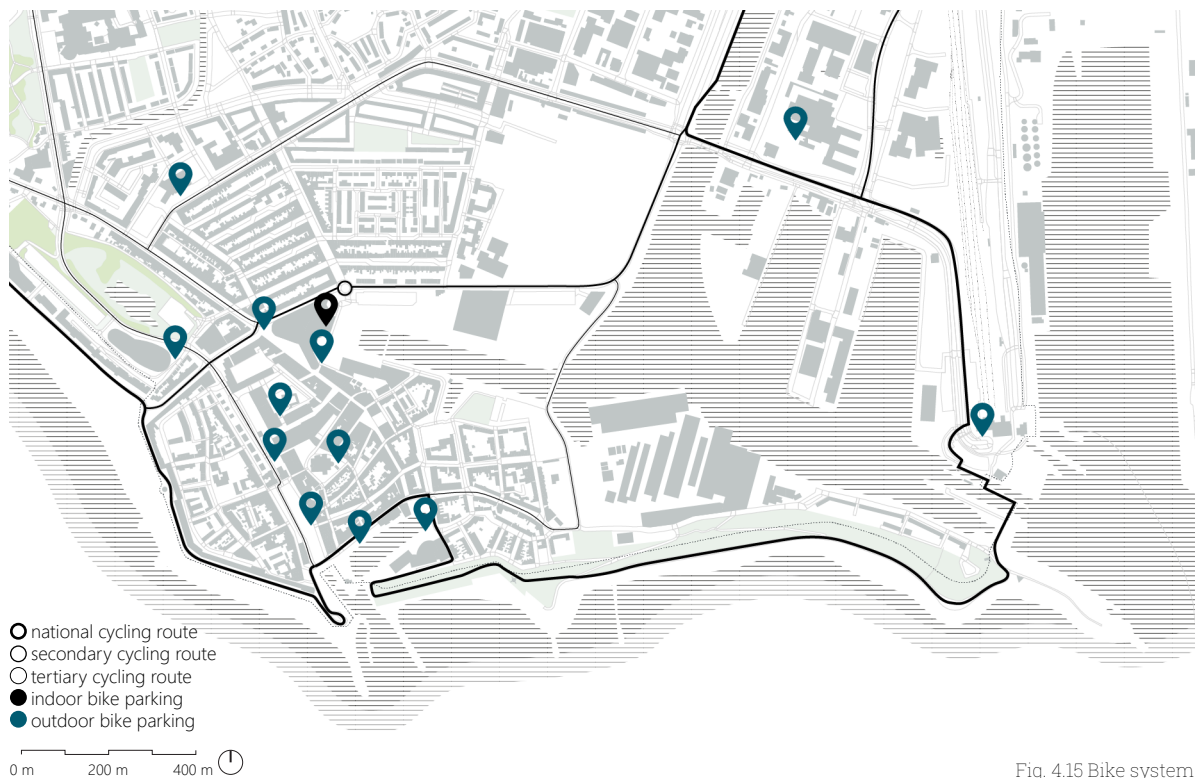


Fig. 4.15 Bike system

### Walking system

There is no distinct walking system in the inner city; the existing walking routes do not form a system. Along the coastline, the Dok and canal there is a national walking route. Through the historic centre and over the boulevard the tourist route is situated. However, these walking routes do not match with the most used walking routes, those where facilities are situated. Diversity in public space design also adds to the undefined walking system.

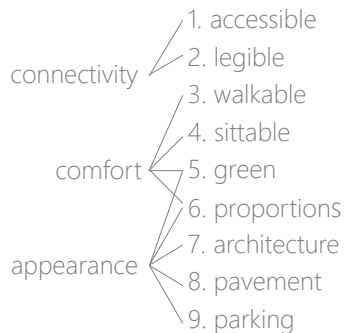


Fig. 4.16 Walking system

## 4.2.5 PUBLIC SPACES

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From the theories of Kevin Lynch, Gordon Cullen and Project for Public Spaces, nine spatial experience determinants can be formulated, subdivided in three themes:

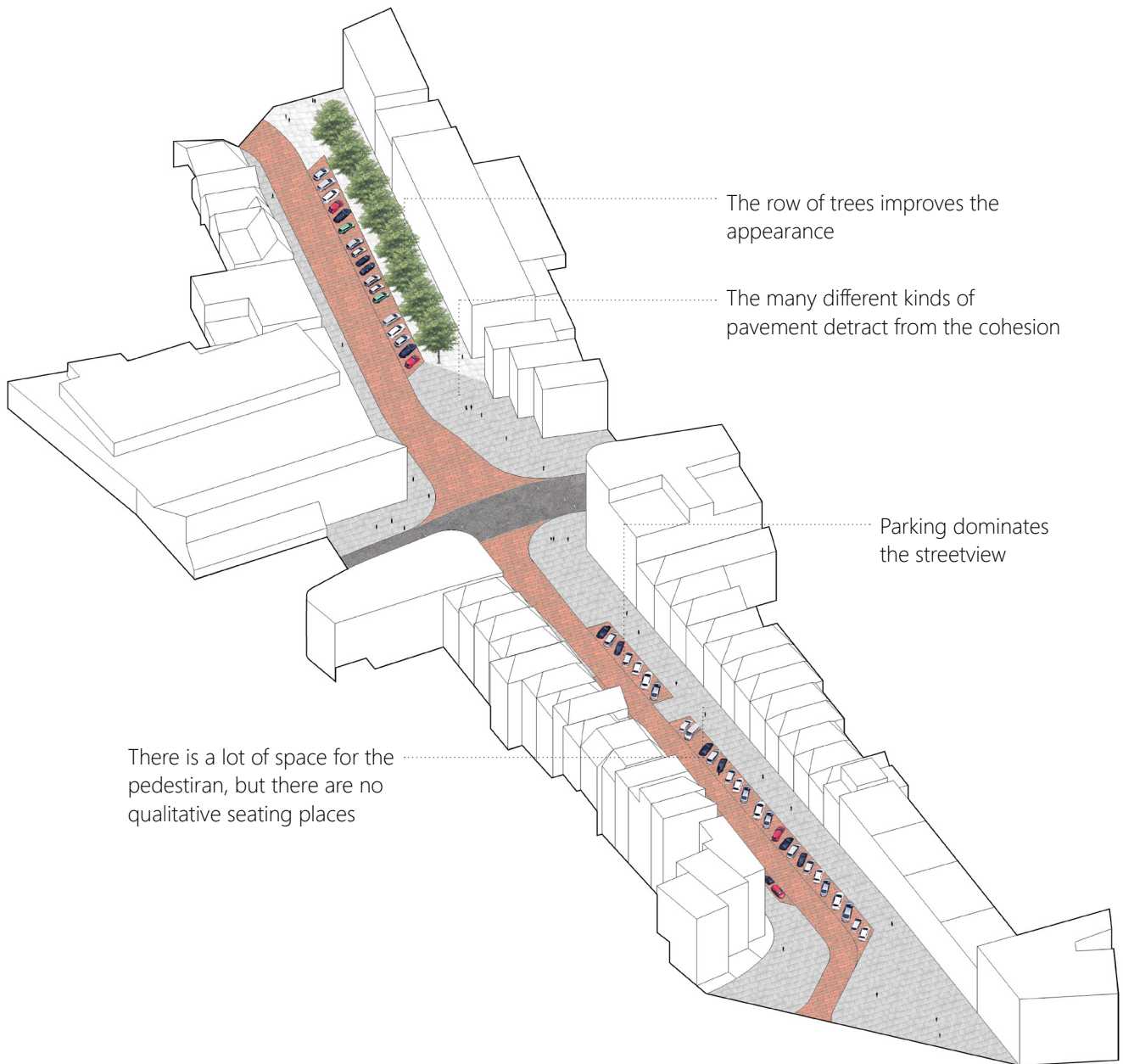


area, as well as the extent of cohesion it has.  
9. Parking is about the amount of parking and the extent of smartness in which it is solved.

On the basis of these nine spatial experience determinants, six crucial public spaces are analysed. Furthermore, number eight of the spatial experience determinant is further analyzed.

1. Accessibility is about the extent, to which the area is accessible and is connected.
2. Legibility is about the readability of the area and the extent to which one can orient oneself in the city.
3. Walkability is about how easily the pedestrian can move. This is dependent on safety, wideness of the street, priority in traffic etc.
4. Sittability is about comfortable places to stay.
5. Greenery is about the amount of green in the area (trees, grass, planting etc.)
6. Proportions are about the size of the area and the extent of human scale.
7. Architecture is about the appearance of the buildings and the extent in which it unites with the area, as well as the extent of cohesion it has.
8. Pavement is both about the paving and the street furniture and the extent in which it unites with the





The row of trees improves the appearance

The many different kinds of pavement detract from the cohesion

Parking dominates the streetview

There is a lot of space for the pedestrian, but there are no qualitative seating places

Fig. 4.17 Coosje Buskenstraat

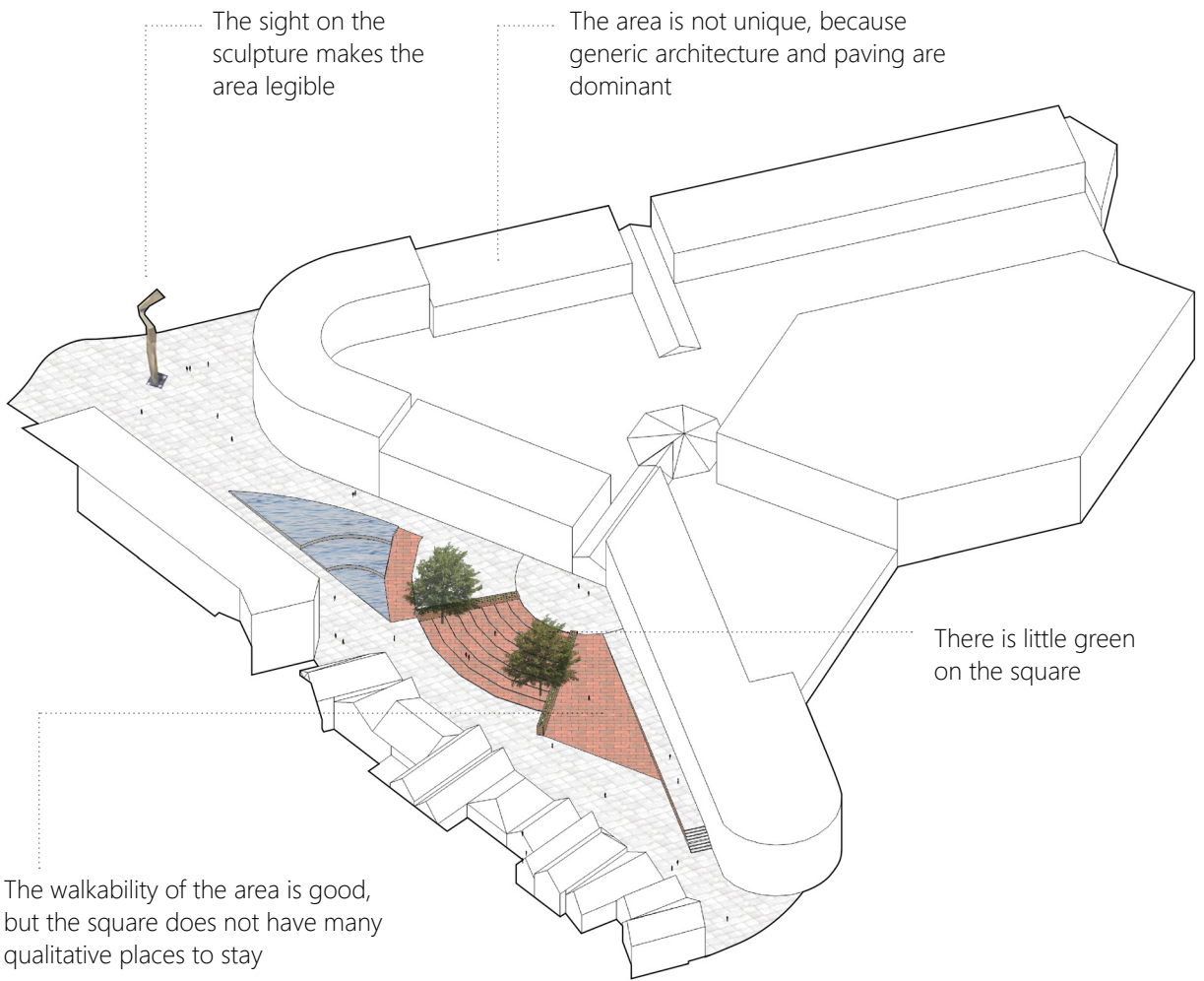


Fig. 4.18 Scheldeplein

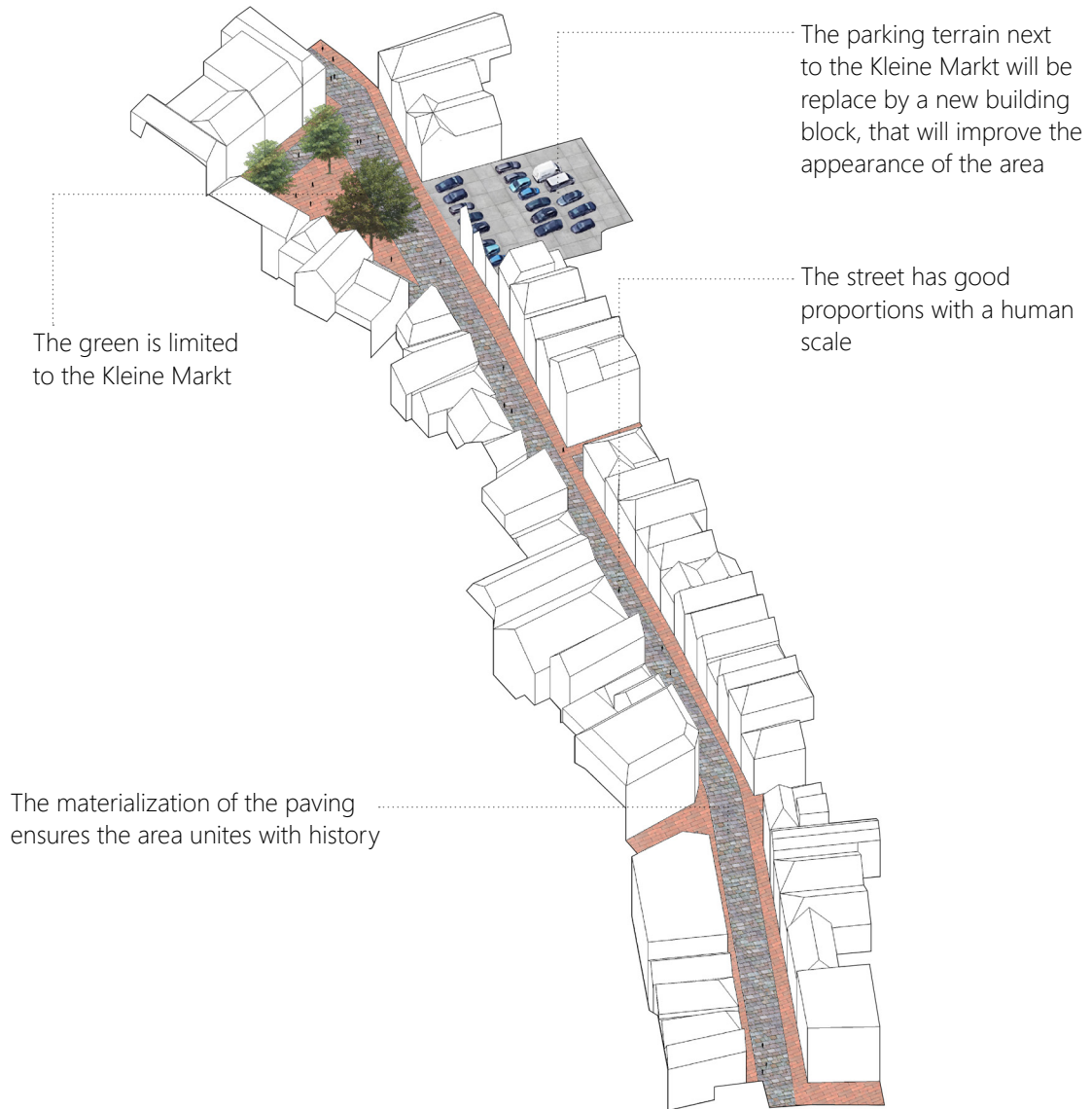


Fig. 4.19 Walstraat south

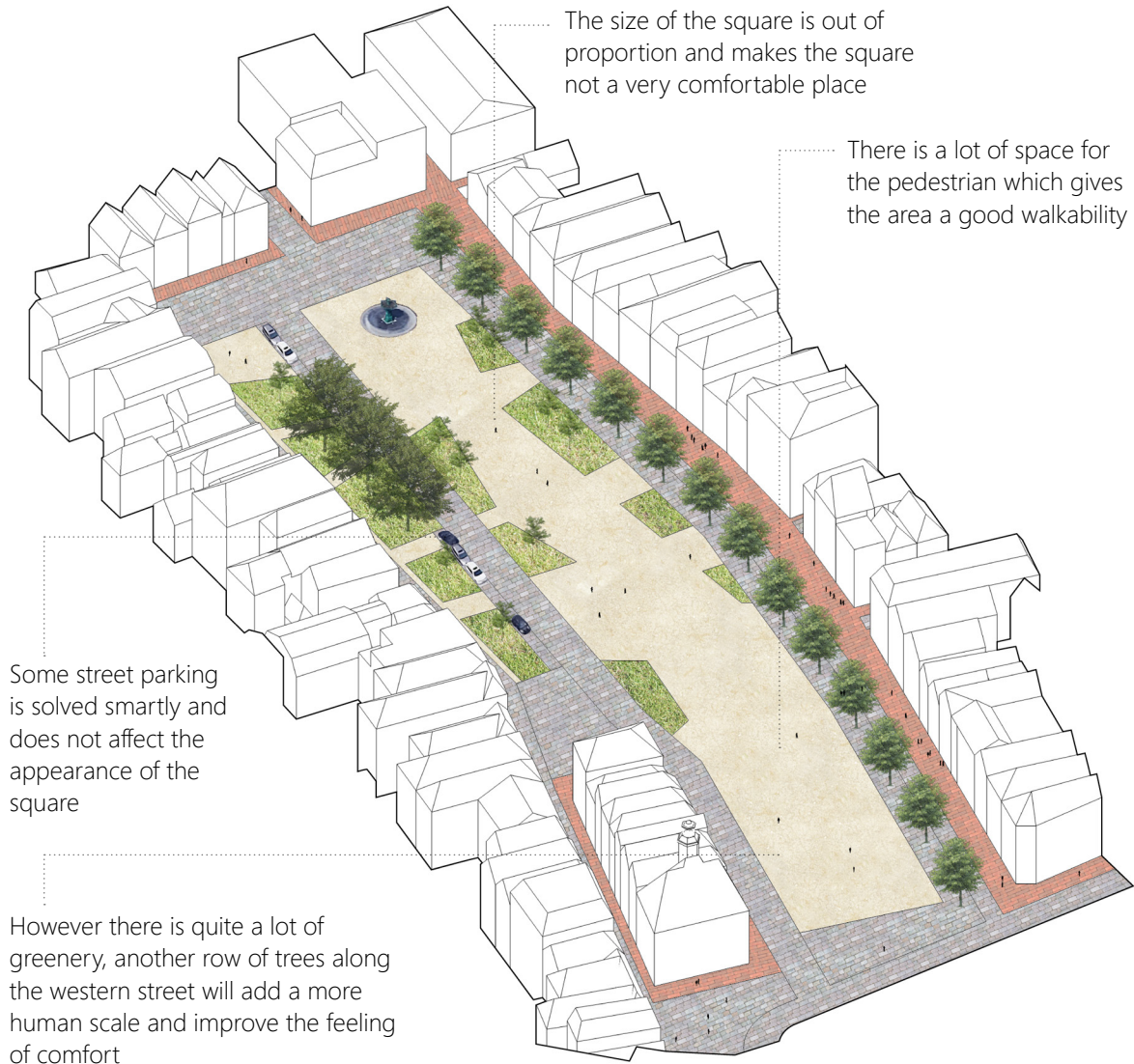
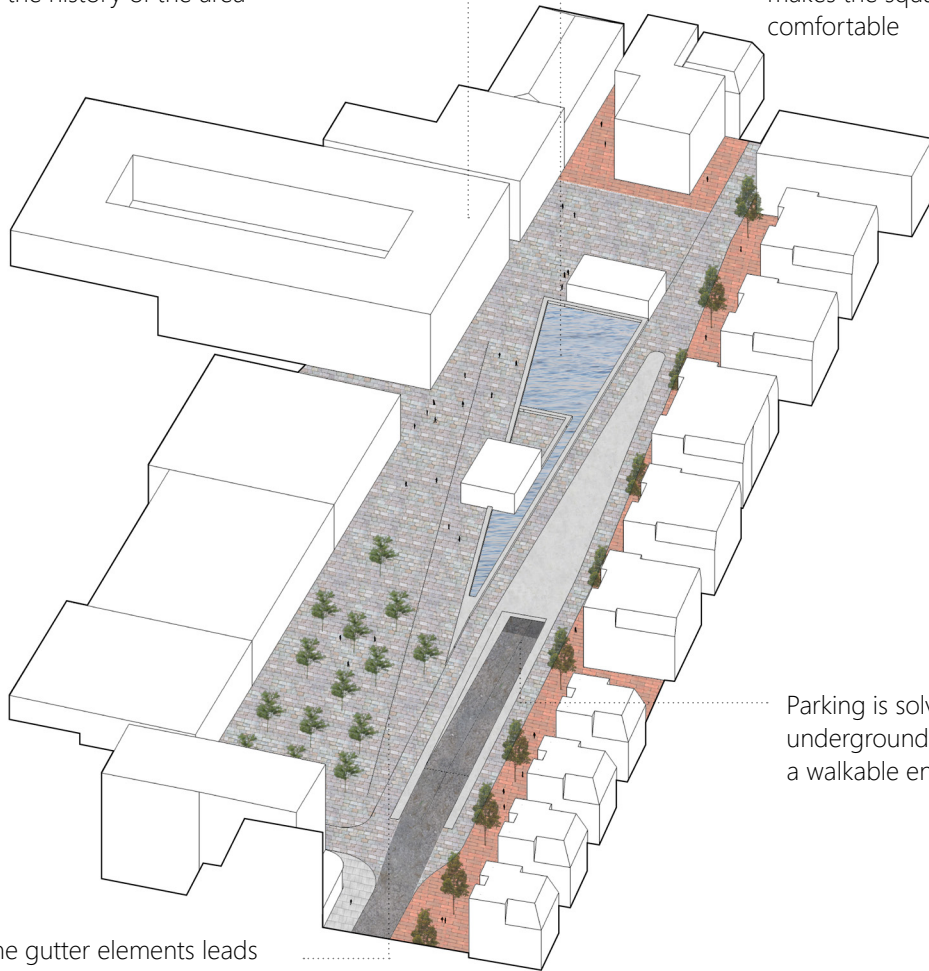


Fig. 4.20 Bellamypark

Most of the architecture is generic and does not refer to the history of the area

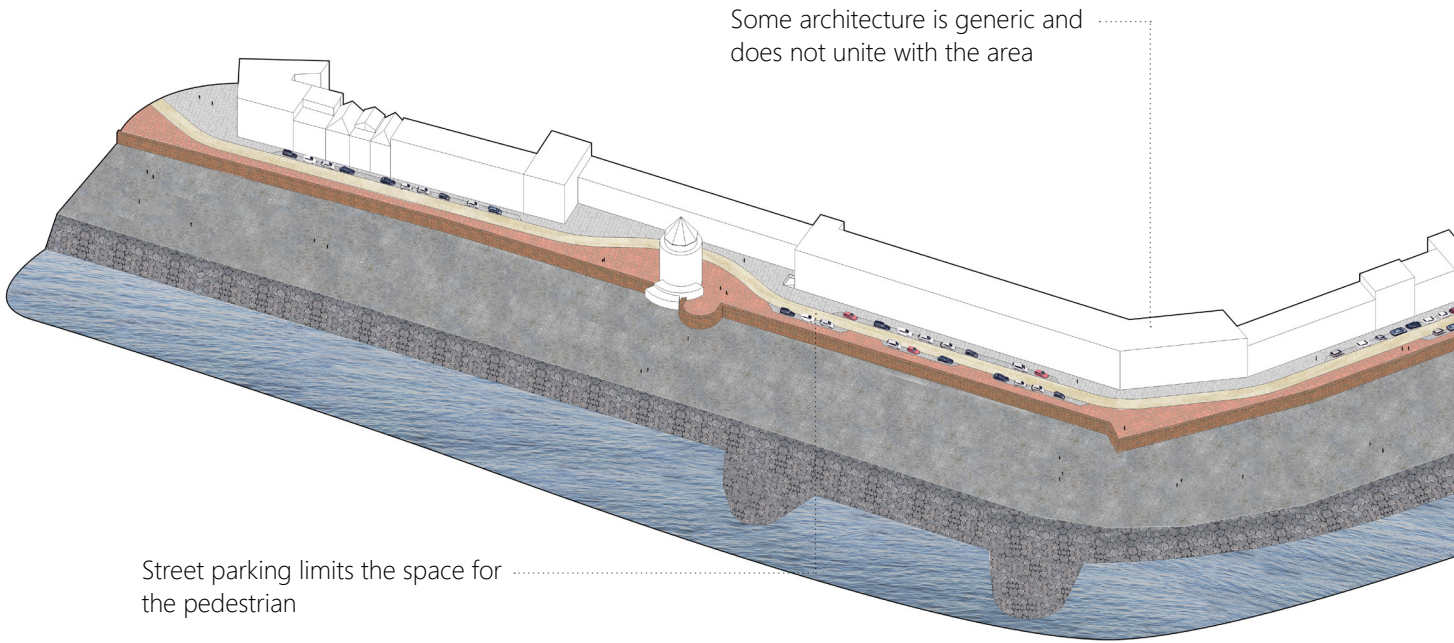
The size of the square is out of proportion and makes the square not very comfortable



The gutter elements leads people in the right direction and improve the legibility of the area

Parking is solved underground and creates a walkable environment

Fig. 4.21 Spuistraat



Some architecture is generic and does not unite with the area

Street parking limits the space for the pedestrian

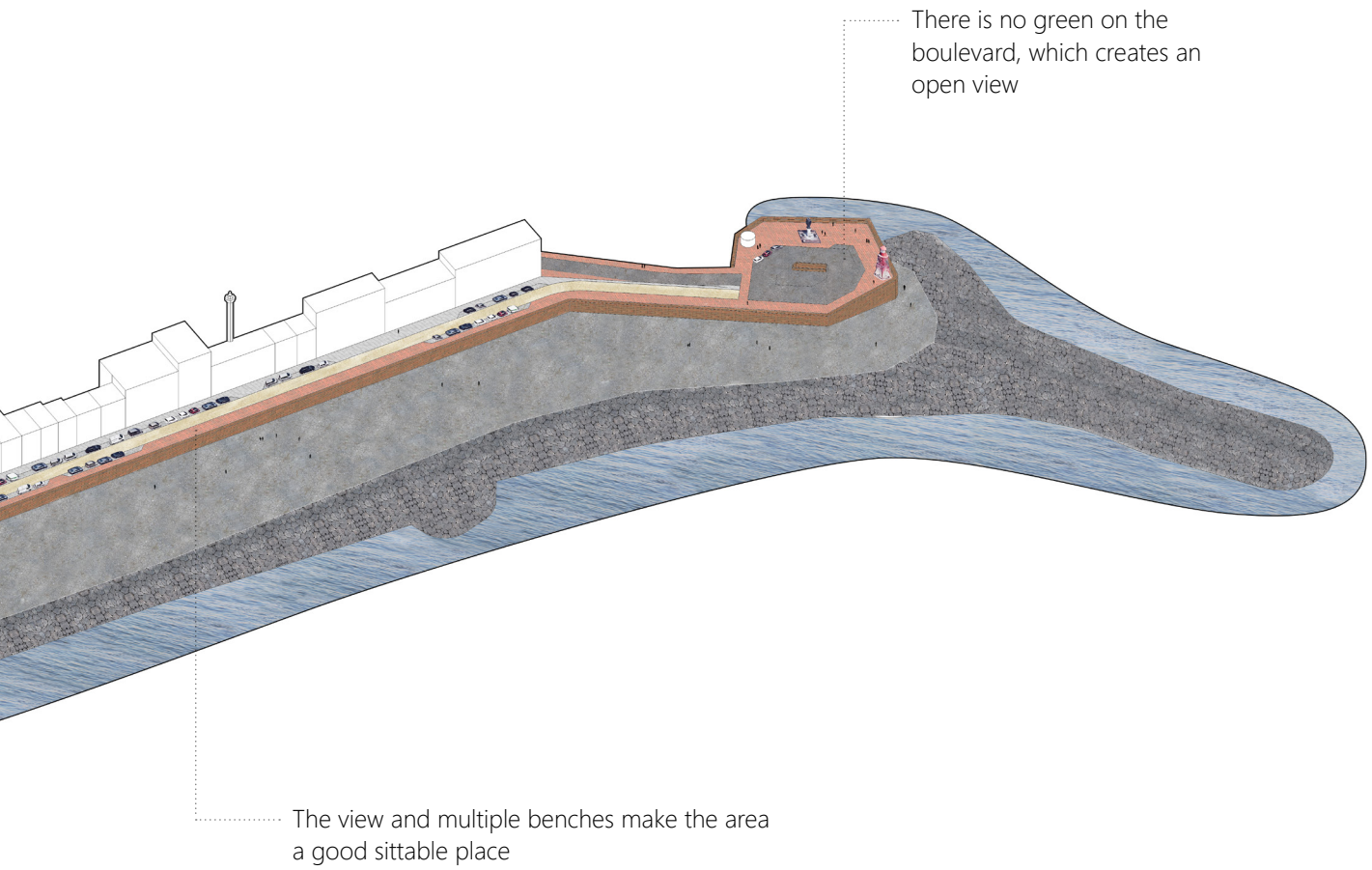
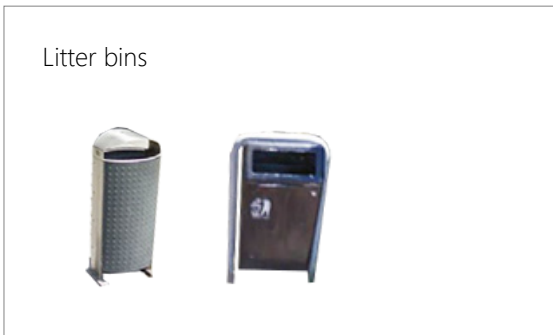


Fig. 4.22 Boulevard de Ruyter and Keizersbolwerk

### *Pavement*

Here all the different kinds of paving and street furniture in the inner city are shown. There is a lot of differentiation and there is little continuity. This leads to little cohesion in the public space.





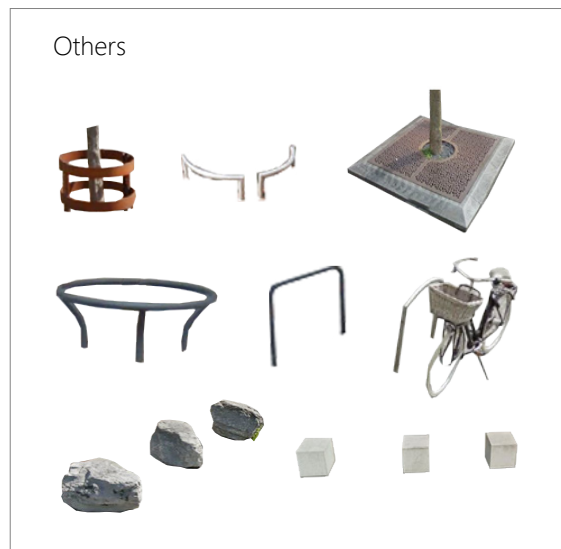
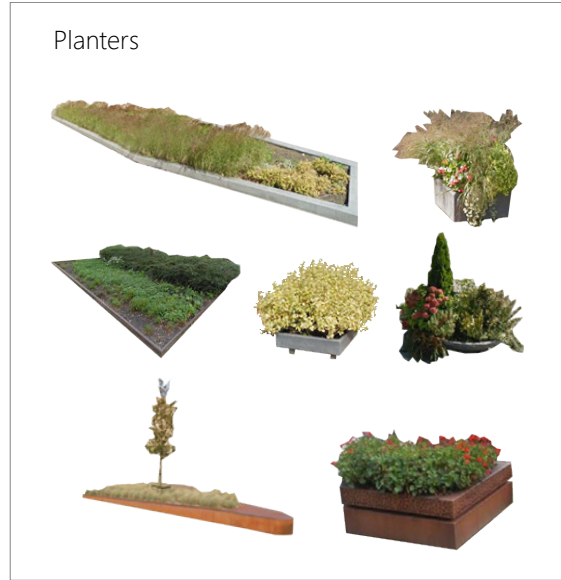


Fig. 4.23 Materialization of the public space in the city centre

## 4.2.6 WATERFRONT

The waterfront is a unique quality of Vlissingen. It has an impregnable dynamic and has a huge attractive power. The maritime panorama, the city beach and an almost 6 km long mainly walking and cycling boulevard attract thousands of visitors every year.

### *Characteristics*

The coastline of Vlissingen has several characters. From west to east: Nolle Beach, Nolle Pier, Boulevard Evertsen, Boulevard Bankert, Boulevard de Ruyter and Groene Boulevard.

See appendix 6 for the profile of the boulevard and how the coastline works in the larger system.

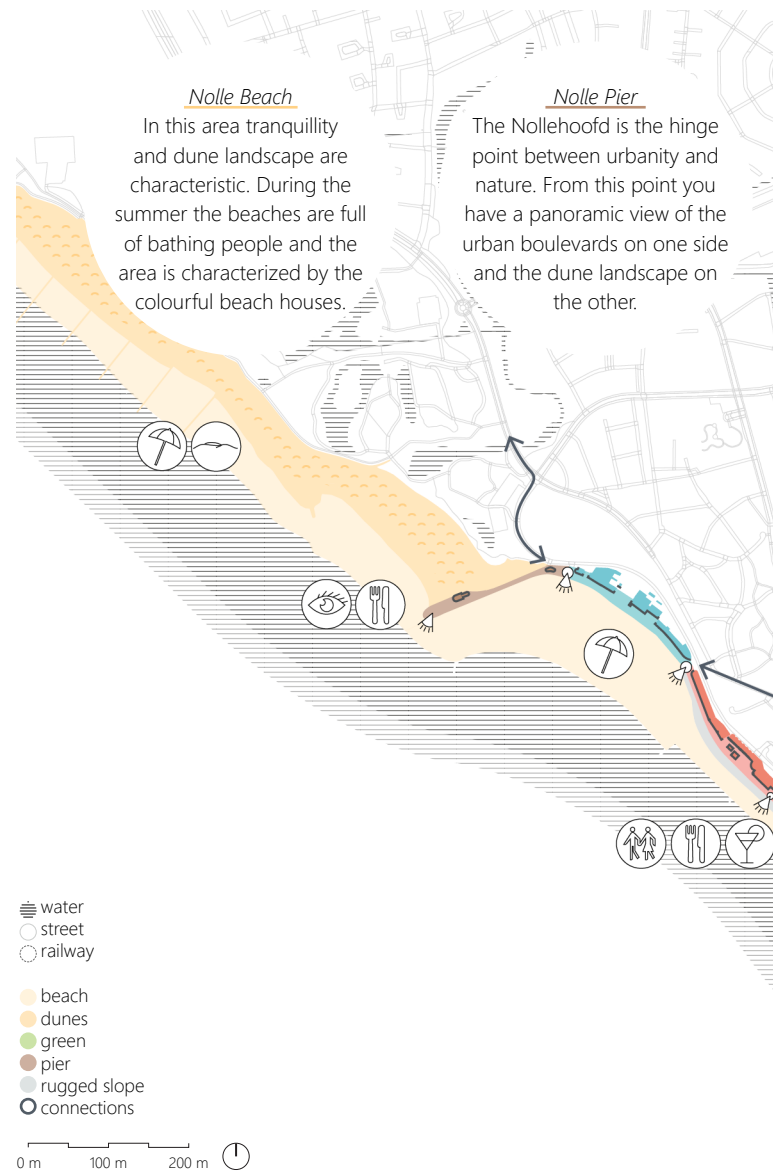


Fig. 4.24 Characteristics of boulevards

Boulevard Evertsen

The atmosphere of Boulevard Evertsen is most pronounced in the liveliness and activities during the bathing season. The beach is an extension of Boulevard Evertsen.

Boulevard Bankert

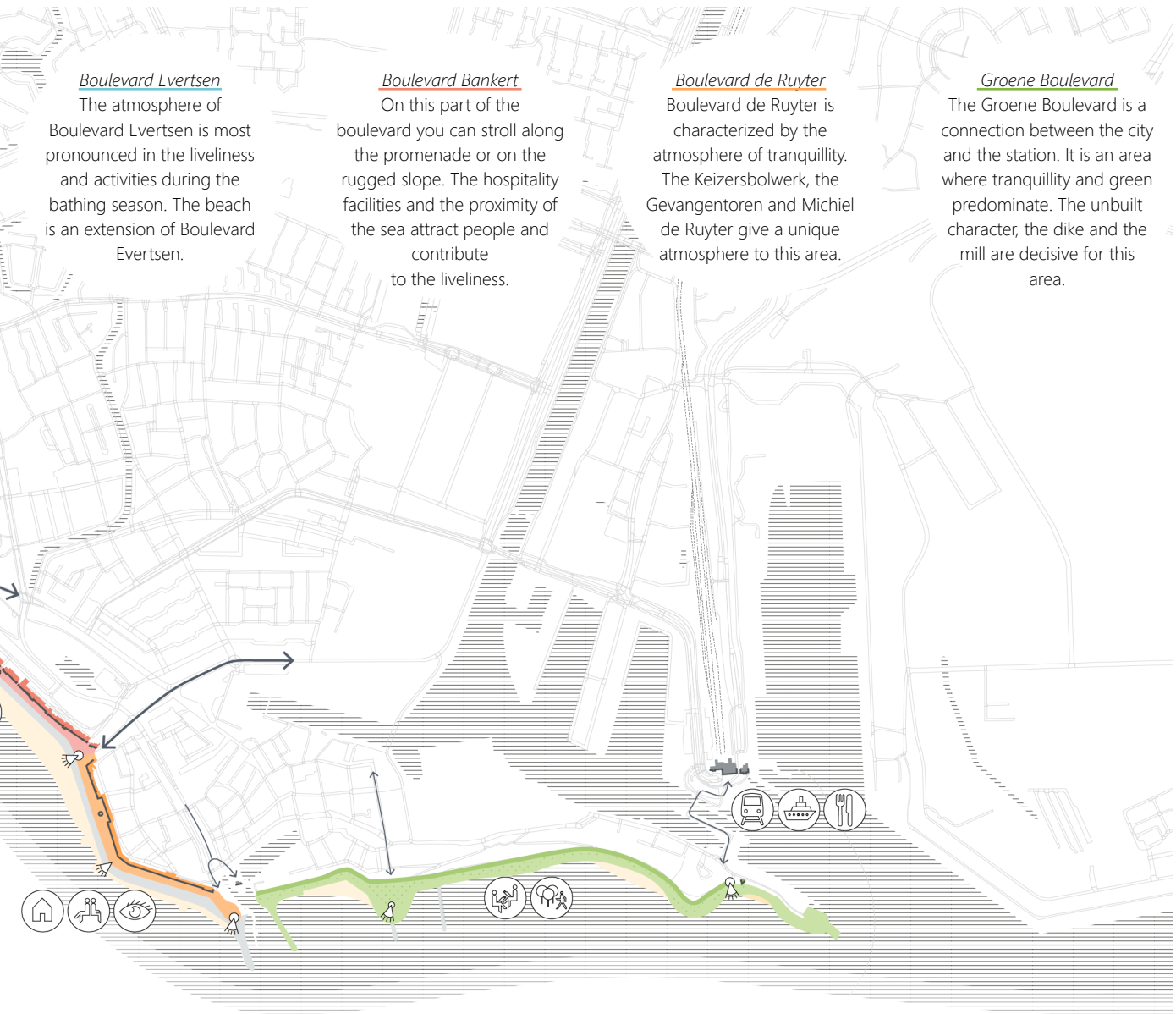
On this part of the boulevard you can stroll along the promenade or on the rugged slope. The hospitality facilities and the proximity of the sea attract people and contribute to the liveliness.

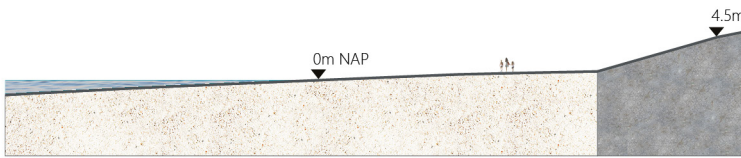
Boulevard de Ruyter

Boulevard de Ruyter is characterized by the atmosphere of tranquillity. The Keizersbolwerk, the Gevangentoren and Michiel de Ruyter give a unique atmosphere to this area.

Groene Boulevard

The Groene Boulevard is a connection between the city and the station. It is an area where tranquillity and green predominate. The unbuilt character, the dike and the mill are decisive for this area.





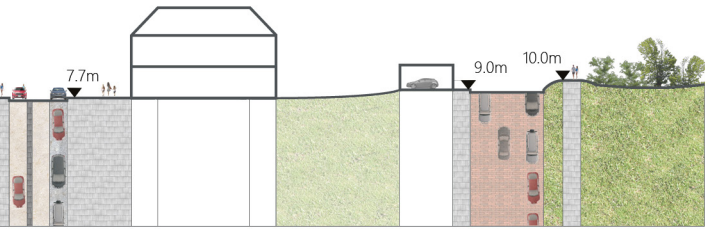


Fig. 4.25 Boulevard Evertsen

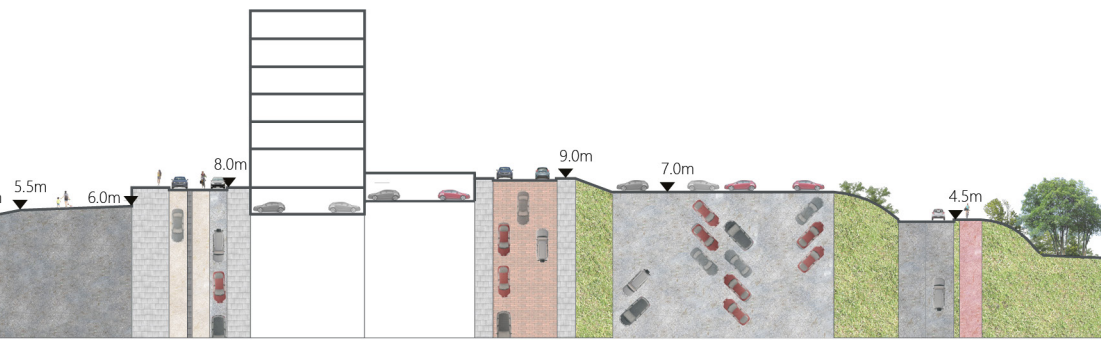


Fig. 4.26 Boulevard Bankert

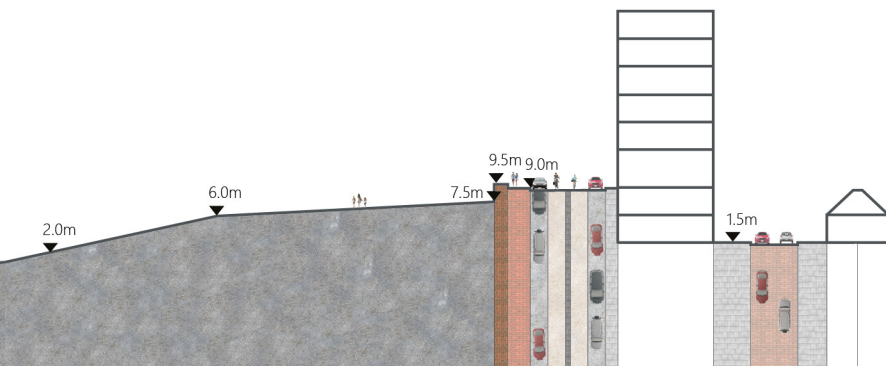


Fig. 4.27 Boulevard de Ruyter

## 4.2.7 EXPERIENCE

To find out how inhabitants of Vlissingen and people familiar with the city, experience the city centre, I designed a questionnaire that is distributed via social media. Unexpectedly, 1033 people completed the questionnaire.

The questionnaire (appendix 7) consisted of a general section in which one could indicate where one would prefer to go shopping for fun (fig. 28), how often one visits the centre of Vlissingen (fig. 29), what is usually the reason for the visit (fig. 30) and which transport one uses to go to the centre (fig. 31). The second part consisted of questions about how one experiences the centre. People were asked to give their opinion on the accessibility, appearance, comfort and facilities of / in the centre (fig. 32). In the third part one could indicate which locations in the centre one often and not often visits and if this was induced by the appearance of the physical environment, the presence of people, the presence of amenities, the accessibility or the comfort (fig.

35). In the final part one could indicate to what extent one is attached to and proud of Vlissingen (fig. 33) and what one misses in the city centre of Vlissingen (fig. 34).

Two types of conclusions can be drawn from the questionnaire. First, conclusions that confirm the hypotheses (*italic*) and secondly some interesting conclusions that can be used for design decisions (regular) and finally there are conclusions that both confirm hypotheses and can be used for design decisions (regular). Besides the graphs the conclusions are written.

**68%** of the respondents prefer to shop for fun in Middelburg above Vlissingen or Goes

The older the respondent, the more often Vlissingen is chosen as best city to shop for fun (8% of the under 24 year olds votes for Vlissingen against 35% of the older than 65)

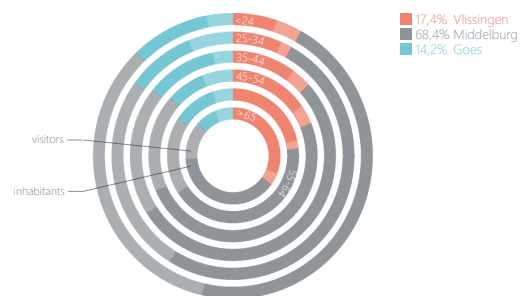


Fig. 4.28 Best city to shop for fun

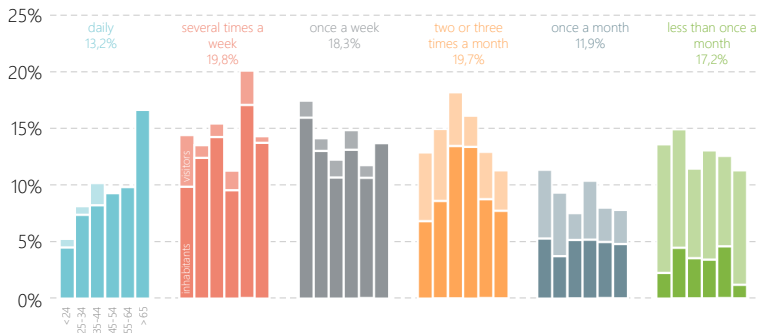


Fig. 4.29 Frequency of visiting the inner city

**65%** of the inhabitants of Vlissingen visits the city centre at least once a week

The older the respondent, the more often one visits the city centre daily (7% younger than 24 visits the city centre daily against 22% older than 65)

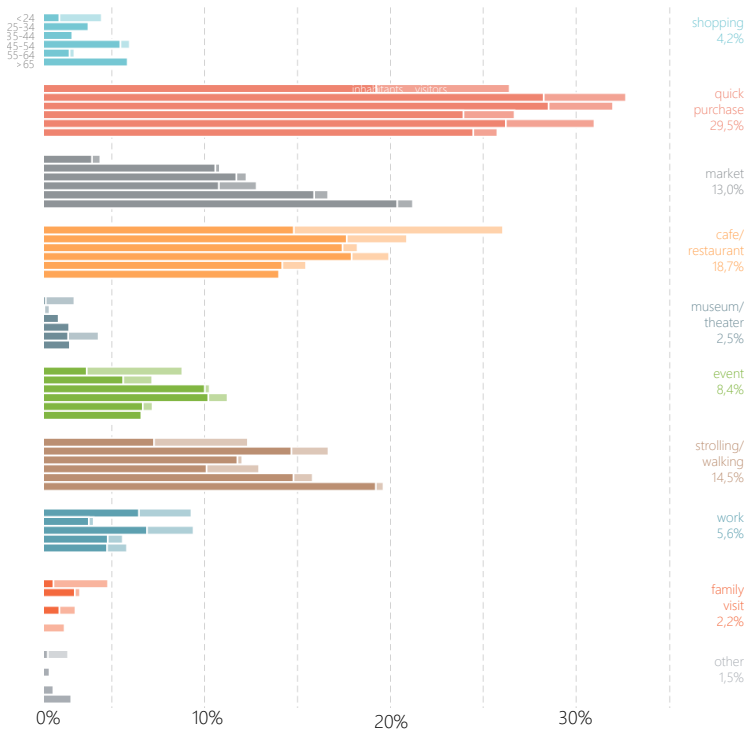


Fig. 4.30 Reasons of visiting the inner city

**30%** of the respondents visits the city centre for a quick purchase, 19% to go to a café or restaurant and 15% to go for a walk

The older the respondent, the more often one visits the city centre to go to the weekly market (4% younger than 24 visits the city centre to go to the weekly market against 21% older than 65)

The younger the respondent, the more often one visits the city centre to go to a café or restaurant (26% younger than 24 visits the city centre to go to a café or restaurant against 14% older than 65)

The older the respondent, the more often one visits the city centre to go for a walk (12% younger than 24 visits the city centre to go for a walk against 19% older than 65)

**62%** of the visitors take the car to the city centre of Vlissingen against 31% of the inhabitants

**2%** of the respondents take public transport to the city centre

The younger the respondent, the more often one goes by bike to the city centre (50% younger than 24 takes the bike against 29% older than 65)

The older the respondent, the more often one walks to the city centre (18% younger than 24 walks against 39% older than 65)

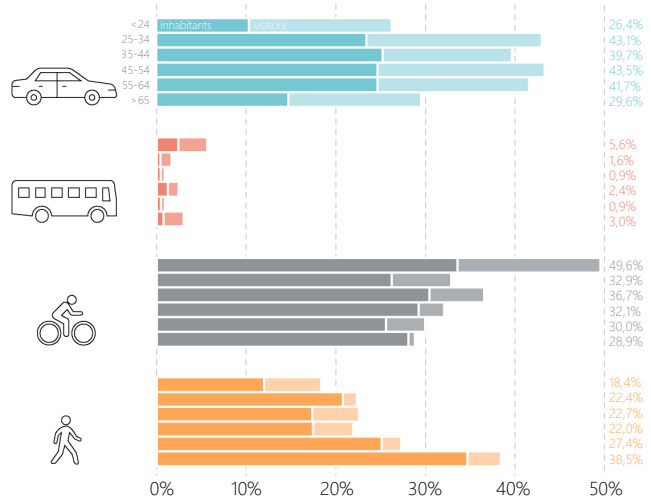


Fig. 4.31 Type of transport to the inner city

**>50%** of the respondents is dissatisfied about the parking costs in relation to the supply of facilities, the appearance of the architecture, the appearance of the urban environment, the extent the history comes into its own, the presence of benches and the presence of retail

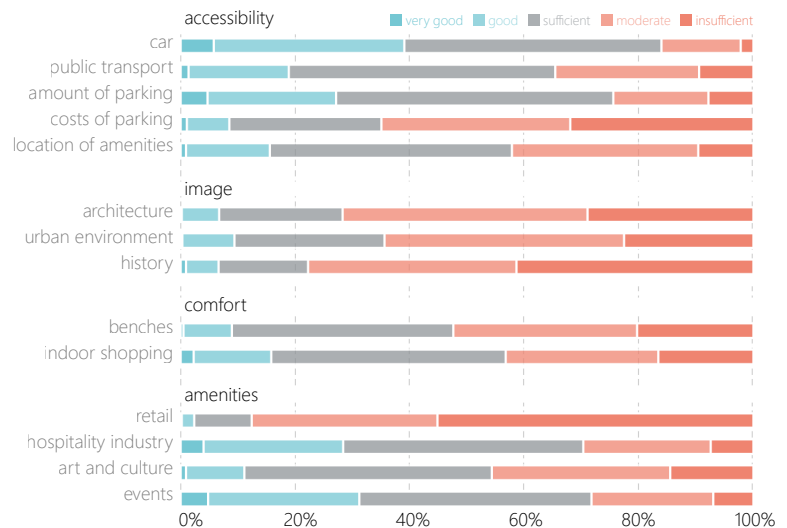
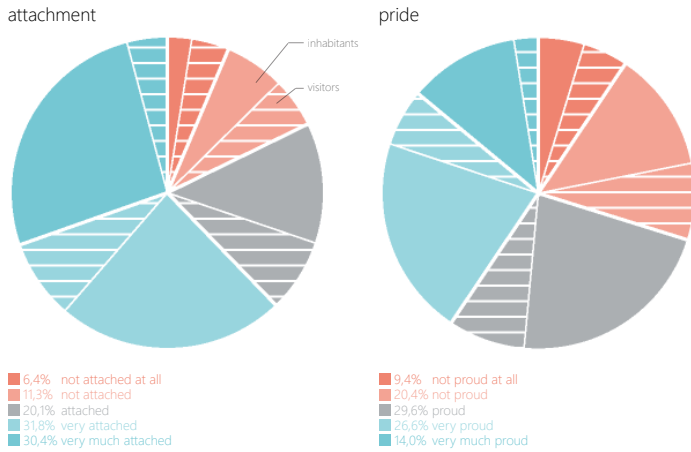


Fig. 4.32 The experience of the inner city





12% of the respondents is attached to Vlissingen, but not proud of the city

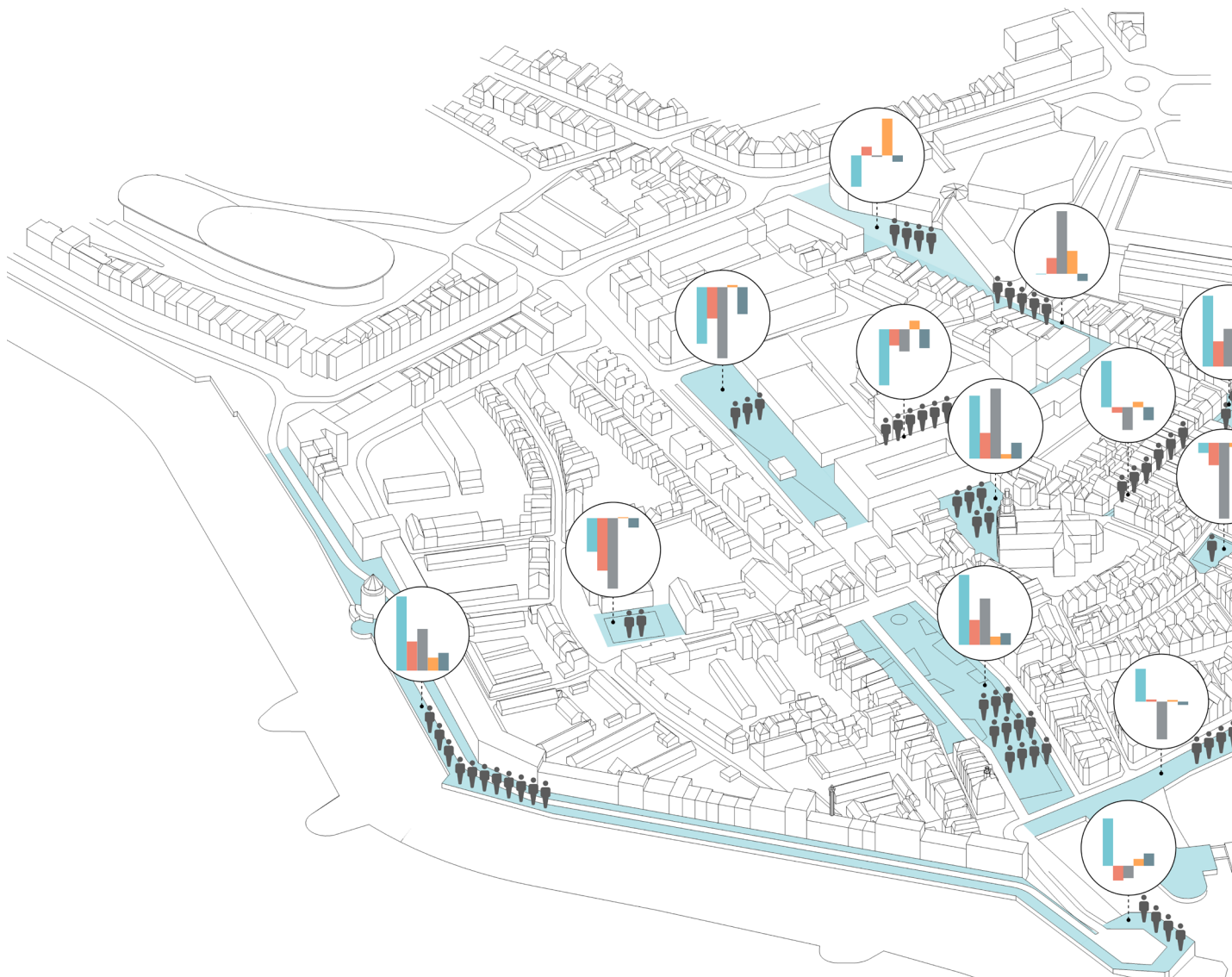
Fig. 4.33 Attachment to Vlissingen



Most mentioned falls into the category 'shops', second is the category 'sociability'

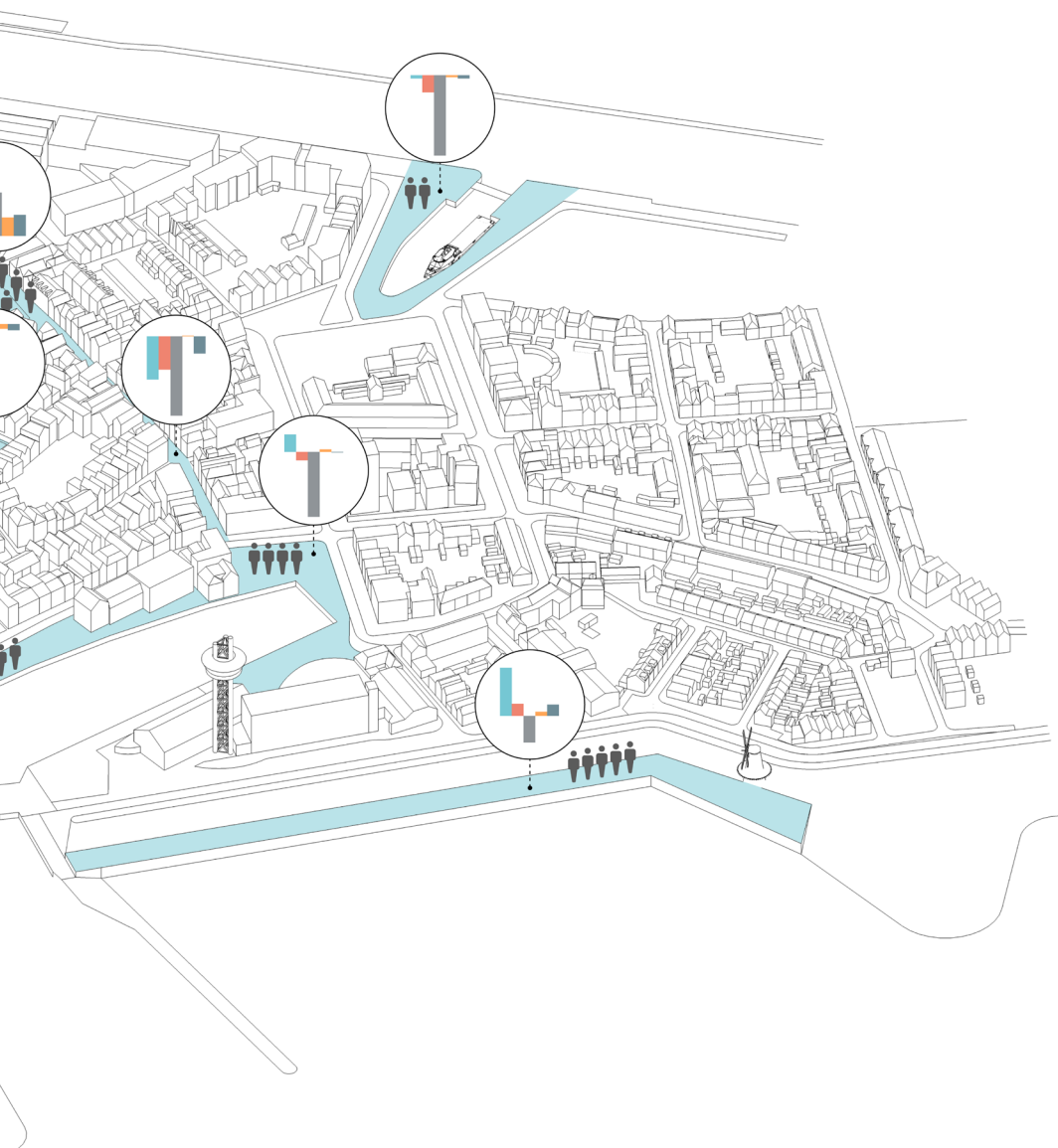
Young people (<34) miss 'entertainment opportunities' and 'diversity in hospitality industry', while elder people (>55) miss 'green' and 'safety'

Fig. 4.34 What is missing in the city centre?



- appearance physical environment
- presence of people
- presence of amenities
- accessibility
- comfort

Fig. 4.35 Frequency of visiting specific locations in the city centre and why



**most** visited locations are: Bellamypark and Boulevard de Ruyter, and the main reason for this is the appearance of the physical environment

**least** visited locations are: End of the Walstraat, Plein Vierwinden and Dokje van Perry, and the main reason for this is the lack of amenities

**most** attractive locations regarding the appearance of the physical environment, according to the respondents, are: Boulevard de Ruyter, Bellamypark and Kleine Markt

**least** attractive locations regarding the appearance of the physical environment, according to the respondents, are: Lange Zelke, Spuistraat and Scheldeplein

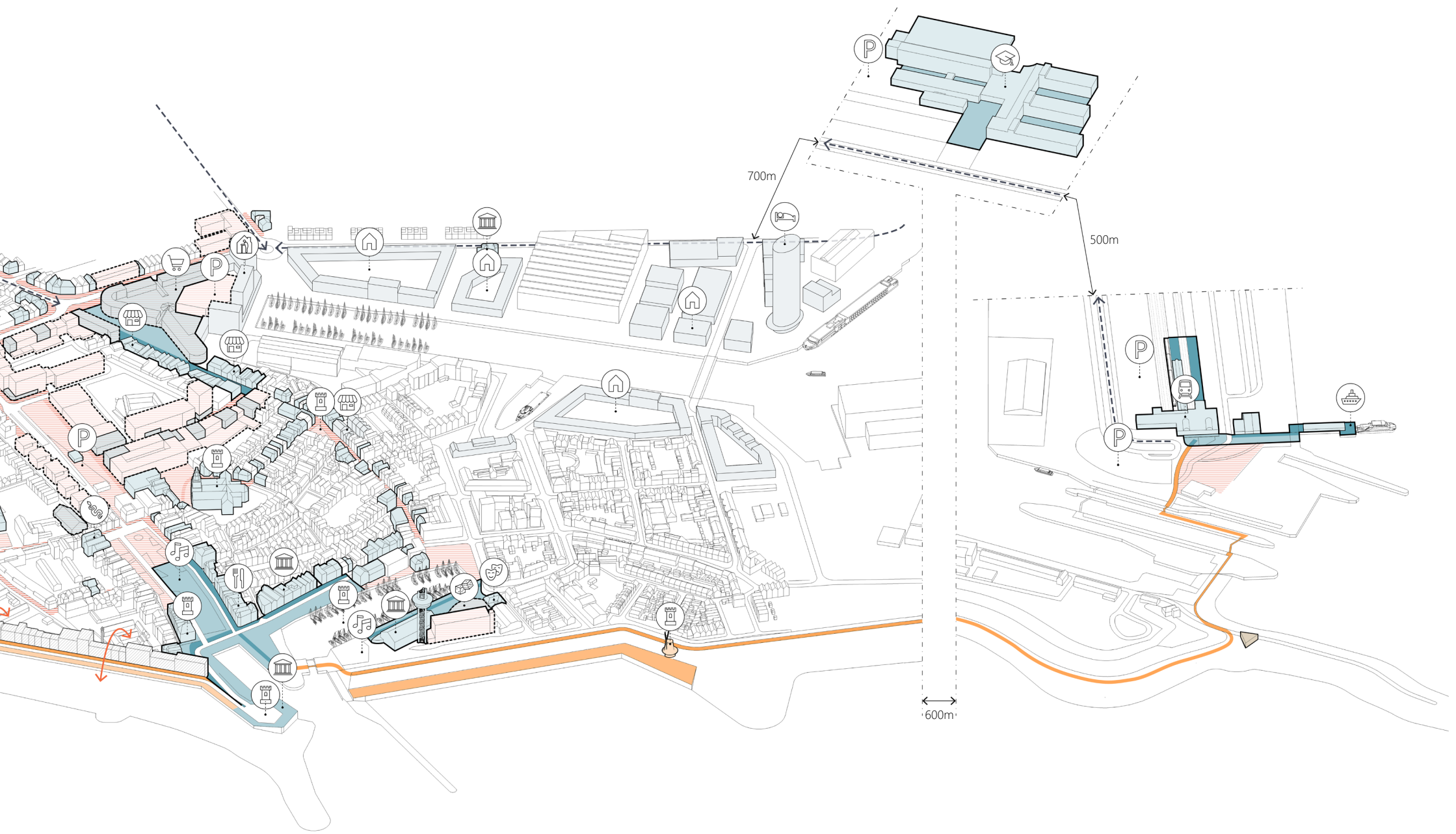
## 4.2.8 CONCLUSION

There is a number of positive developments on the planning in Vlissingen that can have a positive influence on the experience of the inner city. In order to benefit from these developments, the inner city itself must also be able to function properly; it needs to offer experience. Six crucial problems and opportunities arise from the analysis, that show why this is currently not the case:

1. Large wasteland next to the inner city, that has much potential to strengthen the inner city.
2. (Attractive) amenities are scattered, preventing them to strengthen each other.
3. The inner city is decontextualized from its context (mainly from the water).
4. A large part of the historic character is lost or cannot be appreciated.
5. One-sided mobility approach limits the accessibility.
6. No cohesion in urbanism and architecture.



Fig. 4.36 Conclusion of the spatial analysis



### 4.3.1 SOCIAL STRUCTURE

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The municipality of Vlissingen can be characterized as a municipality with a moderate social structure. This has to do with the demography, the percentage immigrants, the household composition, the housing itself and the disposal income.

#### *Population composition*

According to CBS the population of Vlissingen at the start of 2018 was approximately 44,400 inhabitants. The population structure differs from other cities in Zeeland by the group of people in the age group 15-35. This is above average due to the presence of the various educational institutions. However this age group is still significantly smaller than the Dutch average. Striking in the population pyramid, is that the population group under the age of 55 is smaller than the Dutch average and the group over the age of 55 is larger. Vlissingen has 2,1% less inhabitants in the age group under twenty and 3,8% more inhabitants in the age group above sixty-five than the Netherlands.

#### *Demographic pressure*

This fact that Vlissingen has relatively less youngsters and more elderly than the Netherlands causes a 5,3% higher demographic pressure than is average in the Netherlands. Demographic pressure is the sum of 'green' and 'grey' pressure. The green pressure is the ratio between the number of people from 0 to 20 years and the number of people from 20 to 65 years. Because the smaller group of inhabitants in the age group under twenty compared to the Netherlands as a whole, the green pressure in Vlissingen with 35,3% is lower than the Dutch average. A green pressure of 35,3% can be translated as 1,8 work force against 1 child. The grey

pressure is the ratio between the number of people above an age of 65 and the number of people from 20 to 65 years. The grey pressure is in Vlissingen as well as the province of Zeeland, much higher than in the Netherlands.

#### *Immigrants*

Immigrants are understood to be persons from whom at least one parent was born abroad. First generation immigrants are also born abroad. Second generation immigrants are born in the Netherlands. With a percentage of 25,0% immigrants, Vlissingen ranks fourth in the province of Zeeland, according to CBS. But 75% of the immigrants in the three municipalities ranking higher in the range (Sluis, Terneuzen and Hulst), are Western immigrants, where in Vlissingen this is under 55%. When one looks solely at the percentage of non-Western immigrants, Vlissingen is by far number one in its province. Where the Province of Zeeland has 5,3% non-Western immigrants, Vlissingen has 11,3%. This is close to the percentage in the Netherlands; 12,7%.

#### *Temporary citizens*

According to 'Tendrapport toerisme, recreatie en vrije tijd 2016' Zeeland experiences the highest tourist pressure in the Netherlands: 7.1 overnight stays per 100 inhabitants. This is considerably more than in the tourist magnet Amsterdam (4.3 nights) and more than four times the national average

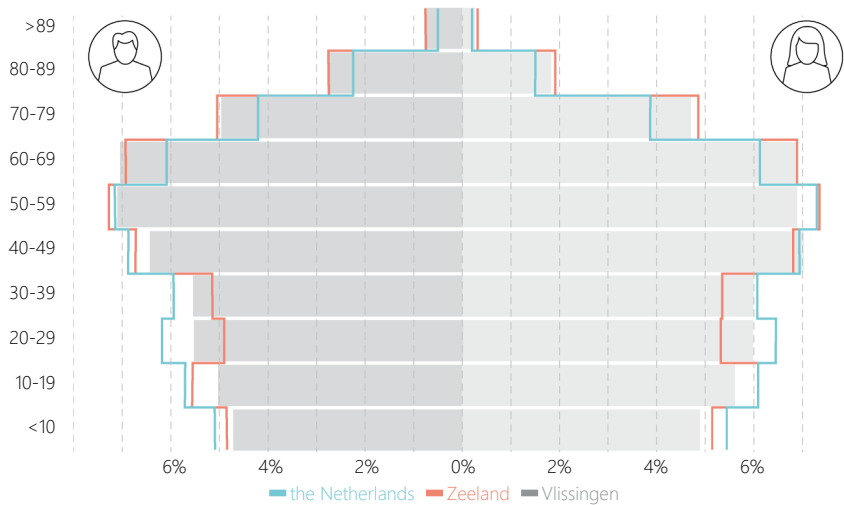


Fig. 4.37 Population pyramid 2017

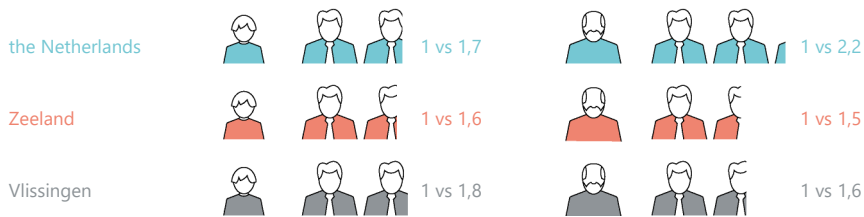


Fig. 4.38 'Green' pressure (child versus work force) and 'grey' pressure (elderly versus work force)

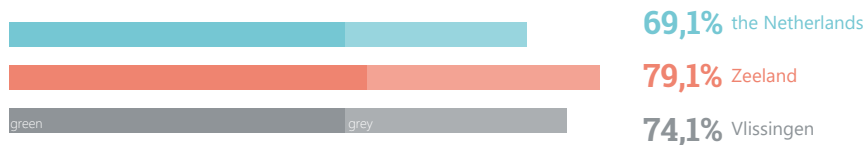


Fig. 4.39 Demographic pressure 2017

2,1% less youth than in the Netherlands

3,8% more elderly than in the Netherlands

0,1 labour force against a child more than in the Netherlands

0,6 labour force against an elderly less than in the Netherlands

5,3% more demographic pressure than in the Netherlands

25,0% of the population of Vlissingen is immigrant

6,0% more non-Western immigrants than in Zeeland

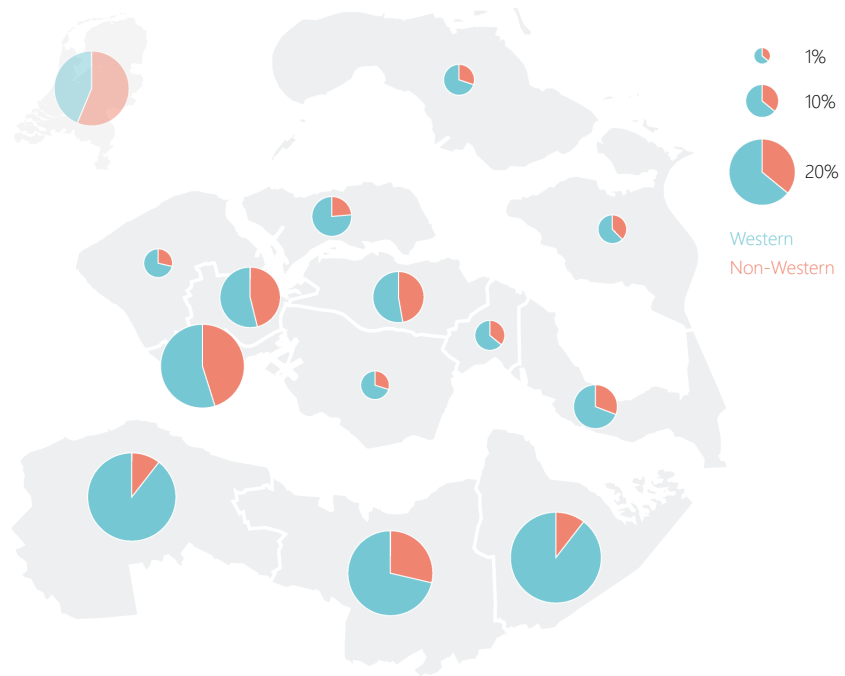


Fig. 4.40 Percentage of immigrants subdivided into Western and non-Western immigrants in 2017

5,4% more touristic pressure than in the Netherlands

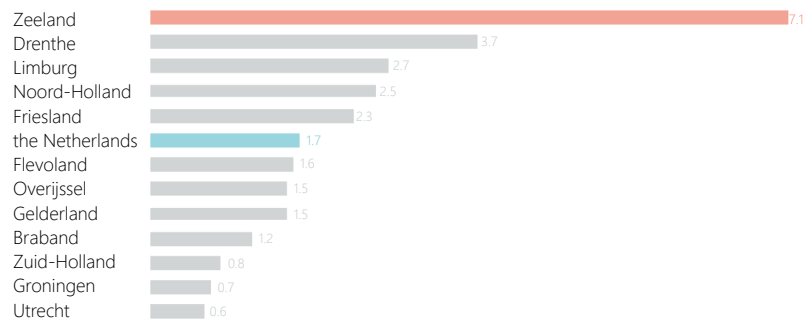


Fig. 4.41 Touristic pressure 2015



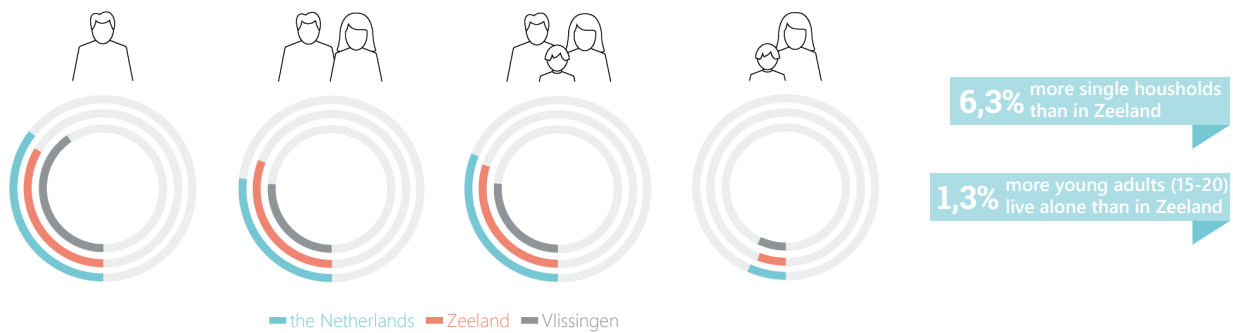


Fig. 4.42 Composition of households (single, multi-person with(out) kids, single parent) 2017

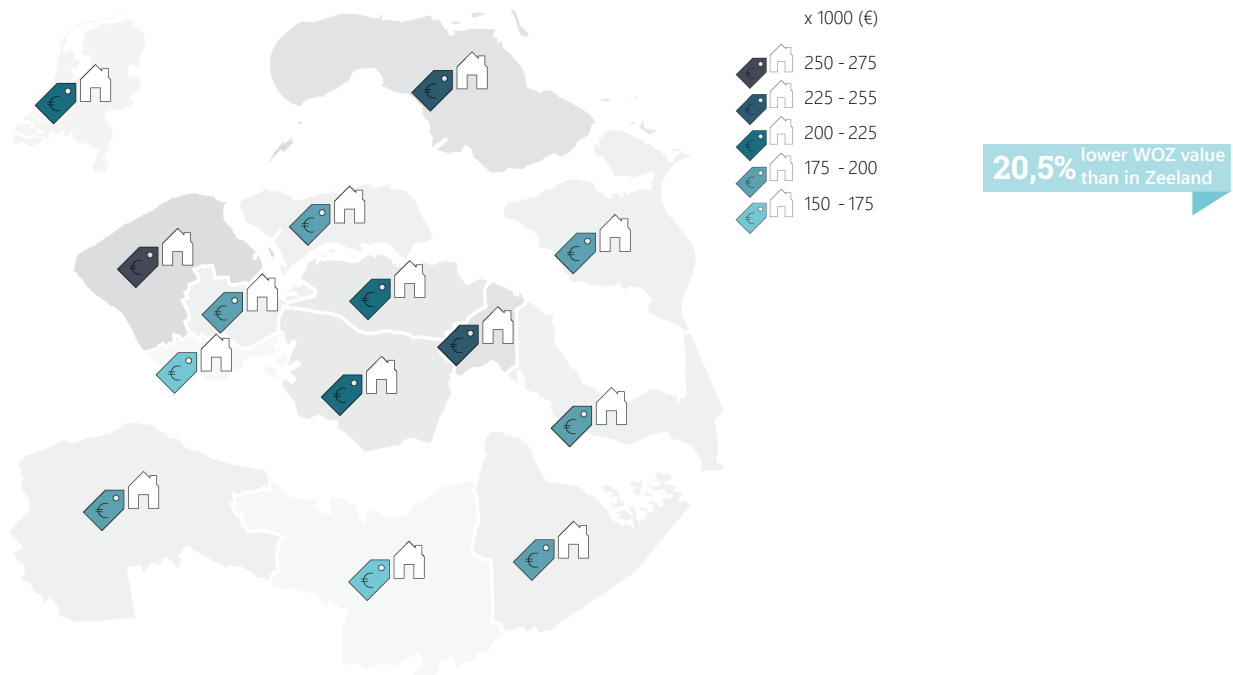


Fig. 4.43 Average WOZ value 2017

(1.7 nights). In the report Zeeland is not broken down by municipalities, but the tourist pressure along the coast is considerably higher than the provincial average. Take the municipality of Veere as an example. Based on the yield of tourist tax, it can be calculated that there were 4.3 million tourist overnight stays last year, in other words 19.6 overnight stays per 100 inhabitants.

Of all tourists in Zeeland, the regular guest is of great importance. Zeeland has an estimated 120,000 regular guests who spend a lot of time in the province every year. Regular guests are people with their own holiday accommodation, such as a second home, mobile home, seasonal pitch on the campsite or boat on a permanent mooring. Of the 120,000 regular guests, 20,000 come from abroad (Kenniscentrum, 2015). Especially during the summer months, Vlissingen attracts a large amount of tourists and regular guests. The presence of these tourists in summer, changes the city's character significantly.

#### *Household composition*

In comparison to the Netherlands and the Province of Zeeland, it is striking that in Vlissingen the amount of single households is much higher. In Vlissingen the percentage of single households is 40,2%, where this is in Zeeland 33,3% and in the Netherlands 35,4% (CBS, 2017). Compared to the Netherlands this difference is mainly caused by the population over fifty, that live on their own in larger quantities. Compared to Zeeland, the age group younger than thirty makes the difference (CBS, 2017). Compared to both the Netherlands and Zeeland, the age group of 15 till 20 is almost twice as big in Vlissingen. 2,5% of the single households

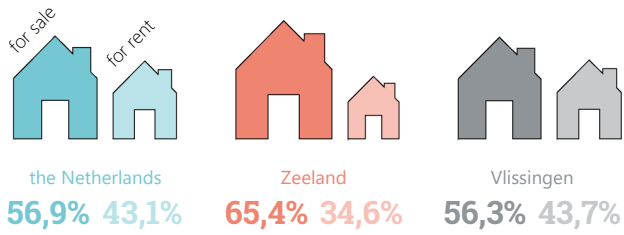
is represented by this age group in Vlissingen, while in the Netherlands this is 1,6% and in Zeeland 1,2%.

#### *Housing*

In Vlissingen a large part of the houses is built in the period 1945-1970. A striking feature of the housing market of Vlissingen is the notably lower average house value compared to the rest of Zeeland. Where the average WOZ value in Vlissingen is €151,000, in Zeeland this is €190,000. Especially the group of dwellings with a WOZ value of € 100,000 - € 150,000 per dwelling is overrepresented (38% in Vlissingen compared to 26% in Zeeland) (Cijssouw, 2016, p. 7). In the ratio owner-occupied home versus rental property, Vlissingen has the highest percentage of rental property of Zeeland. This percentage is 9,1% higher than in Zeeland.

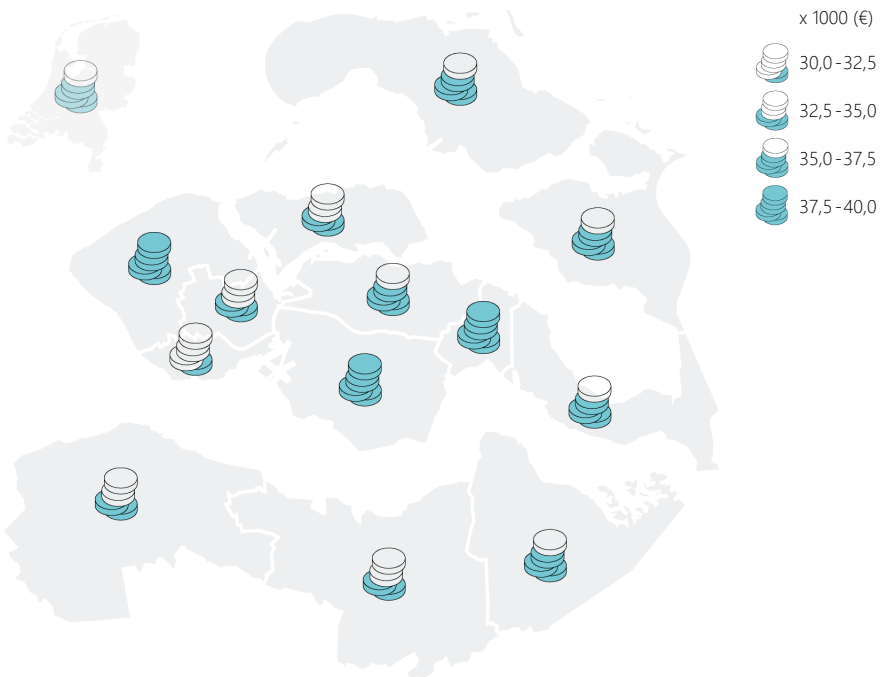
#### *Disposable income*

The average disposable income in Vlissingen is substantially lower than the average in Zeeland; 12,3% lower. In all probability this is in correlation with the level of education of the working population. In Vlissingen the amount of high educated labour force is 8,1% under the Dutch average. On top of that, the unemployment rate in Vlissingen is 5,5% where this is 4,4% in Zeeland. Furthermore, the municipality of Vlissingen within the province of Zeeland is a centre for social benefits, addiction care and women's care. All of this has an effect on the social composition of the population (Cijssouw, 2016, p. 7). In the structural vision (2010, p. 12), Vlissingen stated that its aim is to spread the distribution of these facilities over Zeeland. This, in combination with other measures will eventually have to lead to a positive change in the social composition of the municipality.



9,1% more rental property than in Zeeland

Fig. 4.44 Owner-occupied home versus rental property



12,3% lower disposal income than in Zeeland

Fig. 4.45 Disposal income 2014

1,1% more unemployment than in Zeeland

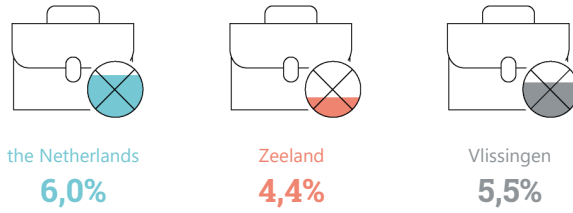


Fig. 4.46 Unemployment rate

8,1% less high educated labour force than in the Netherlands

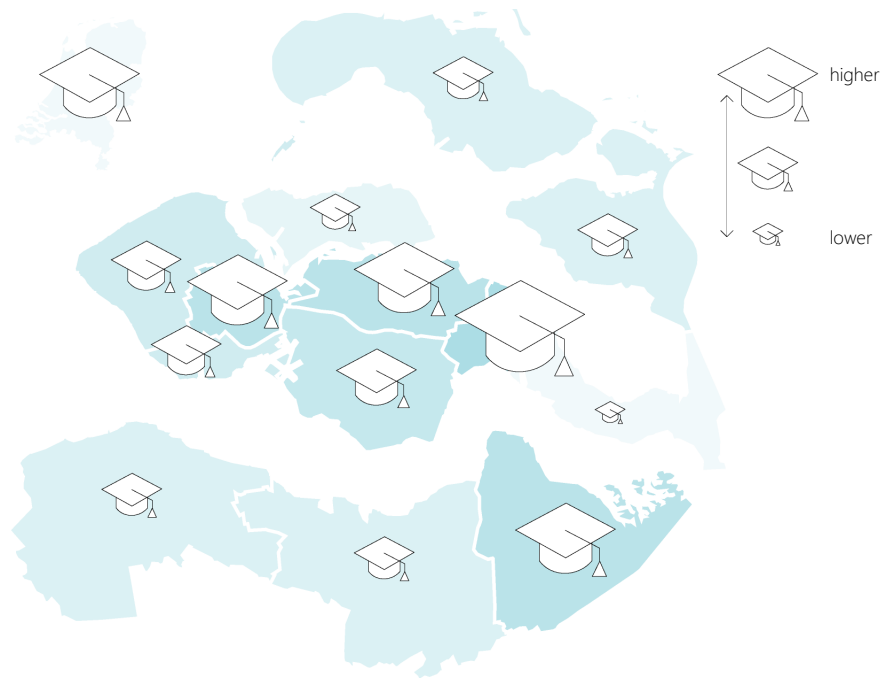


Fig. 4.47 Education level of labour force 2016

## 4.3.2 ECONOMIC STRUCTURE

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(Inter)nationally, Vlissingen has significance as the third seaport of the Netherlands and as a tourist attraction. As Gideonse and Hermann say it is the only Dutch city that combines a bathing beach facing to the south, a marina and a lively city. Consequently the city's economy is based on these two representative pillars: harbour activity and tourism and recreation.

### *Harbours*

The ports of Vlissingen-Oost (Sloegebied) and Terneuzen together form Zeeland Seaports. They are after Rotterdam and Amsterdam, on the basis of the transshipment, the third port of the Netherlands. Approximately 250 companies are located in the port area, in particular high-grade industry and port-related companies (Gideonse en Herrmann, 2010, p. 13). Together they form the engine of the economy of Zeeland with its own unique dynamic.

More than 75 companies are located in the Vlissingen part of this seaport area. They provide around 5,300 direct and 4,500 indirect jobs. This involves a substantial number of jobs out of a total of 17,730 jobs throughout Vlissingen (RIBIZ).

The Vlissingen part of the seaport area is mainly focused on ship repair, the offshore wind, processing, storage and transshipment of fruit, the transport of goods and the provision of services that is requested. In Vlissingen, the only builder in naval ships in the Netherlands is based. In Vlissingen also mega yachts are also being built and merchant and other seagoing vessels are being serviced.

Vlissingen(-Oost) is known as one of the most important ports in the Netherlands for offshore wind activities. For example, since 2009, the BOW terminal of Kloosterboer has contributed to the

construction of more than 25 wind farms. Off the coast of the Netherlands, Belgium, England, Germany and Denmark. More than 1,850 lifting operations have been carried out to date.

With existing and new companies, maritime education and governments involved, the platform 'Energy port Zeeland' was established in 2016. Besides a network function, the platform is concerned with profiling, innovation and attracting new companies.

### *Tourism and recreation*

Tourism and recreation is an important economic pillar for the city of Vlissingen. Zeeland is specifically attractive for water sports and outdoor recreation and as the municipality of Vlissingen describes on its website, Vlissingen is a unique destination that combines the possibilities of water with an urban character. The city sells itself to the tourists as the city with six south facing beaches and a two kilometres long boulevard from where you walk into the city centre in no time. On its website the municipality says that one can enjoy a day of shopping and enjoy the wide range of restaurants, brasseries and cafes in the city centre. If one can enjoy a day of shopping can be questioned, because as described in the previous chapters, a lot of shops have been

3<sup>rd</sup> port of the Netherlands, after Rotterdam and Amsterdam



Fig. 4.48 Zeeland Seaports surrounded by other seaports

250 companies are located in the Zeeland Seaport area



Fig. 4.49 Zeeland Seaports consisting of three harbour areas where 250 companies are located

closed. However, what is a fact, is that throughout the year, small and large events are organized, taking place both in the city centre and beyond. One of the biggest attractions are the Liberation Festival (May), Rescue Vlissingen (July) and Film By The Sea (September). Quantity, frequency and visitor numbers of these events are in fact out of proportion for a provincial city such as Vlissingen. Tourism really is important for employment, retail, hospitality and cultural activities in the city.

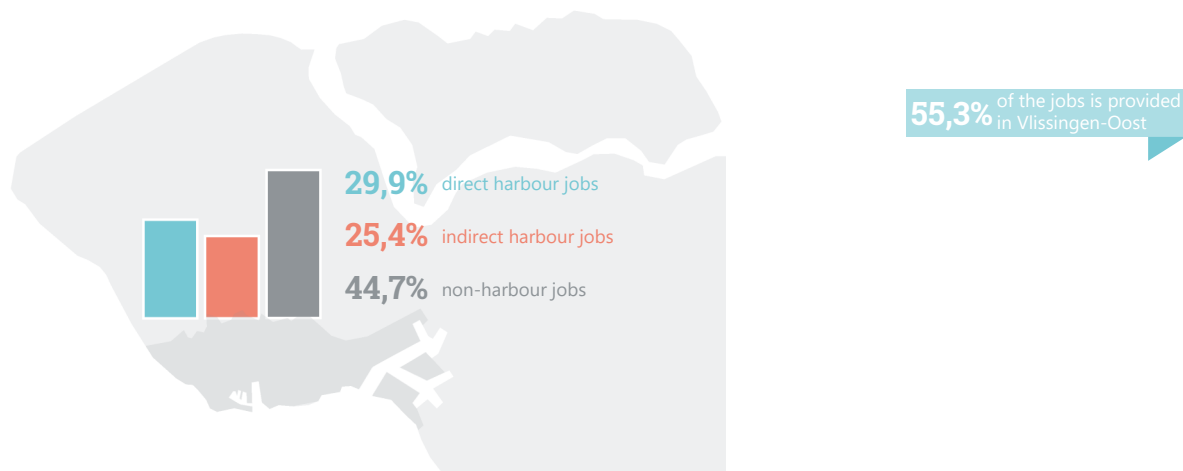


Fig. 4.50 Percentage of jobs the companies in Vlissingen-Oost provide



Fig. 4.51 Touristic attraction: Boulevard Bankert



Fig. 4.52 Touristic attraction: Vissershaven



### 4.3.3 SOCIAL TRENDS

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In the social trends a decline is lurking. Vlissingen will be confronted with a shrinking and aging population. The decline will be slowed down by the influx of immigrants. Another trend is the growing amount of temporary citizens, consisting mostly of tourists and regular guests. In addition, there is a change in household composition: the amount of single households are growing.

#### *Population shrinkage*

Zeeland is one of the provinces that will be confronted with a shrinking population in the coming years. Especially in Vlissingen, the expectation is that the population size will decrease up to 2040. The CBS prognosis assumes approximately 42,500 inhabitants in 2040. The main reason for this is the death surplus, in combination with the departure of young people. The decline is and will be slowed down by a settlement surplus.

#### *Demographic pressure*

The aging of the population is a development the Netherlands will face the coming years. The demographic pressure in the Netherlands will rise from 69,1% in 2017 to 92,8% in 2040. In the graphic can be seen that the demographic pressure since 1990 in Zeeland and Vlissingen always has been higher than the Dutch average. At the moment, 22% of the population in Zeeland is 65 years or older, in 2040 CBS expects this to be 30,1%. This means a demographic pressure of 105,2%. CBS did not have a prognosis the demographic pressure of Vlissingen, but as this is since 1990 is approximately the average of the Netherlands and Zeeland, this will be around 99%.

#### *Immigrants*

Also in the future, most non-western immigrants in Zeeland will choose Middelburg, Vlissingen or Terneuzen as location to settle (Lupi and Visser, 2014). CBS confirms this trend: the total amount of immigrants has grown with 4,8% since 2000 in Vlissingen. A slight grown can be detected in the amount of non-western immigrants in the total amount of immigrants: in 2000, 42,3% of the immigrants was non-western. Nowadays, this is 45,2%. Although the effect of new coming migrants on the total number of inhabitants in Vlissingen will be none because it is neutralized by emigration. The amount of emigrants is also growing trend. Where there were 210 emigrants in 1990, there are 550 in 2016.

#### *Temporary citizens*

The tourist pressure has increased considerably in Zeeland in recent years (from 5.8 in 2012 to 7.1 in 2017), in contrast to the other provinces where the tourist pressure has hardly changed. Although North Holland also experienced an increase, but that is entirely attributable to the city of Amsterdam. This trend goes along with the growth market of second home ownership in Zeeland and Vlissingen. The municipality wants to facilitate this trend of part-

4,3% will the population shrink till 2040

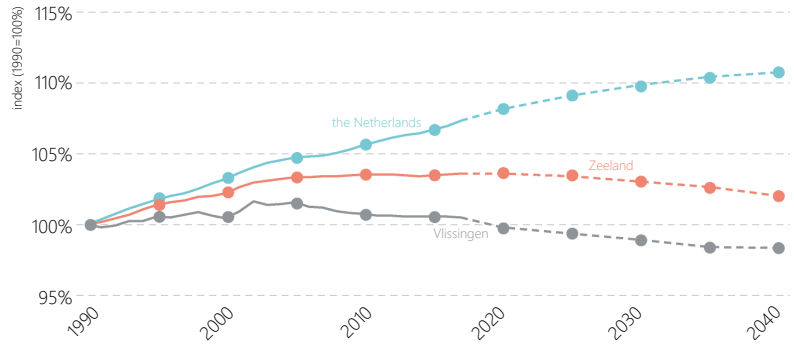


Fig. 4.53 Indexed population development 1990-2017, prognosis till 2040

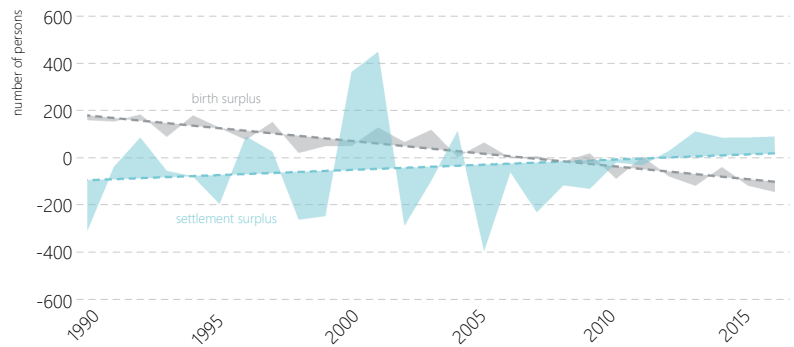


Fig. 4.54 Birth surplus and settlement surplus in Vlissingen 1990-2016

+/-25% will the demographic pressure increase

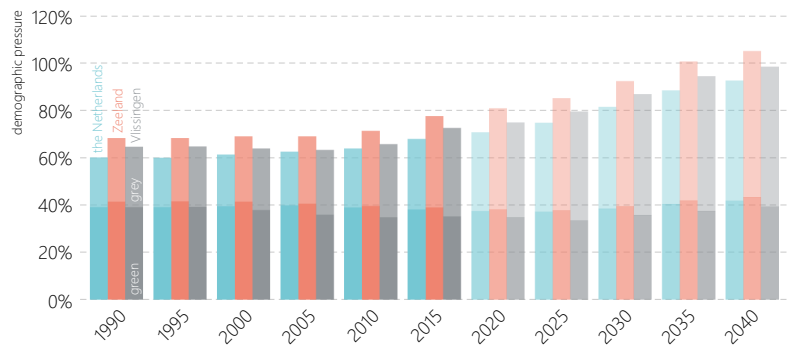


Fig. 4.55 Demographic pressure 1990-2017, prognosis till 2040

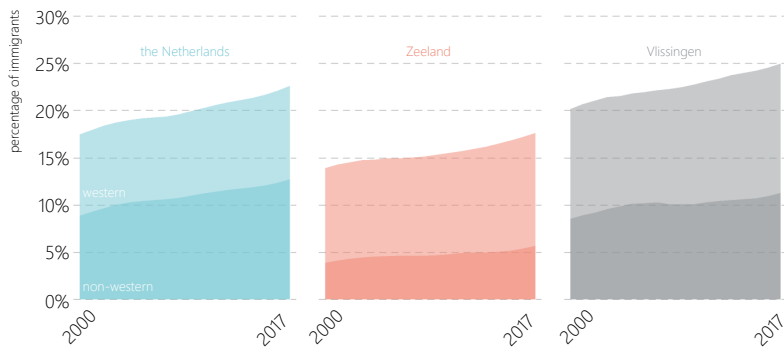


Fig. 4.56 Growth of immigrants 2000-2017

4,8% growth in the total amount of immigrants since 2000

2,9% growth in the amount of non-western immigrants since 2000

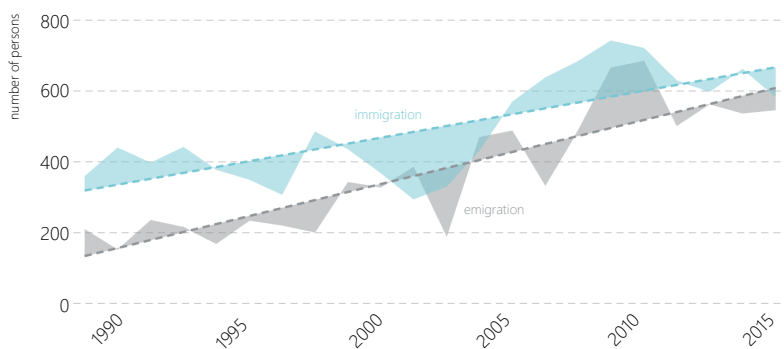


Fig. 4.57 Immigration vs emigration

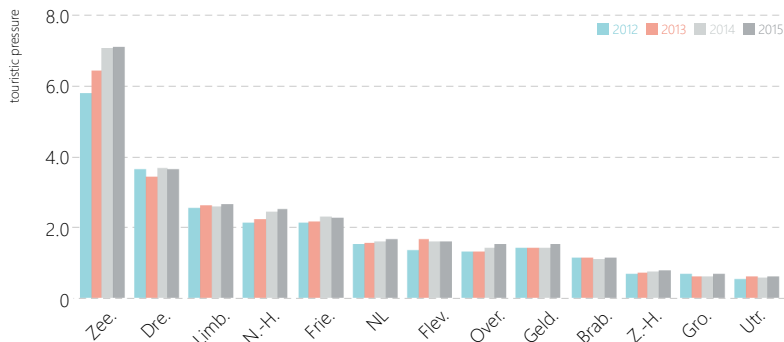


Fig. 4.58 Touristic pressure 2012-2015

4.5 more touristic pressure than the Netherlands

time living by liberalizing the policy around second home ownership and investigates the possibility of using parts of the existing housing stock for the development of second homes (Klapwijk, 2017, p. 65).

*Composition households*

Another social development of significance is the dilution of households; a household has fewer and

fewer people on average. Since 2000, the single households grew with 6,1% in Vlissingen. This is faster than in Zeeland (5,1%) and the Netherlands (3,8%). There is a slight growth in the single parent households of approximately 1,4% since 2000 in the Netherlands, Zeeland and Vlissingen. The decrease in multi-person households without children in Vlissingen is approximately 2,0% bigger than in Zeeland and the Netherlands, since 2000.

**6,1%** growth in the single households since 2000

**3,6%** decline in multi-person households without kids since 2000

**3,9%** decline in multi-person households with kids since 2000

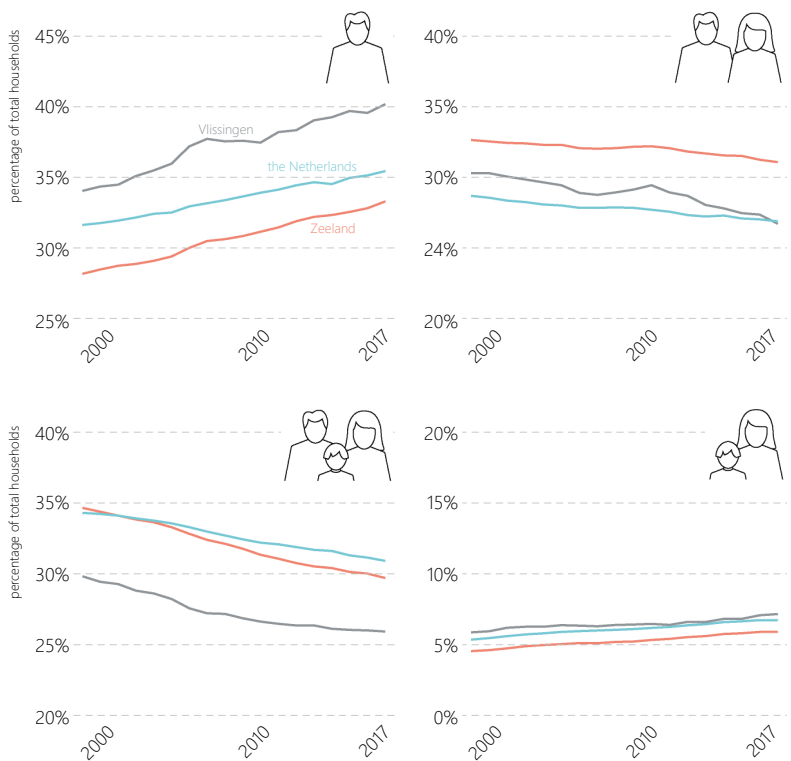


Fig. 4.59 Change in composition of households 2000-2017

#### 4.3.4 ECONOMIC TRENDS

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In terms of economy, Vlissingen has seized various opportunities in recent years. The arrival of the maritime barracks is a fact and the merger of Zeeland Seaports and the ports of Ghent will create a lot of jobs. On top of that the construction of the wind farms will give the industry in Vlissingen-Oost a boost. Also the leisure economy is growing, although the interpretation of the tourist product should be considered.

##### *Marines*

The province of Zeeland works together with Ministry of Defence, the municipality of Vlissingen and the water board Scheldestromen on the realization of new maritime barracks located in the Buitenhaven of Vlissingen. The new barracks will offer space for 1800 marines and 200 employees and staff (Provincie Zeeland, 2015). The construction is expected to start in 2018. Prior to the construction of the barracks, the infrastructure will be adjusted and connections will be built for utility. The first marines will inhabit the barracks in 2020. The barracks will be completed around the second half of 2021 (Provincie Zeeland, 2015).

##### *Zeeland Seaports and the ports of Ghent*

On 1 January of 2018, the merger of Zeeland Seaports and the ports of Ghent must take. The border marriage between the ports will produce far more jobs than if both port companies would continue independently. Up to 2022, 3250 jobs will be added. Then 100,000 people directly and indirectly earn their living in and thanks to the ports. The merged port is the tenth port of Europe in terms of transshipment (Balkendende,

2017).

##### *Wind farms*

The Dutch government announced the construction of five new wind farms off the coast of the North Sea, which are amongst the largest in the world. The first of these wind farms, Borssele, will be build 22 kilometres of the coast of Zeeland. This will result in new job opportunities and growth of the port industry in Vlissingen-Oost and in the upcoming years (Klapwijk, 2017, p. 23). The project is scheduled for commissioning by the end of 2020 (Offshore wind, n.d.). Now that the construction of wind farms for the Zeeland coast is approaching, more and more companies are interested in setting up in Vlissingen(-Oost).

##### *Tourism and recreation*

Tourism and recreation is an important economic pillar for the city of Vlissingen. Although, in absolute terms, a relapse can be seen. Globalization, individualization and active people aged over 60 have changed the interpretation of the tourist product. With very cheap air travel to the sun, south-facing beaches

**2000** marines and employees will settle in Vlissingen

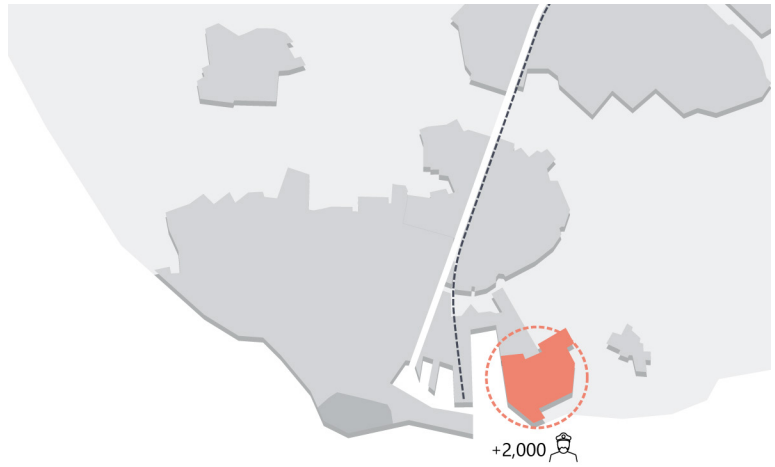


Fig. 4.60 Location Marine Barracks

**3250** jobs will be added with the merger of the harbours



Fig. 4.61 Merger of Zeeland Seaports and ports of Ghent: North Sea Port

on the North Sea are no longer sufficient and with the change in shopping trends, the inner city cannot survive as only being a place to buy things. Tourists are less inclined to stay in one place, they want an 'experience' and move on to the next destination. However, in relative terms, people spend more time and money on recreation nowadays.

Tourism is important for employment, retail, hospitality and cultural activities in the city. In order to maintain Vlissingen as a tourist destination, the municipality offers different plans (Bos & Meerburg, 2010) regarding accommodation, events, entertainment, culture and history, water recreation, beaches and nature.



Fig. 4.62 Borssele will create job opportunities in Vlissingen-Oost

### 4.3.5 CONCLUSION

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The analysis of the social structure shows that the municipality of Vlissingen has a moderate social structure with, for example a low disposal income, low WOZ value and a high percentage of immigrants compared to the regional, provincial and national scale. Furthermore, the percentage of the aging population is growing fast and the population of Vlissingen will shrink according to the prognosis of CBS. However, growth can be seen in the two representative economic pillars of Vlissingen: the harbour activity and tourism and recreation.

The three main trends Vlissingen is facing, can be formulated as:

1. Growing harbour activity
2. Aging and shrinking population
3. Growing tourism

To understand what these trends mean for Vlissingen the local opportunities and threats are analysed per trend in a situation where the trend develops to an extreme degree.

#### *Trend 1: growing harbour activity*

The growing harbour activity is a trans-national trend, as Zeeland Seaports and the ports of Ghent have merged as North Sea Port since the start of 2018. This trans-national trend can expand to the harbours of Antwerp, Amsterdam and Rotterdam. The economic growth and the direction in which the port can develop, offer plenty of opportunities to boost the urban economy (Havenbedrijf Rotterdam, 2011, p.6). The collaboration of ports can create a lot of new jobs, causing people to come to work and live in Vlissingen. Also there is a chance there will be more temporary citizens that come to work in the harbours. All the new inhabitants will need housing, so there is an opportunity for new urban regenerations projects that can re-contextualize the city. This is also possible because the municipality will have a higher income. There is an opportunity for collaboration between the new businesses in the harbour and existing organizations (Havenbedrijf Rotterdam, p. 7). In Vlissingen the arrival of new businesses is also a huge opportunity for the University of Applied Sciences that can collaborate with the harbour businesses. This can cause the University to grow and attract more students. When the population grows there will be a higher demand for facilities. This creates an opportunity for the inner city to house more amenities and grow as a provision cluster. However the fast growing economy can also become unilateral, which is a threat. Also overpopulation and density in a city as Vlissingen are undesirable.



### *Trend 2: shrinking and aging population*

Vlissingen, but also the province of Zeeland, will be confronted with a shrinking and aging population the coming years. This trend is not as location-bound as the previous one. The whole of the Netherlands has to deal with the aging population and a lot of provinces on the borders of the Netherlands are facing a shrinking population.

A shrinking and aging population brings the threat of a shrinking economy, causing a decrease in the municipality income. There is a huge chance that more and more young people and professionals will depart, creating a problem in filling vacancies. Also amenities will leave and there is a chance there will be a lack of representativeness for businesses (Rijksoverheid, webpagina).

When the population starts shrinking there is a threat of vacancy and surplus of housing (De Groot, N. & Schonewille, J., 2012, p. 8) and because the municipality has less income there will be less money for maintenance, creating a threat of deterioration. However aging population brings also opportunities. Elderly have a lot of free time and money to spend (ING, 2016, p. 7), therefore recreation and culture are an economic opportunity (Van Dam, F., Daalhuizen, F., de Groot, C., van Middelkoop, M. & Peeters, P., 2013, p. 120). Furthermore, elderly need more health care than the younger population, so this can develop as an important economy as well. As well in the sense of health care facilities as in residential care centres and elderly homes.

### *Trend 3: growing tourism*

The tourist pressure has increased considerably in Zeeland in recent years. Along the coast of Zeeland the tourist pressure is even considerably higher than the provincial average. Growing tourism is a regional trend in which Vlissingen is an important part. This trend brings multiple opportunities.

Vlissingen combines the possibilities of water with an urban character. This offers a huge opportunity to extend the (water)recreation, culture and events, which will create new job opportunities in the recreation sector. Also a wider range of facilities will attract different kind of tourists, which will make the tourism less seasonal. When tourism will only grow in the summer season, and the tourist and second home owners leave the city in the winter months there is the threat of vacancy and seasonal unemployment. The growth in tourism can also be a threat for nature areas, where holiday parks are developed. Furthermore, it can create parking problems, especially when tourism stays seasonal.

On top of that there is the threat of imbalance between tourists and inhabitants, when there are too much tourists, the quality of life of the inhabitants decreases (Van Mierlo, S. 2010), which can cause departure of inhabitants.

## 4.4 SYNTHESIS

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### *Trend 1: growing harbour activity*

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The six problems and three trends are brought together in this scheme. In the growing trends the problems will be more easily solved as the municipality has more money to spend. In the shrinking trend the problems will become bigger and the municipality needs to prioritize where it needs to invest. All probabilities described are very dependent on how the problems and chances are valued and prioritized.

*1. Large wasteland (Spuikom)*

There is a high chance this area will be developed as the economy is growing. An appropriate interpretation of the area can be residential or business park. Also an extension location for the University is possible.

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*2. Scattered amenities*

Because the population will increase, there will be a higher demand for amenities and the gaps in the network of amenities will be filled.

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*3. Decontextualized from water*

Because of the unique location and demand for housing, more high-rise buildings will be built on the boulevard. This will make the barrier even bigger.

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*4. Lost historic character*

It is likely that due to the development of the port area and new buildings, more history will be demolished, but it may also be that through the development of the port area the historic port identity will be restored.

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*5. One sided mobility approach*

As the city will grow, the mobility will need to be upgraded. There is a chance that the mobility will be more all-round, because of that.

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*6. No cohesion in urbanism and architecture*

As the municipality will have a higher income, it is likely they will invest in the built environment and renew outdated public spaces and buildings.

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### *Trend 2: shrinking and aging population*

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It is very likely the Spuikom will stay the same, as the municipality does not have money to develop it.

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Because the population will shrink and age, certain amenities will disappear or shrink, such as the University of Applied Sciences and the cinema. Furthermore, even more amenities will leave and more gaps will arise.

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Although the municipality has little income, in this trend there is also a considerable chance of more buildings on the boulevard, as the elderly like this unique location. This will make the barrier between city centre and water bigger.

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As this trend evolves rapidly there is a chance the Scheldekwariter, which would bring back a certain history, will not be developed fully, because there is less demand for housing and the municipality has little income.

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In this trend there is a chance the public transport will be upgraded, as this type of transport is much used by the elderly. This can create a more all-round approach.

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It is very likely this will stay the same as well, as the municipality does not have money to invest in it.

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### *Trend 3: growing tourism*

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In this trend there is a high chance this area will be developed as touristic accomodation; a camping or small holiday park or resort.

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The population size will remain the same, so the amount of facilities will remain about the same. There is a chance there will be more seasonal amenities aimed at the tourists.

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Because tourists want to stay on the boulevard, there is a demand for tourist accommodations at the boulevard. There is a chance more high-rise buildings will be developed.

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It is possible that the historic character of the built environment will be restored in a certain way, because tourists visit the city among others, because of the historic character.

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It is likely that there will be an investment in new touristic types of mobility, such as rent-a-bike spots. However this does not solve the one sided mobility approach.

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There is a chance the municipality will invest in the most touristic locations and routes and with that create more cohesion.

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'Haal ik de zee voor het eten haal ik de zee' (picture by Cees van der Waal)

# PART III

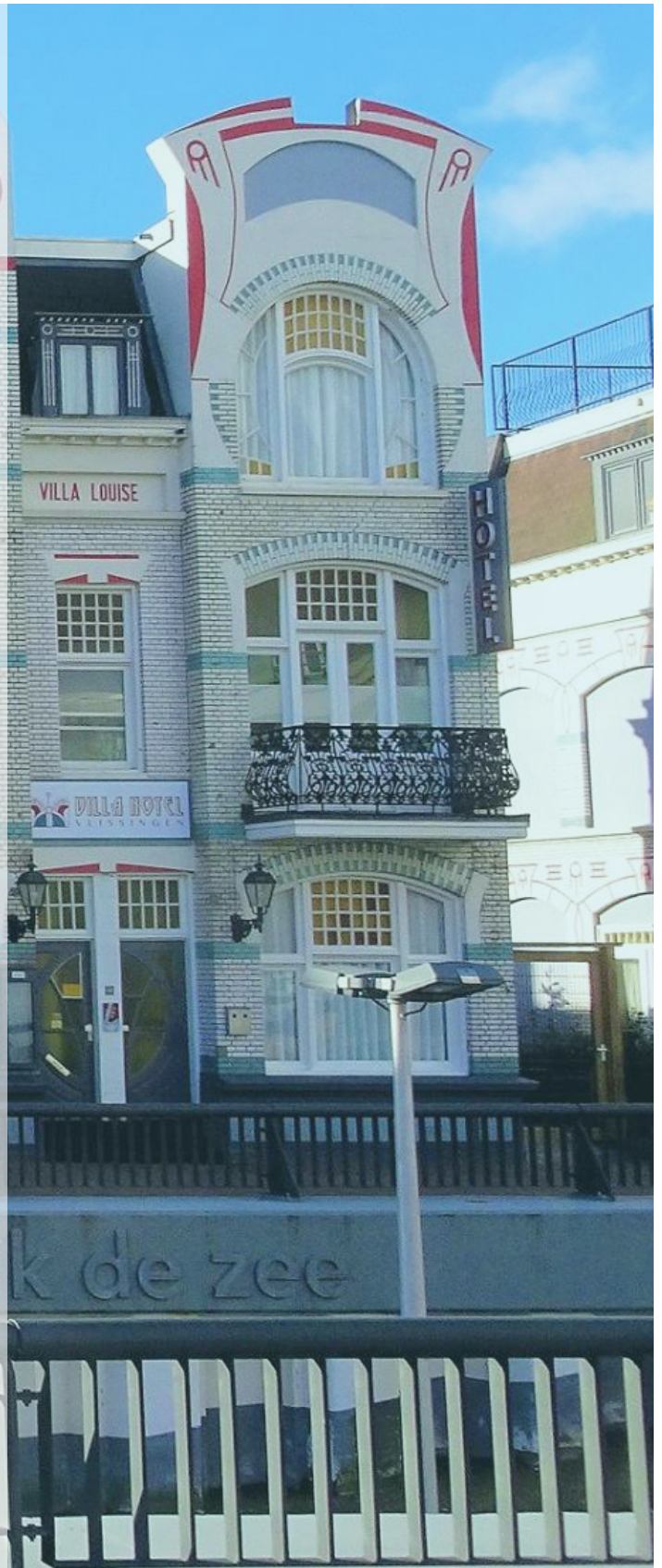
## 5. SCENARIOS

- 5.1 scenario method
- 5.2 introduction of the scenarios
- 5.3 recommendations per scenario
  - 5.3.1 the prosperous harbour city
  - 5.3.2 the fossil residential city
  - 5.3.3 the versatile tourist city
- 5.3.4 experiencing the scenarios
- 5.3.5 recommendations linked to problems
- 5.4 priority assessment
- 5.5 advise

## 6. STRATEGY

- 6.1 strategy concept
- 6.2 program
- 6.3 mobility
- 6.4 image quality
  - 6.4.1 manual
  - 6.4.2 public space - existing
  - 6.4.3 public space - new
  - 6.4.4 architecture
  - 6.4.5 skyline
- 6.5 design interventions
  - 6.5.1 vissershaven
  - 6.5.2 coosje buskenstraat
  - 6.5.3 scheldeplein
  - 6.5.4 station area
- 6.6 phasing
- 6.7 impact

oor het eten haal ik de zee





## 5.1 THE SCENARIO METHOD

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To understand what possible impact the trends can have on the city and how to deal with that, three extreme scenarios are developed. The scenarios are a way to explore what is desirable. They are not desirable itself. The scenarios are extremes, because imagining the city under extreme, but possible future conditions provides insight into discovering alternatives, exploring new opportunities and generate solutions.

The scenario method is a way to research how to solve the six problems, taking into account the three trends Vlissingen is facing. On top of that it is a way to research which developments should be stimulated and which should be limited or avoided to continue in the direction of the optimal vision.

Each scenario formulates recommendations and design interventions for the spatial problematics. A priority assessment is done to find which recommendations are most relevant. The most reasonable concepts, relevant recommendations and design interventions will be further explored in the strategy.

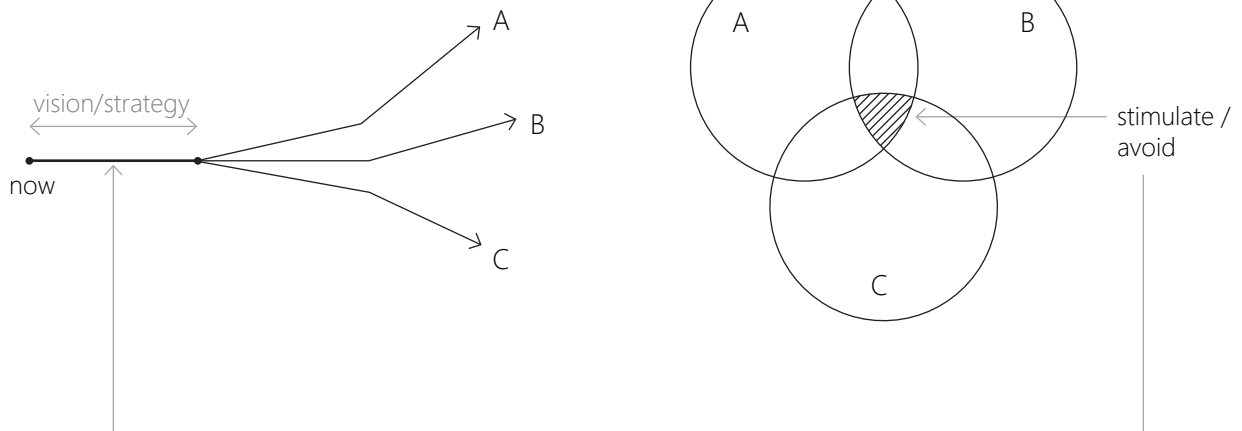


Fig. 5.1 Use of scenarios

## 5.2 INTRODUCTION OF THE SCENARIOS

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Out of the three defined trends, three plausible scenarios are imaginable:

- A. The prosperous harbour city
- B. The fossil residential city
- C. The versatile tourist city

### *The prosperous harbour city*

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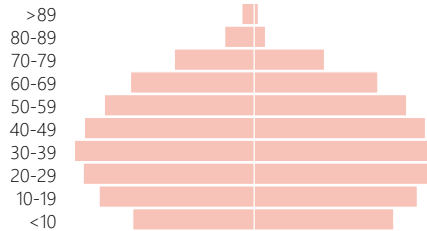
In this scenario the harbour industry becomes important on a European scale and teams up with the ports of Rotterdam, Amsterdam and Antwerp. The prosperity of the city skyrockets and a lot of people come to work and live in the city of Vlissingen. The University collaborates with the new businesses and offers new harbour-related studies. The University grows enormously from 4,800 students to 12,000 students. A new campus is developed in the Spuikom and every other unused piece of land in the city has been bought up by developers for urban regeneration projects. The inner city attracts a lot of new amenities that are needed for the growing population.

number of economy inhabitants

harbour and knowledge

60,000

type of inhabitants



#### students

housing: student housing

transport: bike and public transport

free time: sports facilities, entertainment opportunities, cinema, casino, hospitality industry, events

#### employees (and families)

housing: starter homes, single-family homes

transport: car, public transport, bike

free time: retail, hospitality industry, day out activities for children (Arsenaal, zoo etc.)



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### *The fossil residential city*

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The fossil residential city has no relevance on a larger scale, but it is a precious jewel at the coast. Tranquillity, nature and water are characteristic for the city. Especially elderly are attracted to this place at the Westerschelde, so the municipality invests in care functions and residential care centres. The more active elderly like to go hiking and cycling and they like leisure and wellness activities. Therefore a wellness centre is created in the former indoor-shopping centre at the Scheldeplein and leisure activities are clustered around the Vissershaven.

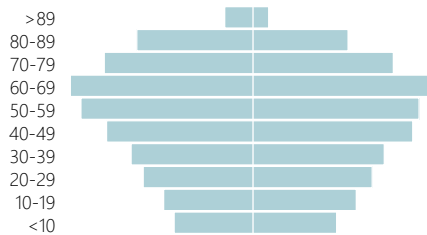
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#### health and leisure

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20,000

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#### active and healthy elderly

housing: single-family homes, elderly homes  
transport: walking, bike and public transport  
free time: walking, cycling, market, golf, theatre, museums, wellness, retail, hospitality industry, day out activities (for grandchildren)

#### health care elderly

housing: elderly homes, residential care centre  
transport: public transport, taxi  
free time: care facilities, hospital, retail, hospitality industry, market, park, wellness

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### *The versatile tourist city*

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In this scenario the tourist pressure will triple in five years. Where tourism was limited to the summer months, it now covers the whole year. Different types of accommodation, events, entertainment and (indoor) water recreation attract multiple types of tourists: day-trippers, regular guests that have their own holiday accommodation, water recreationists, pensioners with their caravan and so on. Multiple times per month river cruise ships arrive the city and moor at the Dok. An iconic building in the Spuikom forms the entrance of the city centre and is an important link between the cluster of culture and events and the historic city centre that forms a leisure cluster.

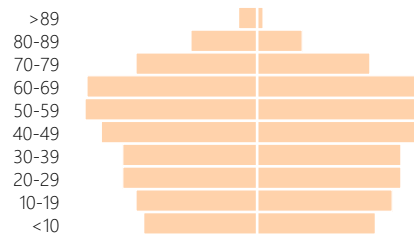
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#### tourism

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33,000 + 800-900 tourists per day

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#### tourist (all-year-around, seasonal, day-tripper)

accommodation: camping, second home, hotel, holiday resort, boat

transport: car, public transport  
free time: walking, cycling, (indoor) water sports facilities, entertainment opportunities, cinema, casino, theatre, museums, wellness, retail, hospitality industry, day out activities (for children), (indoor) events

### 5.3.1 THE PROSPEROUS HARBOUR CITY

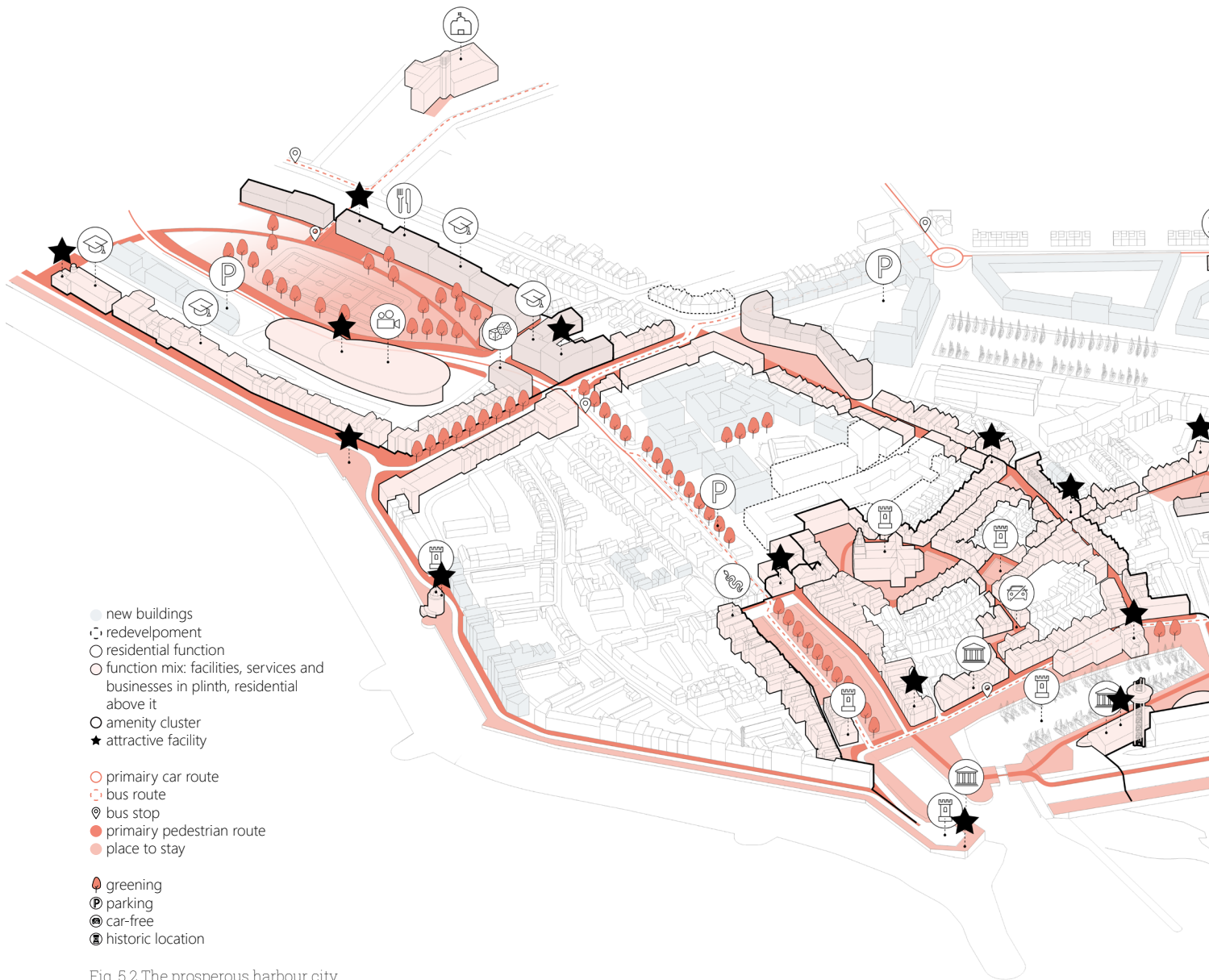
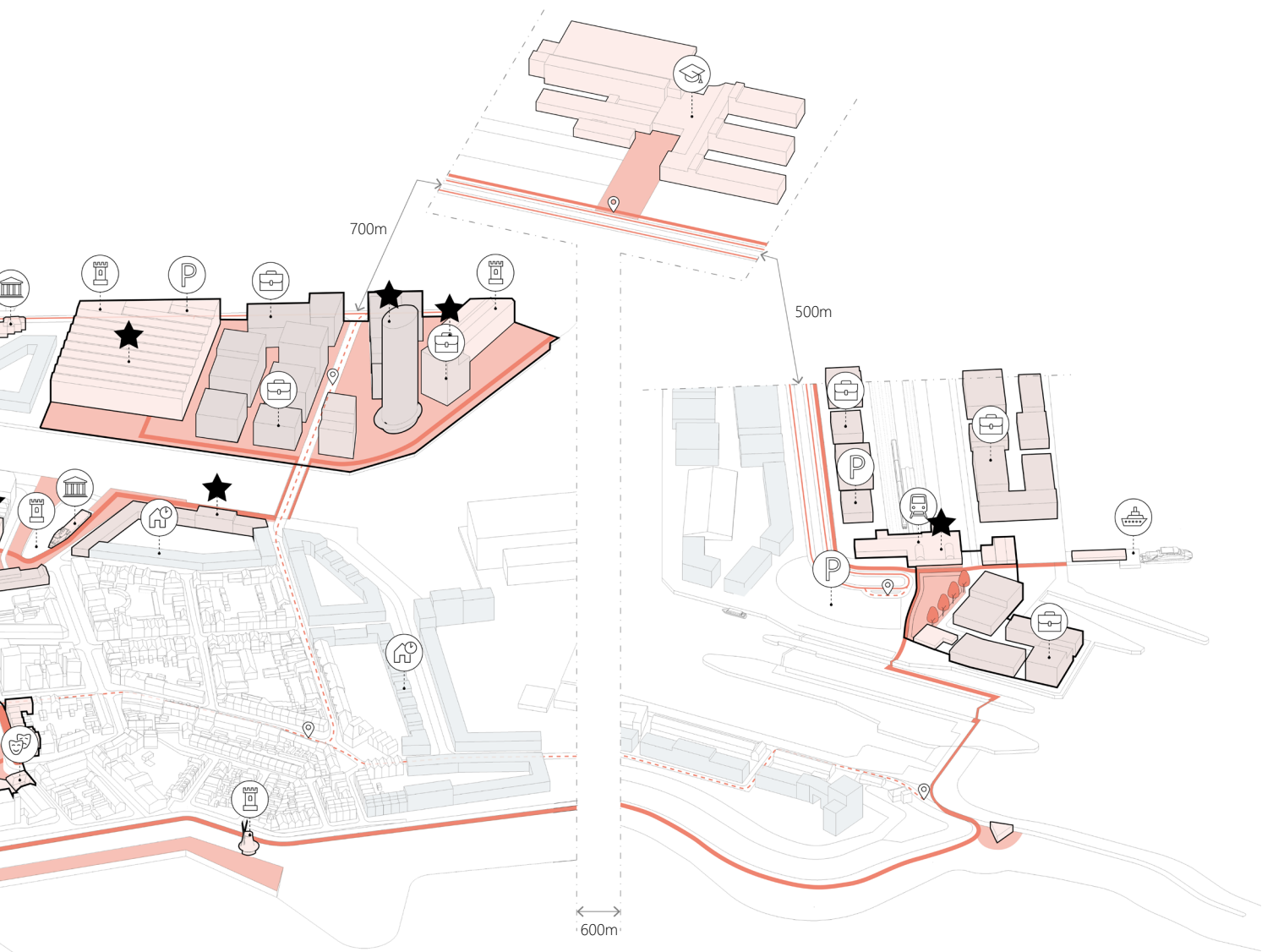


Fig. 5.2 The prosperous harbour city



As the city gets a lot of chances in economy and attracts businesses and employment opportunities, the municipality has a high income. This makes it more easy to solve the six problems of the inner city.

### *Program*

The prosperous harbour city will be much denser than the city is today, to meet the demand for workspace but also the demand for housing. Around the railway station a lot of harbour related businesses have established. The plans for the Scheldekwardier are accomplished. As there is an influx of businesses, more offices are settled in the part between the Machinefabriek and the Timmerfabriek then were planned, which resulted in a small business district. This stirs up the city centre.

On top of that, the newly developed campus in the Spuikom creates a lot of liveliness in the city centre. Since the university of applied sciences has grown so quickly, it needs a lot more space. The Spuikom turned out to be the perfect location, with the cinema nearby and situated close to the city centre and boulevard.

The enormous amount of people that came to work and study in Vlissingen asked for housing space. Besides the housing in the Scheldekwardier, new housing was developed between the Commandoweg and Groene Boulevard. All large harbour companies from the Binnenhaven moved to Vlissingen-Oost, because they needed more space. Hereby the area was unlocked for housing and new neighbourhoods were developed. At this location temporary homes are realized for the temporary workers in the harbours. From here there is a quick connection to Vlissingen-Oost.

In the city centre new housing was developed on

the small empty lots and the planned building block at the head of the Dok was redeveloped and raised. At the Spuistraat the low generic buildings are replaced for higher buildings that create sightlines to the courtyard behind it and reduce the uncomfortable size of the Spuistraat. Also on the location of the parking lot next to the courtyard new buildings are developed. Moreover the boulevard is under pressure of more high-rise. To not create a higher barrier between the city centre and water the high-rise is limited and thought out. At the Westerstraat new 'high-rise' is developed including a new connection to the boulevard. Furthermore, the back facades of the Boulevard de Ruyter are redesigned as fronts.

Because of the growing population, the inner city attracts new amenities. All amenities will be centralized and the leisure and culture activities are clustered in the oldest existing part of the city, where the characteristics of the city are most distinct. A plinth plan in the inner city connects the cluster of leisure and culture to the university campus, boulevard and the business district in the Scheldekwardier. Attractive amenities are strategically placed on the walking route to make it work optimally. At the university campus typical functions are added for the students, such as a library, supermarket, sports facilities, but also entertainment opportunities. The (sports)park on the campus is suitable for events. All this culminates to the campus becoming an important part of the city centre and walking route.

### *Mobility*

The connection between the city centre and the railway station is of great importance as there are still a lot of students and business people that do

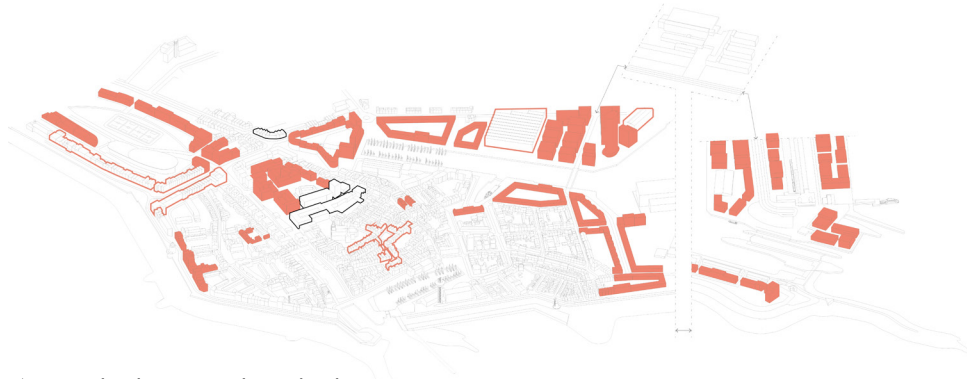


Fig. 5.3 Redevelopment and new developments

- new buildings
- redevelopment into housing
- redevelopment into (other) public function



Fig. 5.4 Amenities and attractions

- amenity cluster
- linking amenities
- ★ attractive amenity

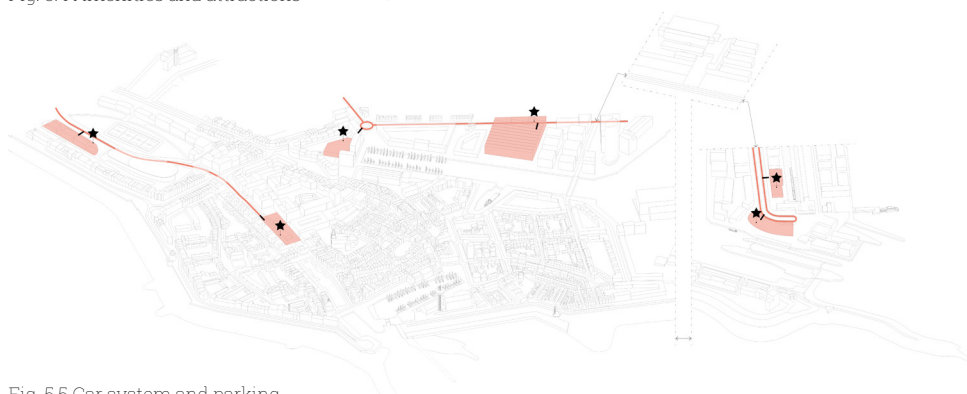


Fig. 5.5 Car system and parking

- acces road
- ★ parking facility
- entrance parking facility

not live in Vlissingen and most of commute by train every day. Therefore a HOV bus lane is added that goes directly between the railway station and new developed University campus. Furthermore, two bus lanes from the railway station are added to the bus system. The first new bus lane goes through the Scheldekwartier, the historic city centre and the university campus. The second new bus lane departs from a new bus stop on the other side of the sluices at the railway station and goes via the Commandoweg to the city centre and the Spuikomweg. This will improve the public transport and will make the accessibility of the city centre more all-round.

Besides the public transport between the railway station and the city centre the cycle possibilities and connection needs to be really good as well, especially with the expansion location of the University on a considerable distance from the station. At the Prins Hendrikweg and Paul Krugerstraat a cycle highway will be developed connecting the station hub to the Spuikom. Moreover, in front of the station public transport cycles need to be ready for use.

A lot of business people come and go by car. Therefore there needs to be clarity in the road network; which streets are access roads and which not. The streets leading to the parking garages are designed car friendly. A large part of the Machinefabriek is transformed into a parking garage. On the campus an underground parking garage is developed to meet the students and also the cinema visitors. The parking garage De Fonteyne and Scheldeplein provide parking places for visitors of the historic city centre.

### *Image quality*

The walking route between the amenity clusters needs to be comfortable and attractive. This route will be redesigned in the same style to create cohesion. The Coosje Buskenstraat, that is an important connection to the boulevard, is redesigned with less parking places and more green. The Walstraat and Scheldeplein, that form the most comfortable connection between the University campus and the historic centre, are redesigned more attractive and green. The historic city centre is made car free, so one can recreate comfortable. Also the station square is redesigned to a place to stay instead of a place to pass through and it now forms a nice entrance of the city.

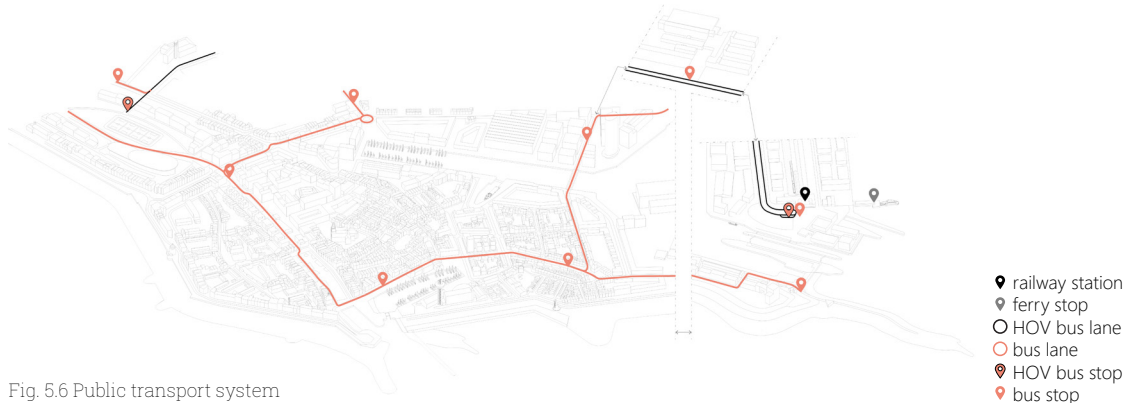


Fig. 5.6 Public transport system



Fig. 5.7 Cycling system

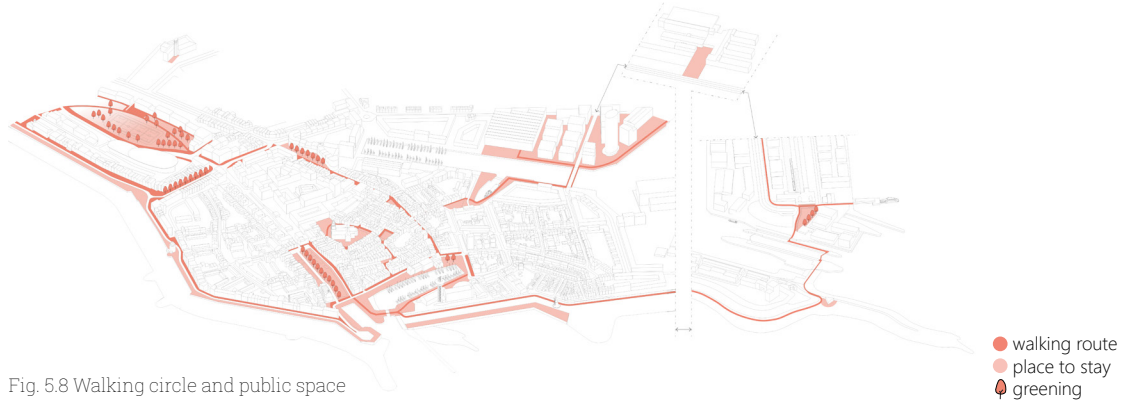


Fig. 5.8 Walking circle and public space

### 5.3.2 THE FOSSIL RESIDENTIAL CITY

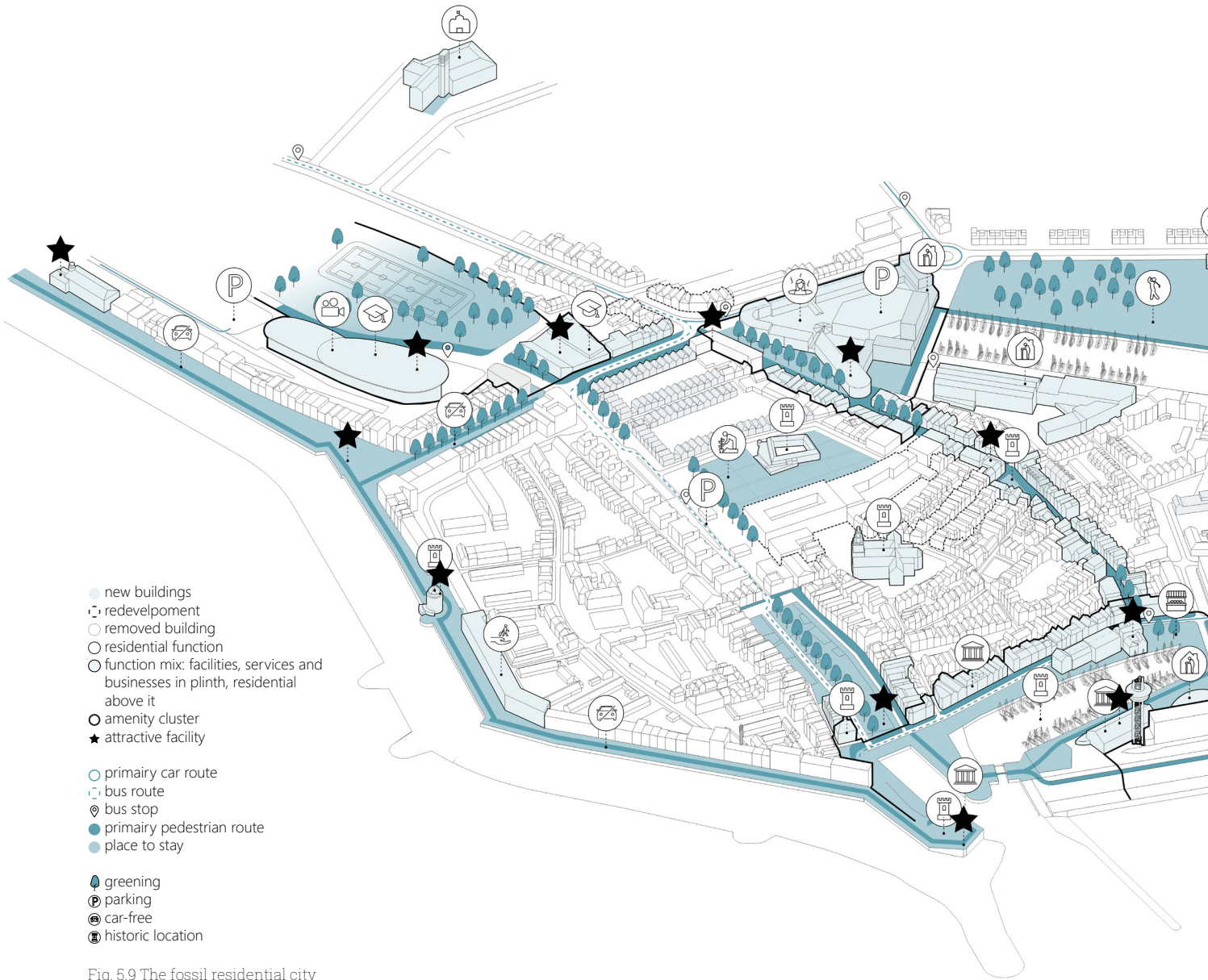
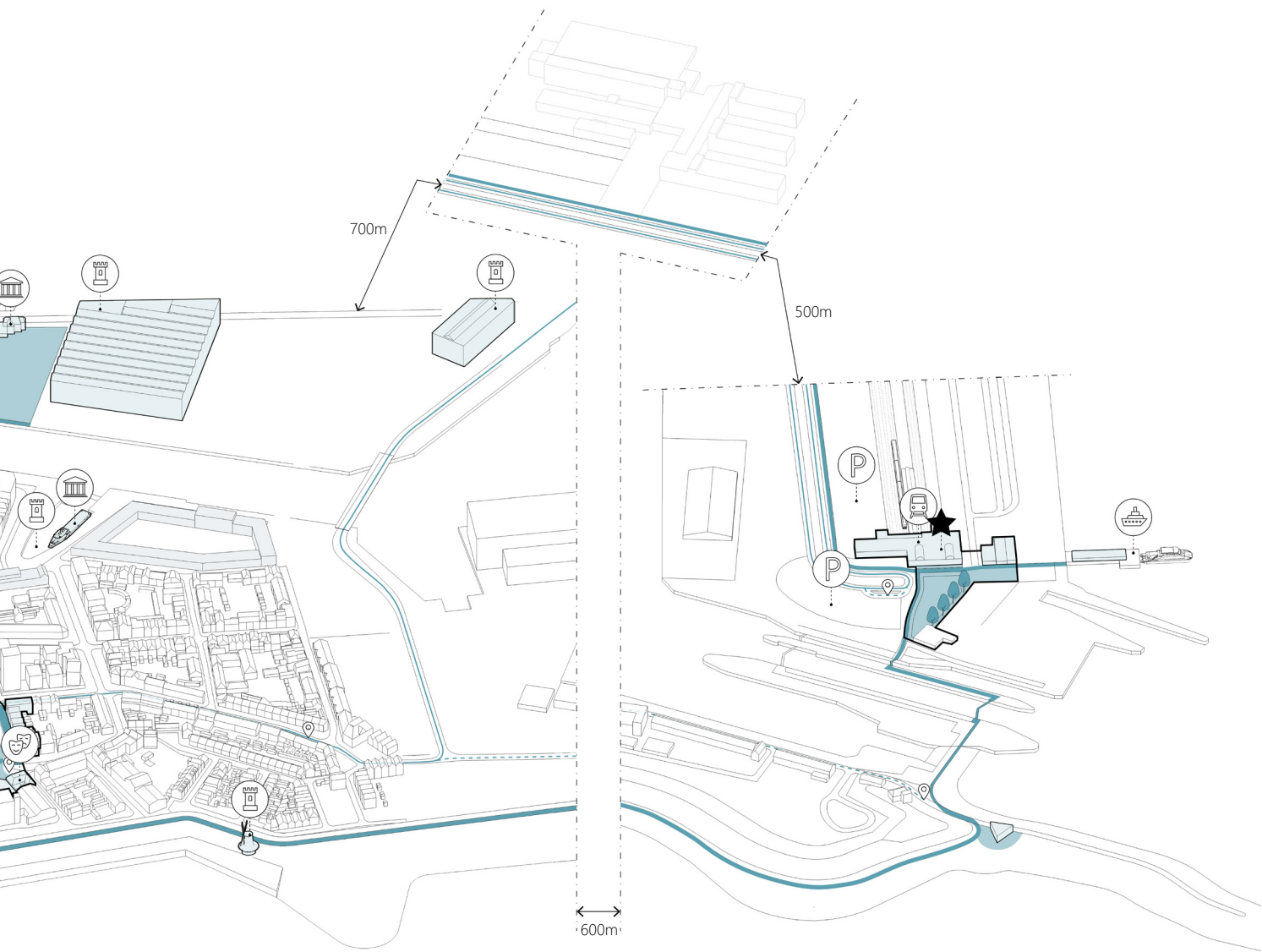


Fig. 5.9 The fossil residential city





As the municipality has little income, it is of high importance to stimulate the economy for elderly: recreation and health. This can be done to attract the right amenities to the city. Amenities, where elderly spend their money. In this way the income of the municipality will be higher, but still not comparable to the income of the municipality in the prosperous harbour city. Therefore there needs to be prioritized where to invest in and will it take much longer to solve the six problems of the city than in the prosperous harbour city.

#### *Program*

The fossil residential city will be less dense than the city is today. Population shrinkage leads to smaller housing demand. Consequently the urban regeneration project 'Scheldekwardier' is not developed fully. Instead of this, the terrain is shaped as a golf park linking neighbourhoods together. A golf park is appropriate as a lot of elderly like this type of recreation and can spend their money here. As the city is populated mainly by the older generation, the carousel moved away and the building got a new function as residential care centre. The cinema was not popular by the elderly and the University is shrinking as there is a departure of young people. The remaining University functions and the cinema will be combined in the cinema building. The existing University building will be removed.

Medical tourism is a growing market in the city, it is the visiting of places or areas to promote mental or physical health. Healthcare institutions, insurers and hoteliers in Vlissingen are developing recovery programs for people undergoing surgery. The boulevard is the perfect location for a medical hotel,

as the coast promotes the recovery process of the medical tourists. The medical hotel will be oriented towards both the sea and city centre and a new connection between the city centre and sea will be created next to the hotel.

At the head of the Dok new elderly homes are developed, from where the elderly have a beautiful view on the harbour with yacht boats. On top of that the new building hides the unattractive the Scheldeplein parking garage. When the municipality has enough money the modern building blocks with their large amount of floor space are removed, bringing back the small courtyard. To not create a gap in the city centre new small-scale houses are built at this location.

Besides the health needy elderly there are the active elderly that like leisure and wellness activities. These amenities are centralized close to the elderly homes and residential care centres. The building block at the head of the Dok is transformed into a wellness centres where functions as a sauna, swimming pool and massage rooms are located. Around the Vissershaven leisure activities are clustered. To link the two amenity clusters, services and other amenities are clustered in the Walstraat. The Coosje Buskenstraat links the amenities to the boulevard. In this way a walking circle is created. To make this walking circle work 'attracting' amenities, such as the supermarket, HEMA and library, are strategic placed on this route.

#### *Mobility*

In the fossil residential city the car will be less used than nowadays. A lot of active elderly walk or cycle to the city centre, as shows from the questionnaire results. The less active elderly are dependent on

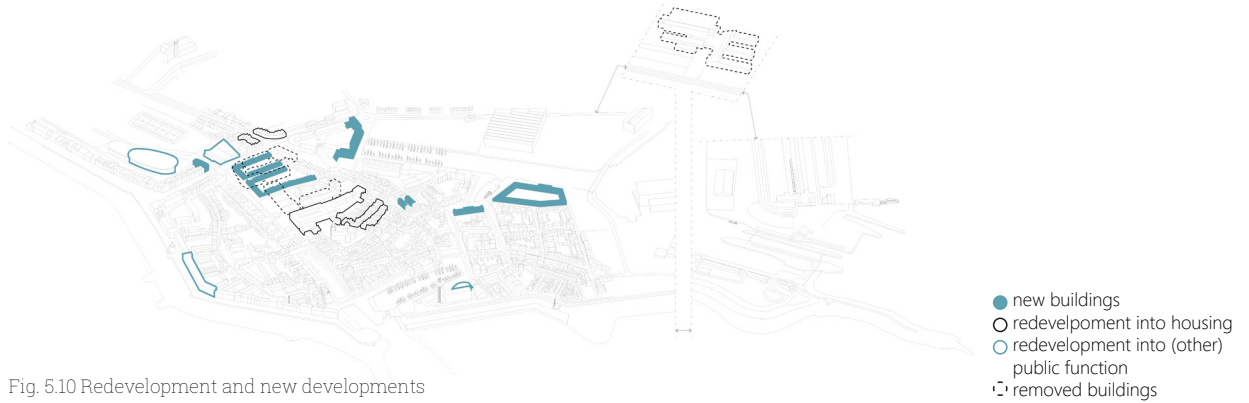


Fig. 5.10 Redevelopment and new developments

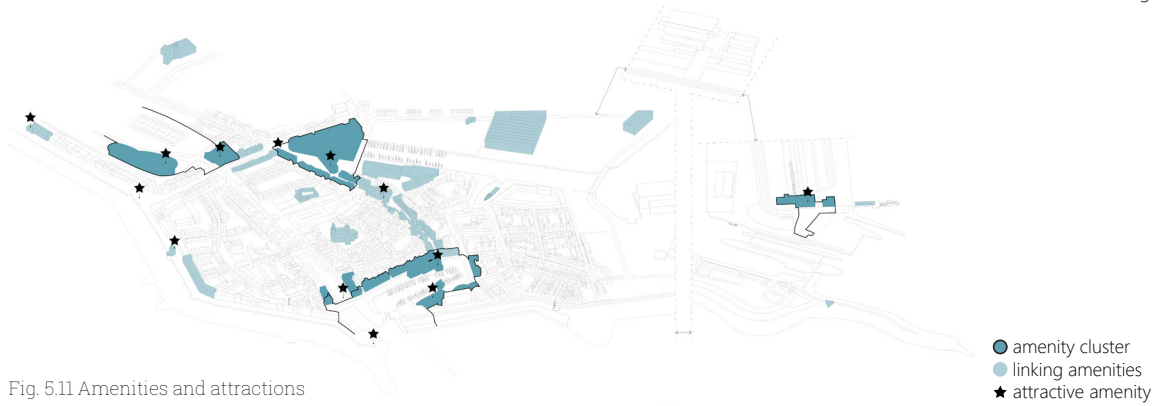


Fig. 5.11 Amenities and attractions

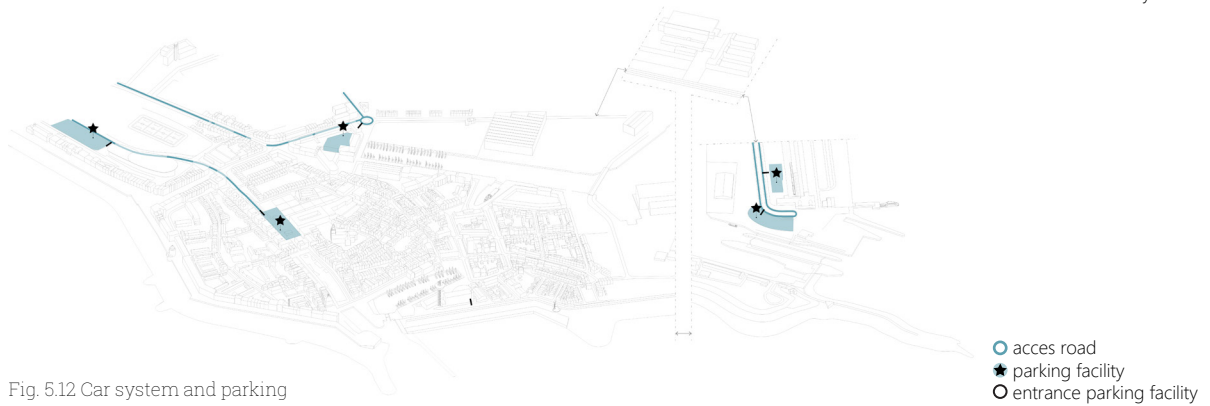


Fig. 5.12 Car system and parking

public transport, so there needs to be a good connection between the city centre and the train station. Therefore the current bus lane is adjusted and now goes through the city centre. A new bus lane is added that starts at the railway station on the other side of the sluices and goes through the city centre and continues in the Badhuisstraat. Besides the regular bus traffic, smaller busses intended for the disabled, pass through the city and pick up the disabled in front of the residential care centres and health institutions.

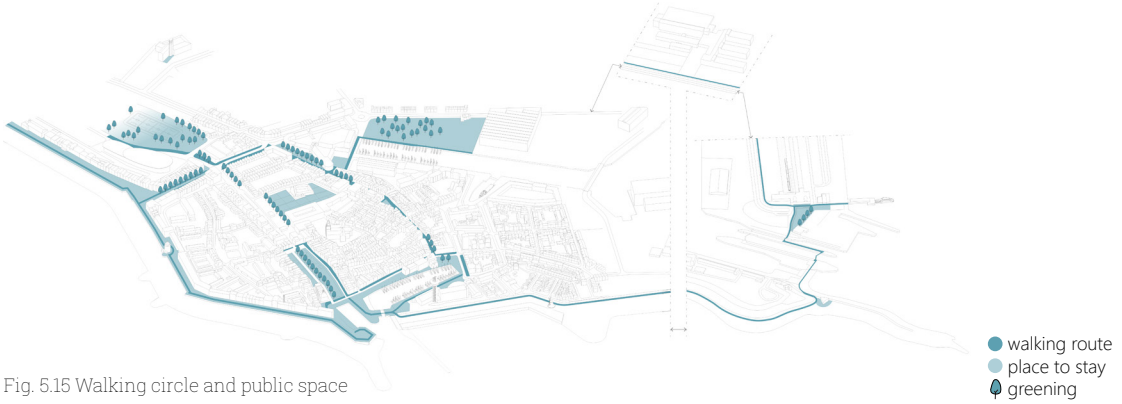
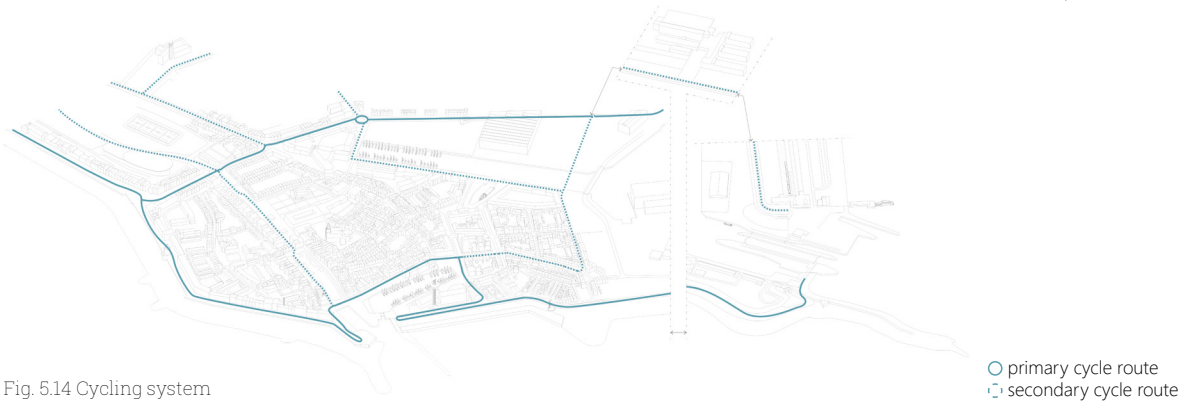
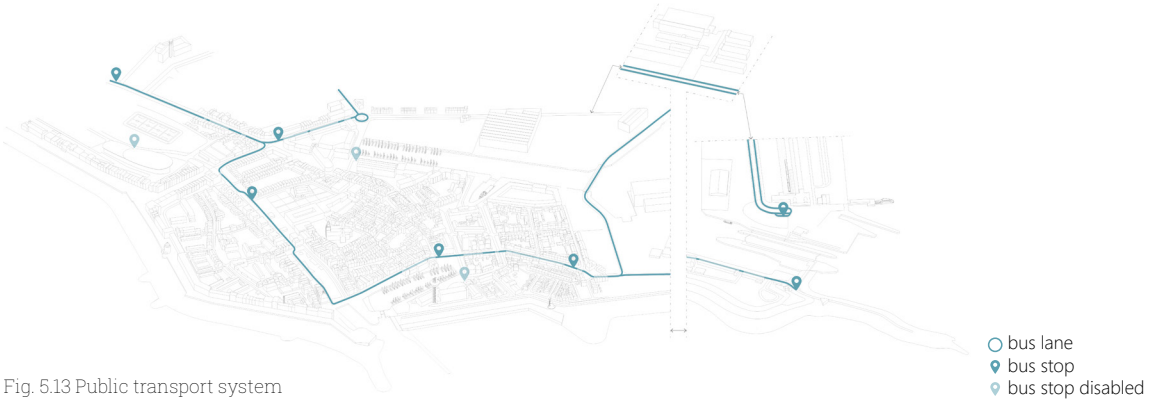
Because of the reduced car use, there is an overload of parking facilities. A lot of street parking can be removed as the main parking garages have enough capacity. Furthermore, the Boulevard is made car free, as this became unduly as car route. In this way the boulevard becomes slow traffic friendly and meets the demand of the elderly, that like to cycle and walk. Furthermore, this offers the opportunity to redesign the Boulevard more recreational. Also the Groene Boulevard should become more recreational, to meet the demand of the elderly. From the boulevard route there needs to be a good connection to the amenities in the city centre. As the Coosje Buskenstraat has a wide profile this street becomes part of the cycling system and connects the boulevard route to the beginning of the Walstraat. The Nieuwendijk is the connection from the boulevard to the end of the Walstraat. Spots where one can easily park ones bike link the cycling system to the walking circle, just like the parking garages and bus stops.

Moreover the water transport possibilities are improved, as a lot of elderly have their own recreational yacht boat and want to moor in the harbours. Therefore a berths for yachts is realized

in the Dok.

#### *Image quality*

In the walking route there needs to be cohesion and it needs to be comfortable and attractive. Therewore, the Coosje Buskenstraat needs to be more slow traffic friendly and more attractive. Green is added and the parking places are removed and the street is designed in a way the cars are guest. Also the Scheldeplein, Arsenaalplein and Zeilmarkt need to be redesigned in line with the Coosje Buskenstraat and Walstraat.



### 5.3.3 THE VERSATILE TOURIST CITY

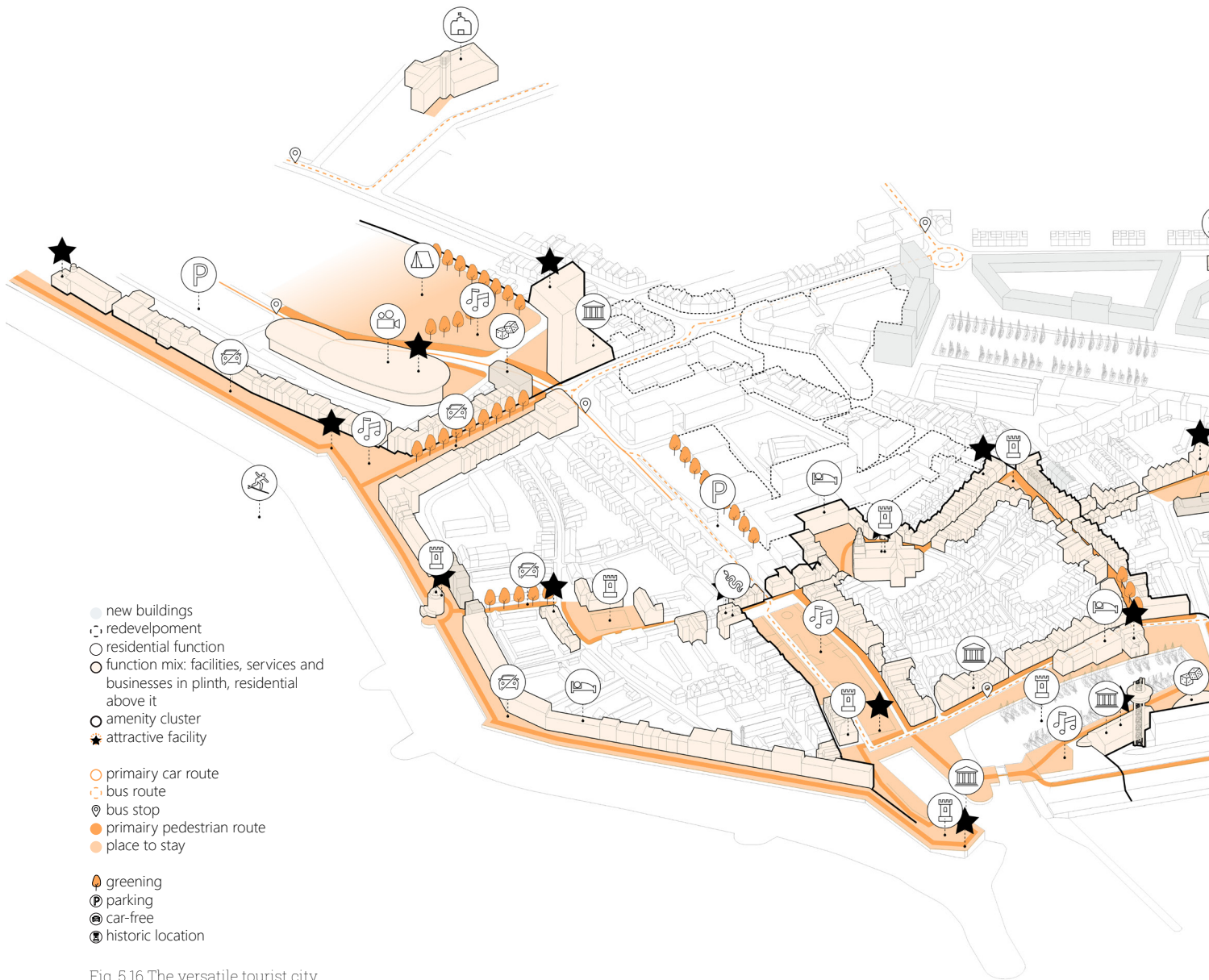
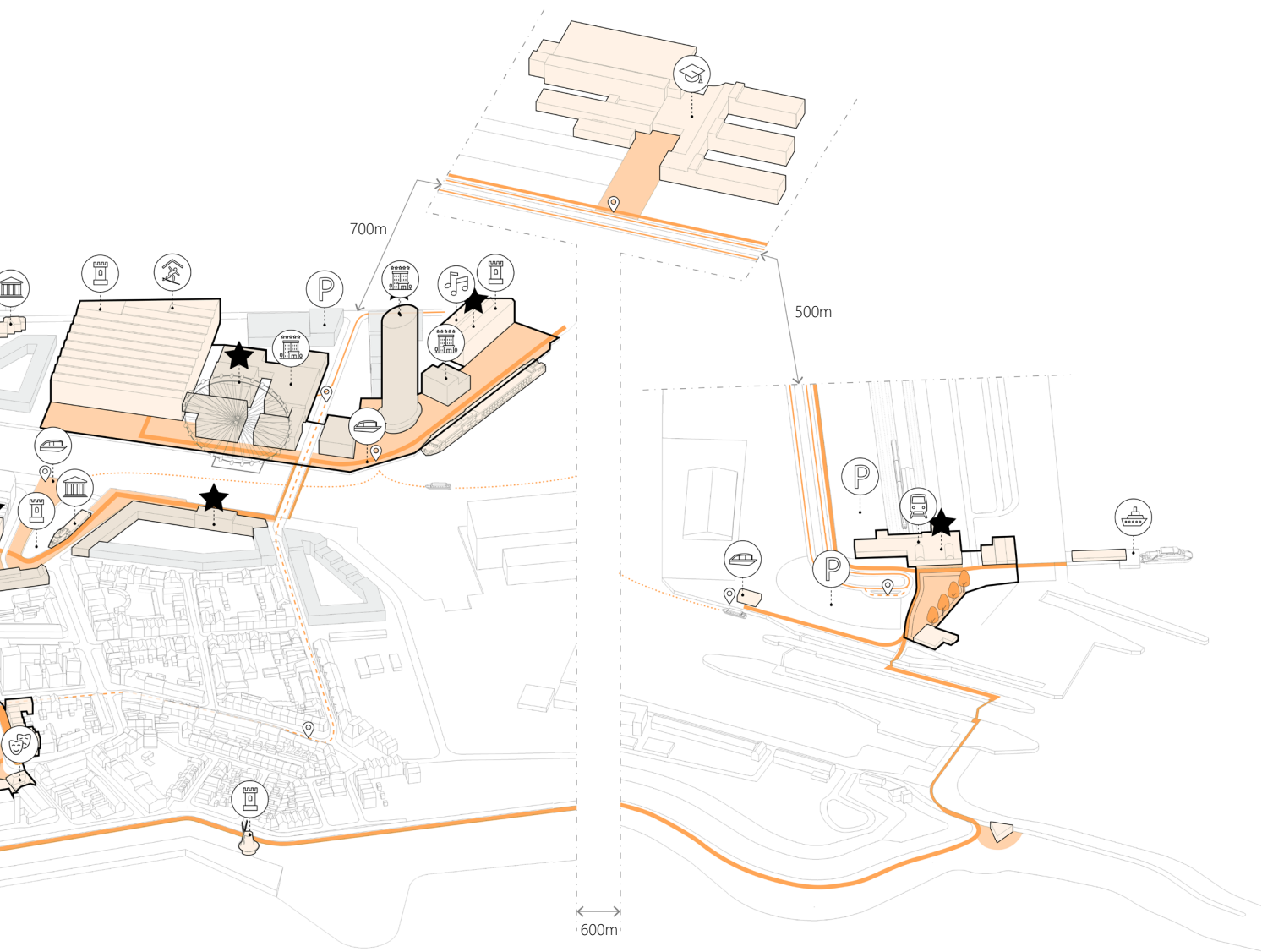


Fig. 5.16 The versatile tourist city



The municipality focuses on tourist accommodations and touristic activities that are not limited to the summer months, but cover the whole year. Because of that the municipality has quite high income, which makes it more easy to solve the six crucial problems in the inner city.

### *Program*

The versatile tourist city will be a little bit denser than the city is today, because it needs to give shelter to 800 till 900 tourists per day. The plans for the Scheldekwartier are accomplished, but the part between the Machinefabriek and the Timmerfabriek was not destined with a residential purpose. A large holiday resort turned out to be more suitable for this location, that is so close to the historic city.

To meet the demand for different kinds of tourist accommodations, different types of hotels are situated in the historic city centre and on the boulevard. People living on a photogenic location, such as the Bellamypark, Oude Markt and Boulevard, are required to rent a room for at least 100 days per year. People who enjoy camping can visit the new city camping in the Spuikom, just behind the boulevard. Water tourism is an important part of the tourism in Vlissingen. Therefore there are a lot of mooring places for yacht boats in the Vissershaven but also in the Dok. On top of that multiple times per month river cruise ships arrive in the city and moor at the Dok. There are also regular guests that have their own holiday accommodation in Vlissingen, such as a second home, mobile home or boat on a permanent mooring.

Tourists come to Vlissingen because of the unique south facing boulevard where ships sail close to the coast. Therefore, the boulevard is under pressure

of more high-rise. To not create a higher barrier between the city centre and water the high-rise is limited and thought out. Furthermore, it is of great importance that there is a good connection from the holiday resort to the boulevard and from the Spuikom to the boulevard. There are two routes from the holiday resort to the boulevard. Both pass interesting historic locations. The first is partly existing and goes via the Vissershaven and Bellamypark to the Bolwerk. The second goes via the three historic markets of the city to the Gevangentoren. To make this route work, a block of the boulevard buildings is 'cut out' and amenities are centralized on this route. Attractive amenities are added on this route to make it function optimally.

To improve the route from the city camping to the boulevard the unattractive generic building at the 'head' of the Spuikom was replaced for an iconic building, that attracts a lot of tourists, and creates an interesting entrance to the city centre and boulevard.

Besides the boulevard a lot of tourist come for the water sports possibilities. The waves off the coast of Vlissingen are very suitable for surfing. Besides that, there are opportunities for water skiing. When the weather is not suitable for outdoor water activities, there is the unique possibility for indoor surfing in the Machinefabriek.

The cinema and different kinds of events also attract a lot of tourists to the city. All type of events during the whole year are organized on different locations in the city: the boulevard, the Bellamypark, the Groene Boulevard and a new location that is added in front of the cinema and the new iconic building. Indoor events are taking place in the Timmerfabriek.



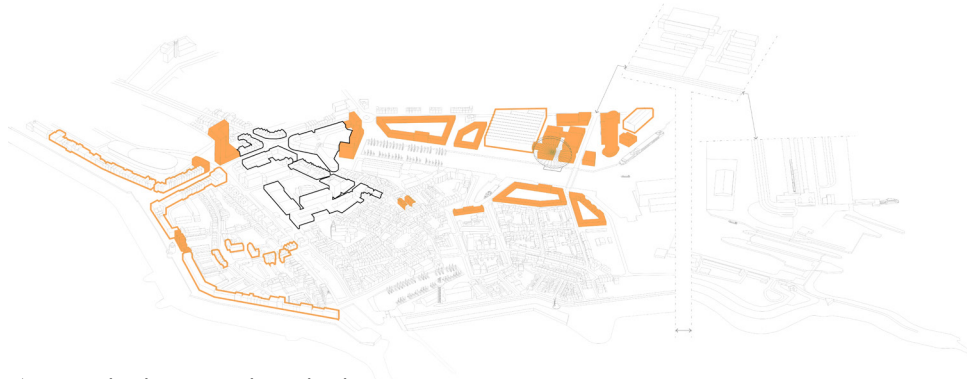


Fig. 6.17 Redevelopment and new developments

- new buildings
- redevelopment into housing
- redevelopment into (other) public function



Fig. 6.18 Amenities and attractions

- amenity cluster
- linking amenities
- ★ attractive amenity

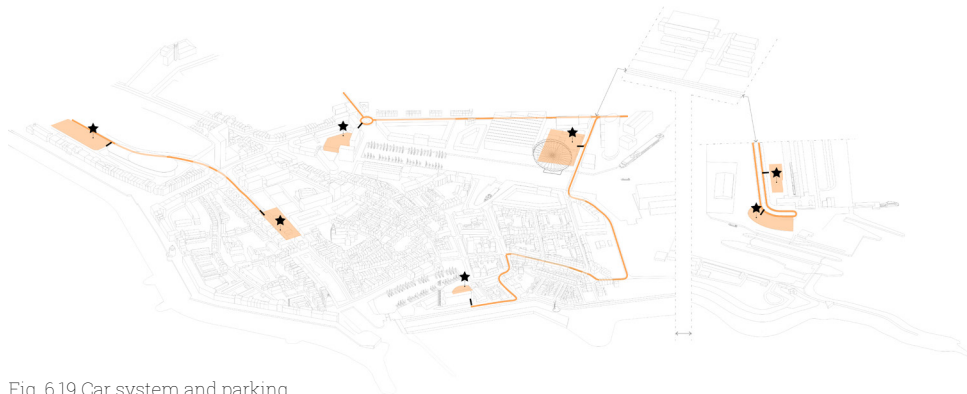


Fig. 6.19 Car system and parking

- access road
- ★ parking facility
- entrance parking facility

### *Mobility*

A lot of tourists will come by car or public transport, as appears from the questionnaire results. For that reason the car system needs to be very clear and there needs to be enough parking space. Two existing parking possibilities are used: the parking terrain next to the cinema and the underground parking garage De Fonteyne. However the pedestrian entrance is not on the Spuiplein anymore, but is moved to the Oude Markt, which is part of the walking route and is a much more comfortable and attractive 'entrance' of the city centre than the Spuiplein. A new parking garage is developed on the holiday resort, not only intended for the people staying there, but also for the other visitors of the city. Moreover, the Carrousel will be redeveloped into two recreational towers. With this redevelopment a new public parking garage will be developed at this location, which creates an all-round mobility approach. Also the station area will be promoted as parking location, to meet the demand of parking.

Besides the tourists that come by car there will be a lot of tourists that arrive by train. Therefore connection between the railway station and city centre needs to be really good. Therefore the current bus lane is going through the Spuikomweg instead of the Badhuisstraat and a new bus lane is added going past the Scheldekwardier, historic city centre and Spuikom. Besides the bus there is the possibility to use the watertaxi that goes between the Dokje van Perry and the quay at a 150 meters distance from the railway station. Moreover, rent-a-bike spots are placed here, and at more locations in the city centre to improve the mobility.

### *Image quality*

The boulevard is the main attraction for tourists, so it has been redesigned to attract even more tourists. The boulevard is made car-free and the hospitality industry has expanded, so it has become a real promenade where beach and water related functions are settled. The Coosje Buskenstraat and the new connection from the Gevangentoren to the city centre are also made pedestrian friendly with less cars, wide sidewalks and more trees. The back facades of the boulevard buildings are redesigned as fronts, to soften the barrier. The Grote Markt is redesigned from a place to pass through to a place to stay, so it becomes part of the attractive walking route with pleasant places to stay.

As the station area becomes an even more important entrance of the city, with the promoting of parking, it needs to be redesigned more attractive and as a place to stay with more hospitality functions. Consequently, the Groene Boulevard, needs to be redesigned more recreational.

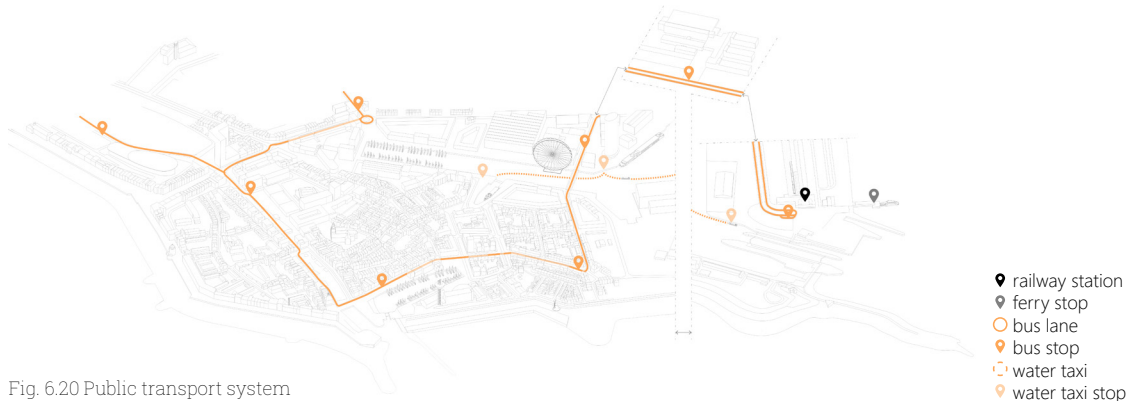


Fig. 6.20 Public transport system

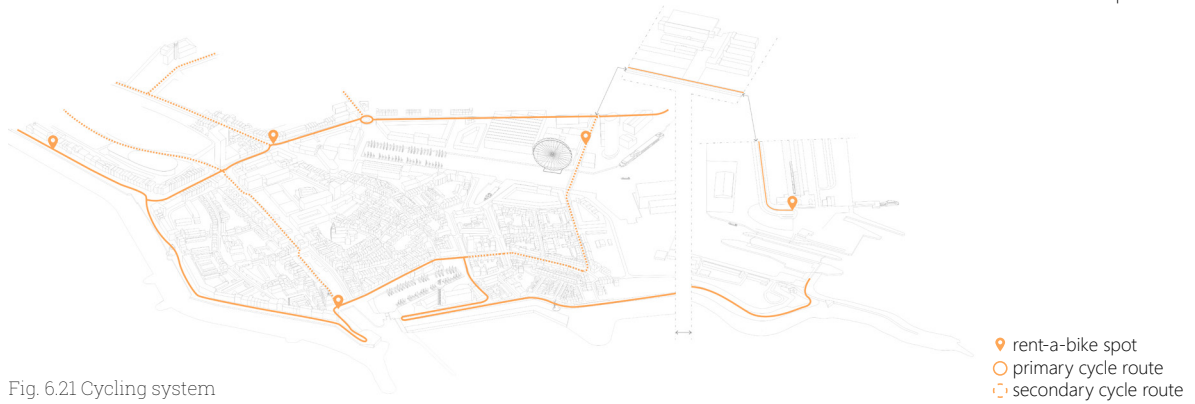


Fig. 6.21 Cycling system

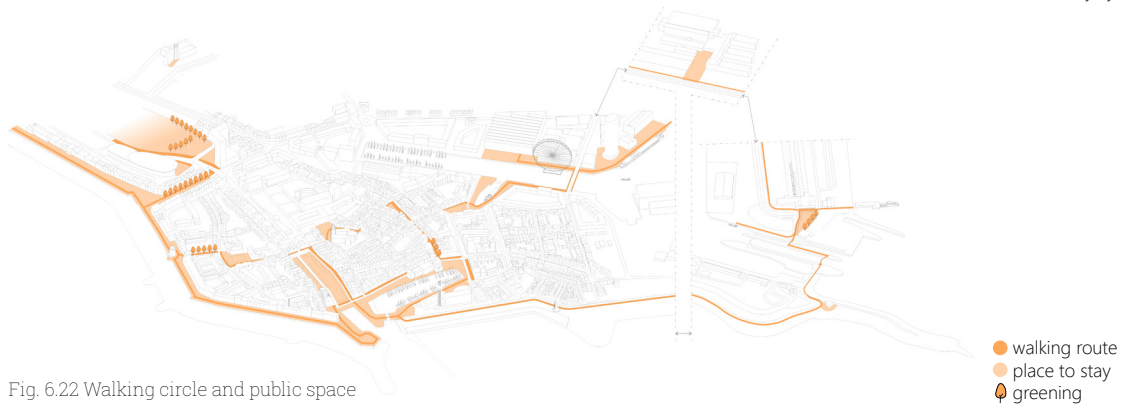


Fig. 6.22 Walking circle and public space

### 5.3.4 EXPERIENCING THE SCENARIOS

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Fig. 5.23 Historic city centre in the prosperous harbour city



Fig. 5.24 Historic city centre in the fossil residential



l city



Fig. 5.26 Historic city centre in the versatile tourist city



Fig. 5.26 Scheldekwartier in the prosperous harbour city: business district



Fig. 5.27 Scheldekwartier in the fossil residential city: golf park



Fig. 5.28 Scheldekwartier in the versatile tourist city: holiday resort



Fig. 5.29 Boulevard in the prosperous harbour city



Fig. 5.30 Boulevard in the fossil residential city





Fig. 5.31 Boulevard in the versatile tourist city

## 5.3.5 RECOMMENDATIONS LINKED TO PROBLEMS

	1. Large wasteland (Spuikom)	2. Scattered amenities	3. Decontextualized	4. Lost historic character
<i>The prosperous harbour city</i>	<ul style="list-style-type: none"> <li>- centralize (expansions of) attractive amenities</li> <li>- redevelop Spuikom area into a place to stay: expansion location for University</li> <li>- improve public transport</li> </ul>	<ul style="list-style-type: none"> <li>- centralize (expansions of) attractive amenities</li> <li>- centralize amenities</li> <li>- redevelop properties of moved amenities</li> <li>- attract new amenities</li> <li>- plinth strategy</li> <li>- improve car system</li> <li>- improve public transport</li> <li>- improve cycle system</li> <li>- redesign station area into a place to stay</li> <li>- redevelop Spuikom area into a place to stay</li> </ul>	<ul style="list-style-type: none"> <li>- plinth strategy</li> <li>- centralize amenities</li> <li>- attract new amenities</li> <li>- redesign Coosje Buskenstraat</li> <li>- redesign back façades of Boulevard de Ruyter as fronts</li> <li>- develop new housing at Westerstraat with new connection to the boulevard</li> <li>- limit new high-rise at boulevard</li> </ul>	<ul style="list-style-type: none"> <li>- cluster leisure amenities mainly in historic city centre</li> <li>- create cohesion by redesigning in the same style</li> <li>- redevelop generic buildings and urbanism or redesign and renovate façades of generic buildings with low aesthetic value: area between Vrouwestraat, Spuistraat, Coosje Buskenstraat and Walstraat, building block at the head of the Dok and Aldi-building</li> </ul>
<i>The fossil residential city</i>	<ul style="list-style-type: none"> <li>- centralize (remaining) attractive amenities</li> <li>- redevelop Spuikom area into a place to stay: the remaining University functions and cinema will be combined</li> <li>- redevelop or remove vacancy</li> <li>- improve public transport</li> </ul>	<ul style="list-style-type: none"> <li>- centralize (remaining) attractive amenities</li> <li>- centralize (remaining) amenities</li> <li>- redevelop properties of moved amenities</li> <li>- redevelop or remove vacancy</li> <li>- plinth strategy</li> <li>- improve public transport</li> <li>- improve cycle system</li> <li>- redesign station area into a place to stay</li> <li>- redevelop Spuikom area into a place to stay</li> <li>- redesign Groene Boulevard more recreational</li> </ul>	<ul style="list-style-type: none"> <li>- plinth strategy</li> <li>- redesign Coosje Buskenstraat</li> <li>- redesign back façades of Boulevard de Ruyter as fronts</li> </ul>	<ul style="list-style-type: none"> <li>- cluster leisure amenities mainly in historic city centre</li> <li>- create cohesion by redesigning in the same style</li> <li>- redevelop generic buildings and urbanism or redesign and renovate façades of generic buildings with low aesthetic value: area between Vrouwestraat, Spuistraat, Coosje Buskenstraat and Walstraat, building block at the head of the Dok and Aldi-building</li> </ul>
<i>The versatile tourist city</i>	<ul style="list-style-type: none"> <li>- attract new amenities</li> <li>- redevelop Spuikom area into a place to stay: expansion location for different types of tourist accommodations</li> <li>- improve public transport</li> </ul>	<ul style="list-style-type: none"> <li>- centralize (all-year-around) amenities</li> <li>- redevelop properties of moved amenities</li> <li>- attract new amenities</li> <li>- plinth strategy</li> <li>- improve car system</li> <li>- improve public transport</li> <li>- improve cycle system</li> <li>- redesign station area into a place to stay</li> <li>- redevelop Spuikom area into a place to stay</li> <li>- redesign Groene Boulevard more recreational</li> </ul>	<ul style="list-style-type: none"> <li>- plinth strategy</li> <li>- centralize amenities</li> <li>- attract new amenities</li> <li>- redesign Coosje Buskenstraat</li> <li>- redesign back façades of Boulevard de Ruyter as fronts</li> <li>- upgrade tunnel connection to high-quality connection</li> <li>- limit new high-rise at boulevard</li> </ul>	<ul style="list-style-type: none"> <li>- cluster leisure amenities mainly in historic city centre</li> <li>- create cohesion by redesigning in the same style</li> <li>- redevelop generic buildings and urbanism or redesign and renovate façades of generic buildings with low aesthetic value: area between Vrouwestraat, Spuistraat, Coosje Buskenstraat and Walstraat, building block at the head of the Dok and Aldi-building</li> </ul>

*5. One-sided approach to the city*

- 
- strategically place parking facilities and public transport stops
  - improve public transport

- 
- strategically place parking facilities and public transport stops
  - improve public transport
  - Improve water transport

- 
- strategically place parking facilities and public transport stops
  - improve public transport
  - Improve water transport
- 

*6. No cohesion in urbanism and architecture*

- 
- create cohesion by redesigning in the same style
  - reduce big public spaces
  - reduce street parking
  - plinth strategy
  - strategically place attractive amenities
  - strategically place parking and public transport stops
  - create hierarchy in traffic type
  - redevelop generic buildings and urbanism
  - redesign Spuikom, Coosje Buskenstraat, Station area, Scheldeplein, Walstraat north, Zeilmarkt and Arsenaalplein

- 
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  - redevelop generic buildings and urbanism
  - redesign Spuikom, Coosje Buskenstraat, Station area Scheldeplein, Walstraat north, Zeilmarkt and Arsenaalplein

- 
- create cohesion by redesigning in the same style
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  - strategically place parking facilities and public transport stops
  - create hierarchy in traffic type
  - redevelop generic buildings and urbanism
  - redesign Spuikom, Coosje Buskenstraat, Station area, Zeilmarkt, Arsenaalplein and Boulevard de Ruyter
- 

*Stimulate*

- 
- attract businesses and employment opportunities and in this way attract young people and families
  - collaboration of (new) businesses with University of Applied Sciences, so the University grows and attracts students
  - attract new amenities

- 
- recreation and culture by attracting new amenities
  - health care
  - elderly to spend their money

- 
- all-year-around tourism
  - (water)recreation, culture and events that create job opportunities
- 

*Avoid*

- 
- overpopulation
  - unilateral economy
  - unlimited amount of high-rise
  - building in nature areas

- 
- shrinking economy
  - lack of representativeness for businesses
  - departure young people
  - vacancy

- 
- imbalance in tourists and inhabitants
  - seasonal tourism
  - unlimited amount of high-rise (at boulevard)
  - building in nature areas
-

## 5.4 PRIORITY ASSESSMENT

The recommendations can be restructured in seventeen spatial recommendations, five economic recommendations and three social recommendations. The seventeen spatial recommendations are divided in program, mobility and image quality. Furthermore, a list of potential design locations can be formulated out of the recommendations on the previous page. To get to prioritize the spatial recommendations and locations, these are valued and totalized per scenario. The social and economic recommendations cannot be prioritized.

		<i>Scenario</i>		
		<i>1</i>	<i>2</i>	<i>3</i>
<i>Program</i>	<i>Spatial recommendations</i>			
	1. Centralize amenities	xxxx	xxx	xx
	2. Attract new amenities	xxx	x	xxx
	3. Redevelop or remove vacancy	x	xxx	x
	4. Cluster leisure amenities mainly in historic city centre	x	x	x
5. Strategically place attractive amenities	x	x	x	
<i>Mobility</i>	6. Plinth strategy	xxx	xxx	xx
	7. Improve car system	x		x
	8. Improve public transport	xxx	xxx	xxx
	9. Improve cycle system	x	x	x
	10. Strategically place parking facilities and public transport stops	xx	xx	xx
	11. Improve water transport		x	x
<i>Image quality</i>	12. Redevelop generic buildings and urbanism or redesign and renovate façades of generic buildings with low aesthetic value	xx	xx	xx
	13. Redesign back façades of boulevard	x	x	x
	14. Create cohesion by redesigning in the same style (paving, street furniture, green)	xx	xx	xx
	15. Create comfortable public spaces	xx	xx	x
	16. Create hierarchy in traffic type per street	x	x	x
	17. Ingenious new high-rise	x		x

---

*Economic recommendations*

---

18. Facilitate economic growth optimally
19. Attract new business
20. Stimulate recreation and culture and health care as economic activities
21. Versatile tourism
22. Tempt people to stay more / longer in the city centre by creating a wider range of facilities

---

*Social recommendations*

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23. Invest in young people
24. Attract young families
25. Attract well-of elderly

		<i>Locations</i>	<i>Scenario</i>		
			<i>1</i>	<i>2</i>	<i>3</i>
<i>Areas</i>	-	Station area	xx	xx	xx
	-	Spuikom	xxx	xxx	xxx
	-	Boulevard de Ruyter			x
	-	Groene Boulevard		x	x
	-	area between Vrouwestraat, Spuistraat, Coosje Buskenstraat and Walstraat	x	x	x
<i>Streets</i>	-	Coosje Buskenstraat	xx	xx	xx
	-	Walstraat north	x	x	
<i>Squares</i>	-	Scheldeplein	x	x	
	-	Arsenaalplein	x	x	x
	-	Zeilmarkt	x	x	x
<i>Buildings</i>	-	Building block at the head of the Dok	x	x	x
	-	Aldi-building	x	x	x

## 5.5 ADVISE

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The priority scheme shows that all scenarios have the same type of recommendations. Almost every recommendation appears in each scenario or in two of them. It can be concluded that the inner city has more 'fixed' problems than 'scenario-dependent' problems. The 17 spatial recommendations are developed as solutions for the 'fixed' problems.

The economic and social recommendations concerning what to stimulate and what to avoid differ per scenario. Although, they do not contradict. The recommendations are divided in economic recommendations and social recommendations.

### *Economic recommendations*

In terms of economy, growth can be seen. The employment in the harbour is increasing. It is of great importance to facilitate this growth optimally and to attract new business. To avoid a unilateral economy, recreation and culture and health care as economic activities should be stimulated. Tourism must become more versatile and not just seasonal. This will create an all-round economy with different types of employment opportunities. There must be a wider range of facilities and people must be tempted to come more frequent and stay longer in the city.

### *Social recommendations*

The aging population is a fact. In order to maintain a 'healthy' population composition, it is important to invest in young people. First of all to limit their departure to study or work elsewhere and secondly attract them to return to Vlissingen after their study. Attracting young families is of significance to limit the demographic pressure. The elderly must certainly be pampered. They are often well-off, and their spending profits the city.



## 6.1 STRATEGY CONCEPT

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The aim of this chapter is to define an optimal strategy and accessory design interventions for the inner city of Vlissingen. This will provide an answer to the main research question.

The strategy is a long term strategy, that is not feasible for the city of Vlissingen today. It is developed as direction to go to, as a starting point for developments, to prevent unnecessary investments. The strategy is built up on the basis of relevant interventions as described in the scenarios. Design exercises are done to actual invent how to design a place of experience.

### *The strategy concept*

The inner city is not able to function properly, because of six crucial issues. Because of these existing issues, trends have more impact on Vlissingen than elsewhere. To make the inner city function optimally and turn it into a place of experience, all layers of the city centre have to be addressed and the problems should be examined as a whole. Furthermore, the spatial, social and economic levels have to be taken in to account as well. What links all the layers is the network of public spaces, where mobility, image quality, program and people come together. Therefore the strategy concept is to create a high-quality network that attracts a high-quality program and a diverse audience.

The network will consist of multiple main axes, each with its own character. Some of these axes are existing, but do not form a network. These axes need to be strengthened, extended and combined with new axes, so a network will be created.

The boulevard, green boulevard, historic harbour and a part of the narrow shopping street are

existing characters in the city, but they do not form a complete network. The unpolished harbour will be added to the network when the plans for the Scheldekwartier are completed. To complete the network the narrow shopping street will be extended to the historic harbour. The Coosje Buskenstraat will be designed as a promenade linking the Boulevard to the narrow shopping street. The Spuikom, Spuistraat and Bellamyparkt will be transformed into a green vein, to supplement the little green there is in the city centre at the moment. Currently this axis is a windy connection with unpleasant large public spaces. A sub route or short cut via the Grote Markt, Oude Markt, Kleine Markt and Dokje van Perry will add an extra connection to link the four north-south axes. This route will not have its distinct character, but will adapt to the characters of the north-south axes. These axes will be explained further with design examples at the end of this chapter.

First the high-quality network will be further explained on basis of three themes: program, mobility and image quality. The recommendations,



formulated from the scenario method, will be basis for the three themes. How the three themes come together will be shown in design examples, such as the main axes of the network.

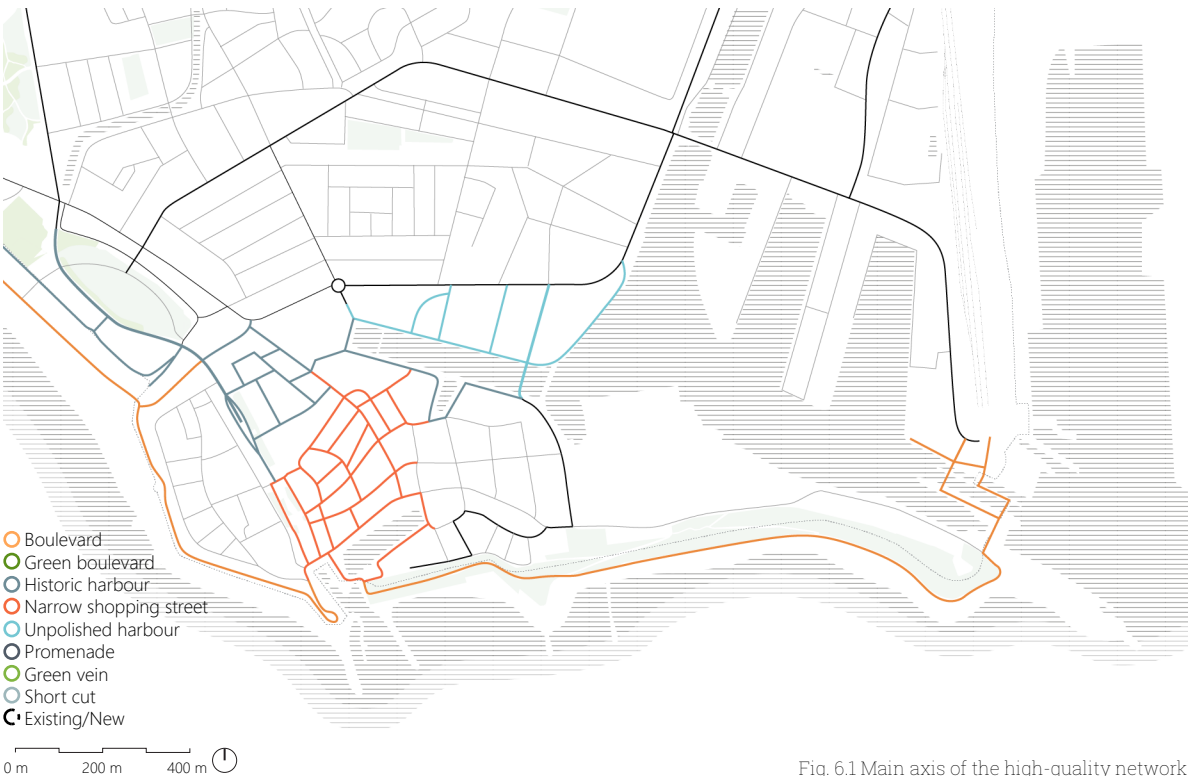


Fig. 6.1 Main axis of the high-quality network

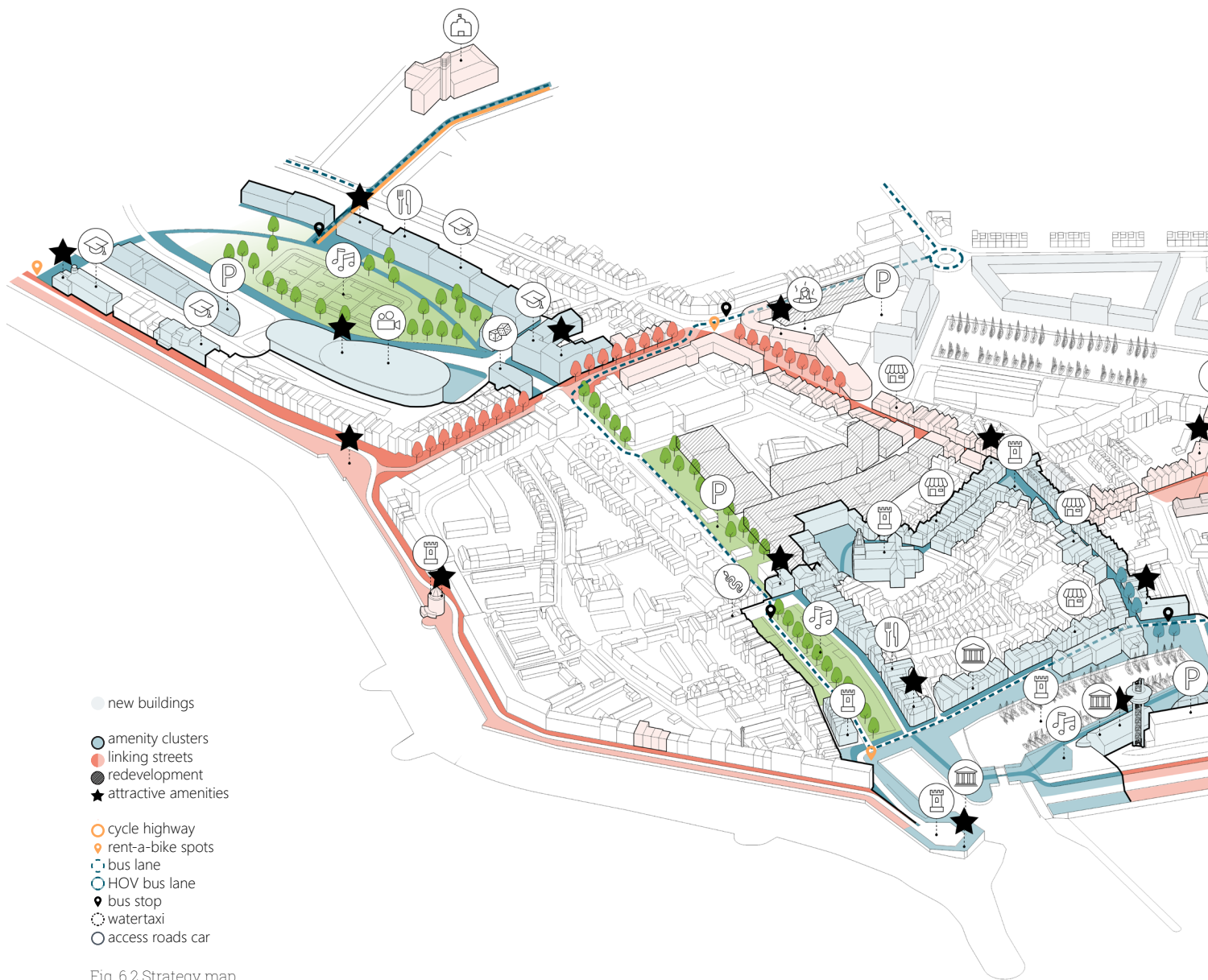
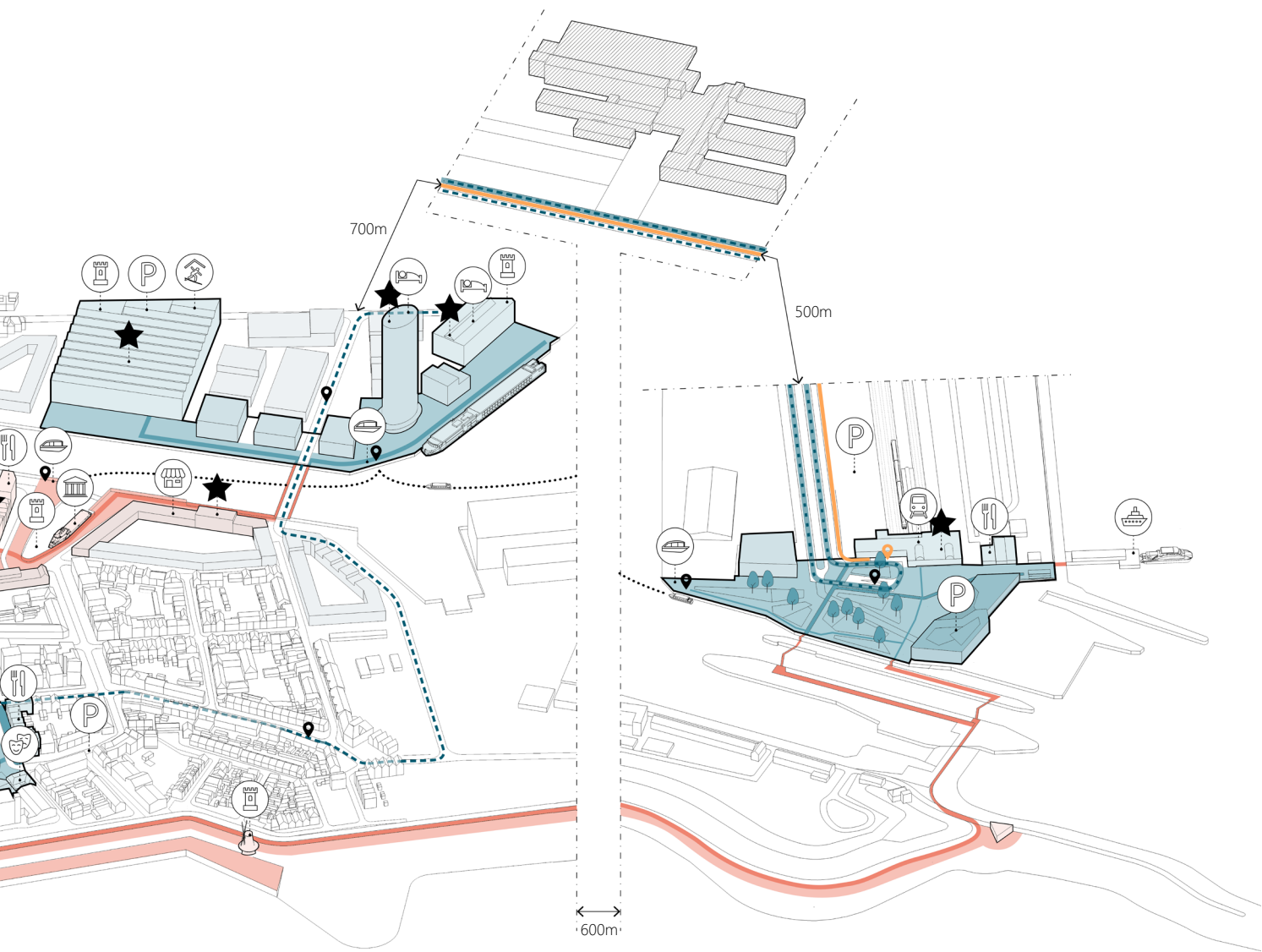


Fig. 6.2 Strategy map



## 6.2 PROGRAM

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The previous chapter shows five recommendations regarding the program. The priority assessment shows that centralizing amenities has high priority. When amenities are replaced, the properties of the moved amenities, need to be redeveloped. Furthermore, it is of importance to attract new types of amenities, to wider the range of facilities. Clustering leisure amenities mainly in the historic centre is the fourth recommendation, because in the historic centre the characteristics of the city are most distinct. Also strategic positioning of attractive amenities will strengthen the network of public spaces.

At the moment there are many scattered facilities or small clusters of amenities. The idea is to create facility clusters that are connected with a mixed program in linking streets. The scattered leisure and culture amenities will be clustered in the historic city centre. The University of Applied Sciences will be relocated in the Spuikom and will form, together with the cinema and new added facilities, a cluster of knowledge and entertainment. With the development of the Scheldekwartier, a new cluster will be created between the Machinefabriek and Timmerfabriek, where a maritime program and water related activities are central. The station area will be developed as a hub, that is a place to stay and not only to pass through.

### *Leisure and culture cluster*

In the oldest existing part of the city, the characteristics of the city are the most distinct. The historic architecture and locations give the historic centre a good atmosphere. At the moment multiple cafes and restaurants are located here. Also the MuZEEum, Arsenaal, Carrousel and the theatre are located around the Vissershaven. On the Oude

Markt some attractive cafes are located and the Sint Jacobsstraat is a nice shopping street. The circle is almost complete, except for vacancy and the gap in Walstraat south. Therefore the facilities located in the Lange Zelke will be replaced to the southpart of the Walstraat. The property in the Lange Zelke will be transformed into offices and housing. The new amenity cluster will attract a divers public. Already different types of facilities are located here: day out activities (for children), hospitality industry, retail functions and culture related activities. What should be added to create a fully provided cluster, are entertainment opportunities for the younger population and wellness for the elder population. A wider range of facilities will tempt the public to visit more frequent and stay longer in the city.

### *Knowledge and entertainment cluster*

The Spuikom has much potential in itself, but also as part of the inner city. The Spuikom needs to be developed, preferably as part of the inner city. However, because there is no demand for further leisure and culture functions, it is the ultime location for the University of Applied sciences. When the

University is located here, it will boost the inner city by creating a lot of liveliness. Students will recreate more in the city centre because they will no longer be limited to the Prins Hendrikweg. This way a sense of belonging between city and students will be created. This can be seen as an investment in young people as potential new citizens. Facilities for the student target group will be located in the Spuikom, such as a canteen and sports facilities. The cinema can be used as an auditorium for special lectures etc.

However, for the existing University building, a party needs to be found for redevelopment. Possible functions are a residential care centre, offices or a holiday resort (e.g. Preston Palace is developed in a former hospital).

*(Water)recreation cluster*

A cluster with a maritime program and water related activities will be developed between the Machinefabriek and the Timmerfabriek. A high urban environment with various autonomous building



Fig. 6.3 Redevelopment

volumes next to each other is planned. The Zeeland Tower will be an iconic height accent in the middle of the Scheldekwartier. In the tower living, recreation and enjoyment functions will be combined. On the first floors will be space for hospitality industry and a spacious roof terrace will be included. In the current plans the Timmerfabriek will transform to a grand café/restaurant and a luxury hotel. According to plans the Dok will house a mixed maritime program. There will be berths for yachts, a marina

and berths for the brown fleet. Just outside the Dok, near the Timmerfabriek, there will be a mooring place for river cruise ships. These new possibilities and facilities will attract new types of tourists; it will versatile tourism. For the Machinefabriek, new use has yet to be found. Although a large central parking facility on the floors seems to be here. In my opinion the Machinefabriek is suitable for indoor water related activities, such as indoor surfing. First of all to make tourism more versatile and secondly

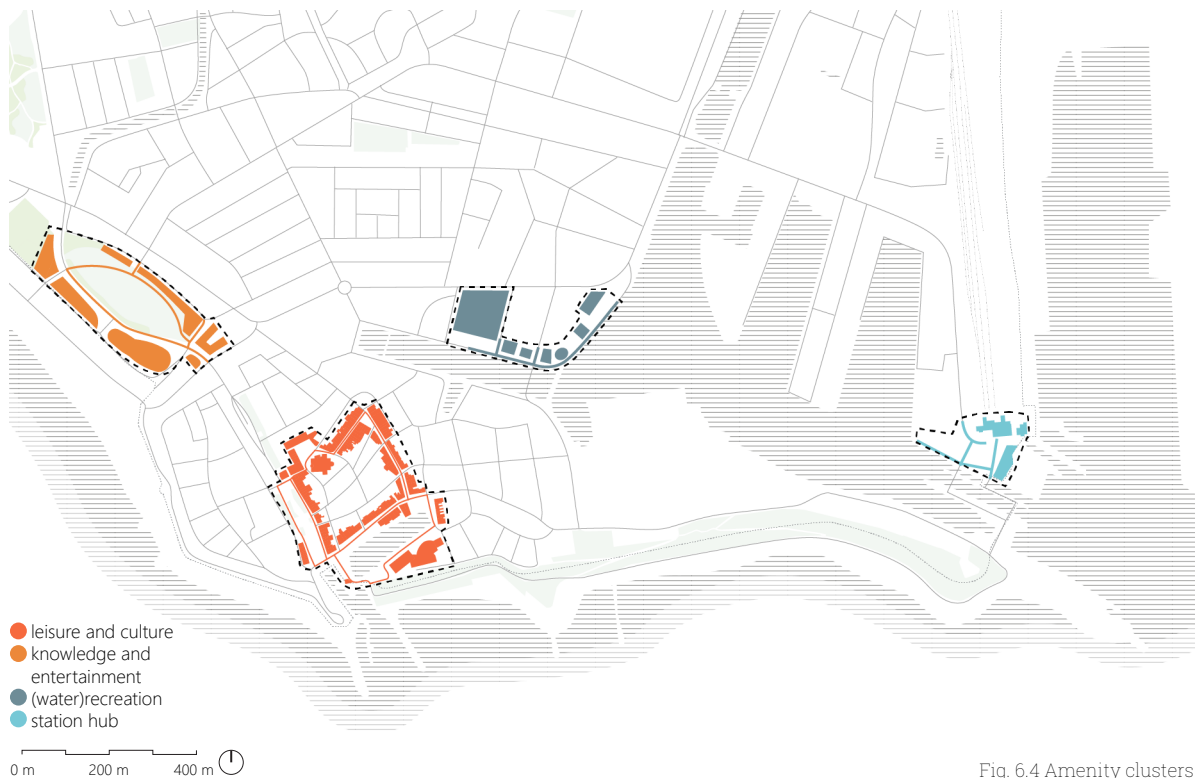


Fig. 6.4 Amenity clusters

to profile Vlissingen with water activities.

### Station hub

In order to develop the station area into a place to stay and not only to pass through, it should be redesigned to become more comfortable and it needs to become more focussed on hospitality functions. This is quit feasible in the short term. In the long term the station area has great potential to turn into an area where maritime working and living

come together. The Prins Hendrikweg can develop as a slightly urban boulevard, in contrast to the other, natural city entrance, along the coast coming from the railway station.

### Linking streets

The three amenity clusters will be linked by streets that have a mixed program of retail, services, daily shops, cafés etcetera. In Walstraat north and Coosje Buskenstraat east, which connect the leisure and



Fig. 6.5 Linking streets

culture cluster to the knowledge and entertainment cluster, there are already a lot of facilities located, although there is vacancy as well. This vacancy will be filled with amenities from the Scheldestraat or Badhuisstraat. The Dokje van Perry and Houtkade will be the linking streets between the leisure and culture cluster and the (water)recreation cluster. The other amenities from the Scheldestraat and Badhuisstraat will be located here. The property of the relocated amenities in the Scheldestraat and Badhuisstraat will be redeveloped into housing and

the streets will be designed as attractive residential streets.

#### *Attractive amenities*

In order to make the network work, attractive amenities, such as the Albert Heijn, HEMA and Action, will be strategically located on this route; at about the same distance from each other and preferably at intersections. Between the attracting amenities smaller facilities will be situated.

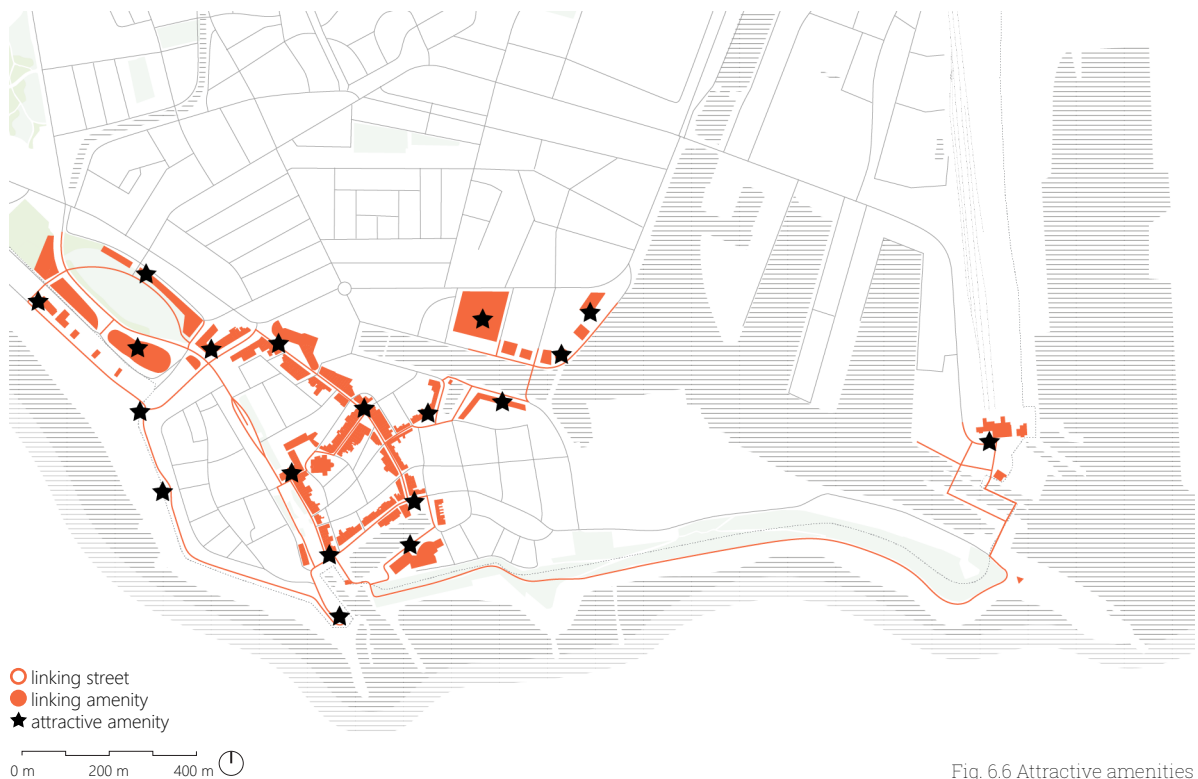


Fig. 6.6 Attractive amenities



## 6.3 MOBILITY

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Six recommendations are formulated regarding mobility in the previous chapter. Improve public transport is the recommendation with the highest priority regarding mobility. Especially with the relocation of the University public transport is of great importance. For the same reason the cycle system and car system are given a higher priority. Also plinth strategy, which is about the walking system, has a high priority. This is closely linked to the third recommendation, regarding mobility; strategically place parking facilities and public transport stops. Furthermore there are opportunities in water transport that should be seized. The general aim for mobility is to make the city all-round accessible.

### *Plinth strategy*

A plinth strategy is about managing the attractiveness of the street at eye level. It is about seducing people to enter, or walk through the street or cross the square. In the main axes of the high-quality network it is the appearance of the environment, in which the program can reinforce the public space. There are multiple axes in the network that have less or no amenities in the plinth. For example the Boulevard. This already has an attracting appearance thanks to the water and the ships that sail closely along the coast. Also in the Spuistraat no amenities will be located. Still, it is an important axis in the city and it needs to be pleasant. At the moment it is an unpleasant large public space where human scale is lost. Since there is very little green in the city centre at the moment, the Spuistraat will be designed, together with the Spuikom and Bellamypark, to become a green vein through the city. From the Spuikom to the Bellamypark the type of green will transform from park green to more urban green. Despite the fact there are no amenities, the

appearance of the environment will be positive and invite people to walk through. In the shopping streets there are amenities in the plinth that can interact with the public space by extending on the street with terraces or stalls for example. In this way people will be seduced to walk through the street.

### *Cycle system*

Because of the relocation of the University, a lot of students will cycle between the railway station and the Spuikom. Therefore a fast connection between the two needs to be created. The Prins Hendrikweg and Paul Krugerstraat are the shortest connection and because the profile of these streets is wide, a cycle highway can be designed here, that will have enough capacity to handle the students. Because it is not easy to rent a bike in the city, a cycle hire principle, such as in Barcelona, will be introduced to stimulate bike use. This has much potential for tourist use as well. Several spots will be added in the city where one can easily rent a bike. At the moment there are enough bicycle stands in

the city centre, just on the boulevard there is a lack of bicycle stands. To make it easier to park your bike and to stimulate people to stop and take a walk on the boulevard, bicycle stands will be added on the boulevard.

*Public transport accessibility*

Because of the relocation of the University the public transport connection between the railway station needs to be very good. Therefore a HOV (high-quality public transport) bus lane will be added that

directly connects the University to the railway station without intermediate stops. This bus lane will go via the Prins Hendrikweg and Paul Krugerstraat. These roads have space for an independent bus lane.

To improve the accessibility of the historic centre and to create all-round accessibility of the city centre, a new bus lane will be added going from the railwaystation through the Scheldekwardier, the historic centre and via the Scheldestraat and Paul Krugerstraat back to the railway station. The bus will go one direction because there is no room for two



Fig. 6.7 Cycle system

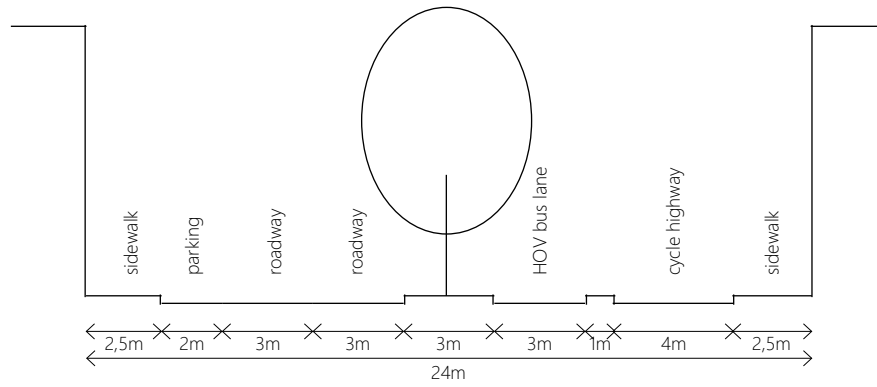


Fig. 6.8 New street profile Paul Krugerstraat

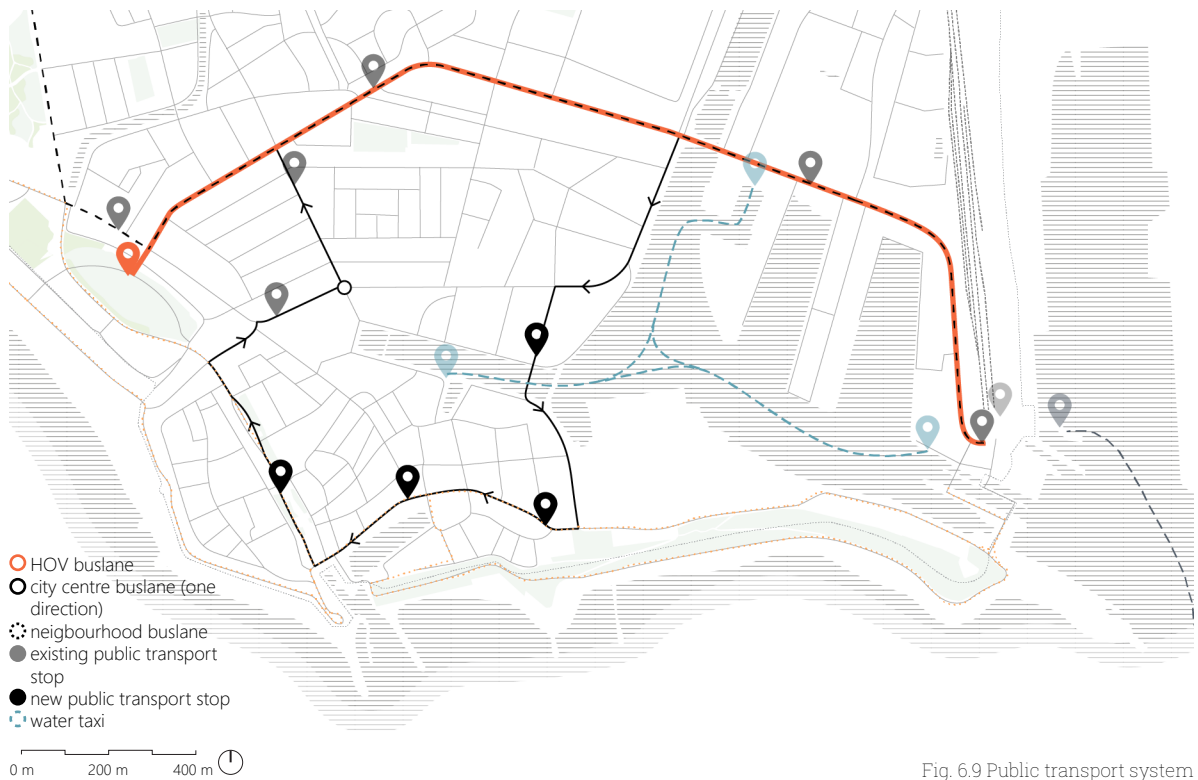


Fig. 6.9 Public transport system

directions in the historic centre. Because this one direction bus lane will go through the inner city, the existing bus lane will skip the city centre and becomes a direct neighbourhood connection.

*Car accessibility and parking facilities*

To make it possible to remove street parking and parking terrains in the city centre, especially those on the main axes of the high-quality network, parking garages have to be developed.

First of all in the Machinefabriek 800 parking places

are planned to replace all parking lots that will be lost with the creation of the Scheldekwartier. Secondly, with the development of the Spuikom, a new garage will be built that has a higher capacity than the two parking terrains offer that are currently located in the Spuikom, so that it can also replace parking lots in Coosje Buskenstraat and on the Boulevard. Furthermore, it would be a huge opportunity to be able to develop a parking garage combined with the redevelopment of the Carrousel (at the Vissershaven) into two small recreational

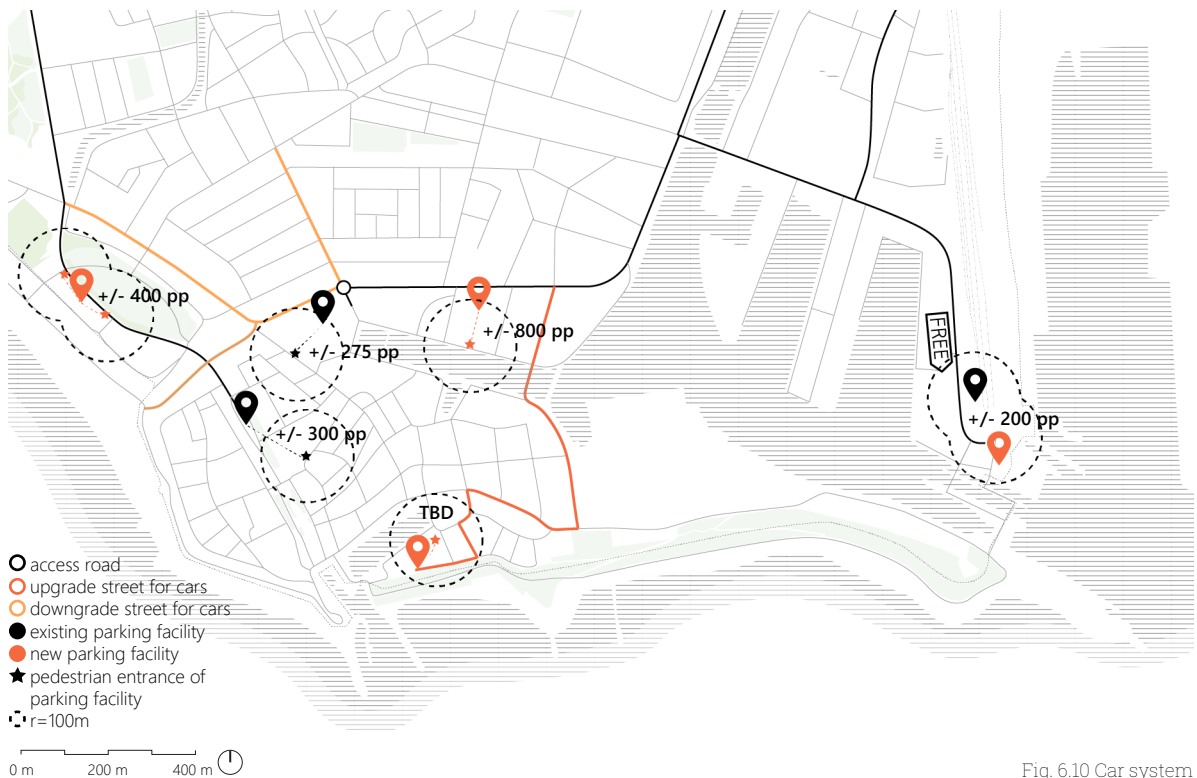


Fig. 6.10 Car system

towers (recently announced plan). This could also replace street parking on the main axes of the network. But most of all, it would make the city all-round accessible by car. Above all, the location of the parking facilities will strengthen the main axes of the high-quality network.

The parking facilities in the station hub will be promoted, especially in summer months when more parking capacity is needed. For a low price or even for free one can park their car in the station area and experience the Groene Boulevard by foot,

with a rented bike or by solar train to enter the city centre. Another option is to go by water taxi via the Binnenhaven and the Dok to the Dokje van Perry.

To create more clarity in how to enter the city by car and which parking garage to choose, hierarchy need to be created in the road network. The roads to the Spuikom garage, the Fonteyne garage, Schelde garage, the garage in the Machinefabriek and the station are good; the Spuikomweg and De Willem Ruysstraat. However to stimulate the use of these roads, some surrounding streets should be



Fig. 6.11 Car system inner city

designed to become less car friendly; the Coosje Buskenstraat, Aagje Dekenstraat, Badhuisstraat and Scheldestraat. The new parking garage at the Visserhaven needs to become better accessible by car. Therefore the Koningsweg, Simon Stevinstraat and Oranjestraat need to be upgraded.

A clear hierarchy will arise with the redesigning of these streets and will create clarity and legibility.

#### *Water transport*

In the Dok berths for yachts, a marina and berths

for the brown fleet will be housed. There will also be a mooring place for river cruises, just outside the Dok, near the Timmerfabriek. This will upgrade and stimulate water transport. Also use of the water taxi between the station area and the Dok will be stimulated with the promotion of cheap parking at the station hub. The water transport will be a supplement to the accessibility of the inner city and make it more diverse.

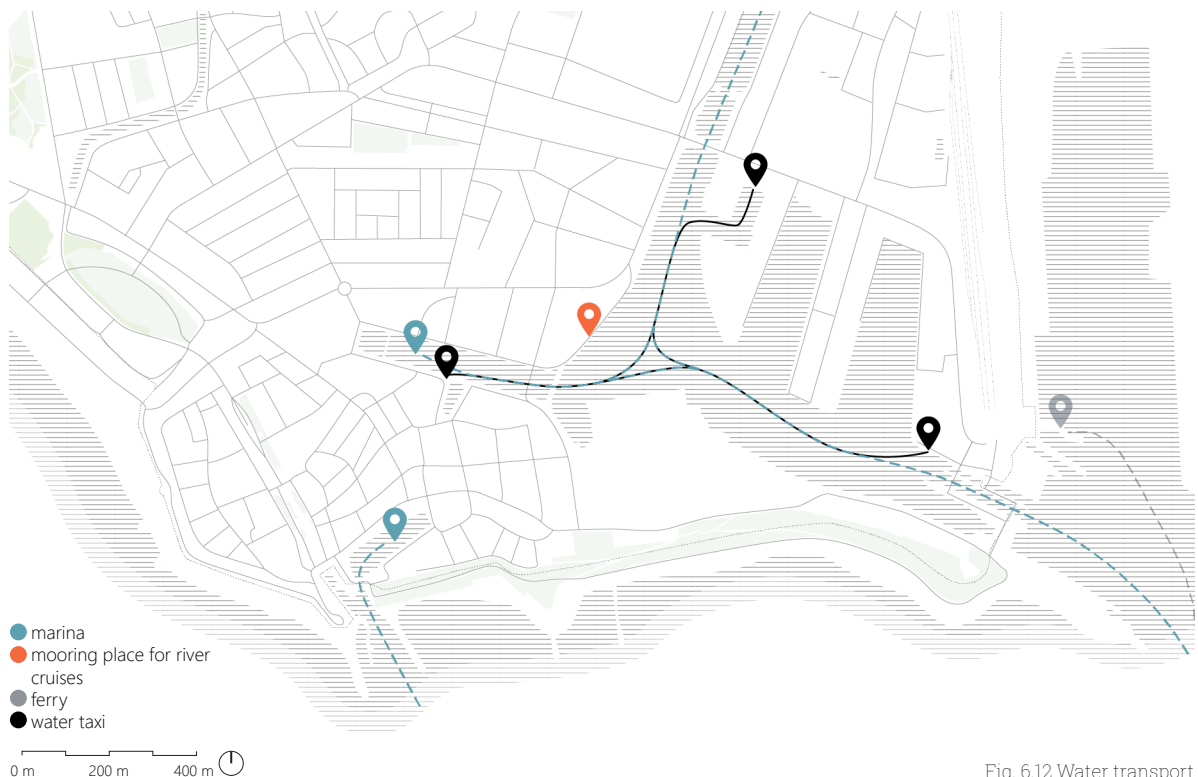


Fig. 6.12 Water transport

## 6.4 IMAGE QUALITY

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Before reading this paragraph it is important to know that image quality of a public space is not just defined horizontal. There is an extra dimension to the public; created by the façades of the buildings. There is a more than relevant interrelation between the street and the façade. This relation will be made clear in this paragraph.

The previous chapter formulates six recommendations regarding image quality subdivided in three themes: buildings, public space and skyline. It is important to emphasize that the 'plinth strategy' recommendation is also part of the image quality, and not only of the mobility. Based on the 7 recommendations and the spatial experience determinants (p. 54) guidelines are formulated for the high-quality network. These guidelines are specific guidelines for the high-quality network for Vlissingen and considering the image quality.

Using the guidelines creates a connected, attractive and comfortable inner city. With sightlines one can orient himself in the city and with the use of leading elements the city becomes more legible. The axes of the high-quality network need to be designed slow-traffic friendly, where the 'walkability' is high, but also where cyclist have priority over cars. The axes of the network are not only spaces to pass through, but also places to stay, therefore it is important to place sit elements on the axes and in this way design sittable public spaces. It is important to consider the sun while designing a public space. Placing benches on the sunny side of the street for example. What is also important to consider is if a buffer between traffic types is wanted or not. This

is really dependent on the location. In some cases it is more appropriate to have a minimal transition between the roadway and sidewalk, so the street can be seen as an extension of the sidewalk. These are most often quiet roadways. Where there is more traffic a buffer is often desirable. Furthermore, to create a transition between public space and the building and in the case of public functions to emphasize the entrance, it is desirable to design a buffer between the building and the street.

To create an attractive and seductive environment it is of importance to add green, consider human scale, minimize parking on the axes of the high-quality network, design buildings with open plinths, stimulate public functions to extent to public space, design buildings that orientate to the public space, but most of all to design considering the historic value and to create cohesion in public space and architecture. How to do this is explained in the next paragraph: the manual with guidelines for the public space and architecture regarding spheres, materials, forms, details etc.

- 
1. Use sightlines
  2. Use leading elements
  3. Add green
  4. Design walkable public spaces
  5. Design sittable public spaces
  6. Design a buffer between the building and the street
  7. Design considering the human scale
  8. Design considering the sun
  9. Design considering the historical value/character
  10. Design considering creating a buffer between traffic types or not (dependent on location)
  11. Minimize street parking on the axes of the high-quality network
  12. Design slow-traffic friendly on the axes of the high-quality network
  13. Buildings on the axes of the high-quality network have open plinths
  14. Stimulate public functions to extend to public space
  15. Buildings orientate to the public space
  16. Create cohesion in public space and architecture (manual)

Fig. 6.13 Guidelines for the high quality network



## 6.4.1 MANUAL

Currently, there is little cohesion in public space and architecture in the inner city. However, there are some repeating aspects recognizable. Especially in the most recent designs of public space and in larger developments, such as the Nieuwendijk, Kleine Markt and Dokje van Perry. On the basis of these newest developments, that have a certain cohesion, this manual is created. The manual is specific for the high-quality network and not for the whole city. As the high-quality network is representative for the whole city, the investments may be higher than in the generic part of the city. Therefore the high-quality network should be co-financed by, among others, developers.

Based on the typo-morphology, three spheres are recognizable in the city centre: the historic sphere, the boulevard sphere and the maritime sphere. However, these spheres are implicit at the moment, because the lack of cohesion in public space and architecture. Therefore the characteristics of the spheres need to be made explicit by a more clear design language.

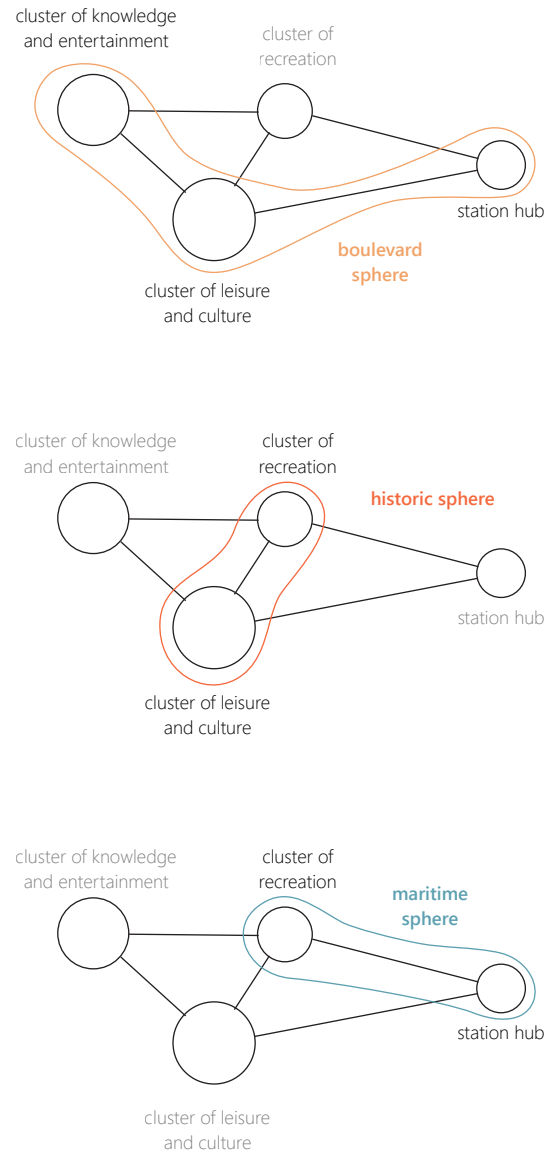


Fig. 6.14 Spheres linked to amenity clusters

The public space will function as a carpet through the inner city that creates cohesion. The manual shows what type of hardening and street furniture should be used to create this cohesion in the high-quality network. Next to the stelcon plate that is not existing, but is part of the plans for the Scheldekwartier, another new type of hardening is devised. A type that fits within all three spheres. Furthermore, a series of sitting elements is devised in line with the existing sitting block of concrete and wooden boards. The spheres will be made explicit

by accents in the public space. These accents, only fit in one sphere, e.g. the stelcon plate, that only fits in the maritime sphere. Above all, the used lighting expresses the desired sphere.

Not just the accents in the public space make the spheres explicit, the architecture does so as well. Per sphere, guidelines for architecture are formulated that express the characteristics of each sphere. The guidelines regard the envelop of the building, the interaction with other buildings, the roof types, the

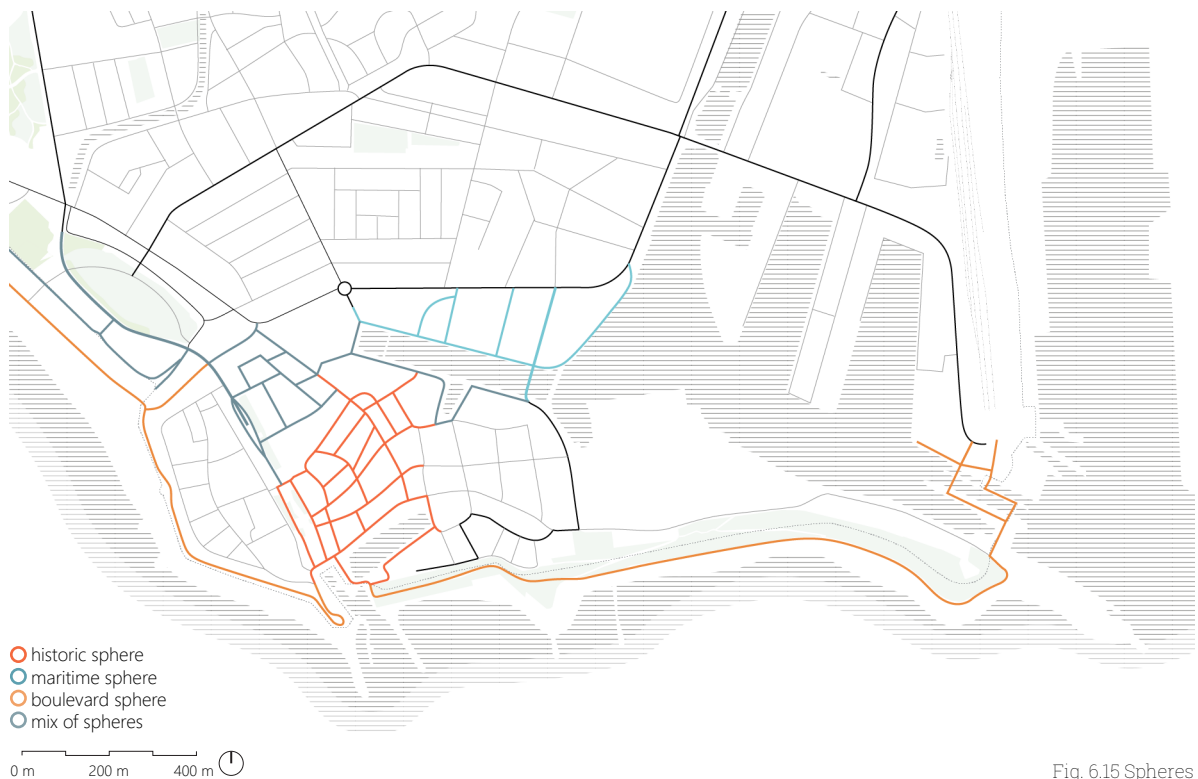


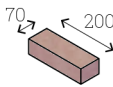
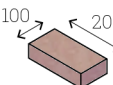
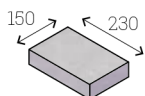
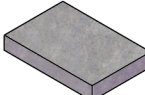
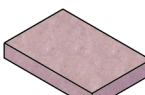
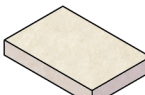
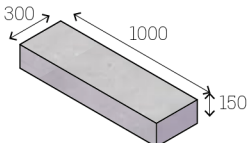
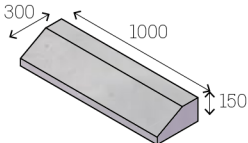
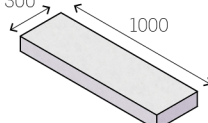
Fig. 6.15 Spheres

articulation, the plastic and material and colour of the building. For the boulevard exceptions on the guidelines are allowed regarding high-rise. This is explained at the end of the manual.

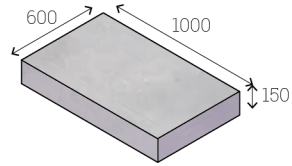


Fig. 6.16 Paving of the high quality network

## 6.4.2 PUBLIC SPACE - EXISTING

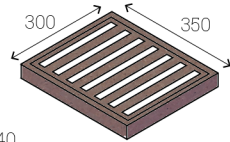
<i>Pavement</i>		<i>Spheres</i>		
		<i>hist.</i>	<i>blvd.</i>	<i>mar.</i>
brick		x	x	
brick		x	x	
boulder		x		x
asphalt grey		x	x	x
asphalt red		x	x	x
asphalt sand			x	
natural stone kerbstone		x	x	x
natural stone kerbstone		x	x	x
concrete gutter piece		x	x	x

natural stone  
kerbstone

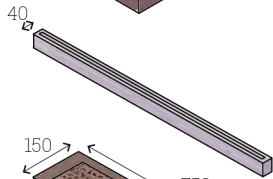


Water drainage

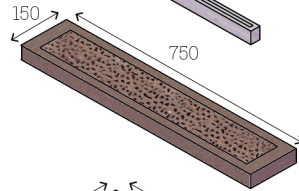
classic gutter



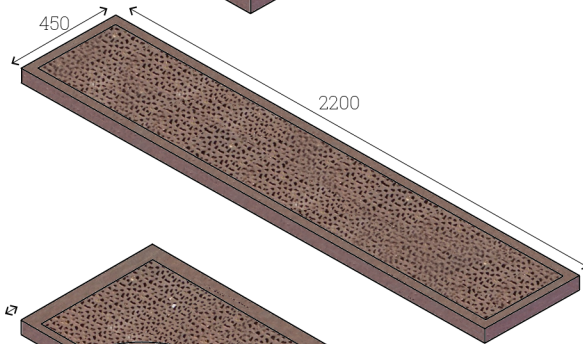
narrow gutter



corten steel gutter  
element

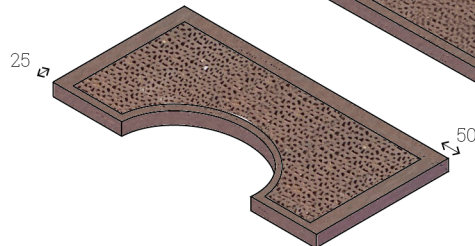


corten steel gutter  
element



Tree grate

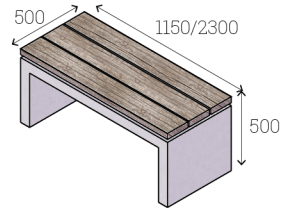
corten steel tree  
grate



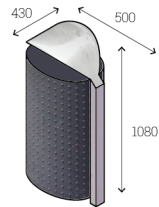
*Spheres*  
*hist. blvd. mar.*

	<i>hist.</i>	<i>blvd.</i>	<i>mar.</i>
natural stone kerbstone	X	X	X
classic gutter	X	X	X
narrow gutter	X	X	X
corten steel gutter element	X	X	X
corten steel gutter element	X	X	X
corten steel tree grate	X	X	X

sitting block



litter bin



*Spheres*  
*hist. blvd. mar.*

x x x

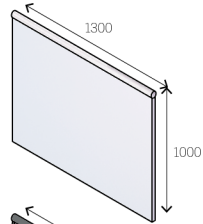
x x x

4500	5000	5000	12000	5000	15000	15000			
1	2	3	4	5	6	7	1	x	
							2	x	
							3	x	x
							4	x	x
							5	x	
							6		x
							7		x

Fences

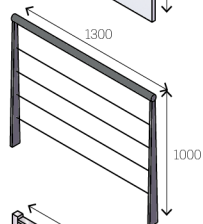
Spheres  
*hist. blvd. mar.*

glass fence



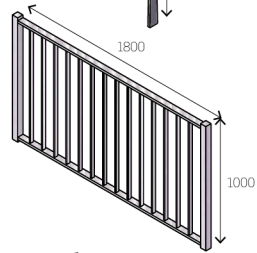
X X X

cable fence



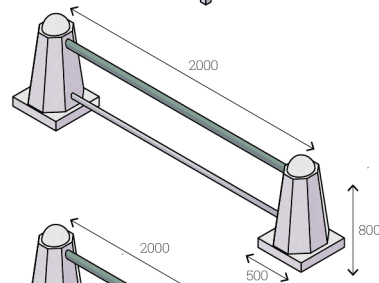
X X X

barred fence



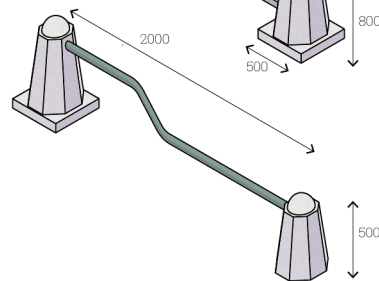
X X X

boulevard fence



X

boulevard fence

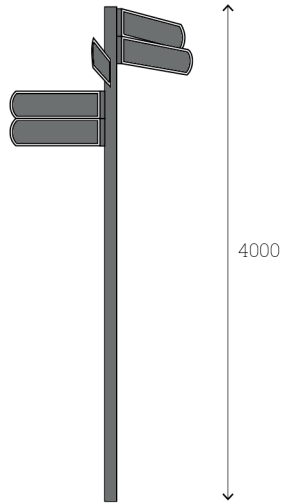


X

Information provision

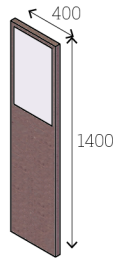
Spheres  
hist. blvd. mar.

direction indicator



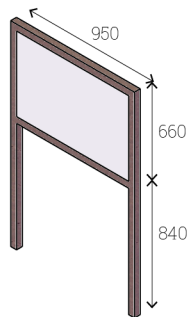
X X X

information board



X X X

information board

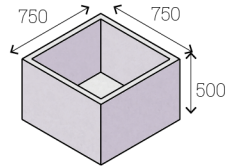


X X X

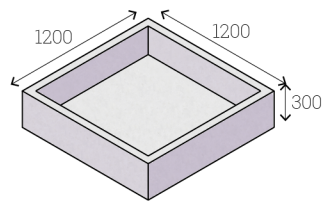


*Planters*

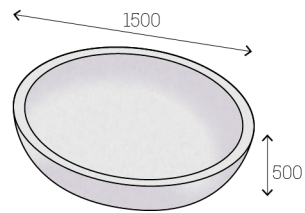
planter



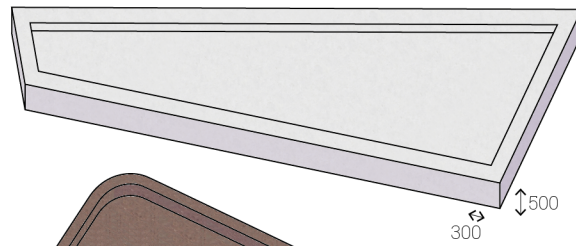
planter



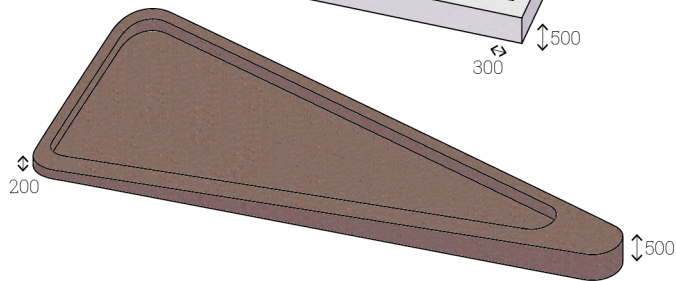
planter



concrete tree  
planter



corten steel tree  
planter



*Spheres*  
*hist. blvd. mar.*

x x x

x x x

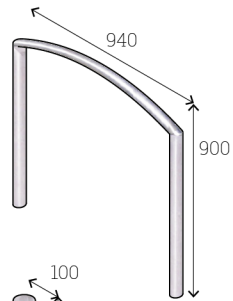
x x x

x x x

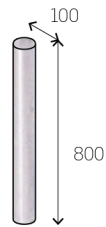
x

*Others*

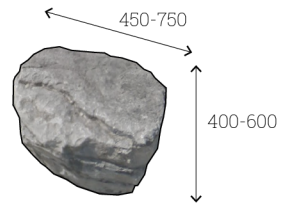
bicycle stand



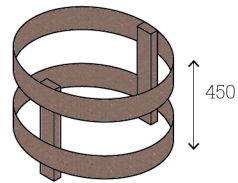
metal pole



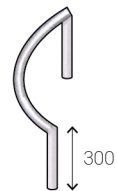
rock element



corten steel tree fence



metal tree fence



*Spheres*  
*hist. blvd. mar.*

X X X

X X X

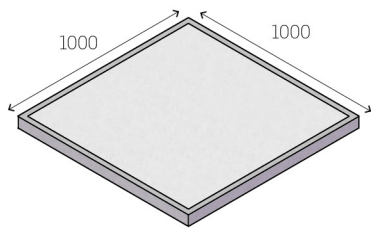
X X X

X

X X X

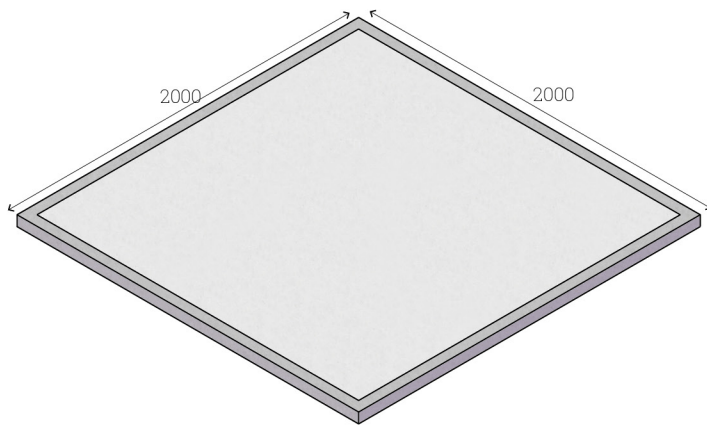
### 6.4.3 PUBLIC SPACE - NEW

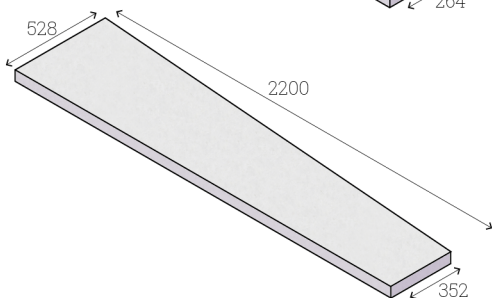
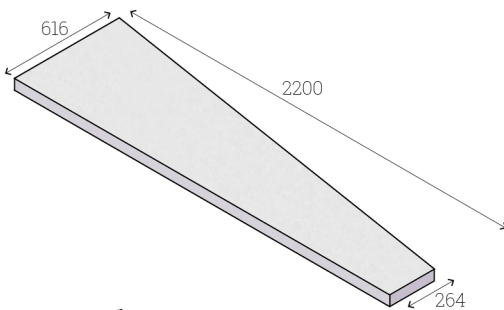
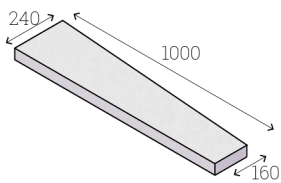
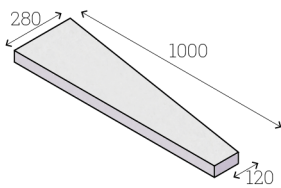
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#### *Stelcon plate*

The stelcon plates are part of the Scheldekwartier plan. As the development vision (2016) explains: 'The tough maritime character is literally supported by the industrial elements in the public space (crane, railway lines, stelcon plates)'. This project supports this and the stelcon plate perfectly fits in the maritime sphere. However, it is not suitable in the historic and boulevard sphere.

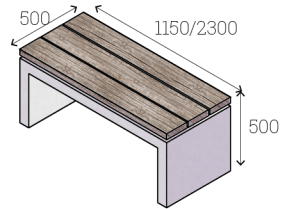




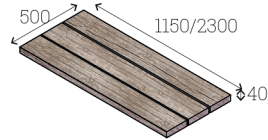
### Concrete tile

The concrete tile is devised to fit within all three spheres, since there was no pavement, besides the grey and red asphalt for the main roads and main cycle paths, that fits within the three spheres. The form of the tile is in line with the existing straightforward design language of the hardening and street furniture in the city centre. The dimensions of the concrete tile form a tough, but playful pattern that is historically justified, because it does not detract from the historical character as it is neutral tile. Yet, its size and sleek design make it a contemporary tile that strengthens historic locations. The smaller tile is appropriate for routes, where people move, and the bigger tile is more suitable for places where people stay.

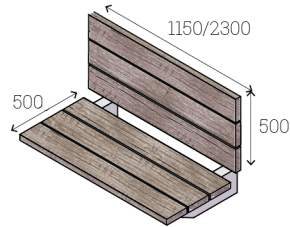
existing sitting block



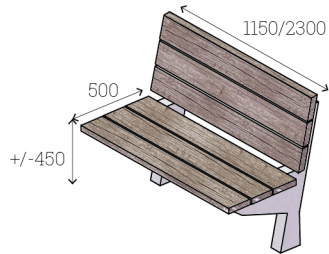
attachment piece



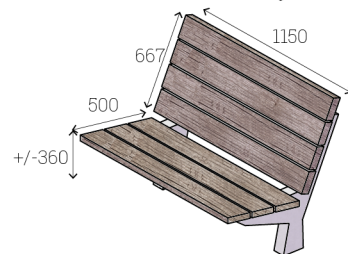
wall mount



classic bench



lounger



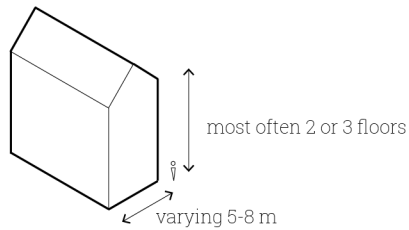
### *Series of sitting elements*

In line with the existing sitting block with a concrete frame and wooden boards to sit on, a series of benches is devised. First of all, an attachment piece that can be placed on the concrete tree planter, for example. Secondly, a wall mount that can be placed in the low brick walls on the boulevard. The classic bench, the third model, that fits a lot of locations, but is not like the sitting block, oriented to all sides. The lounger is a model, that is for example very appropriate on the Groene Boulevard. This is a bench model that is intended for people sunbathing and relaxing.

## 6.4.4 ARCHITECTURE

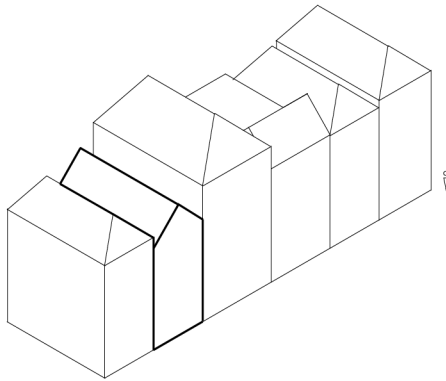
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### *Historic sphere*



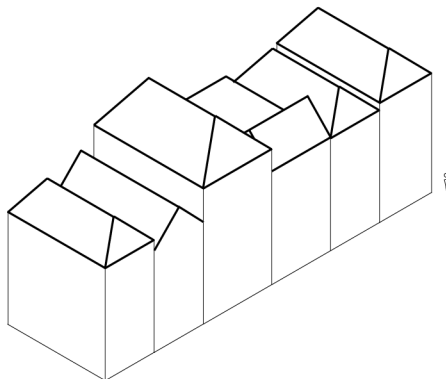
### *Envelop*

There is a slight variation in the plot width and height. The plot width can vary from 5 to 8 meters. The buildings have 2 or 3 floors for most of the time.



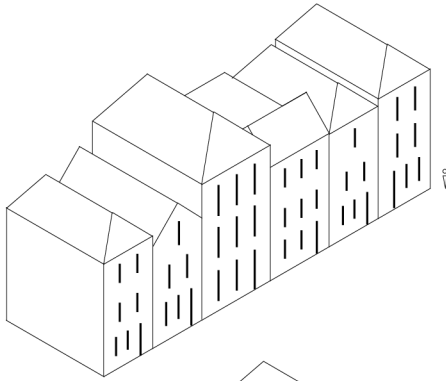
### *Interaction*

The individual buildings form a connected unit. Each building has different architectural characteristics. There are subtle differences in height between the buildings.



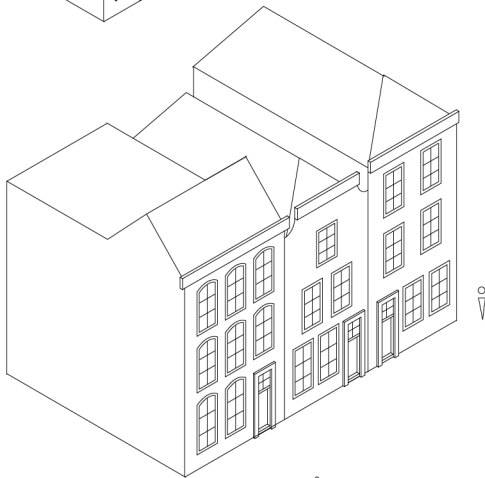
### *Roof types*

Different types of roof possible, but mainly different types of saddle roofs.



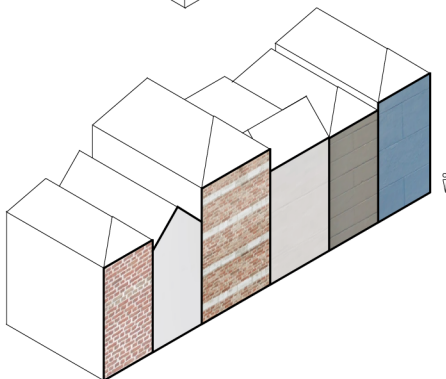
*Articulation*

Verticality predominates through a series of individual buildings. In the façade there are large vertical windows that are subdivided in multiple smaller windows.



*Plastic*

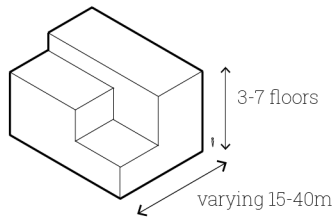
Much use of white horizontal roof moulding, white window frames and white door frames. The entrance is in many cases a little heightened and accessible via a small staircase.



*Material, colour and texture*

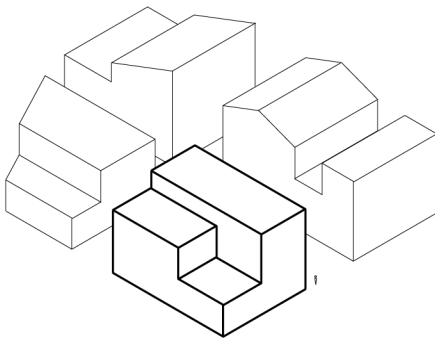
Mainly brick in earth tones and stucco in light shades. Occasionally also stucco in bright colours (mainly in shades of blue and reds). In the masonry bonding sometimes there are specializations above windows, for example.

*Maritime sphere*



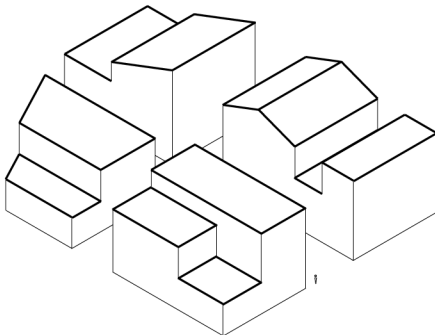
*Envelop*

Large autonomous volumes with a width of at least 15 meters and a maximum of 40 meters. The height varies between 3 and 7 floors.



*Interaction*

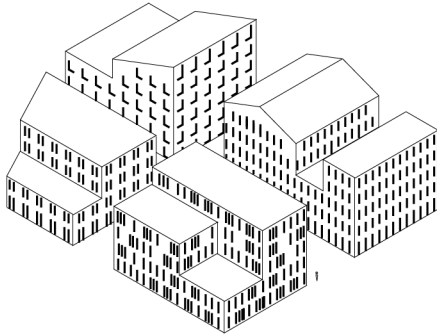
The large autonomous volumes together form an ensemble.



*Roof types*

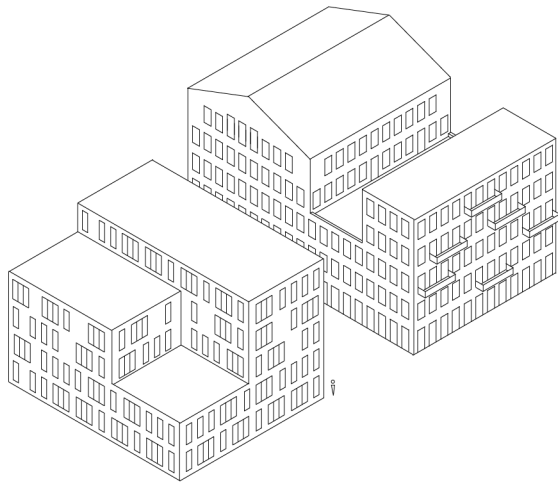
Mostly flat roofs. Sometimes also subtle pitched roofs, where the roof is part of the entire volume.





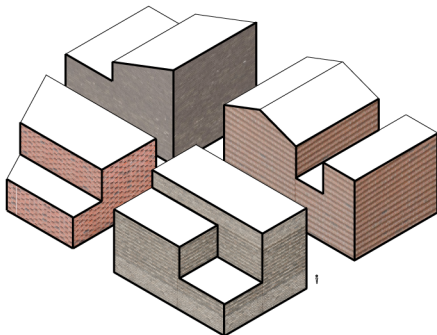
*Articulation*

Preventing horizontal articulation by vertical layout of the façade.



*Plastic*

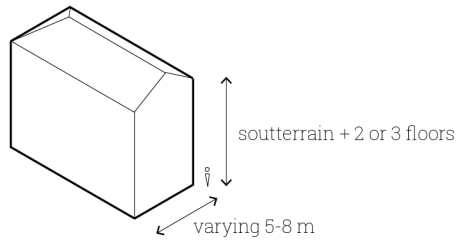
The plastic is in the big gestures such as roof and façade offsets. Also a lot of use of balconies.



*Material, colour and texture*

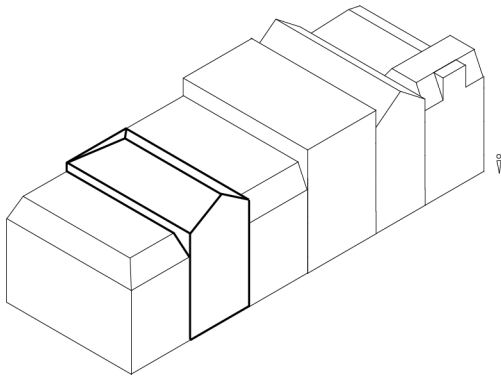
Brick in earthy and dark shades. Much use of alternative masonry bonding.

*Boulevard sphere*



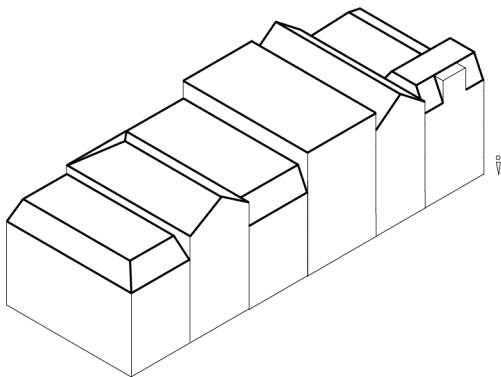
*Envelop*

There is a slight variation in the plot width and height. The plot width can vary from 5 to 8 meters. The buildings have a basement and above that 2 or 3 floors.



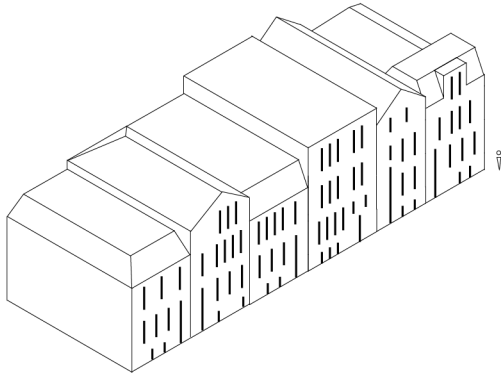
*Interaction*

The individual buildings form a connected unit. Each building has different architectural characteristics. There are subtle differences in height between the buildings.



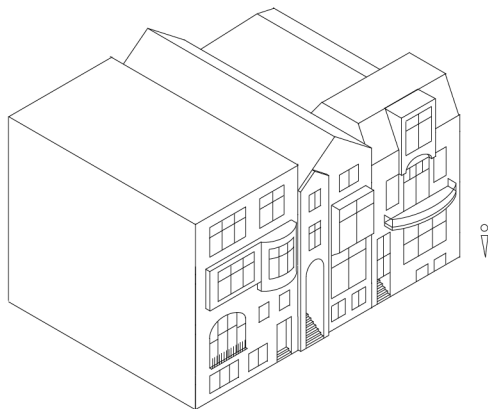
*Roof types*

Different types of roof possible, but mainly different types of saddle roofs.



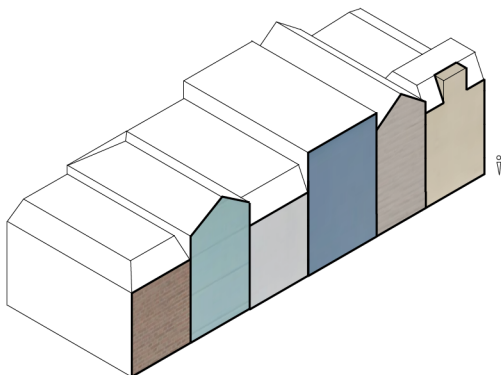
*Articulation*

Verticality predominates through a series of individual buildings. There is freedom in the interpretation of the facade division.



*Plastic*

Much use of bay windows, towers and balconies that have a visual relation with the sea. The buildings have a clear or particular entrance through a double-height entrance or extension, for example.

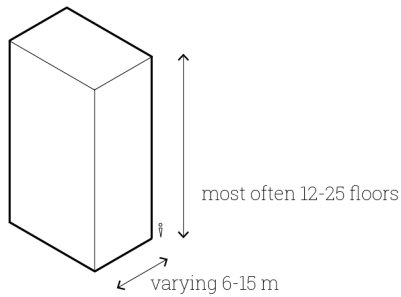


*Material, colour and texture*

Mainly stucco in light colours (white, light grey, cream colour e.g.). Occasionally also in stucco in bright colours (turquoise, blue e.g.) or bricks in brown tones.

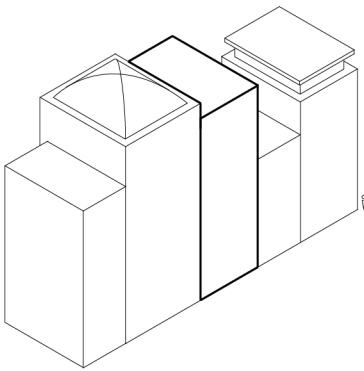
## 6.4.5 BOULEVARD SKYLINE

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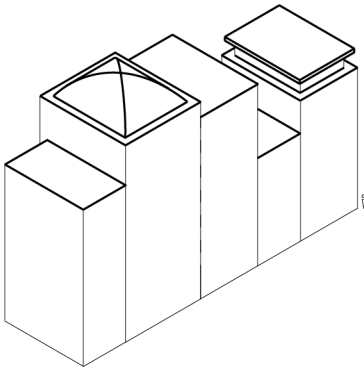
### *Envelop*

There is a variation in the plot width and height. The plot width can vary from 6 to 15 meters. Dependent on the width the height is between 9 to 25 meters. The height always is more than the width and the buildings always have a raised plinth. Exceptions on these dimensions are possible as long as the next guidelines are followed.



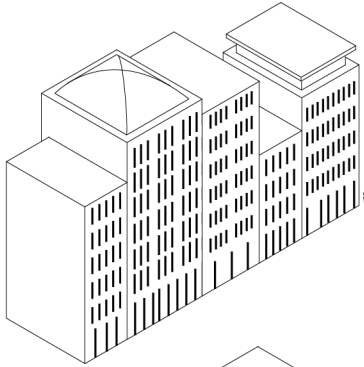
### *Interaction*

The buildings have own characteristics and the individual buildings form a connected unit of rows of minimal 3 and maximal 8 buildings. Between the buildings there are well-meaning height differences that form a certain rhythm.



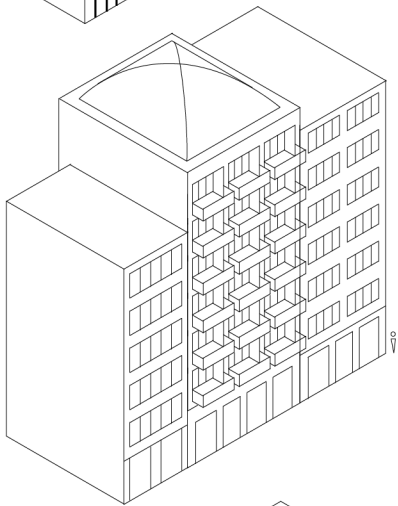
### *Roof types*

Mostly flat roofs. Sometimes use of roof accents.



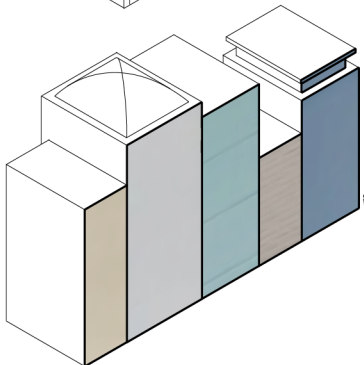
#### *Articulation*

Verticality predominates through a series of individual buildings. The facade is divided in horizontal windows. Although the strong verticality within the windows, provides an overall vertical articulation.



#### *Plastic*

Much use of balconies that have a visual relation with the sea. The buildings have a clear plinth that differ strongly from the other floors.



#### *Material, colour and texture*

Same use of materials and colours as the boulevard buildings on the previous page: mainly stucco in light colours (white, light grey, cream colour e.g.). Occasionally also stucco in bright colours (mainly in shades of blue) or bricks in brown tones. Since the plinth always differs from the rest of the building, this is often done with different materials, colours and/or textures.

## 6.5 DESIGN INTERVENTIONS

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To show how to actual design a place of experience and how the three themes (program, mobility and image quality) of the high-quality network will come together, four locations in de inner city are designed.

The four locations are completely different areas in type of public space, program and in the amount of historic value. Three locations in the inner city are chosen to clarify the spheres of the city centre, and the station area is chosen to show how the city can prepare itself on the possible future scenarios. The first location in the inner city is the Vissershaven, which is a harbour surrounded by three squares, a street and multiple historic buildings that ensure the history of this place is accentuated. Multiple cultural functions and hospitality services are located here. The second location is the Coosje Buskenstraat, which is a residential street, linking the shopping centre to the boulevard. The view on the openness of the Westerschelde and the historical buildings in the west part of the street provide a certain historical quality. At the third location no historical character is visible in the built environment or morphology. It is the Scheldeplein, which is a square at the start of the shopping street Walstraat. The square is surrounded by generic buildings that house retail functions.

The designs show how the place unites with the past, present and future. The starting point of each design is the public space. In other words, the design of the public space is not a result of other decision making, but it is the design of the public space that is leading. Hereby the experience and the usage are most important. Each location is designed as an inviting place to stay high quality, which is made possible by

a thoughtful strategy for each location. The strategy is based on the location specific characteristics and contexts and is directed by the design principles as described on page 167. Besides that there is given much thought to materialisation, colours, heights, rhythms, articulation and see-throughs.

Each design is explained in the same way. First the area is introduced and the issues are sketched from different perspectives. Next to the pictures of the current situation, a bar with the current colour pallet is shown. Based on the sketched problems, the goals for the location are formulated and translated in multiple concepts. The design is shown in a map and collages. In the collages the materialisation clarifies the character of the location. Next to the collages, the new colour pallet bar shows how the colours are more differentiated and create a positive experience. The sketches on the left of the collage show how the heights, rhythms, articulation and see-throughs strengthen the experience.



Fig. 6.17 Locations design intervention

## 6.5.1 VISSERSHAVEN

### *Introduction*

The Vissershaven is one of the most characteristic locations of Vlissingen. It has a long history that literally comes forward through the historical harbour, Nieuwendijk, de Ruyterplein and the multiple historic buildings, among which the Arsenaal, Theater and Lampsinshuis in which the Zeeuws MuZEEum is located. Multiple bars and restaurants are located around the Vissershaven. Despite the fact that this location has a strong historical character, the Zeilmarkt and Arsenaalplein detract from the historical character and cohesion in the city centre. As well as some generic buildings that surround these squares. Despite the fact the two squares have a beautiful view on the harbour, there are no qualitative places to stay. The car is dominant on the Zeilmarkt and the road and parking places create a barrier between the buildings and the

square/harbour.

Furthermore, the Vissershaven is not well connected on the larger scale. There is no public transport stop near the harbour and there is no good parking facility in the area. Because of that, the area is mainly approached from the northwest.

In short, it can be said that the connectivity and experience of the Visserhaven can be improved, because of missing qualitative places to stay, missing cohesion, missing hierarchy in traffic types and because the union with the context and history is poor. The drawings on the next page make this visible.



Fig. 6.18 Current situation Vissershaven



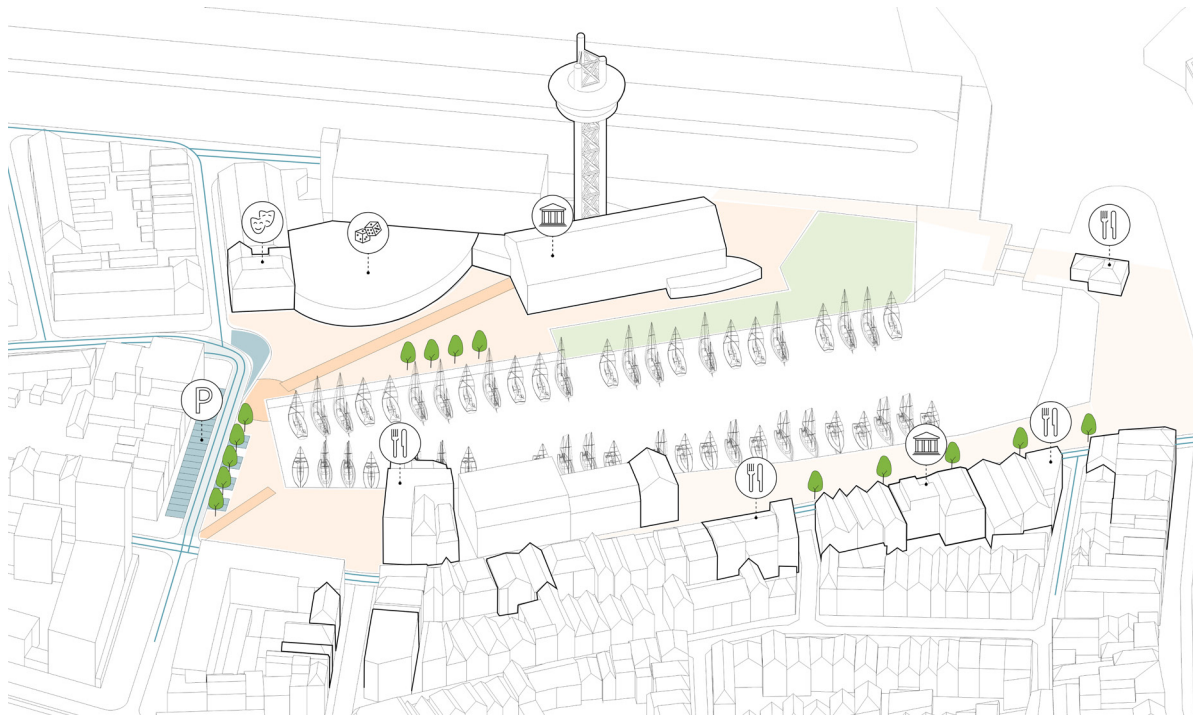


Fig. 6.19 Current urban system Vissershaven

*Impression*

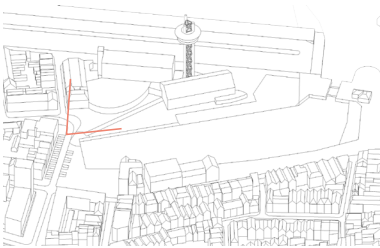
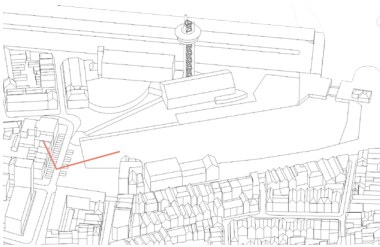
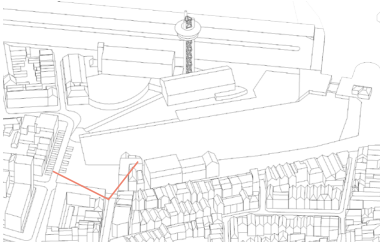
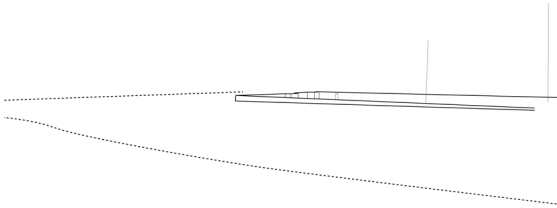
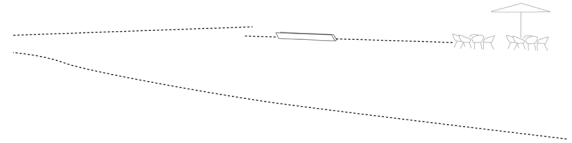


Fig. 6.20 Current impression Vissershaven

*Issues*



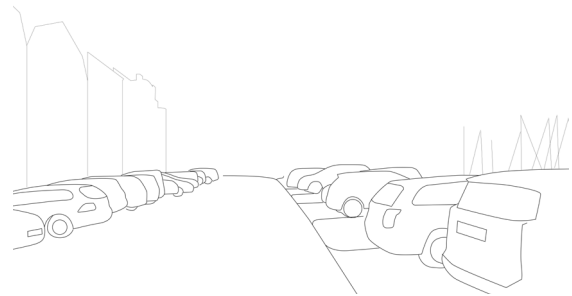
The harbour is not really notable from this view



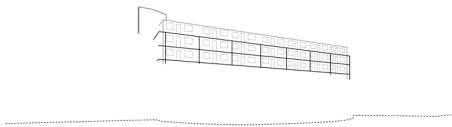
Less qualitative (free) seating places



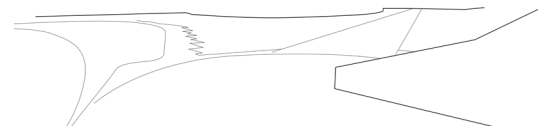
The car is dominant and reduces the quality of the location, making the square uninviting



The road and parking places create a barrier between the buildings and square/harbour



The building does not unite, because of the expressionless rhythm and cheap materialization



Messy pavement that partly does not unite with history, because of the greyish colours and matt materials

### *Goals*

There are two main goals for the Vissershaven. First of all, to improve the connectivity, which will be achieved by a new bus lane passing by the Zeilmarkt and Nieuwendijk. Moreover, by the development of a parking garage at the Arsenaalplein with the redevelopment of the Carrousel. The second goal is to improve the experience, especially by unification with the context and history. Furthermore, a positive experience will be achieved by creating cohesion and finding a new balance in traffic types, that will make sure qualitative places to stay can be designed.

### *Design concepts*

In order to create qualitative places to stay, there needs to be a new hierarchy in traffic types that offers more space for pedestrians. Therefore, the car needs to be minimalized and the parking places at the Zeilmarkt are removed. The new parking garage at the location of the Carrousel enables this. Furthermore, the new parking garage will improve the accessibility of the area. And so will the new bus stop at the Zeilmarkt.

Because the street parking on the Zeilmarkt will be removed, a better relation between the square and buildings is created. To optimize this relation, the transitions of the sidewalk, road and square are minimalized. Only different kinds of materials define the different usages of the space. Moreover, this will stimulate hospitality industry to settle at this unique sunny location with its beautiful view on the harbour. Because of the new parking garage and the new bus stop, the Arsenaalplein and Zeilmarkt become an additional entrance to the city. The routing needs to be very clear and therefore corten steel gutters will be used in the pavement as leading elements. To

mark the public functions, the pavement pattern will be rotated ninety degrees in front of them.

The use of colours, materials and design language make sure the Vissershaven unites with its context and history. And so does the optimized relation between the buildings and square and harbour, that is made possible by a new balance in traffic types. The consistency of the design language make sure there will be cohesion. Furthermore, the improved mobility ensures the Vissershaven is better connected and accessible.

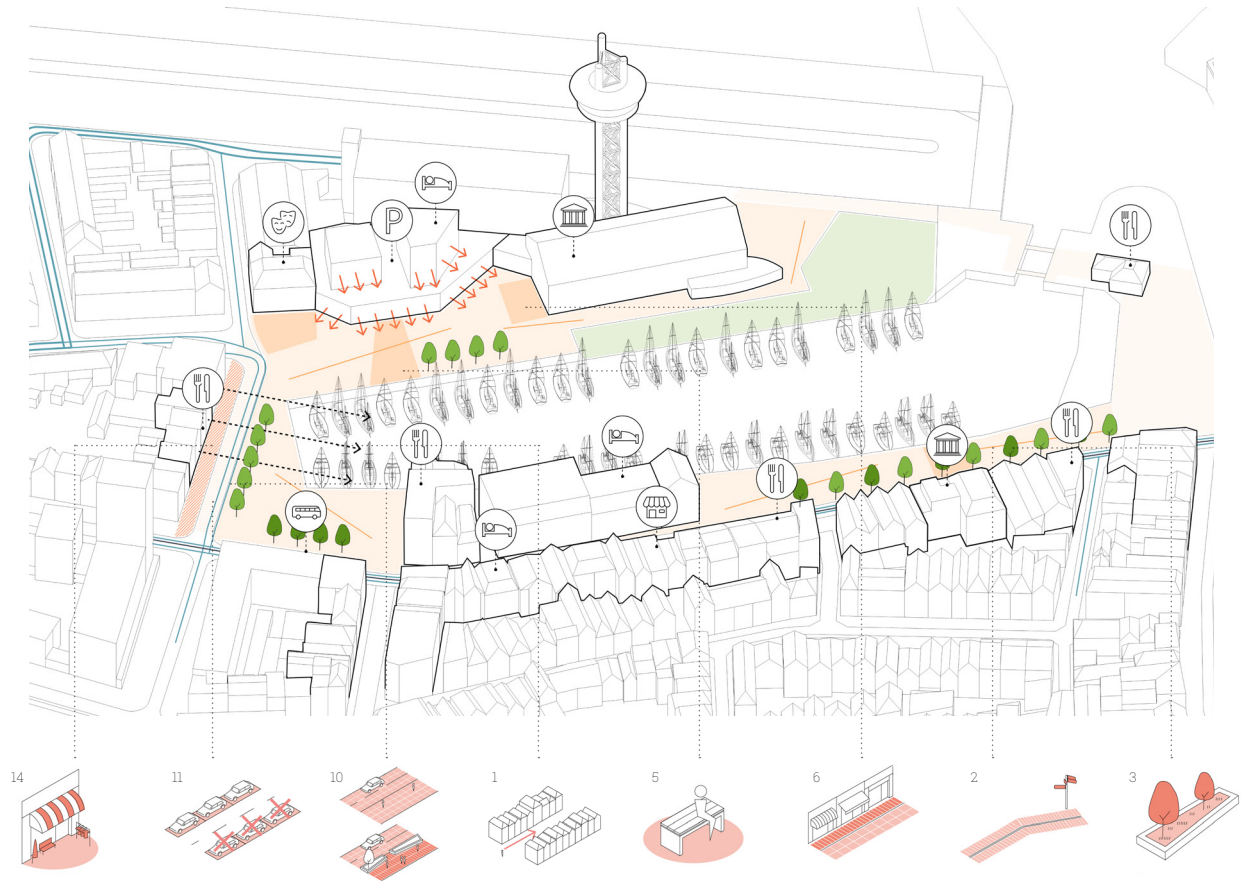
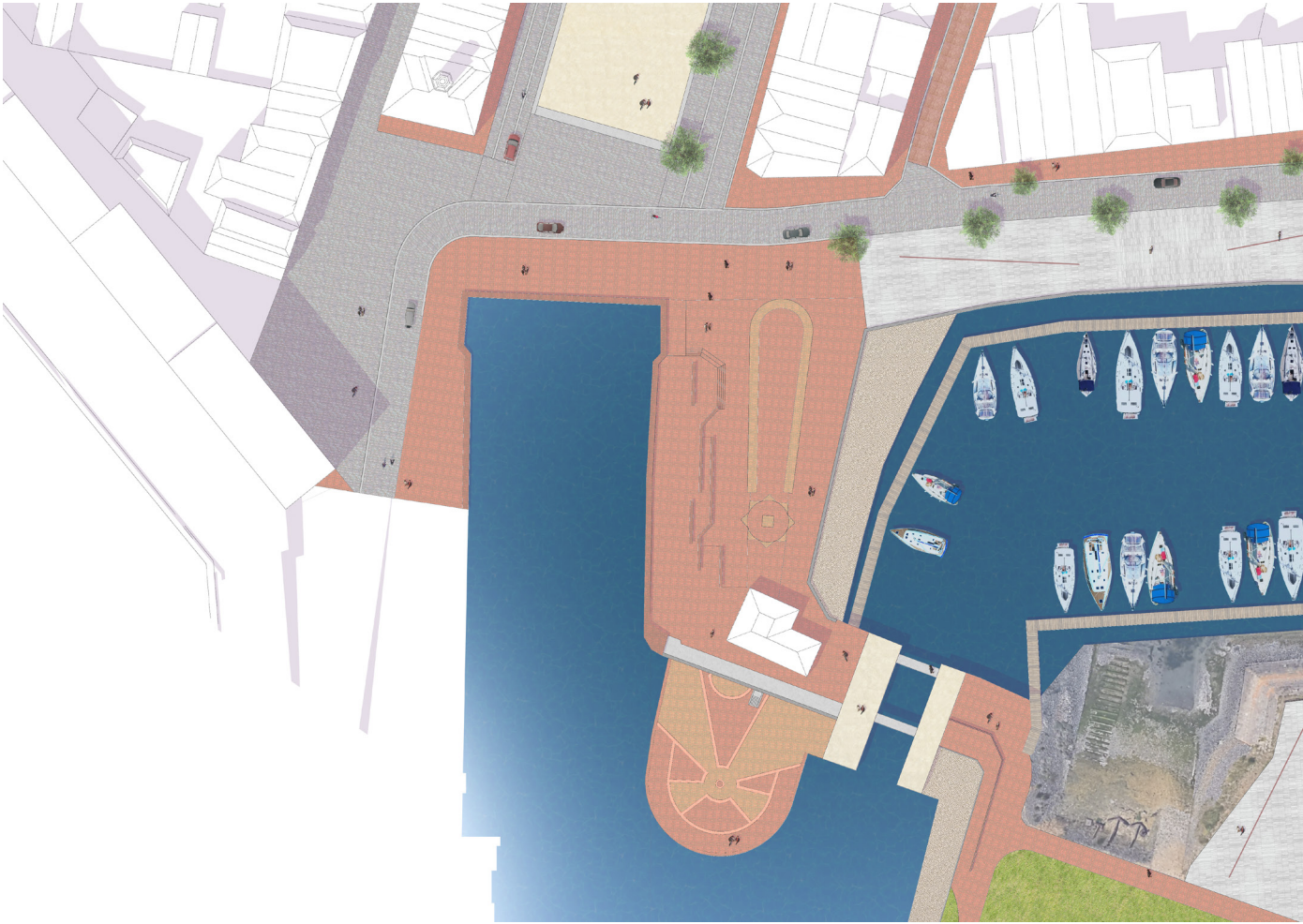


Fig. 6.21 Design concepts linked to design principles



0 m 10 m 20 m 30 m





Fig. 6.22 Design of the Vissershaven

This collage shows the view one has from the Zeilmarkt towards the theatre, new developed parking garage and recreational building and the Arsenaal. The openness of the square makes sure one can optimally experience the historical harbour. The warm colours and blended and matt materials on the street and pavement create a familiar and cosy experience, while at the same time the shiny concrete tile strengthens the maritime character of the location and is inviting to recreate on the square. The minimal transition between road and square also gives an inviting feeling. Furthermore, the see-through to the green boulevard is consciously kept open, so one gets curious and wants to explore.







Fig. 6.23 View from the Zeilmart to Arsenaalplein

This collage shows the view from the Zeilmarkt to the Arsenaalplein by night. In the brickwork, that borders the harbour, a light stroke is added that literally brightens the harbour. The straightness of the light unites with the maritime character of the location. Spots in the paving lighten the historical buildings that reflect the light to public space. The lighting of the historical buildings strengthens the historical character. Furthermore the monumental trees are lightened from the ground, which creates places for different usages and activities. A light stream, created by lanterns, lightens the road. Besides that, the lighting from the housing and public functions create a unique and diverse experience.





Fig. 6.24 View from the Zeilmart to Arsenaalplein by night

## 6.5.2 COOSJE BUSKENSTRAAT

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### *Introduction*

The Coosje Buskenstraat is, together with the Keizersbolwerk, the most important connection between the boulevard and the city centre. The street is divided in two parts, by its crossing with the Spuistraat. The west part of the street is a residential street with characteristic 19th century housing. This architecture brings a certain historical quality, as well as the view on the openness of the Westerschelde. In the east part of the street some retail and services are located. A large part of the buildings is generic in this part of the street, although they are partly hidden behind a row of large trees. The street as a whole, is characterized by a lot of street parking and outdated pavement and street furniture that detract from the cohesion in the city centre.

In short, the street is an important connection, especially for slow traffic. However the street is dominated by cars and has no qualitative places to stay. This, combined with the accidental gathering of paving materials, creates a negative image.



Fig. 6.25 Current situation Coosje Buskenstraat

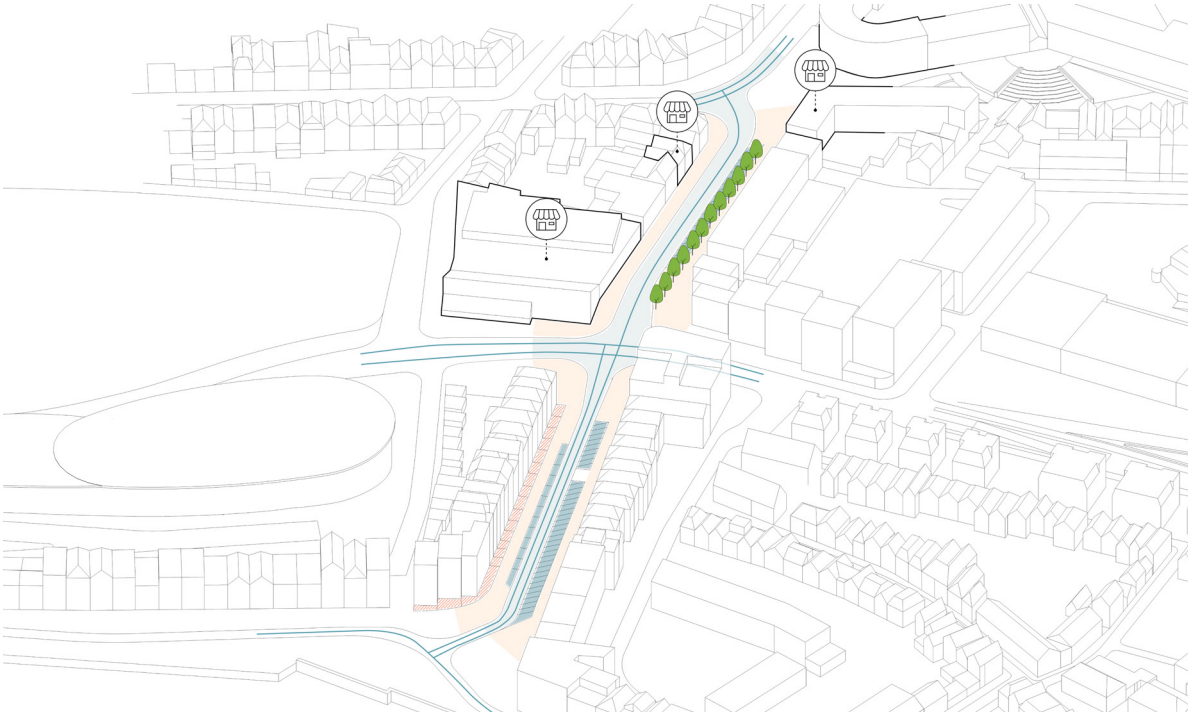


Fig. 6.26 Current urban system Coosje Buskenstraat

*Impression*

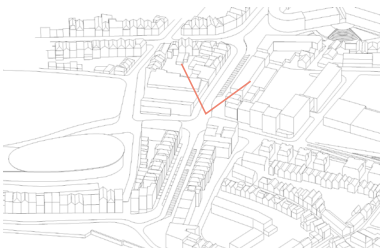
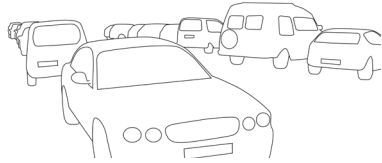
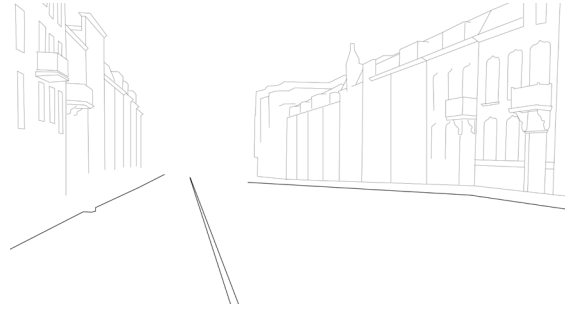


Fig. 6.27 Current impression Coosje Buskenstraat

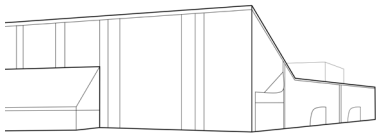
*Issues*



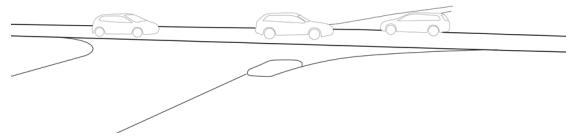
The car is dominant and reduces the quality of the location and makes the street uninviting



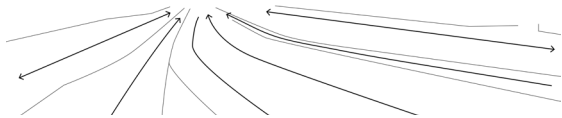
The minimal design of the street does not unite with the detailed architecture



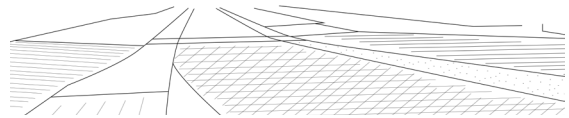
The Aldi building distract from the cohesion, because of the size and expressionless articulation



Big crossing where cars are dominant and the space for slow traffic is minimal



There is only space for movement; there are no places to stay



All different kind of paving create a messy appearance with less cohesion

### *Goals*

There are two goals for the Coosje Buskenstraat: to make the experience positive and to create qualitative places to stay. This will be achieved by a new zoning of the street and balancing of the traffic types. Furthermore, cohesion must be created and the location-specific elements should come forward more strongly.

### *Design concepts*

Since the Coosje Buskenstraat is such an important connection for slow traffic, much more space for the pedestrian is created by a new zoning of the street. A promenade for the pedestrian is designed on the sunny side of the street. The street parking is minimized to one sided parking and the road is designed as a road where cars are guest. In the east part of the street, parking lots are designed between the row of existing trees. A buffer between promenade and road is designed, since the street can be quite crowded and the clear division creates safety. Furthermore, the buffer enables children to play safely on the promenade. The transition is designed in the form of concrete tree planters, that provide green and seating. Because the houses on the sunny side of the west part of the street have front gardens of about three meters, there is a buffer between the buildings and the promenade. In the east part of the street such a transition zone is designed with brick pavement. Also on the other side of the street a sidewalk forms a private-public transition zone between the buildings and street. In other words, there are five zones in the street profile: a private-public transition zone, the promenade, a buffer zone, the road and again a private-public transition zone. This creates clarity

and balances the different traffic types. Even though there is quite a strong zoning, unity and cohesion are created, because the zones are designed integrated.



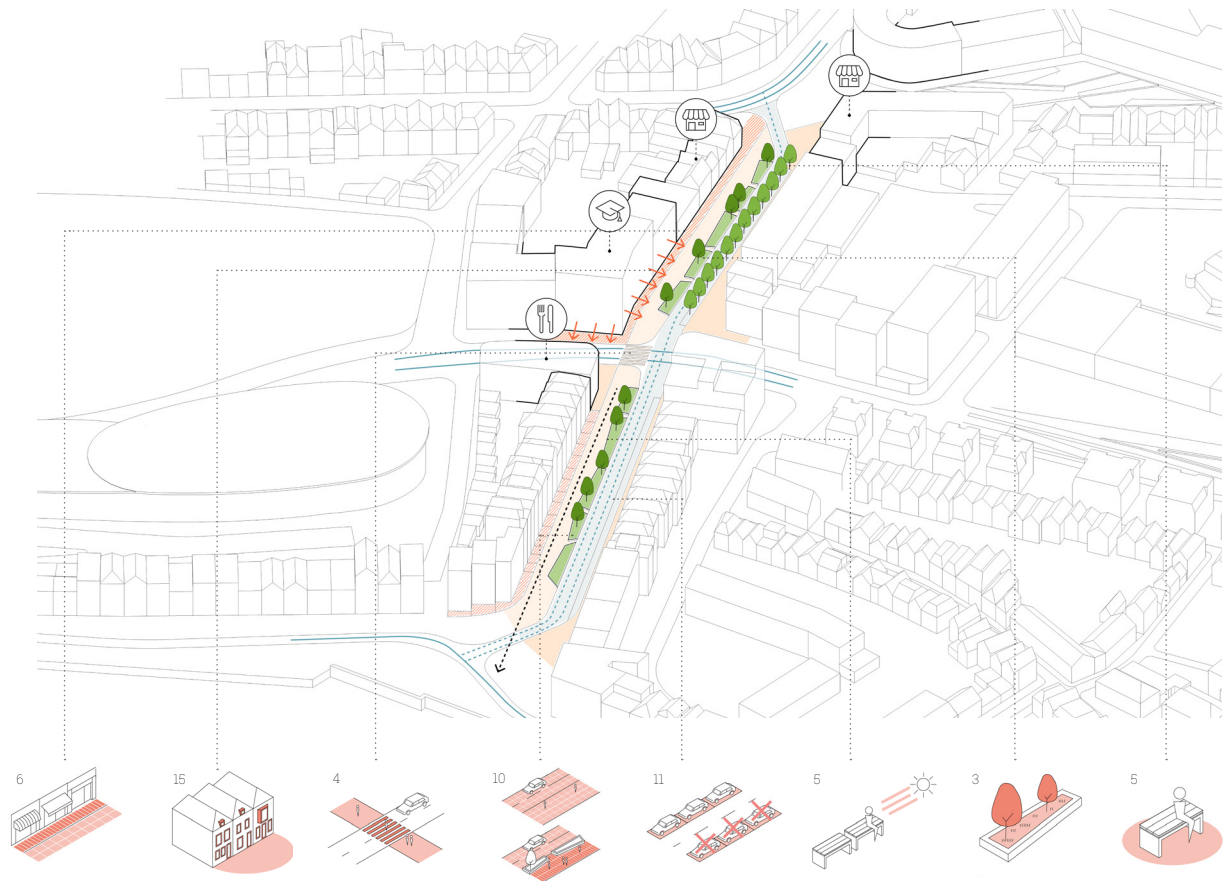
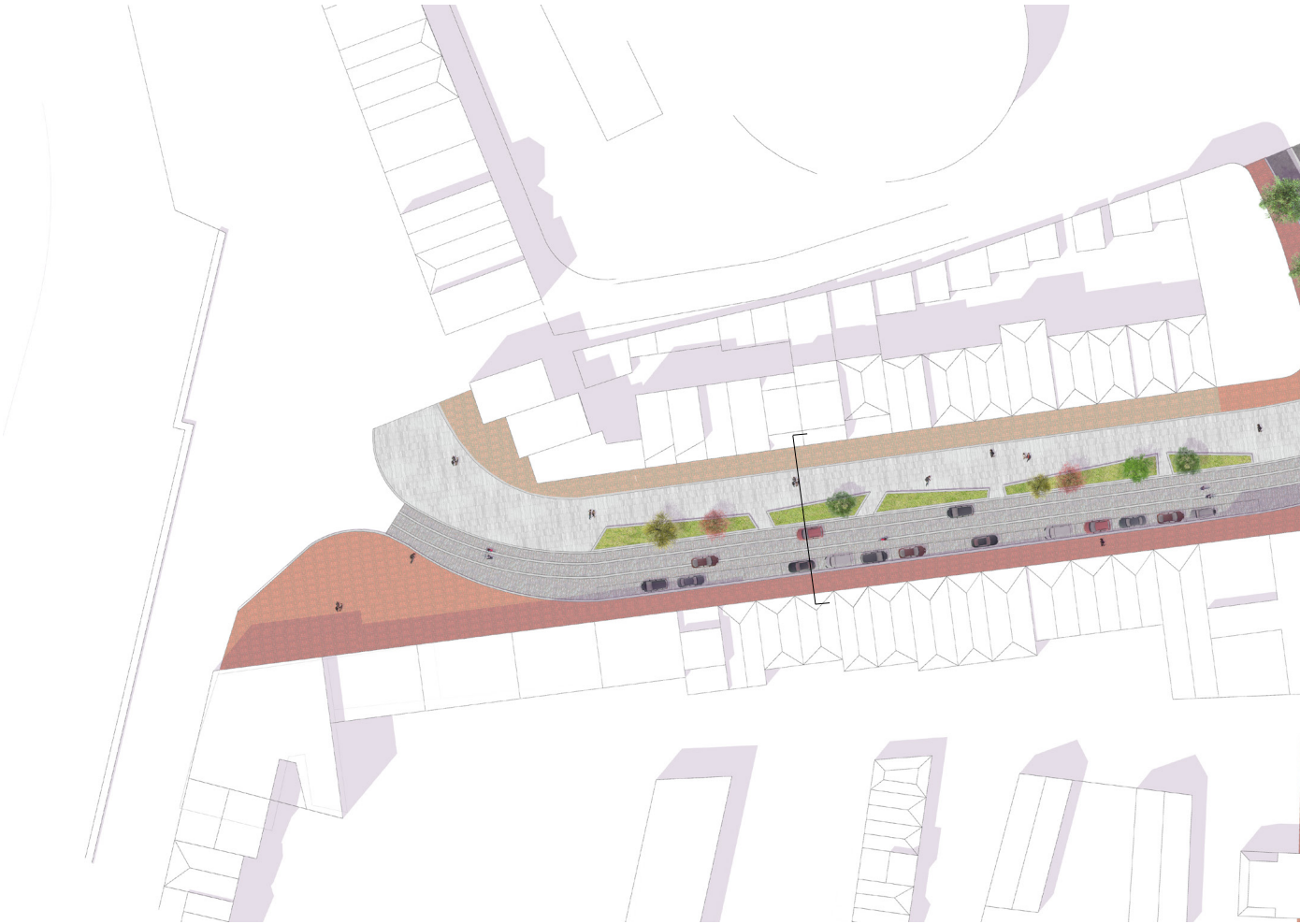


Fig. 6.28 Design concepts linked to design principles



0 m 10 m 20 m 30 m



Fig. 6.29 Design of the Coosje Buskenstraat

This collage shows the view from the west part of the street looking towards the Spuistraat. The division of the street creates different types of space that each offer their own experience. The front gardens on the left radiate a private feeling by their differentiation and individuality. The promenade is inviting and gives a sense of direction through the straightness, while at the same time, intimate zones are designed in-between the concrete planters that create a cosy and chummy experience. On the road, traffic movement is central, which is provided by the straightness of the road and the concrete elements that emphasize this purpose. Despite the fact that traffic movement is the leading activity, boulders are

used to limit the speed. Between the road and the building, a sidewalk is designed, that functions as a transition zone between the building and road. A certain privateness is created by the width of the sidewalk and the red brick. Besides the red brick, the greenery also widens the colour pallet and creates a positive experience.

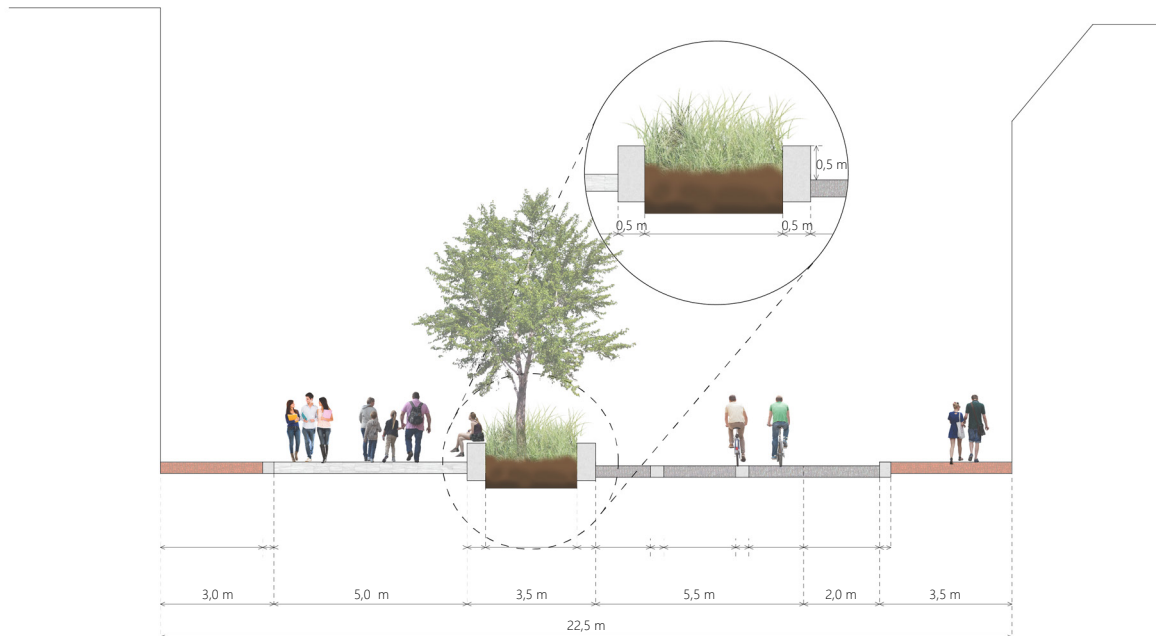


Fig. 6.30 Section of the Coosje Buskenstraat design



Fig. 6.31 View from the Boulevard to the Spuistraat

## 6.5.3 SCHELDEPLEIN

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### *Introduction*

The Scheldeplein is a square that forms the start of car free connection, that links the Coosje Buskenstraat to the Visserhaven. Walstraat north and the Scheldeplein are an important shopping area. Walstraat south, however, is 'expired' as shopping street. Yet this part of the street, and a part of Walstraat, north, have an historical character that is made visible by multiple historical housing. The public space here, is redesigned some years ago in a way that better reflects history. At the Scheldeplein, on the other hand, no historical character is visible, except for a few historical buildings that are hidden behind a shed. The square is surrounded by generic buildings that have an expressionless articulation and are build up in white coloured material that gets dirty easily. The white colour of the buildings is also used for the shed and the pavement .This gives the square as a whole, a monotonous appearance.

The buildings house shops, most of them are implicit and not inviting, because of the poor appearance, caused by the dilapidated shed, old-fashioned appearance and cheap materials that are used in the plinth. The square has little places to stay. Because the square has a height difference of 1.3 meters, a slope is designed to bridge the height difference. This slope is not suitable for other use than walking. So are the flat stairs, of which the steps are not suitable to sit on.

In conclusion it can be said, that the little history the square has, is not visible. The square is more a place to pass through than a place to stay, due to the few qualitative places to stay. The appearance of the square is monotonous and this makes the experience worse. Furthermore, the plinths of the shops are quite closed, making them uninviting.



Fig. 6.32 Current situation Scheldeplein and Walstraat

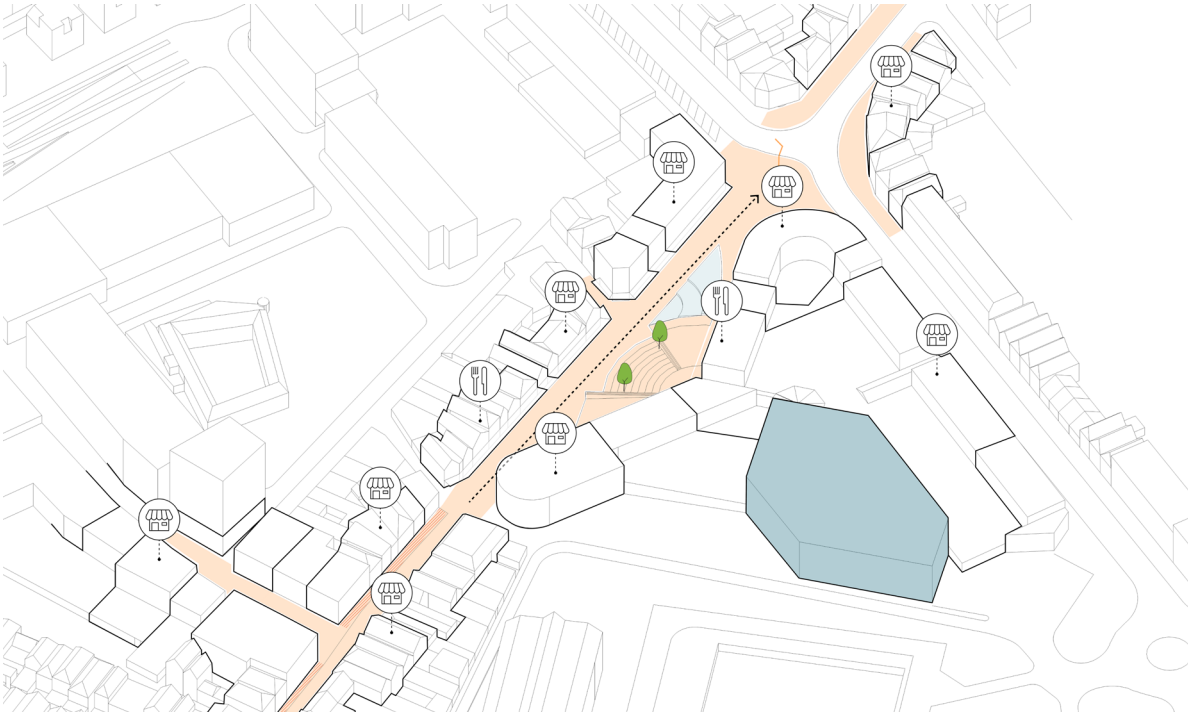


Fig. 6.33 Current urban system Scheldeplein

*Impression*

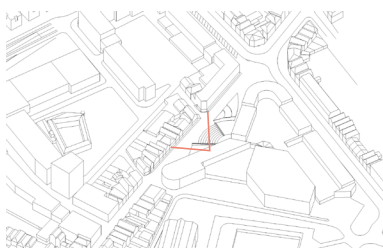
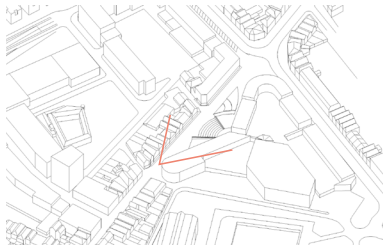
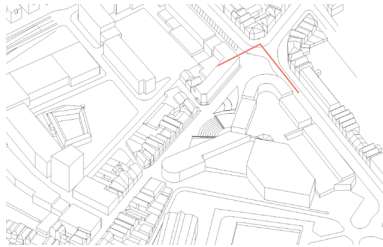
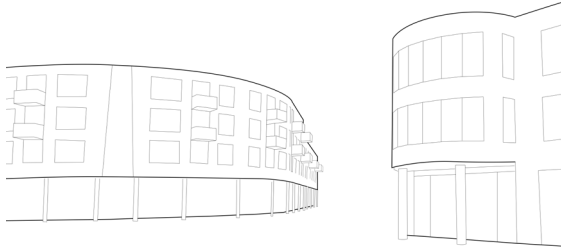


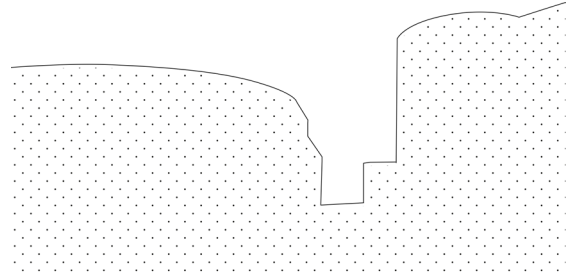
Fig. 6.34 Current impression Scheldeplein



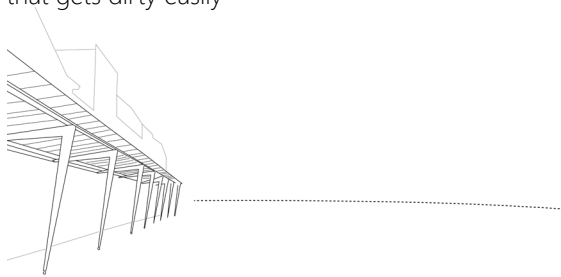
*Issues*



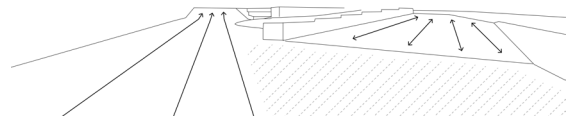
Buildings have a poor and generic appearance, caused by expressionless repetition and material that gets dirty easily



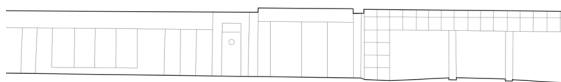
Monotonous appearance, cause the white colour is used for both the buildings as the pavement



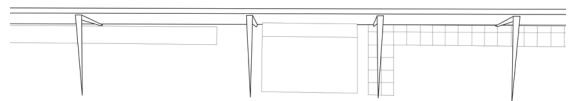
The shed hides historical buildings and make worse the relation between the buildings and the square



There is only space for movement; there are no places to stay



No cohesion in plinth, due to different materials, heights, rhythms and articulation



Poor appearance, caused by dilapidated shed, old-fashioned appearance and cheap materials

### Goals

There is one main goal for the Scheldeplein and that is to create a positive experience. This will be achieved by union with the little history there is, designing qualitative places to stay and make the square diversified in materials, colours and usage.

### Design concepts

This pavement of the Walstraat will be continued on the Scheldeplein, because this perfectly fits the Scheldeplein and widens the colour pallet of the square. The brick along the buildings forms a transition between public and private and offers the shops place to extent to public space. The walking route is designed smaller, to create more places to

stay. Terraces are designed to bridge the height difference of the square, to border the walking route and to create places to stay. On the terraces, green areas are designed and multiple trees are planted to supplement the little green the city has, and to limit the amount of paved area.

The 16 meters high sculpture "Windvaan" keeps its location as a direction indicator and sightline element. Furthermore, the corten steel gutter will be used in the pavement as leading element between the Scheldeplein and Coosje Buskenstraat. The gutter not only collects rainwater, it also collects the water of the new fountain here. Water jets reinforce the direction in a playful manner.

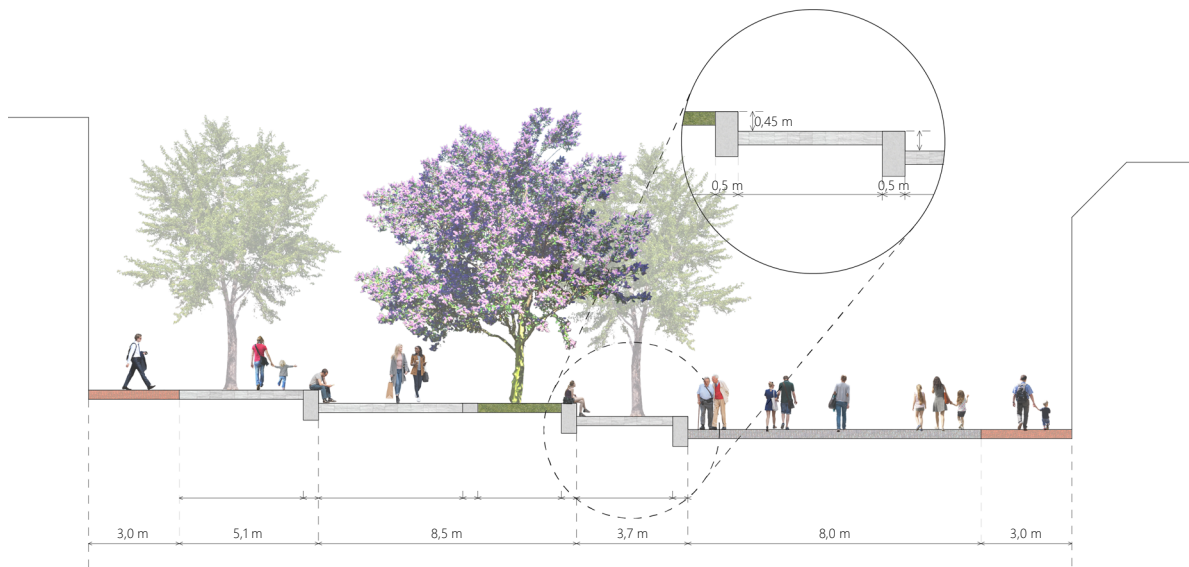


Fig. 6.35 Section of the Scheldeplein design

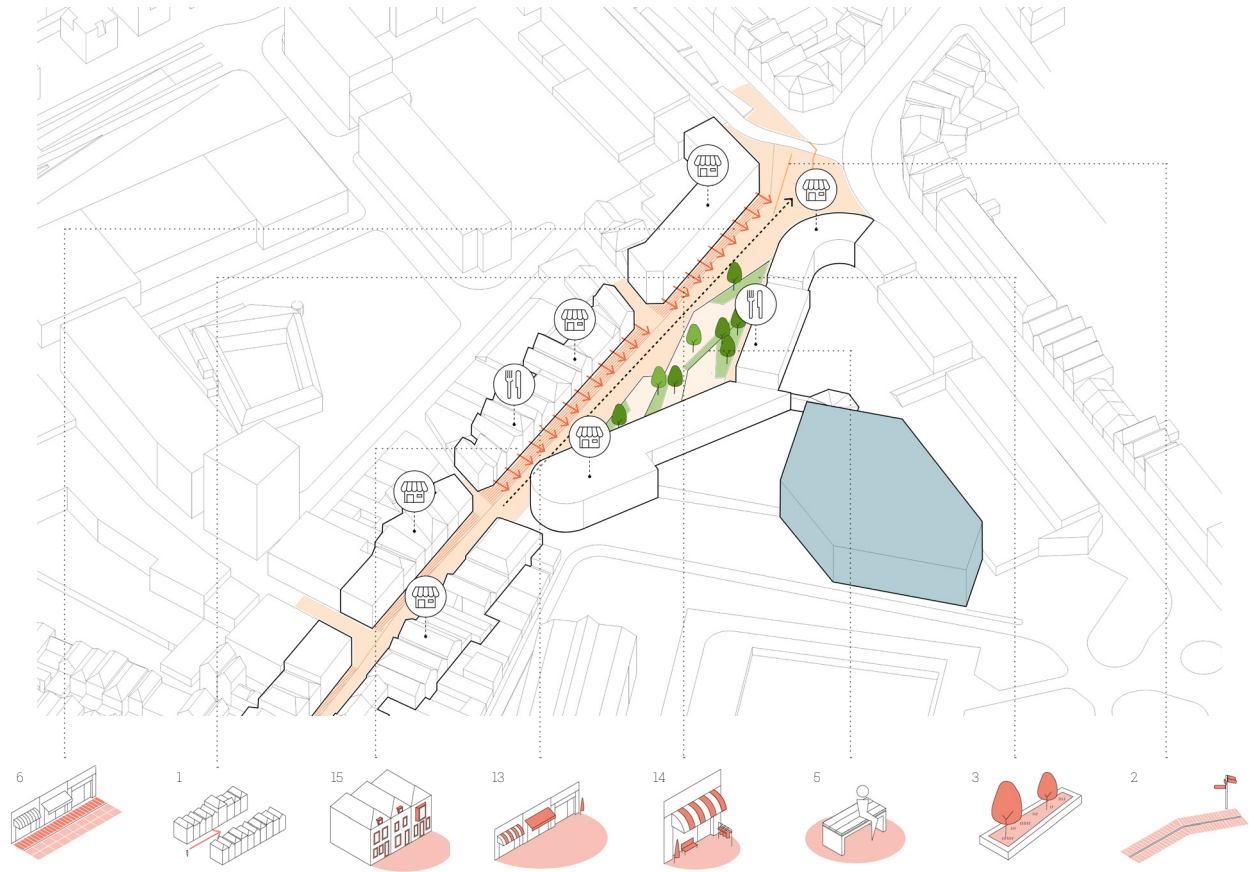


Fig. 6.36 Design concepts linked to design principles



0 m 10 m 20 m 30 m



Fig. 6.37 Design of the Scheldeplein and Walstraat



Fig. 6.38 View from Coosje Buskenstraat to Scheldeplein

This collage shows the view from the Coosje Buskenstraat towards the entrance of the Scheldeplein. The colour pallet is widened by the use of different materials and different types of trees. The warm colours and blended and matt materials used as pavement, create a familiar and cosy experience and bring a kind of historical sphere to this location. The fountain and the shiny terraces raise curiosity and make one want to enter the square. The plinths

are more open, because the shops extent to public space, and therefore are inviting the public to enter. To disguise the expressionless, repeating rhythm of the architecture, different kinds of trees are placed in front of the buildings. This mix of trees widens the colour pallet and creates an inviting and sparkling experience.



Fig. 6.39 View from Walstraat to Scheldeplein

This collage shows how the experience is improved. First of all, the removal of the shed revealed the historical buildings. This widens the colour pallet and improves the relationship between the buildings and the square. The open plinth and the extended shops create an inviting experience, where one is surprised and gets curious. Cohesion in the plinths is created by the height of the plinth and a strip in which the shop names are put. Qualitative places to stay are

created with the designed terraces. The terraces are paved with the shiny light concrete tile. This provides an open and accessible experience. At the same time, the height difference creates a subdivision and in that way, a more colloquial experience is created. This sense of familiarity makes the terraces inviting to stay. The colloquial experience is strengthened by concrete kerbstone, that provides seating and the trees, that create sheltered spaces.

## 6.5.4 STATION AREA

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### *Introduction*

The station area is located one and a half kilometres east of the city centre. The harbours that surround it and the bad public transport connection make it an isolated area. In the station area all facilities are located; parking facilities, a bicycle storage, a restaurant, a kiosk, and the public transport facilities (railway station, bus, ferry and water taxi). However there is a lot of fragmentation. The public space is clearly a result of the placing of these facilities.

First of all there are four parking terrains. One that facilitates the people using the ferry, one facilitating the wholesale company and the two others for other visitors. The car is very dominating in the area. Not only because of the parking terrains, but also due to the routing over the square. However, the square does not feel like a square because it is divided by the car route, as well as the strong articulation in the

pavement. This creates a lot of paved residual space or unusable green spaces.

In conclusion it can be said that the station area is isolated and that the experience is negative, because there is fragmentation in facilities, no hierarchy in traffic types and design elements, no cohesion and there are no qualitative places to stay. This is pictured on the next page.



0 m 20 m 40 m 60 m

Fig. 6.40 Current situation station area



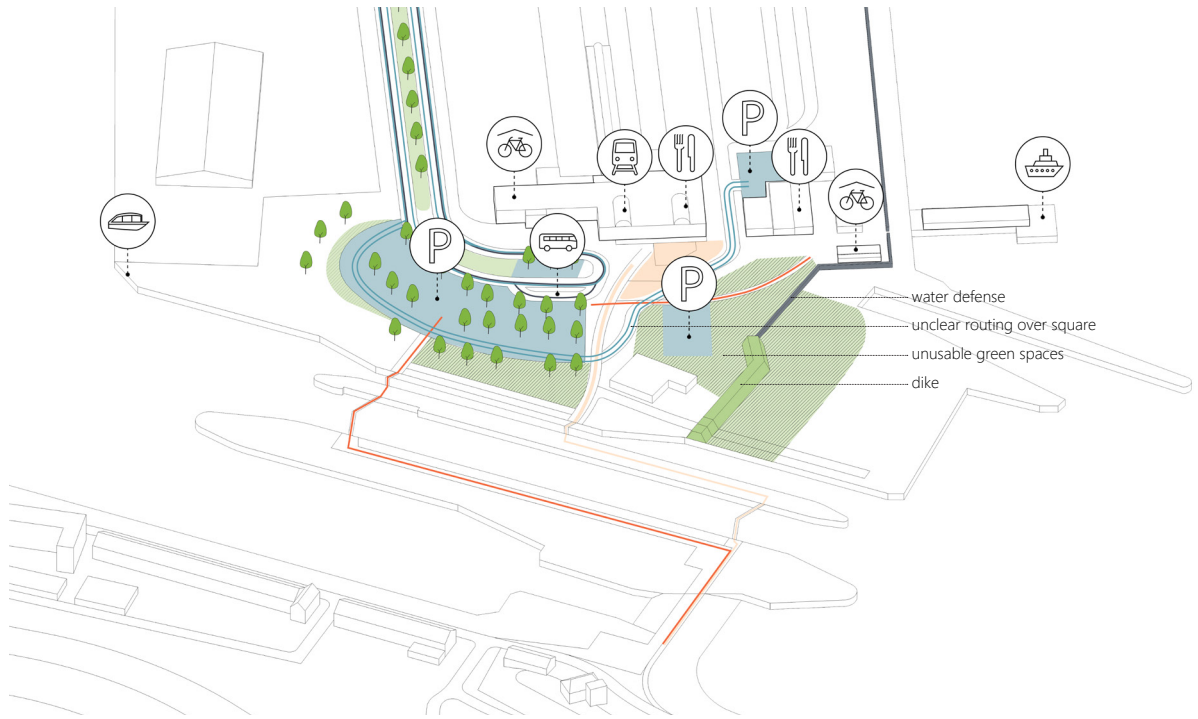


Fig. 6.41 Current urban system station area

*Impression*

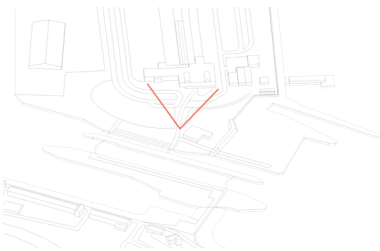
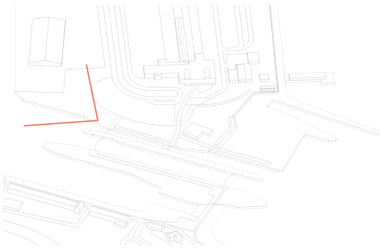
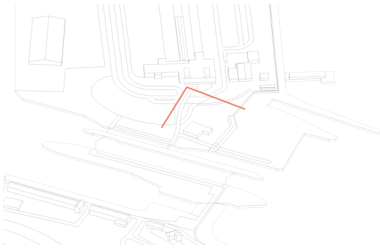
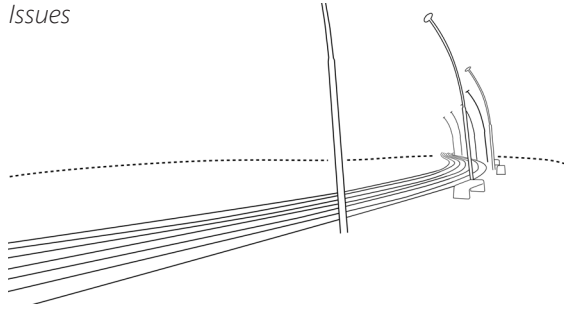
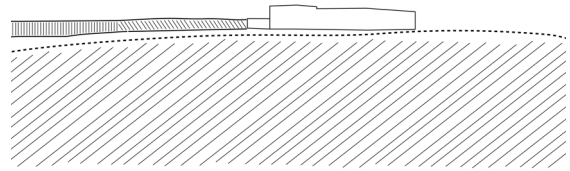


Fig. 6.42 Current impression station area

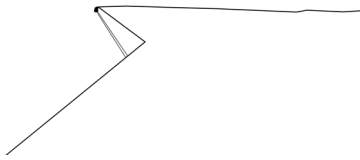
Issues



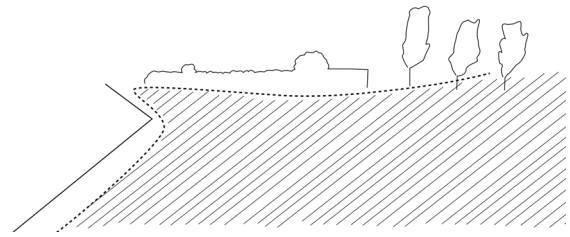
No square 'feeling' due to division by strong articulation of pavement



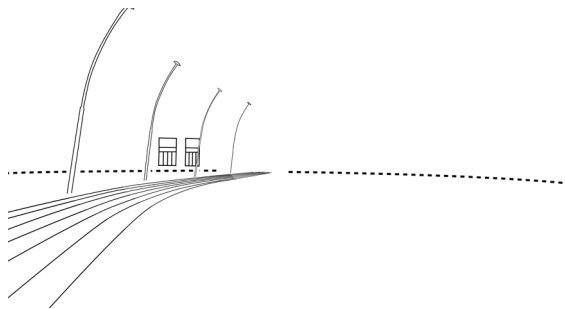
Water defence and building block view on the water



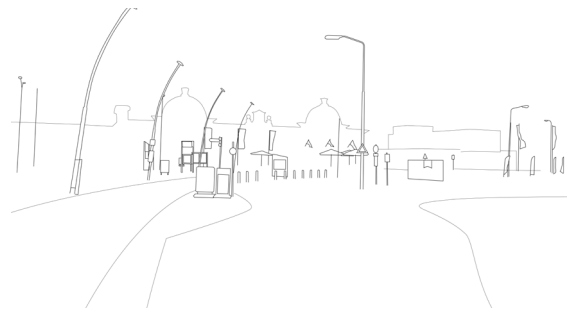
Water taxi is not visible



Hazy boarder on the right create undefined space



No clarity due to the articulation of the pavement does not lead to the entrance of the railway station



Chaos and no clarity because there is no hierarchy in design elements and design language

### *Goals*

There are two main goals for the station area. First of all, to make it a connected area by improving the mobility. This will be done by a new added bus lane, HOV bus lane, cycle highway, rent-a-bike spot and by promoting water transport and parking in the station area. The second goal is to develop the station area into a place to stay that offers a great experience from the area to pass through that it is now. This will be achieved by creating unity, hierarchy, cohesion and the design of qualitative places to stay.

### *Design concepts*

In order to create qualitative places to stay, there needs to be a new hierarchy in traffic types, where slow traffic is leading. Therefore, the car use needs to be minimized; the parking places must be relocated and the car will become guest in the street. Therefore the buffer between the road and square is designed minimal.

The parking places will be relocated in a new developed building that is located against the flood defence and ensures a clear border of the square. The plinths of the building are open and house public functions. Behind the open plinth the parking is located on three levels. The roof of the building is accessible by a large stairs that create a lot of seating. From the roof one has a beautiful view on the sea on one side, and the harbours and city on the other side.

Qualitative green in a straightforward design language is added on the east part of the square and on the roof of the parking building. In front of the station building, the green is limited to no, or low green to create an open view so one can orientate

oneself easily. Subtle leading elements in the form of lighting strengthen the sense of direction.

To close the boundary of the square in the undefined corner on the west side of the square, a building should be placed. The building creates a clear boundary and adds human scale to the design. The building can house all kinds of functions, such as a hotel or an office. The building should have a setback of a few metres to add a gradient between public and private.

The existing and new facilities in the area are handled integrated in the design strategy and thus unity is created. The consequent design language ensures cohesion. Furthermore, a new balance in traffic types is created whereby the design creates much more space for the pedestrian and develops a lot of qualitative places to stay, with each an own character and view.

*Integrated facilities*

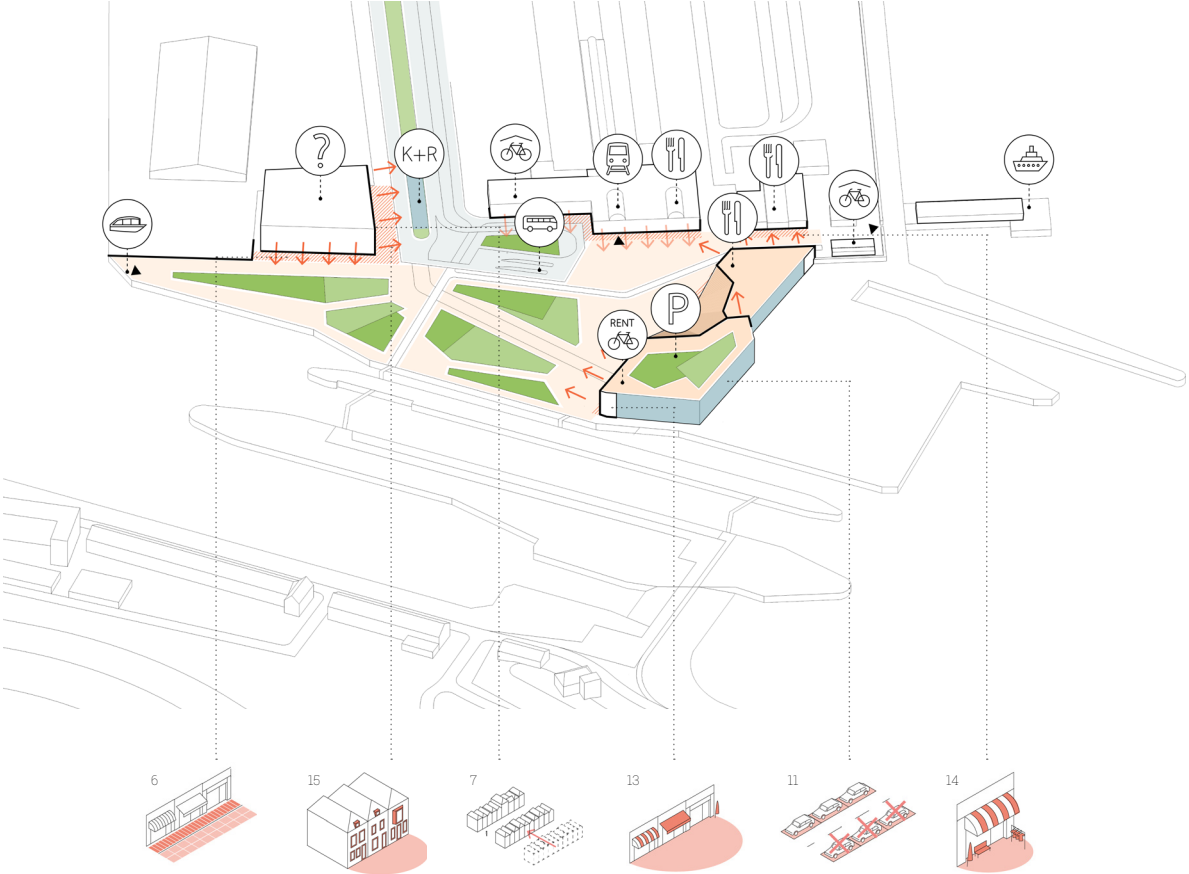


Fig. 6.43 Design concept of integrated facilities linked to design principles

*Consequent design language*

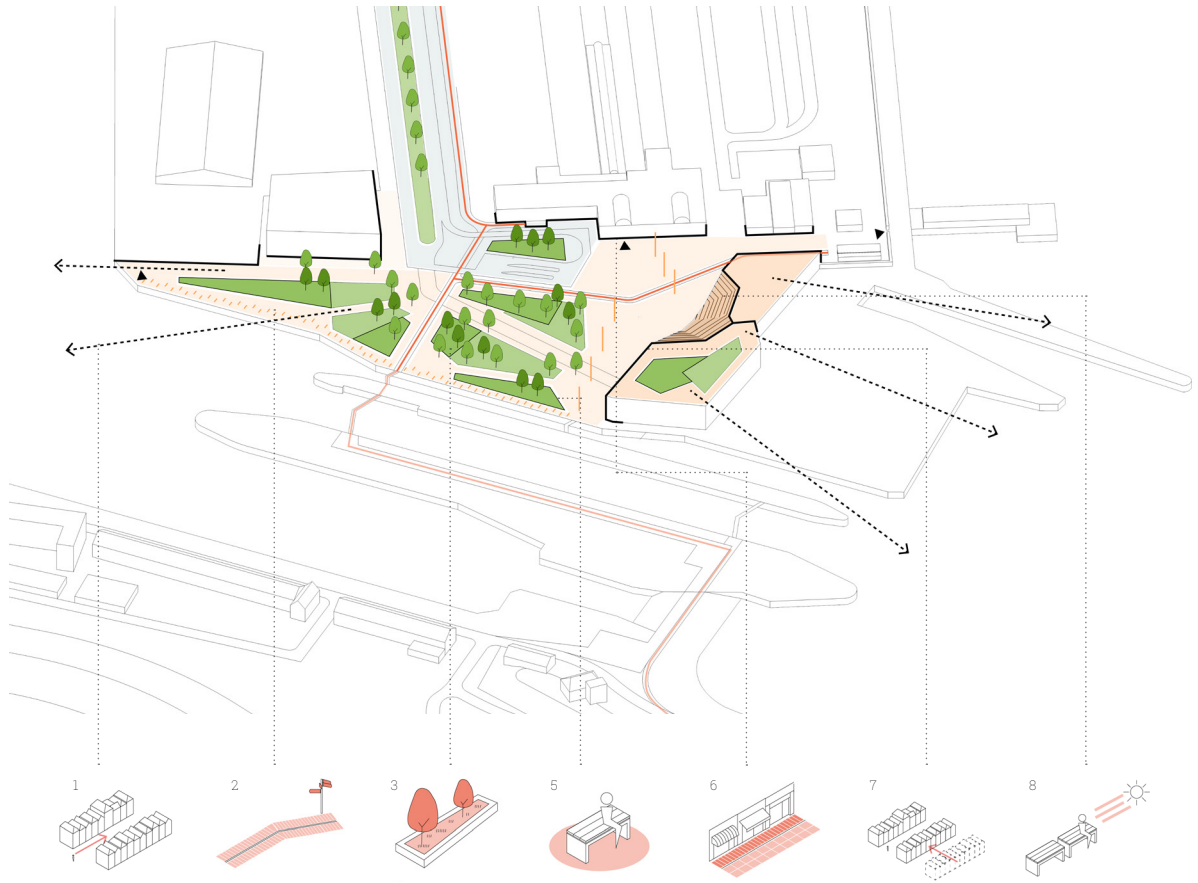


Fig. 6.44 Design concept of a consequent design language linked to design principles

Balanced traffic types

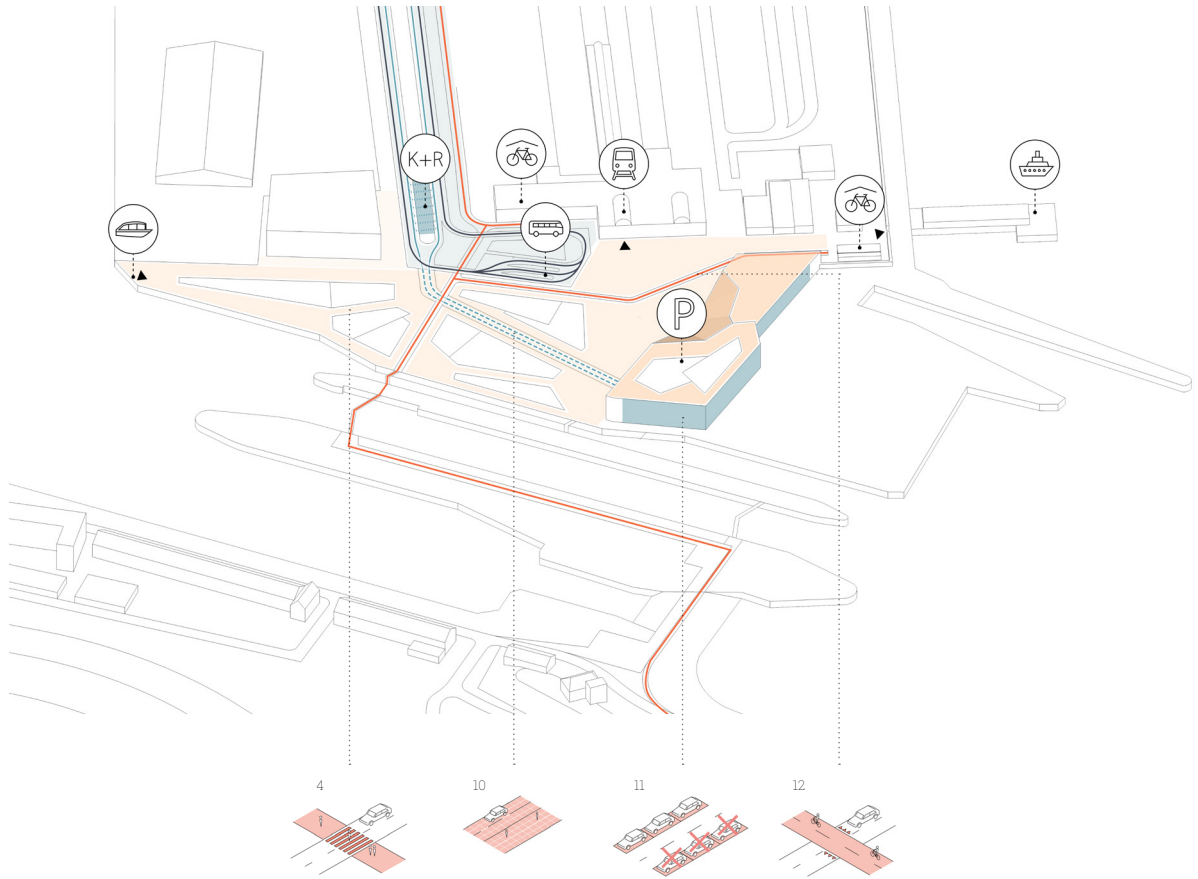


Fig. 6.45 Design concept of balanced traffic types linked to design principles



0 m 10 m 20 m 30 m





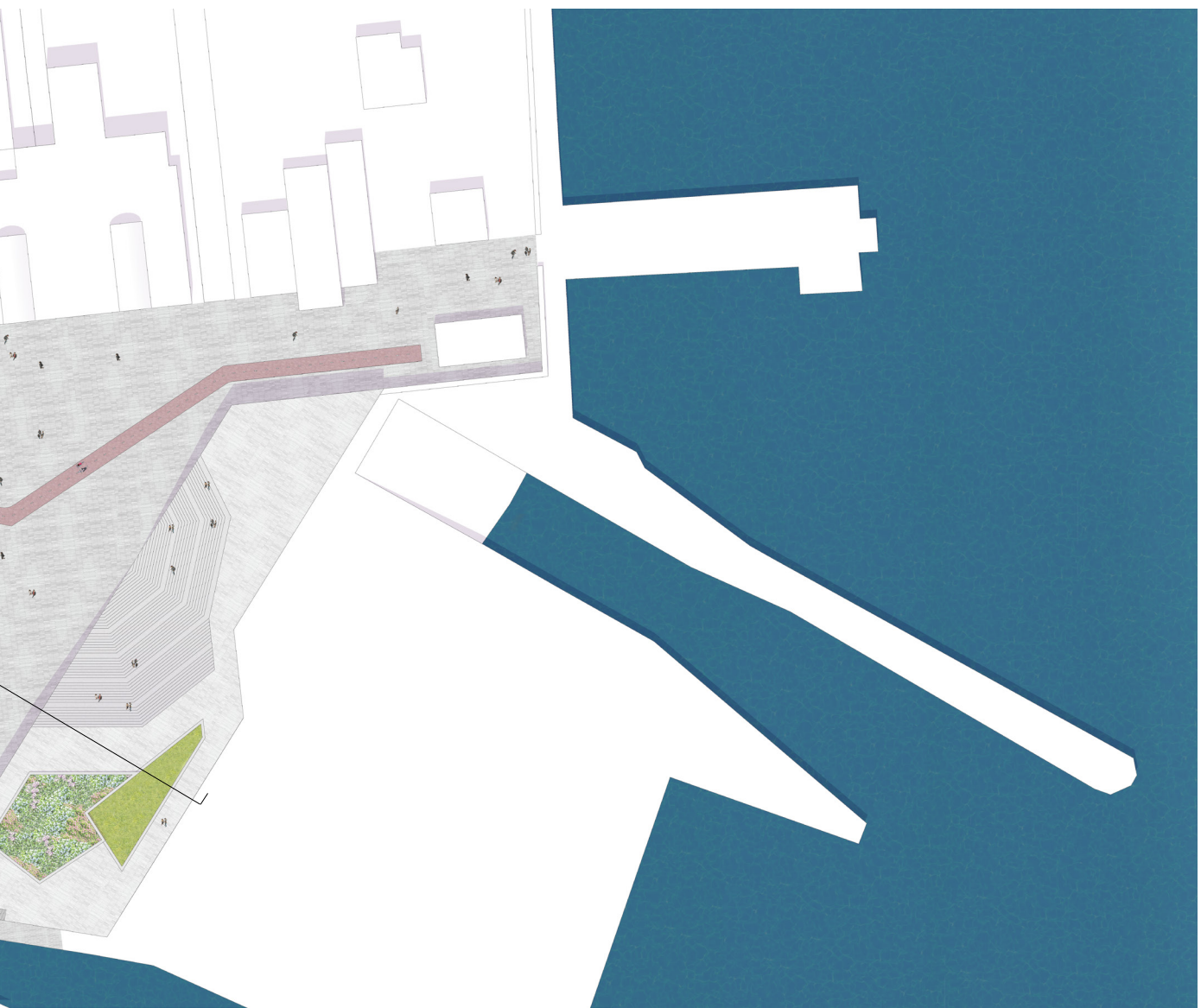
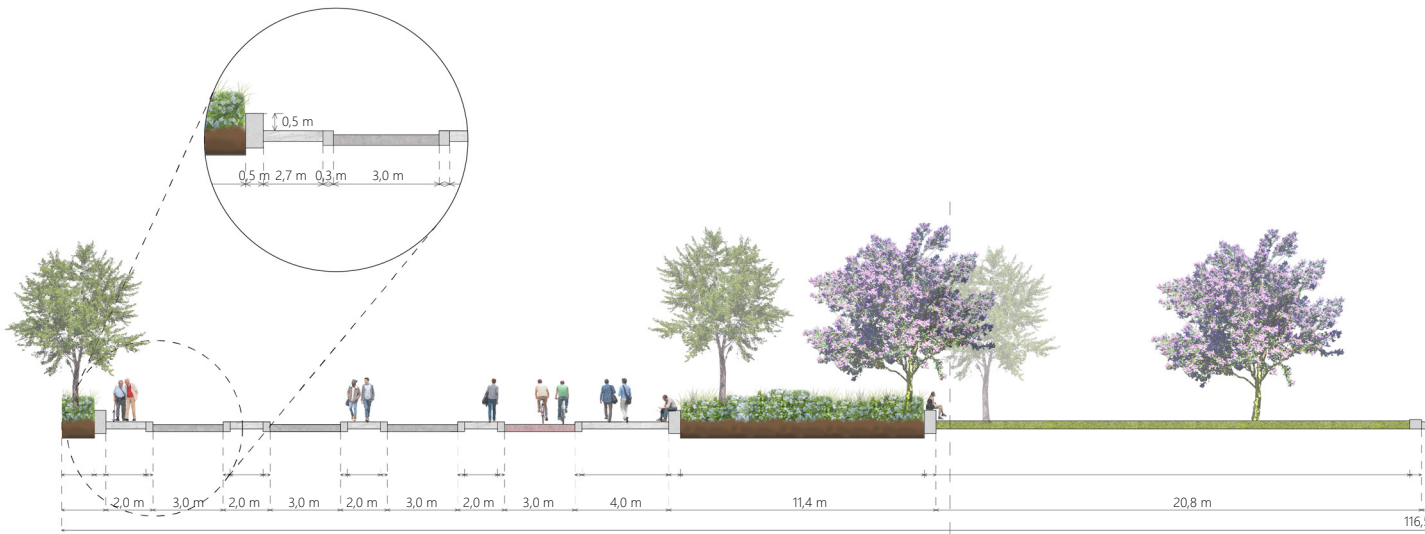


Fig. 6.46 Design of the station area



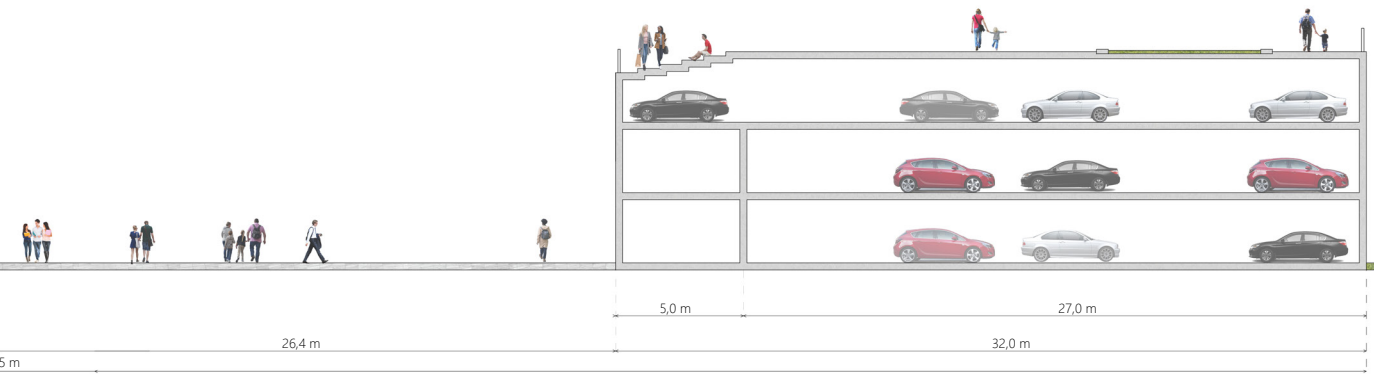


Fig. 6.47 Section of the bus stop and parking garage

This collage shows the view one has leaving the station building. An openness of the square creates overview and clarity. The materials and light colour pallet of the square and building create a certain frankness and accessible experience. This makes the square inviting, which is very important for a city entrance. The new building gives the square a clear border and creates a sense of human scale. The overhang of the roof creates a certain intimacy, which is desirable for a catering function. The right part is higher and more open, which is better in proportion to the size of the square on that side. The rhythm and placement of the lanterns form a kind of archway to the city.





Fig. 6.48 View from the station building

Here the light plan of the station square is shown. On the stairs, lighting is added randomly in the steps as a continuation of the stars in the sky. This creates intimate seating places. The 'archway to the city' ensures a light stream over the square. In the cycle way the white reflecting strokes give direction. Besides that, the glass façade of the catering function is a large light source.





Fig. 6.49 View from the station building by night

This collage shows the view on the water taxi from the quay. The view to the left over the harbours is open, because this is a unique view of water and industry, which is typical for Vlissingen. Therefore this view is consciously not limited. However, the view on the right is blocked with a new building to border the square and give the area human scale proportions. The robustness of the architecture is a translation of the maritime character of the area and so are the concrete planters and kerbstones. At the same time a certain lightness is created by the concrete tile that, combined with the open view, provide a feeling of infinite freedom. Furthermore, the colour pallet is widened with the green and colourful planting.







Fig. 6.50 View on the water taxi from the quay

Along the quay, light elements in the ground create a path to the water taxi. The horizontality, rhythm and straightness of the lighting, strengthen the maritime character of the location. Furthermore, a light bubble from the lantern, functions as a sort of pointer at this location to indicate the water taxi.

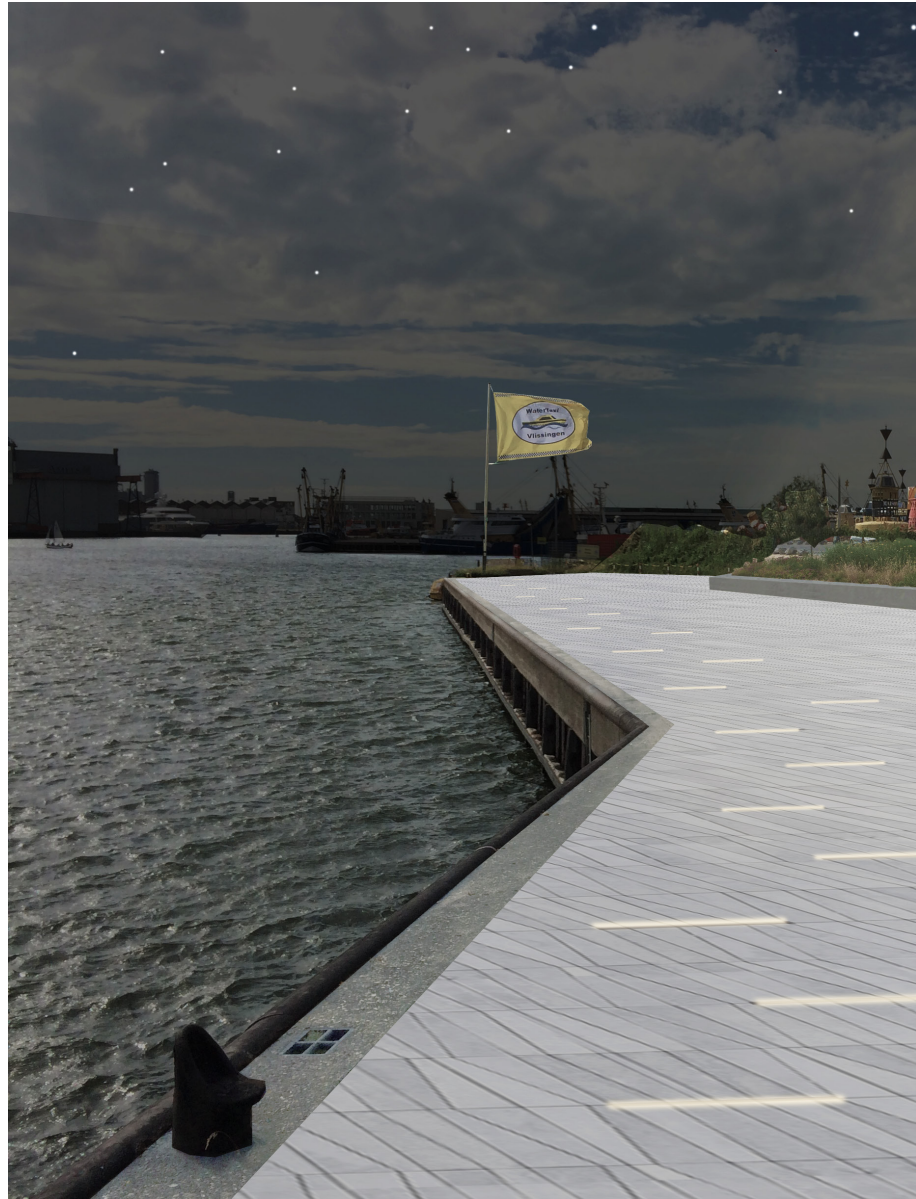




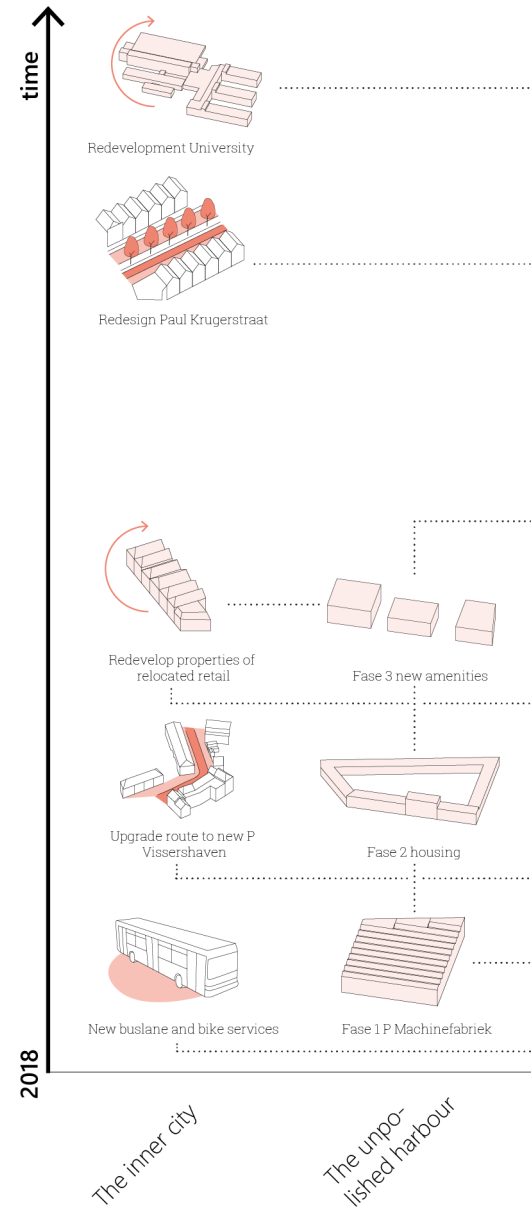
Fig. 6.51 View on the water taxi from the quay by night

## 6.6 PHASING

This optimal strategy is not feasible for the city of Vlissingen today, but it is long term strategy and if it keeps in mind the direction of the strategy and does not deviate, the plan can prove to be very useful and prevent investments that turn out bad later.

The image on the right shows the interrelations between the interventions of this strategy and their priority subdivided in the main axes of the high quality network and the inner city as a whole. Some interventions that have much impact, low investment and less spatial impact have high priority. So the bus lane and bike services should be the first step. By this the connection between the city centre and station area is upgraded and the station area can be promoted as free parking area. As this area becomes even more important, the priority is high to redesign the station square and the area should become more focussed on hospitality functions. Consequently, the green boulevard should be designed more recreational.

When the first phase of the Scheldekwartier is finished (2020) the Machinefabriek gives place for a lot of parking. And as the new garage is developed at the Vissershaven, the Coosje Buskenstraat can be redesigned with less street parking. As well as the Zeilmarkt and Arsenaalplein. When these squares become a new entrance and start of the walking route, it is of importance Walstraat south establishes facilities. This is the start of a long term process of redevelopment of properties in the Scheldestraat, Badhuisstraat, Spuistraat and Lange Zelke into housing or offices. With the redevelopment of the properties in the Spuistraat and Lange Zelke, the public space should be redesigned as well. When phase 3 of the Scheldekwartier is finished (2030) and the parking terrains are built, the parking garage in the Spuikom has priority to be developed. At that moment the public space of the Spuikom already got a (sports) park function as the Spuikom as place to stay has high priority. Redesigning the boulevard with less street parking and the relocation of the University can take place when the parking garage is developed.



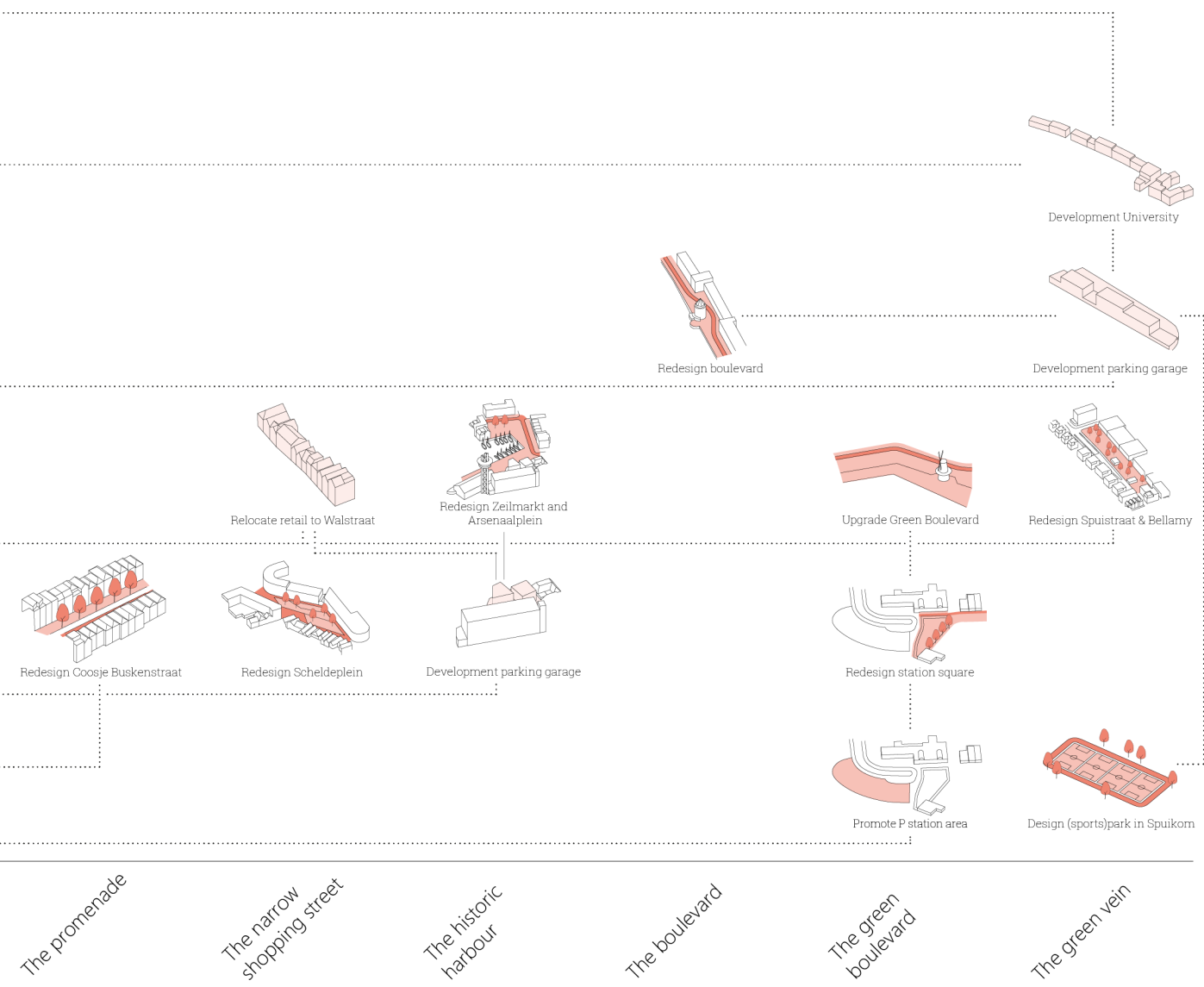


Fig. 6.52 Phasing plan

## 6.7 IMPACTS

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The inner city of Vlissingen represents a conjunction of diverse problematics which have implications on a spatial, socio-cultural and economic level through different scales. The design proposal examines the problematics intertwined on the spatial, social and economic level as overlapping layers, resulting in a comprehensive solution: creating a high-quality network that attracts a high-quality program and a diverse audience.

The downward spiral of deterioration of public space, lost sense of citizenship and lack of representativeness for businesses will break, by creating a high-quality network. The network will make the city centre the heart of the city, create a positive image of the city and bring back the spirit of the city.

### *Heart of the city*

The high quality-network will create cohesion in the city. First of all because scattered amenities will cluster in this network. When they are part of the network, they can strengthen each other and the network. Secondly, the network will generate new connections, causing better accessibility and linkages. The inner city will be re-contextualized with its surroundings and history. Especially the upgraded connection between the city centre and the water, and the upgraded connection between the city centre and railway station re-contextualize the city and create new opportunities to attract a high-quality program and a diverse audience. Furthermore, unity in the built environment will be generated by the network. Altogether, this will make city centre the undisputed heart of the city, instead of the city having multiple small limited hearts.

### *Image of the city*

The network will create a positive image of the city, and as the inner city will be representative for

tourists and businesses from outside the city, it will attract new tourists and businesses (especially in the leisure economy). Shopkeepers, owners of cafés and restaurants, hoteliers and owners of other branches will want to start business in Vlissingen. What type of amenities will settle exactly is dependent on which direction the city will go. When the future goes in the direction of the scenario of the prosperous harbour city, entertainment opportunities for younger population will be attracted. But the network will attract new facilities, and a wider range of facilities will tempt people to come more frequent and stay longer in the city.

On the regional scale (the inner city of) Vlissingen will become more important as a touristic location. It will become part of the regional touristic system, not just a day-trip location, but an overnight-stay location as well.

### *Spirit of the city*

Inner cities are an important part of our experience and they are even part of our identity and quality

of life. The more often one visits the inner city the higher the feeling of belonging to this place and the bigger the collective memory. As the inner city becomes the beating heart of the city with a wide range of facilities, one will more often go there and ones attachment to the city will grow. The threat of leaving inhabitants (especially the younger generation), because of this low attachment, will diminish because the inhabitants are satisfied and proud of their city. Because less young people will leave, the trend of aging will be limited and the population composition will remain balanced. All in all, this will bring back the spirit of the city, which will make the city adaptable and resilient.

Because the inner city will be able to function properly, it will become a place of experience, trends will have less impact, prosperity is able to grow and an identity is able to emerge.





## 7. CONCLUSION

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The intention of this thesis project is to find a way to revitalize the inner city of Vlissingen by creating a strategic plan and implementing design interventions that make it a place of experience. In that way the inner city will be able to function fully, leading to a state where trends will have less impact, prosperity is able to grow and an identity is able to emerge.

The strategic plan is a top down plan, because there needs to be an understanding of the whole urban system, because the inner city of Vlissingen represents a conjunction of diverse problems that have implications on a spatial, socio-cultural and economic level through different scales. The design proposal takes on the intertwined problems by creating a high-quality network that attracts a high-quality program and a diverse public. The high-quality network exists of seven main axes that have their own character. The network will be strengthened with the clustering of existing amenities, creating an all-round accessibility and image quality plan that will create cohesion in the network.

Facility clusters will be created that are connected with a mixed program in linking streets. In the historic centre, where the characteristics of the city are most distinct, leisure functions will be clustered, that will attract all kinds of public. The Spuikom turns out to be the perfect location for the University. Besides, the Spuikom in itself becomes an attractive and pleasant location which provides the inner city with a lot of liveliness. Besides that, relocation of the University will create a sense of belonging between the city and the students. Between the Machinefabriek and the Timmerfabriek a cluster with a maritime program and water related activities

will be developed, according to the plans of the Scheldekwartier. In addition, the station area will be developed into a place to stay and not only to pass through.

To create an all-round accessibility of the inner city a new parking garage will be included in the development of two small recreational towers at the Visserhaven. All-round accessibility will also be achieved with a new bus lane going through the historic centre. Furthermore, the new water transport possibilities will upgrade the accessibility of the inner city and make it more all-round.

To make the high-quality network work, guidelines are formulated for the image quality. Image quality regards the public space and the façades of the buildings, as well as the interrelation between the two, considering for example legibility, comfort and appearance. To create cohesion in the inner city, a selection is made of the existing hardening types and street furniture that optimally represent the characteristics of the inner city. A new type of pavement is added to this selection, as well as a series of benches that fit in the existing hardening types and street furniture and the characteristics of the inner city. Three spheres are distinguished in the inner city where the use of a particular type of

pavement and street furniture is recommended. Per sphere, guidelines for architecture are developed that express the characteristics of each sphere, to ensure cohesion.

All interventions will have to contribute into making the inner city a place of experience, to ensure one feels comfortable, consumes more and returns more quickly to the city centre. The answers to sub research questions will explain the conclusion in detail and further substantiate the design interventions:

*1. What aspects help to define and quantify experience? How are these aspects interrelated?*

The theory research made clear that there are three experience determinants: spatial, social and economic. Spatial determinants consist of the elements that form the environment. They are about spatial configurations and scales. Social determinants are people in the environment. It is the presence of people and their behaviour. Economic determinants are the presence of amenities and activities. These three determinants are inextricably linked with each other. When there is change in one of the determinants, this always impacts the other two. So when the physical environment is upgraded, it also has a positively influence on the sociability and economy of a place. As a designer focusses on the spatial field, the spatial determinants are further subdivided in connectivity, comfort and appearance. These spatial experience determinants are used as a basis for the image quality plan.

*2. What is the urban form of the city of Vlissingen and what have been the contributing factors spatially,*

*socially and economically in shaping this urban form in the past?*

Both the historic analysis and site analysis provide answers to this sub question. This research shows that Vlissingen has had a turbulent history, and this is clearly visible in its current map. The new infrastructure built between 1870 and 1873, De Schelde that expanded at the expense parts of the old city centre and the Second World War that devastated the city are the main events in history that significantly reduced the original and monumental area of the city. This gave the city the urban form it has today. History is barely visible in the current map of the city, this makes the city decontextualized.

*3. How can the current experience of the inner city of Vlissingen be defined and quantified?*

To answer this question I designed a questionnaire that is distributed via social media. It was completed by more than thousand people. They were asked to give their opinion on multiple experience determinants, found in the research, such as accessibility, appearance, comfort and facilities, in order to answer the first sub question. The result shows that most respondents are satisfied about the accessibility of the city centre by car and the number of parking possibilities in the city centre. However, more than 50% of the respondents are dissatisfied about the parking costs in relation to the supply of facilities. They were also dissatisfied with: the appearance of the architecture and urban environment, the extent history comes into its own, the quantity of benches and the quantity of retail. In the third part of the questionnaire one could indicate which locations in the centre one often

and not often visits and if this was induced by the appearance of the physical environment, the presence of people, the presence of amenities, the accessibility or the comfort. Out of this, the most and least visited locations could be identified. It also identified the most and least attractive locations with regard to the appearance of the physical environment. These were valuable conclusions that are well put to use in the design decisions.

*4. What is the current social and economic structure of Vlissingen (regional and (inter)national) and what are the social and economic trends Vlissingen faces?*

The research to the context shows that the municipality of Vlissingen has a moderate social structure characterized by, for example a low disposal income, low WOZ value and a high percentage of immigrants compared to the regional, provincial and national scale. The city's economy is based on two pillars: harbour activities, and tourism and recreation. The harbour economy is a local economy, but has significance on a much larger scale; (inter)national. Recreation and tourism are a regional economy of which Vlissingen is part in the form of an entertaining day-trip location.

*5. What can be a viable future role for Vlissingen in the regional and (inter)national system and what are possible scenarios for the inner city, with respect to its spatial, social and economic trends?*

Vlissingen is facing three influential trends. First of all, the harbour activity is growing with the arrival of the marine barracks, the merger of Zeeland Seaports with the ports of Ghent and the construction of wind farms. Secondly, the aging population is growing relatively fast and the population of Vlissingen will

shrink according to the prognosis of CBS. The last trend is the growing tourism. Out of these trends there are three plausible scenarios imaginable. A scenario in which the harbour industry becomes important on a much larger scale, the prosperity of the city grows rapidly and an influx of people come to work and live in the city of Vlissingen. A second plausible scenario is that the city loses its relevance on the larger scale, but becomes a precious jewel at the coast, where especially elderly are attracted to. The third plausible scenario is that the tourist pressure will increase enormously. Tourism will not be limited to the summer months anymore, but it covers the whole year.

The scenarios show which developments should be stimulated and which should be limited or avoided in order to reach an optimal outcome. It is striking, that, despite the fact the scenarios are completely different, the way the six spatial problems are solved in each scenario is very similar. This leads to seventeen principles that define the overall strategy.

*Recommendations*

The thesis leads to a way to revitalize the inner city of Vlissingen in the form of a strategic plan and implementing design interventions that make it a place of experience. This can be used as an example case for revitalizing a withering Dutch inner city from the perspective of an urbanist. However, as the project is very context based, the design interventions are context based solving specific issues in the inner city of Vlissingen. On the other hand there are more general urban design principles defined in the project, that remain the same in different contexts. But this part is minimal in this research and therefore it may be interesting

to develop more general design principles that are applicable in all type of contexts. It may be interesting to turn this project and other case studies into a general approach for cities with the same problematics in further research. An approach like that can increase the transferability of the ideas.

*Practical recommendations for the municipality*

The long term strategy is developed as an optimal strategy for the inner city of Vlissingen, that should be used as a direction to go to. If the municipality keeps this strategy as starting point for developments, it will prevent unnecessary investments.



## 8. REFLECTION

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### *'Design of the Urban Fabric'*

This project has above all been an exploration of the inner city of Vlissingen. An exploration in search of the optimal strategy from an urbanism perspective, to revitalize the inner city of Vlissingen considering the problematics and trends the city is facing.

This topic and research is fully in line with the Department of Urbanism, since this department investigates the relationship between urban patterns, society and design, and urban planning interventions that focus on a more sustainable and fair urban environment.

This chosen subject directed my path toward the research group of Design of the Urban Fabric that is part of the Urbanism Department at the TU Delft, as this group focuses on topics such as urban composition, public realm and spatial design intervention. All topics that are in line with the ideas I had in mind for my graduation topic. The research group has multiple focus that are leading themes in this project as well. For example the interaction between the physical environment and the intangible structures. In this thesis this interaction is explored in scenarios, where the intangible structures, the target groups and their behaviour and activities, are leading for design interventions in the physical environment. Another focus of the research group is the transformation of desirable future images (from scenarios) into concrete design interventions. In this research the scenarios are a way to explore what is desirable. They are not desirable in itself. Each scenario formulates recommendations and design interventions for the spatial problematics. The relevant recommendations and design interventions

are further explored in the strategy.

Both, my primary and second mentor, encouraged the use of scenarios in my research. The use of the scenarios as an academic design method was aiming to widen the research and to explore what to stimulate and what to avoid in the aim for an optimal outcome. The consultancy of my mentors shaped my way through the methodological framework. During the consultancy, I each time received new input that helped to make the storyline more coherent and clear. I learned to be more critical and come up with my own interpretation of the feedback. The thesis as a whole represents the response to feedback of both my mentors.

This research focuses on the inner city as a whole, since the municipality has no clear vision on this. But most of all, because the inner city represents a conjunction of diverse problematics which have implications on a spatial, socio-cultural and economic level through different scales, that need to be examined as a whole. Hence, this thesis researches the dynamics of the urban fabric and explores what the desirable future for the inner city of Vlissingen looks like. By doing so, this research is linked to the rather general ambition of both the Department of Urbanism and Design of the Urban Fabric to create and foster high qualitative, vital urban environments.

### *Research and design*

There are different relations between research and design according to Nijhuis (2012): research for design, research through design and research on design. All three relations are used in this thesis. First of all a lot of research for design has been done, such

as theoretical research, literature review, data review, analysis and questionnaires. This research has fed the design process with the ultimate objective to improve the quality of the design and increase its credibility. The scenarios are developed to explore possibilities and to generate solutions. The scenario method is research through design. Through scenario thinking the most reasonable concepts were defined to address the various problems. Also research on existing designs has been done. Specific streets and squares in the inner city of Vlissingen have been examined on design to determine which design interventions to propose.

Together these three ways of research, provide a solid basis for the design proposal. However, in order to make this research on design even more credible, it should not just have been limited to the inner city of Vlissingen, but should have included representative inner cities with a high city experience as well.

### *The methodical line*

The methodology I had in mind for this project since the start, is almost completely executed according to plan. The methodology consists of a theoretical and contextual framework followed by a strategic and design framework based on the knowledge gained from the first two frameworks. In order to define the contextual framework, certain tools were specifically developed. These tools are analysis, data review, site visit and interviews/questionnaires. The theoretical framework is defined by theoretical review and literature review and initially, case studies were also part of the theoretical framework to define design principles. But, in hindsight, too much time was spent on spatial analysis, leaving no time for case studies. The case studies should have created a stronger basis for the design proposal. With the knowledge gained from the theoretical and contextual framework the strategic and design framework was formulated directed by scenario

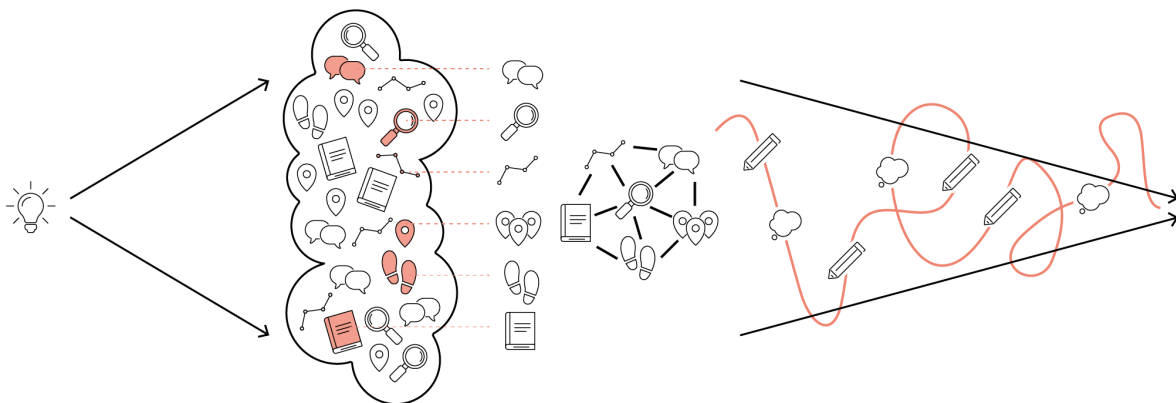


Fig. 8.1 The proces: From a small idea to an ever growing idea and an 'overload' of information. The filtered and connected information was the start of a design process that became more and more concrete.

thinking and design exercises. As all scenarios turn out to have the same type of recommendations, it can be concluded that the inner city has more 'fixed' problems than 'scenario-dependent' problems. This simplifies the development of the final design. During the process, there was a constant doubt of whether my project would remain consistent and coherent. For me, this was one of the most difficult parts of the thesis, but when reflecting on the used approach, it can be concluded that in the end the thesis is a coherent whole. However, this thesis started with a rather straight-forward focus on the global change in shopping trends and its influence on the city centre, but evolved into a search for a way to make it a place of experience where prosperity grows and an identity emerges. Eventually the relation between prosperity and experience turned out to be less distinct than expected at the start of the project. Although there is an interaction between the two, changes in the theory were needed to keep it right. Furthermore, the spatial mapping process started with the creation of a lot of maps of the urban systems of the city of Vlissingen that were useful to get to understand the city. It provided me with a clear conclusion, but gave me no concrete starting points for my design. I lost my overview in the research hierarchy. Because of that, the design process was delayed and concrete starting points were formulated later on in the process. The scenario method results were not as expected so the intended story had to be adapted.

So, on the one hand I learned to manage an open process and adapt to unexpected outcomes. On the other hand, the process would have been more efficient if I had been more goal oriented. In a new project I will keep the big picture in mind and try not

to get lost in the research results.

#### *Implications of the approach*

During my thesis I encountered multiple ethical issues. First of all in doing the research. A method in my research was to conduct interviews to find out how inhabitants and visitors of Vlissingen experience the city centre. Therefore I designed a questionnaire and distributed it via social media. Unexpectedly, over a 1000 people completed the questionnaire. As it was distributed just before the municipal elections, political parties approached me and asked me to share the results of the questionnaire. I did not do so, because in my view this would not have been justified because this was not the purpose and function the questionnaire.

Since the start of my graduation I was in contact with staff of the municipality of Vlissingen. They are interested in using my project to create a vision that is currently being developed. Therefore, the feasibility of the project has been in the back of my mind all the time. Considering the fact, the municipality is practically bankrupt and has no budget to put much in practice, I was considering how far I could take the design interventions. At the one hand I wanted to develop a plan that would be feasible for the city of Vlissingen. On the other hand, the aim of my project is to develop an optimal strategy and design interventions. So I decided to go for that. The optimal strategy is not feasible for the city of Vlissingen today, but it is long term strategy and if it keeps in mind the direction of the strategy and does not deviate, the plan can prove to be very useful and prevent investments that turn out bad later.

#### *Transferability of the project*



My project deals with withering inner cities and this is a general problematic in a lot of Dutch mid-sized cities. In this project the city of Vlissingen is explored, to research the problem closely, with the intention to develop a strategic plan and design interventions for the inner city of Vlissingen, but also a strategic planning's and design approach for the revitalization of Dutch mid-sized inner cities. During the research it became clear Vlissingen has a lot of specific local problematics and opportunities. Therefore the approach for the revitalization of the Dutch mid-sized city became less applicable. Despite the fact there is no general approach, the project still is a good example in how to break the downward spiral of a withering city. In a further study it may be interesting to turn this project and other case studies into a general approach for cities with the same problematic.



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## APPENDIX 1 - HISTORICAL ANALYSIS

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To understand how the city of Vlissingen operates today, it is of importance to understand its history and know what have been the contributing factors spatially, socially and economically in shaping the city.

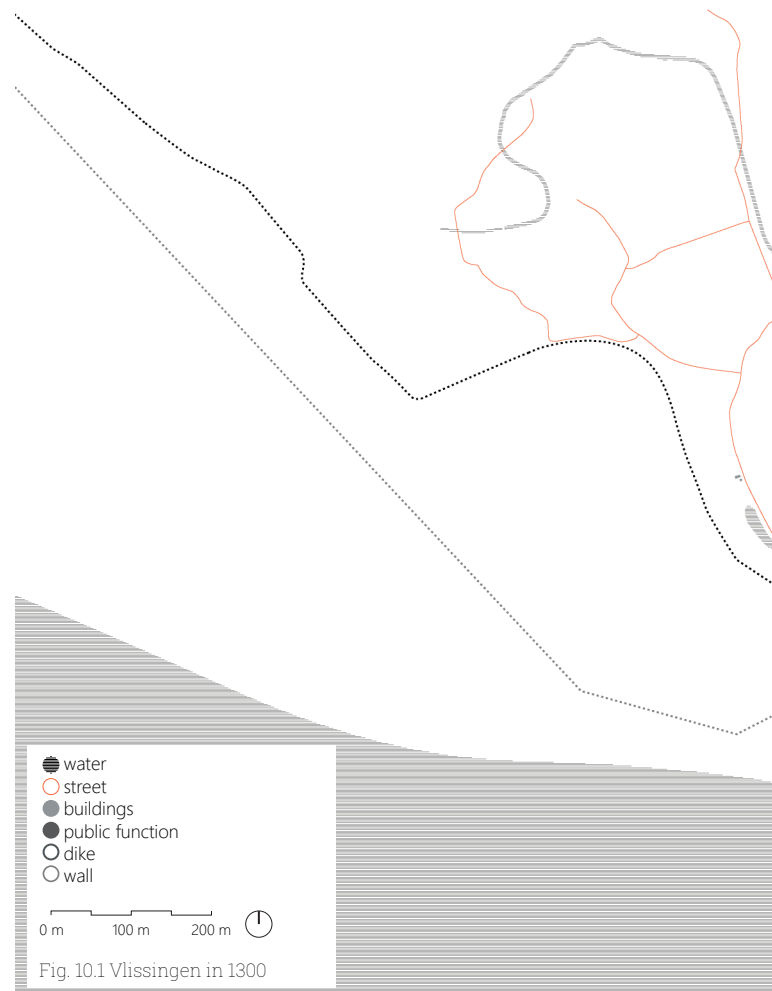
### *Origin*

Vlissingen originated in the 12th century at the mouth of an old stream that linked the further inland settlement of Oud-Vlissingen to the river Schelde. On the eastern shore of this stream, which ran approximately at the Breewaterstraat and the Slijkstraat, the settlement was developed.

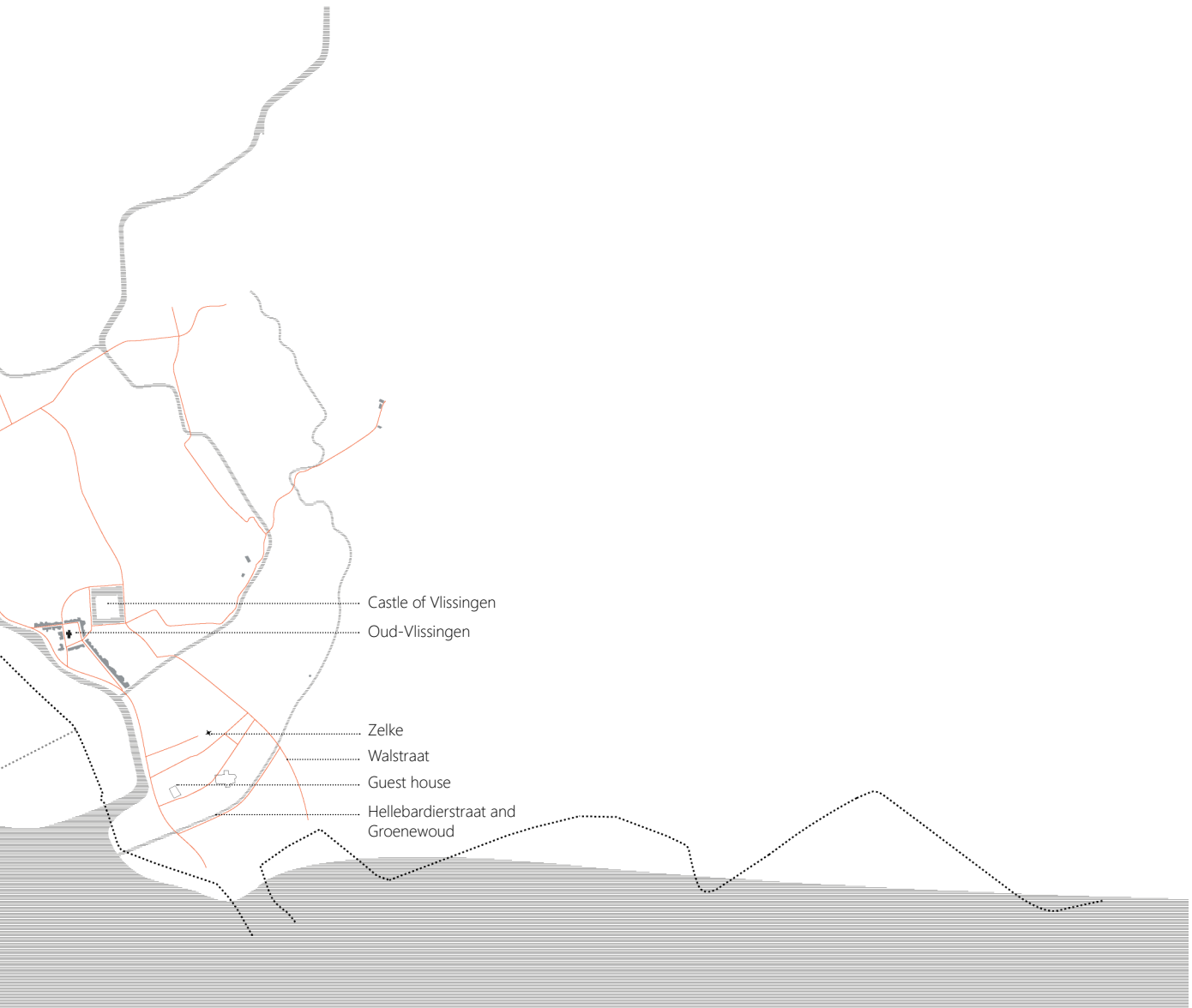
The settlement was situated along the axes Bakkersgang, Lange Zelke in the north, with the Breestraat, Kerkstraat and St. Jacobstraat as the central axis and the Hellebardierstraat and Groenewoud as the southern axis. In the east, old dikes, coinciding with the Walstraat, form the boundary (Smook, 1984, p. 166). The settlement developed, thanks to prosperity gained by fishing.

### *First constructed port*

In 1308, earl Willem II gave order for the construction of a new port, because the old stream was no longer suitable for safe storing of ships and, moreover, it was going to silt. The new harbour (Voorhaven, Koopmanshaven en Achterhaven) divided the settlement in two. A sluice was built at the height of the Breestraat and the Kerkstraat. The southern part of the old stream was muted and the remaining part is later expanded to the 'Molenwater' and was given the function of Spuiboezem (Van Druenen, 2015, p. 50-55).







### *City rights*

The settlement develops such a way in the 12th and 13th century, based on a certain prosperity gained by fishing and salting, that city rights are granted in 1315 (Rutte, 2013, p. 108).

Until the early 15th century, the city develops on both sides of the port. On the west side, the town hall is located on the Breestraat and the area around the Breewaterstraat is developed further. On the west side, St. Jacobskerk becomes a centre of urban development (Smook, 1984, p.167).

### *Construction Nije or Engelse port*

The area south of the street Groenewoud is drawn to the city around 1440 with the construction of the Nieuwstraat, the Nieuwendijk and the new constructed Nije or Engelse Haven (the present Visserhaven). The new harbor and herring privilege, granted to Vlissingen in 1444 (Back, I.P., Blom, P., Henderikx, P.A., Vader, H.J. & Zondervan, W., 2007, p. 170-172), was the crown on the work of five to seven generations of fishermen who managed to make fisheries the dominant sector. Prosperity rose rapidly and in 1485, the plundering of the Sluizenaars was no more than a ripple in the turbulent history of Vlissingen though it led to the construction of a city wall around the until then open city. In the north, the Coosje Buskenstraat and in the east the Walstraat became the boundary (Smook, 1984, p.167).

### *From fishers town to hijackers town*

By 1550 there had been, apparently little change in Vlissingen, compared to the centuries before, but in the meanwhile the city grew further. In 1500, Vlissingen counted 1,000 inhabitants. That number





tripled to 3,000 in 50 years. Almost a third of this growth was caused by the arrival of immigrants, especially from Flanders and Brabant. This was due to the economic downturn of Bruges and Ghent, although most of the new inhabitants did not come to the city from economic motives but from religious ones. The reform movement was initiated and the Roman Catholic Church was strongly opposed to innovation. Every effort was made to prosecute and punish the reformers (Van Steensel, 2012, p. 218). In 1550, Vlissingen was still a fishers town. But not with as much conviction as in 1444. Caused by the population growth and the modest emergence of new trade sectors, the city was able to evolve to an economy with a broader foundation than the economy that was just based on the fisheries sector. It can be determined that the port of Vlissingen played an increasing role in shipping traffic in the North Sea between 1550 and 1580. During this period, the number of inhabitants doubled from 3,000 to 6,000, of which about 1,200 were immigrants (Van Druenen, 2015, p. 221). Certainly there has been a link between the growing and more differentiated economy of Vlissingen and population growth.

#### *Urban structure 15e and 16e century*

Meanwhile, the sea side was reinforced with the construction of the Keizersbolwerk against the Koopmanshaven and the felling of the current Boulevard de Ruyter to the Gevangentoren. A bastion built on the location of the current Betje Wolffplein completes these fortifications (Don, 1985, p. 145-146).

The urban structure of the developed city area is clear and clearly shows the different development





Dok

Dokhaven

Pottekaai

Palingstraat

Oosterhaven

stages in the structuring elements. The three axes of the oldest urban development are perpendicular to the crossing of the Koopmanshaven and the Achterhaven. On the Breestraat, Kerkstraat and St. Jacobsstraat, all major urban functions are located from Grote Markt via Oude Markt to Kleine Markt. The St. Jacobskerk was built to the present size in the 16th century (Don, 1985, p. 149). During this time, the Branderijstraat was also constructed, which allowed further densification of the centre area. The Koopmanshaven (the current Bellamypark) is one of the most important urban areas. Due to its width, the Nieuwstraat appears to be the most important structural line in the 15th century expansion (Smook, 1984, p. 166).

#### *Urban expansions*

The 6,000 people who inhabited the city in 1580, lived in the same area as the 3,000 in 1550 and the 1,000 did in the early 16th century. This changed rapidly after 1580 and on a large scale. The milestone is 1613. In that year an entirely new port complex in the east of the city was completed: the Dok, the Dokhaven and the Oosterhaven, together over one kilometer in length (Van Druenen, 2015, p. 310). Between the old town and the new ports completely new neighborhoods were realized with the Palingstraat as central axis. The pattern of perpendicularly streets still determines the image. A whole new fortress is built and many military buildings are located near the Dok and on other places in the city. The urban area, now enclosed by the fortress, offers enough space until the middle of the 19th century.

#### *Privateering*

Despite this enormous urban expansion, shortly after 1580 stagnation and decline of Vlissingen was precluded. The growth of Vlissingen was much smaller than, for example, the growth of Middelburg and certainly of the cities in the province of Holland (Van Druenen, 2015, p. 389). Population growth that is slow and unilateral compared to other cities where growth is much faster and more differentiated, must be seen as decline.

And yet, Vlissingen could distinguish itself from the rest of the Netherlands in the 17th century. The privateering and slave trade remained an important distinction, though this may have a negative connotation. In the 17th century, the city had produced a disproportionate number of national sea heroes compared to the rest of the republic (Van den Bosch, 1676, p. 173-299). The successful short-term city economy mainly based on violence had thereby regained its ever-unilaterally character. This was the 'defect' of the whole Republic, which caused a relative decline in the 18th century. In Vlissingen this was again more vehement than elsewhere (Van Druenen, 2015, p. 486).

#### *From hijackers town to laborer town*

By the middle of the 18th century, Vlissingen was quite an average city, at least in terms of economy, politics, religion, society and the way the city was organized. The only deviation was the culture in the city: this was more advanced than elsewhere in Zeeland and it originated big names. Vlissingen was even nationally involved in the cultural and scientific field, and that had never happened in the previous 500 years. This situation would last until 1807, when

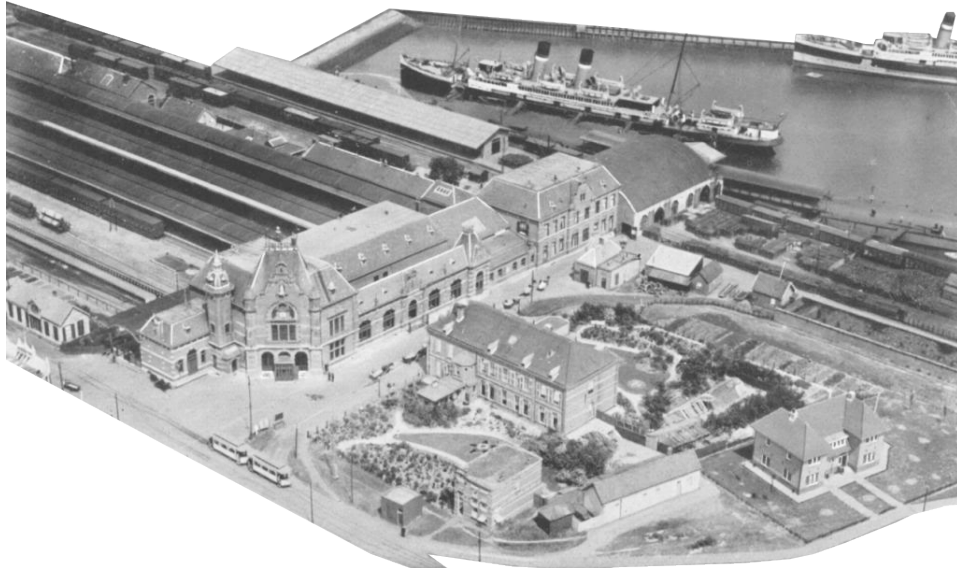


Fig. 10.6 Train station

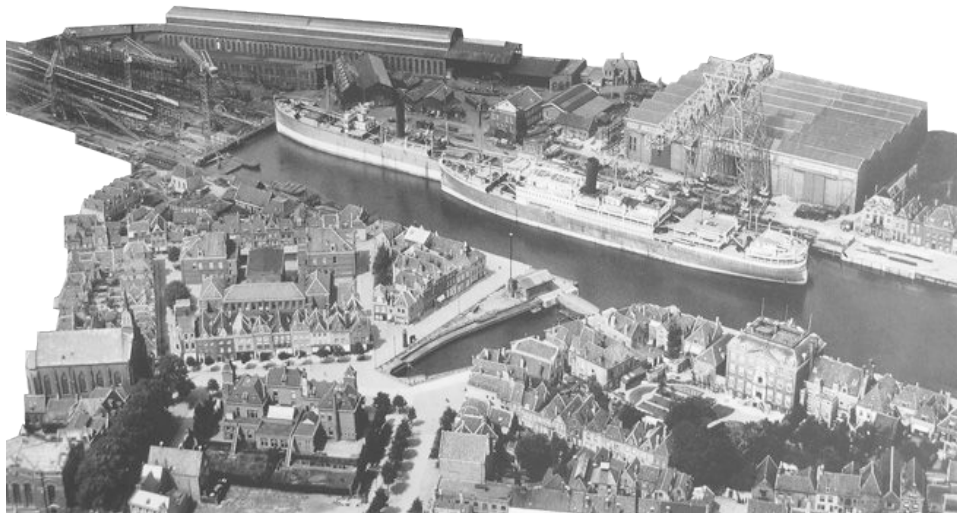


Fig. 10.7 Dok, part of the inner city and part of De Schelde

the annexation by France took place (Van Druenen, 2015, p. 536).

#### *Origin of the labor city*

How much the Netherlands suffered from the French presence, the deathblow for Vlissingen came from outside and consisted of two disasters: the flood of January 1808 (De Kanter, 1808) and the two-day English bombing of August 1809 (Van Hoek, 1810). Both disasters caused a lot of damage in the city. Mainly behind the Boulevard de Ruyter and the Oranjebolwerk. The construction of a ready-made infrastructure for the exploitation of a large shipyard, reconstruction of the ports and the expansion of the fortress by Napoleon, on the other hand, were attraction factors (Van Druenen, 2015, p. 614).

After Napoleons defeat in October 1813, the French left and one year later there was the establishment of the Koninklijke Marine (which Napoleon already had started). By this, a new identity was born: the labourer city. The navy was founded at the Dok and the city became a typical naval port. This function remained until 1867 when the naval activities were moved to Den Helder (Brusse & Broeke, 2005, p. 48).

#### *New infrastructure*

In 1867 Vlissingen lost its status as a fortress-city and the city, that was threatened by overpopulation, finally was able to expand. The fortress was abolished and between 1870 and 1873 the Roosendaal-Vlissingen railway line was built, the Kanaal door Walcheren was established and the Buitenhaven was constructed (Smook, 1984, p. 167).

This new infrastructure stimulated the development

of industrial activities and provided Vlissingen two major new employers: the shipyard and machine factory Koninklijke Maatschappij De Schelde (KMS), which settled on the site of the former naval yard, and the Stoomvaart Maatschappij Zeeland (SMZ), which opened a ferry service in England. After De Schelde settled in the Dok in 1875, a period starts in which Vlissingen develops itself as an industrial centre (Dirkzwager, 1970, p. 57-76).

After 1885, the city is also developing as a seaside resort. The Boulevards are being constructed. Until 1910 the sea side has a distinct luxurious character. At the end of the 19th century, the city was expanded at the site of the former fortress (Smook, 1984, p. 167). Typical labour districts are being built.

#### *First World War*

The sources of existence; shipbuilding and tourism, complemented by the strengthening of caring functions, bring about a fair prosperity around the turn of the century. But they also take their toll. Especially the Schelde shipyard has a constant lack of space and is increasingly expanding at the expense of parts of the old city centre. The city had enormous need for expansion. The SMZ also wanted to expand the number of departures to three times a day and thus needed extra quay meters. In 1914, a plan was made to expand the Buitenhaven. But during the First World War these developments stopped. It would take till 1931 before the expansion of the seaport took place, and activities moved further east (Dirkzwager, 1970, p. 57-76).

For the whole of the Netherlands the First World War meant the end of a period of strong economic growth. About ten years later, the global crisis began





Fig. 10.8 Badstrand before the Second World War



Fig. 10.9 Damages after the Second World War

and the Netherlands dropped terribly deep.

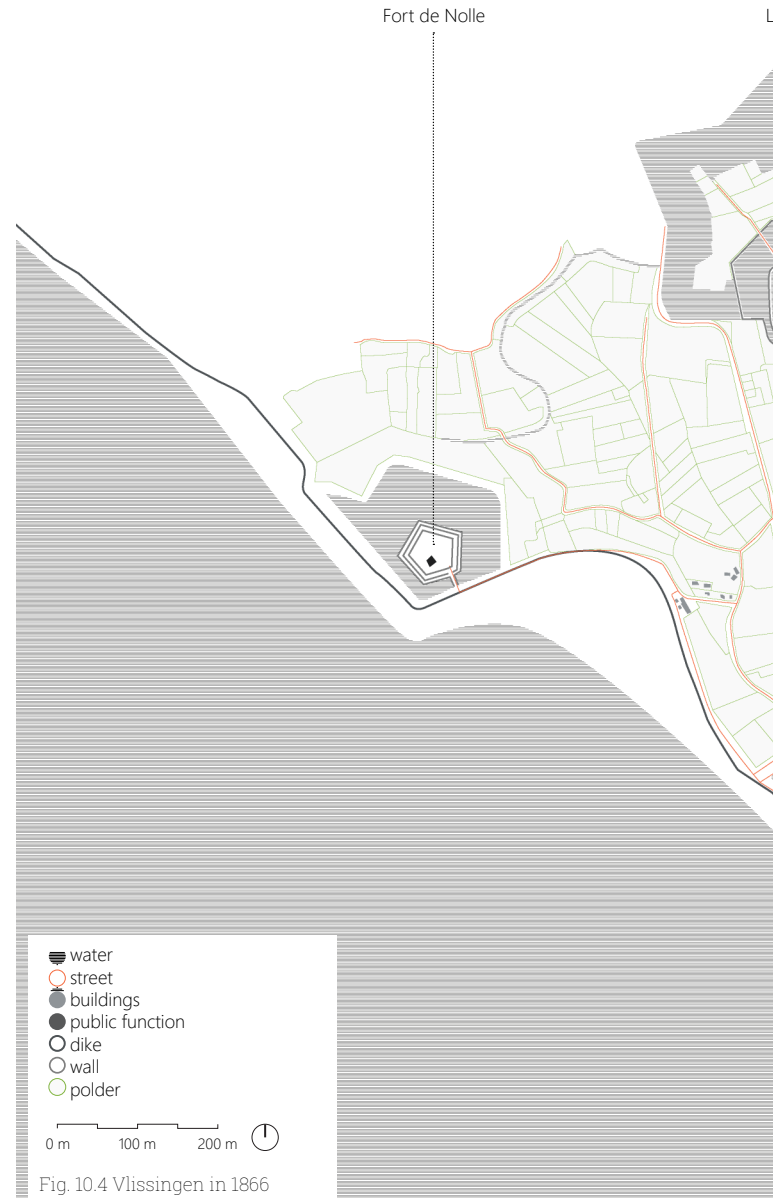
#### *Economic crisis*

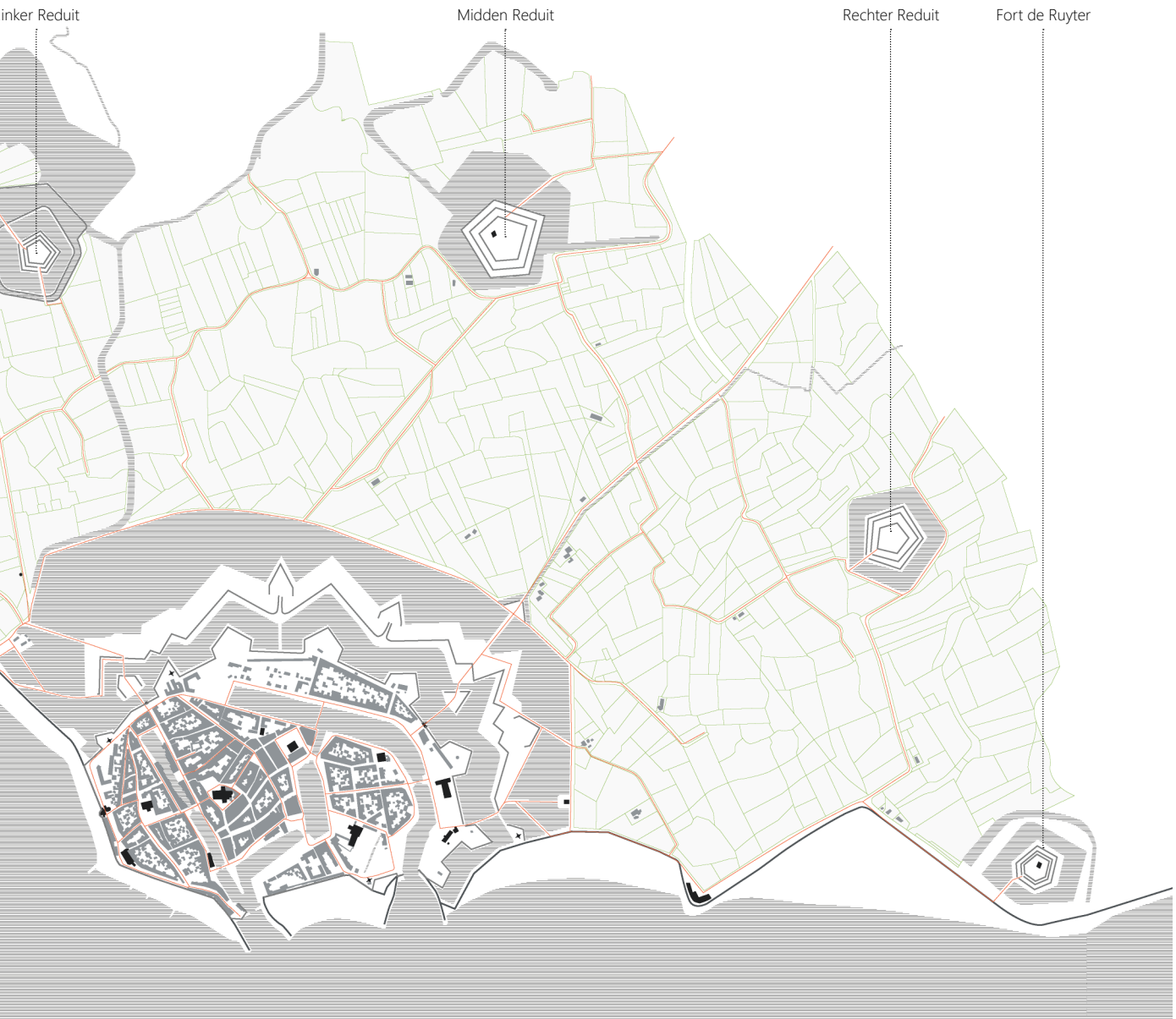
In the 30's, the economic crisis also hit Vlissingen. By then De Schelde was the largest employer of Vlissingen. Large redundancies could not be avoided and in 1935 the number of unemployed reached a peak (Kok, 1975, Data en Feiten 1925-1950). Nevertheless, since 1935 unemployment started decreasing, which has to do with increasing number of orders at De Schelde. Nevertheless, the crisis had not hit Vlissingen less than it did elsewhere. On the contrary. The income of most employees was already very low and in response to the crisis and the declining order portfolios, a lot of employers decided to lower wages even further. Poverty in Vlissingen was also the case when most people were at work (Van Druenen, 2015, p. 825). Increases and decreases in the number of De Schelde employees influenced the number of residents of Vlissingen, which indicates the absence of other forms of large-scale employment opportunities (Kok, 1975, Data en Feiten 1925-1950).

#### *Second World War*

1939 had been a very good year for Vlissingen. Despite the outbreak of the Second World War in September, the population grew, unemployment decreased, the housing stock increased and the street and road network improved and expanded (Van Druenen, 2015, p. 829).

For Vlissingen, the war actually began in May 1940, when the Germans invaded the Netherlands. The devastation that took place in 1809 would be repeated in a ruthless manner and even in a more serious form over the four years of occupation. In





the time the city was occupied, there were at least 71 bombardments causing damage. The deathblow for the city came when the dikes of Walcheren were broken in four places in October 1944. Two of them were located in Vlissingen and in total, 2,065 homes were flooded. Vlissingen was by far the most devastated city in the Netherlands. Of the 6,220 homes Vlissingen counted in 1940, 1,381 were totally destroyed. Those remaining were heavily or less heavily damaged. It is being said that only one single house came out of the war undamaged. In Vlissingen 5.7 houses were destroyed on every 100 inhabitants. In Middelburg this was 3.3 and in Rotterdam 4.5. Many, but a lot less than in Vlissingen. After 130 years, suddenly again Vlissingen was important enough to be destroyed (Beenhakker, 2014, p. 26-29, 168-170, Van Druenen, 2015, p. 829-848).

#### *Reconstruction*

In November 1944, the month of her liberation, the city was the most devastated city of the Netherlands, and barely 3,000 people were still living in the city. In May 1940 23,000 people were (Van Druenen, 2015, p. 865). What the future of Vlissingen should look like was an important question. In the reconstruction plans presented in the years after 1944, the concepts of renovation and restoration cannot be found. There were discussions about remediation, demolition of cave houses, the construction of new infrastructure, port expansion, and above all: (...) new construction of residential and retail buildings on a large-scale, new buildings and new buildings (Van Woelderer, 1945).

The reconstruction did not start well, at least not at a speed that could serve to the ambitious plans





of the municipality. There was a lack of money and material and the national government had to deal with 1,015 other municipalities (Van Druenen, 2015, p. 874-878, Zwemer, 2005, p. 511-531).

#### *Flood disaster of 1953*

In 1953, the modernization policy of the municipality of Vlissingen received an unsolicited push. In January of that year, a combination of spring flood and a north-western storm with hurricane force caused a flood of unprecedented extent that flooded large parts of Zeeland, West Brabant and South Holland. Walcheren was largely spared, except for one city: Vlissingen. Large parts of the boulevards were severely damaged and water flew into the city. Most streets in the lower parts of the inner city were flooded, at some places over two meters. A lot of damage was done and in addition to this, many buildings still had visible traces of the earlier war violence (Antonisse, 1991, p. 31, Hintzen, 2003, p. 3-10). In order to further develop the city center, much was remediated and newly built. This significantly reduced the original and monumental area of the city centre.

#### *Bankruptcy of De Schelde in 1983*

After the oil crisis and the deteriorating economic situation, the order flow, both for newbuilding vessels and for maintenance and repair, faltered and De Schelde rapidly got into trouble. The Dutch government was blind to these developments and supported De Schelde. Until a certain moment, the government subsidies would no longer be sufficient to support Dutch shipbuilding. After the collapse and unbundling of Rijn-Schelde-Verolme (where De Schelde since 1971 belonged to) in 1983,





Nollebos

Schelde terrain

Buitenhaven

the government and the province of Zeeland took over the company shares. De Schelde continued to exist, but in the meantime had several cutbacks were causing parts to close and staff being fired. This point in history can be seen as the end of the laborer city (Brusse, 2005, p. 346-351).

#### *End of the labor city*

Several developments show that Vlissingen is no longer a labor city and is transforming into a new type of city. Over the past fifty years, the city has managed to attract a large number of provincial and national institutions within its borders; the HZ University of Applied Sciences, Omroep Zeeland, Zeeuws Maritime muZEEum and since 2014 the editors of the newspaper PZC. In addition, the arrival of the marines is confirmed now. And on top of that seven major events are organized annually or more often: Street Festival, Liberation Festival, Film by the Sea, Boulevard Markets, Colours by the Sea, Sail De Ruyter and Rescue Vlissingen. Quantity, frequency and visitor numbers of these events are in fact out of proportion for a provincial city such as Vlissingen. The growing knowledge sector and services sector, the port that is in size, the third port of the Netherlands, the south-facing beaches and the offer in hospitality industry, show that Vlissingen has the potential for a prosperous future with a new identity. And yet something is wrong. Since 2016, the status of Article-12 is granted to Vlissingen. This status is granted by the central government of the Netherlands, to municipalities that are so deeply in debt they cannot get out by themselves. Vlissingen is one of the five municipalities in the Netherlands, that has this status. The 230 million euro's debt (Omroep Zeeland, 2016) is, among other things, the

result of the purchase of a new urban regeneration project: het Scheldekwardier. It was purchased from shipbuilder Damen, in order to sell the land to project developers for housing. But then the economic crisis hit, and nobody was interested. The article-12 status illustrates the situation the municipality is in.





Fig. 10.10 Reconstruction buildings



Fig. 10.10 Reconstruction buildings

## APPENDIX 2 - PROFILES OF INNER CITIES ACCORDING TO PBL

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Evers, D., Tennekes, J., & van Dongen, F. (2015). *De veerkrachtige binnenstad*. Den Haag: Planbureau voor de Leefomgeving, p. 66.

### 4.1 De profielen

#### *Profiel A: Bruisend in een sterke regio*

Vrijwel alle binnensteden in dit profiel zijn (wereld)beroemd dankzij hun cultuurhistorie en sfeer. Deze liggen vaak binnen stedelijke regio's en hebben daarbij veel concurrenten, maar zijn wel aan de winnende kant. Het gaat er relatief goed qua demografie en economie en de sector- en winkelstructuur zijn relatief divers. Er wonen veel studenten, weinig ouderen en veel kinderen: het profiel van deze binnensteden is jong. De leegstand van vastgoed vertoont een lage winkelleegstand (en een extreem lage structurele winkelleegstand) en een lage kantorenleegstand. Aan de andere kant is de woningleegstand relatief hoog. Van de binnensteden met dit profiel is Haarlem de meest typerende.

#### *Profiel B: Solide en regionaal voorzienend*

Dit profiel bevat relatief grote (binnen)steden met een heel sterke klantenbinding, maar heeft, anders dan profiel A, een gemiddelde tot lage cultuurhistorie. Deze binnensteden bevinden zich overal in Nederland, behalve in Zeeland en Limburg. In het algemeen is er sprake van groei, zowel demografisch als economisch. De economie is divers en vitaal. Er zijn veel studenten en weinig ouderen en kinderen. De winkelleegstand is beneden gemiddeld (en structureel heel laag) maar de kantorenleegstand is hoog en structureel zelfs heel hoog. Arnhem is exemplarisch voor dit profiel.

#### *Profiel C: Bekneld in een sterke regio*

Deze binnensteden scoren heel divers op de indicatoren. Dit zijn in het algemeen middelgrote historische (binnen)steden in het westen van Nederland. Om deze reden hebben ze vaak last van concurrentie van sterkere (binnen)steden, en op klantenpotentieel scoren ze heel laag. Ook is zowel de kantorenleegstand als de winkelleegstand erg hoog (ondanks de werkgelegenheidsgroei in de zakelijke dienstverlening). Daartegenover is de woningleegstand relatief laag en het aandeel kinderen vrij hoog. Het zijn binnensteden met een hoge woonkwaliteit die het moeilijk vinden om voldoende bezoekers en bedrijven aan te trekken. Zaandam is de meest typerende stad voor dit profiel.

*Profiel D: Kwetsbaar en lokaal voorzienend*

Deze binnensteden zijn in het algemeen kleinere historische binnensteden buiten de Randstad. Ze liggen qua marktpotentieel iets gunstiger in het regionale verzorgingsgebied dan profiel C, maar de perspectieven zijn minder gunstig. Hoewel deze binnensteden inwonertal licht zijn gegroeid, zijn er nu verwachtingen van stagnatie en krimp op gemeentelijk en regionaal niveau. De woningleegstand is hier het hoogst van alle profielen; deze neemt bovendien toe. De economische structuur is relatief eenzijdig en het aantal banen in de binnenstad is het sterkst gedaald in dit profiel, met name in de zakelijke dienstverlening. Dit heeft echter niet geleid tot een hoge kantorenleegstand: deze is relatief laag. Wat betreft de winkels scoren deze binnensteden gemiddeld op alle indicatoren. Alle binnensteden in dit profiel liggen (ver) buiten de Randstad, vooral in Zeeland en Limburg. Goes is het meest typerend voor profiel D.

*Profiel E: Zwak en perifeer*

Deze binnensteden zijn veruit het minst historisch van alle profielen en liggen allemaal (ver) buiten de Randstad. Ze hebben een matig klantenpotentieel (hetzelfde als profiel D). Het aantal inwoners in deze binnensteden groeit nauwelijks en op gemeentelijk en regionaal niveau wordt soms krimp verwacht. Een op de drie bewoners is boven de 65 en ten opzichte van de andere binnenstadprofielen zijn er weinig kinderen. Dit heeft vooralsnog niet geleid tot veel woningleegstand; die is nog steeds gemiddeld. De economie is niet bepaald sterk te noemen: het aantal banen daalt en de sectorstructuur is, net als in profiel D, relatief eenzijdig. De winkelleegstand is bijzonder hoog en de structurele winkelleegstand is het hoogst van alle profielen. Ook is de filialisering er het hoogst en de variëteit van branches het laagst. Oosterhout is de meest typerende binnenstad van profiel E.

## APPENDIX 3 - POTENTIAL LOCATIONS

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Open spaces are places where citizens can move freely, also known as public domains. Public domains can be separated into public buildings, such as stores, churches and museums, and public spaces, such as parks, squares and cemeteries, that are linked by (public) connections, such as highways, railways and streets.

### *Nolli map*

The inspiration for the map on the left came from Nolli (1701-1756). He was an Italian architect and surveyor and is best known for his ichnographic plan of the city of Rome, that shows in a clear way how private and public domains relate to each other. Private domains he made black, and public domains white (Verstegen & Ceen, 2013, p. 9). For the Nolli map of Vlissingen another layer is added: semi-public. These are buildings and places that are not always accessible to public. The café close at 12 o'clock, you have to buy a ticket to enter a museum and you must be a member of a sports club when you want to sport. The railway and highway are other areas which are public, but are accessible only by train or by car.

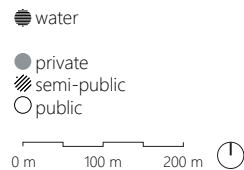


Fig. 10.12 Nolli map





*Inverted Nolli map*

To get a clear picture of which areas are public or semi-public this map shows an 'inverted' Nolli map. The map shows that there is a lot of open space, but not all open space is equally important. The mixed-used areas are important to gain more insight into the city and its system of public spaces.

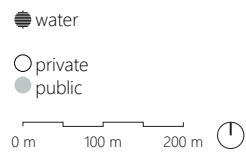


Fig. 10.13 Inverted Nolli map





### Public functions

Overlaying all indispensable public functions should show the mixed-used areas, however not in Vlissingen. It looks like a muddle of public functions and the inner city is not really recognizable as an inner city. To find a system the next page shows a map with the public functions and important public connections combined.

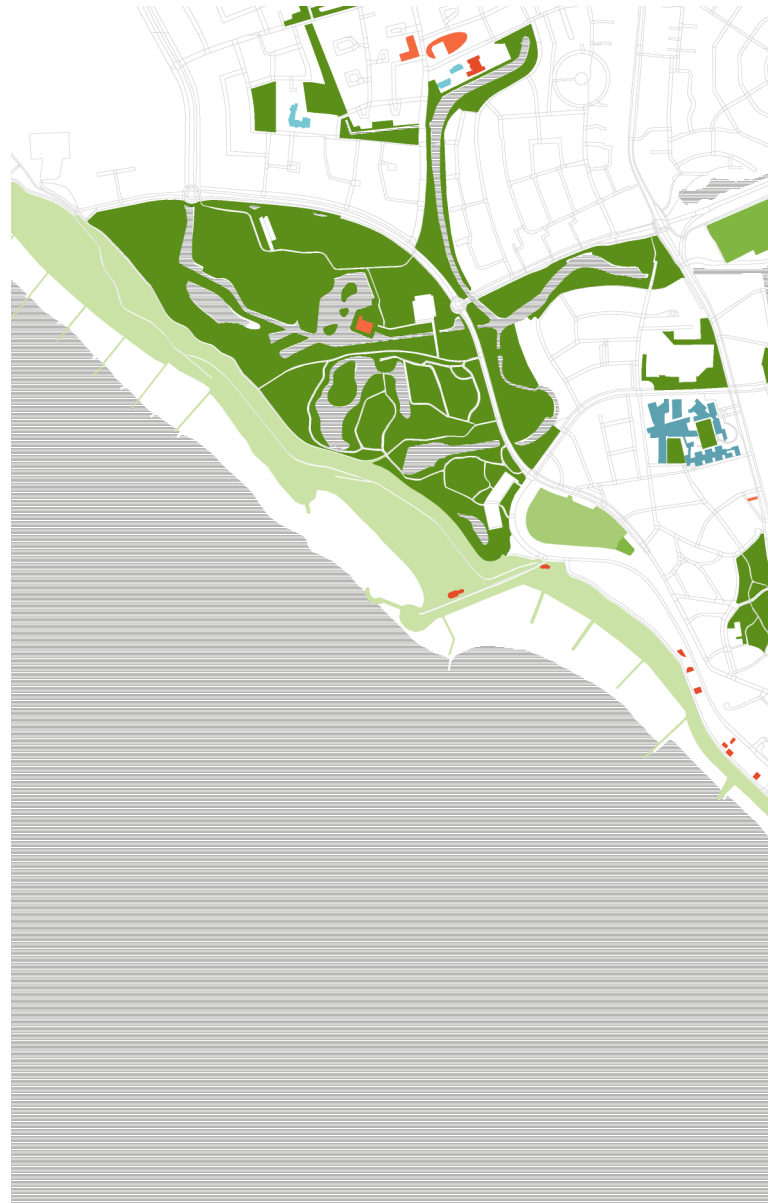


Fig. 10.14 Public functions





### *Bacon map*

This map is made in the way Edmund Bacon (1910-2005) would have done this. He was a noted American urban planner, architect, educator and author. He wrote the book 'Design of Cities' in which he gave insight to cities like Rome, Paris and Bath. He did this by means of maps in which he connected open spaces and public buildings by main boulevards (Bacon, 1967).

The map on the right does exactly the same, although Vlissingen has no boulevard like Rome or Paris. In Vlissingen it is the secondary infrastructure and the public transport that connect the open spaces. Four function systems can be defined: the waterfront, the harbour area, the 'green belt' and the living area. What can be seen on the map is that there is a gap in the city where there are hardly any open spaces and that is not part of any of these function systems.

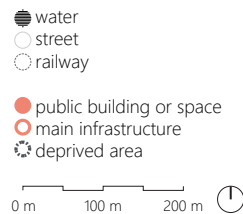


Fig. 10.15 Bacon map





### *Undefined spaces*

When overlapping the Nolli map and the Bacon map the undefined spaces can be detected. Two relatively large areas close to the inner city catch the eye: the Scheldekwartier and the Spuikom. For the Scheldekwartier plans are made and a new neighbourhood will be built there in the coming years. The Spuikom area (the former Molenwater) consists of infrastructure, grassland and parking lots. Secondly along the Sloeweg, there are some quite large undefined areas and thirdly Vlissingen has a lot of spots that can be densified. For example the area around the railway station and on the other side of the locks on 'het Eiland'. It can be said that the city has a lot of development potential.

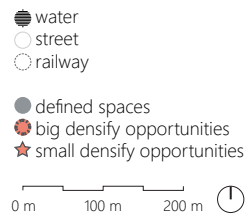


Fig. 10.16 Undefined spaces





## APPENDIX 4 - MORPHOLOGY

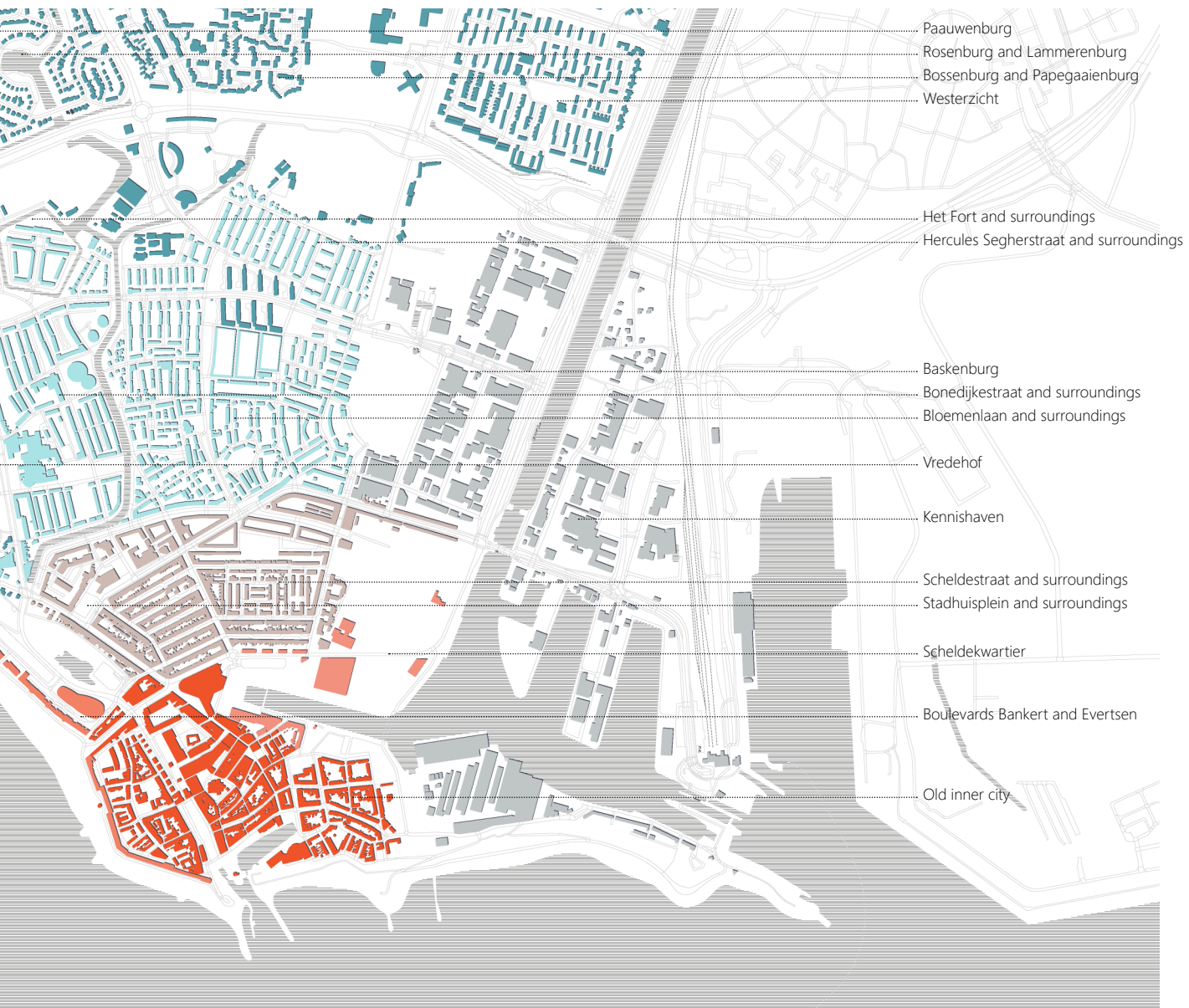
### *Typo-morphology*

The city of Vlissingen consists of 18 districts, of which 2 are industrial area. The rest of the districts are mostly residential. These residential areas are divided into different typologies. The typologies are defined through different urban systems of which the buildings and their year of construction, density, the relation between public and private and the form of the building block are most important. Also the historic and current patterns are analysed, to get to know what is left of the historic pattern.



Fig. 10.17 Districts and typologies





Paauwenburg  
Rosenburg and Lammerenburg  
Bossenburg and Papegaaienburg  
Westerzicht

Het Fort and surroundings  
Hercules Segherstraat and surroundings

Baskenburg  
Bonedijkstraat and surroundings  
Bloemenlaan and surroundings

Vredehof

Kennishaven

Scheldestraat and surroundings  
Stadhuisplein and surroundings

Scheldekwartier

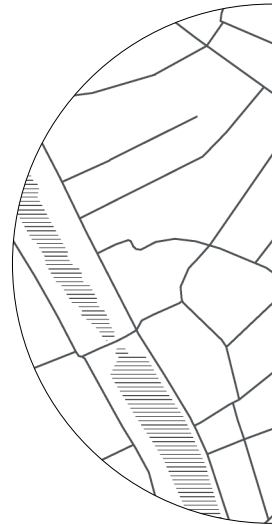
Boulevards Bankert and Evertsen

Old inner city

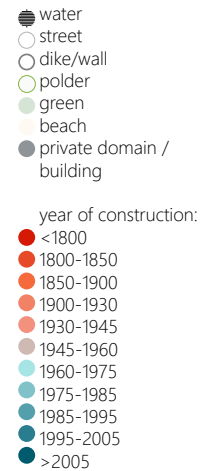
### 1. Historic inner city

The inner city is the oldest part of Vlissingen and its pattern have not changed much over time. Although former harbours have been muted in the beginning of the twentieth century and after the second world war. Parts of the inner city have been restructured in a modern way. Also in the last few years developments have been done, in order to make the inner city a whole and link it to its context. Consequently the buildings originate from multiple time periods.

Buildings are situated in rows and form a closed building block. The buildings are situated directly along the walkways and thereby the transition between public and private domain is quite rigid. The parcels are not very deep, but they do contain private back gardens. These are enclosed by the building block and fenced off from the public domain. The selected type of building is representative for the old part of the inner city.



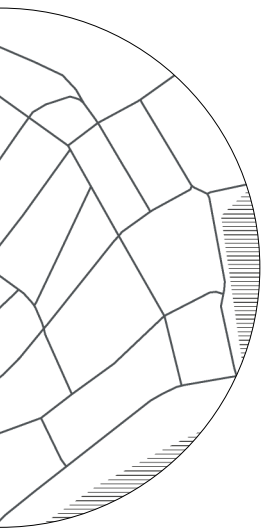
Historic



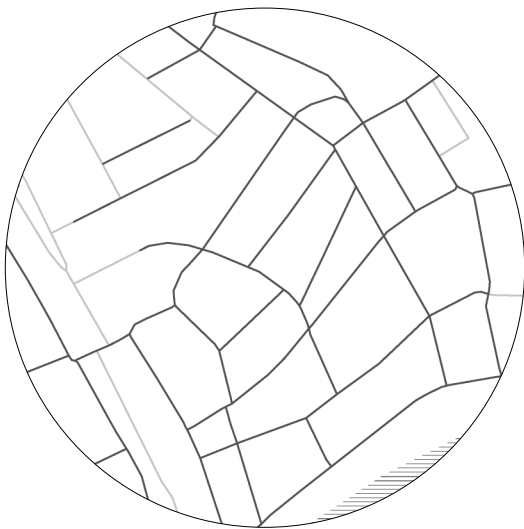
Public v

Fig. 10.18 Historic inner city

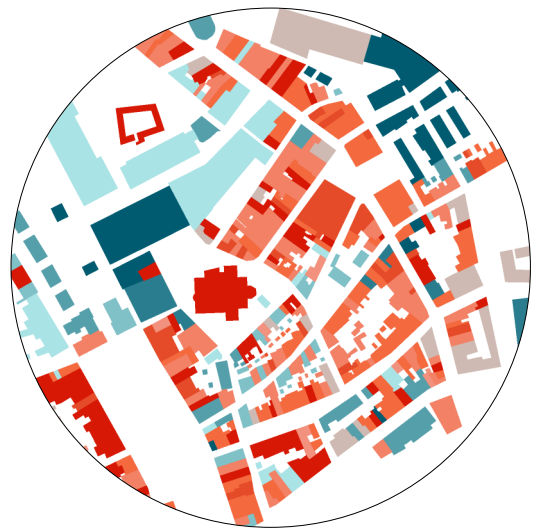




patterns



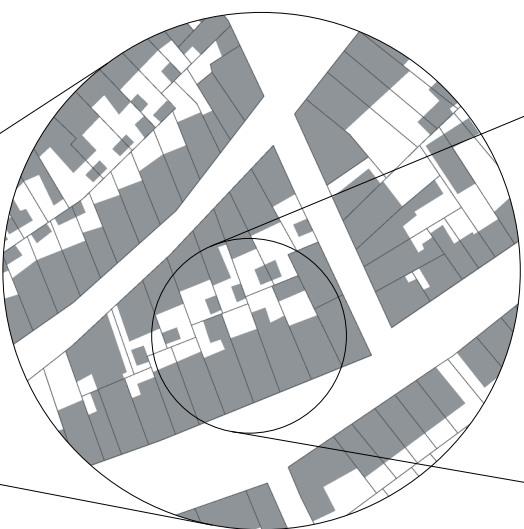
Current patterns



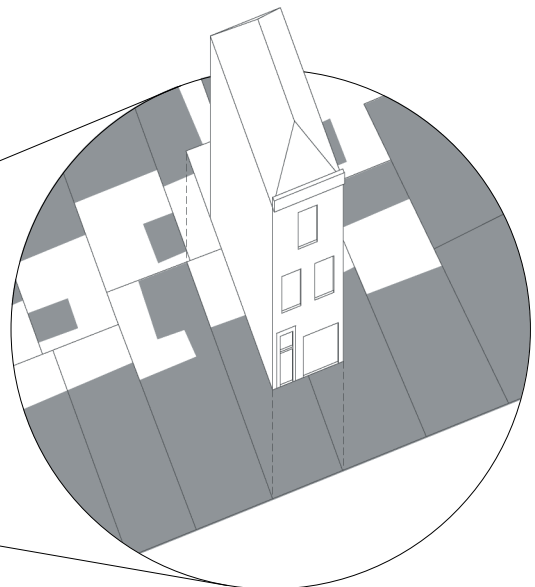
Buildings



s private



Building blocks



Housing

## 2. 19th/20th century ring

In 1867 Vlissingen lost its status as a fortress-city and the city, that was threatened by overpopulation, now finally was able to expand. The fortress was abolished and between 1870 and 1873 the expansion was constructed as a ring around the historic inner city. The structure consists of a couple of main streets (such as the Scheldestraat) and smaller residential streets. Although these small residential streets are certainly meters wider than those in the historic inner city. Similar to the historic inner city are the closed building blocks formed by the row houses and here too, the front of the buildings is situated directly along the walkways. Next to the sidewalk, parking places with trees at intervals are located. In this type too, the façade is the barrier between public and private space. The parcels consist of a small private back garden that is fenced off from public domain.

Characteristic for the façade of the housing are the detailed brickwork and the curvature of the roof.

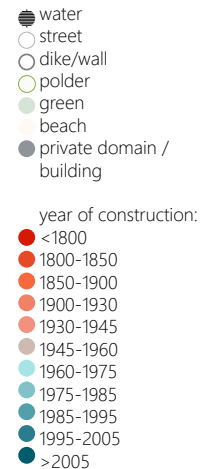
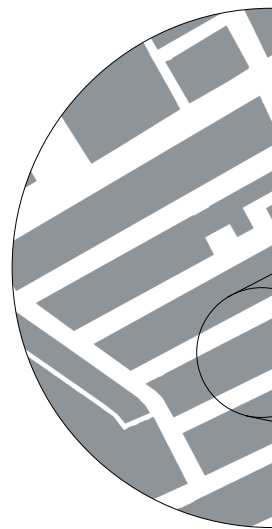


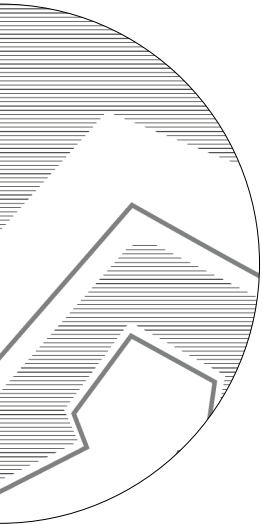
Fig. 10.19 19th/20th century ring



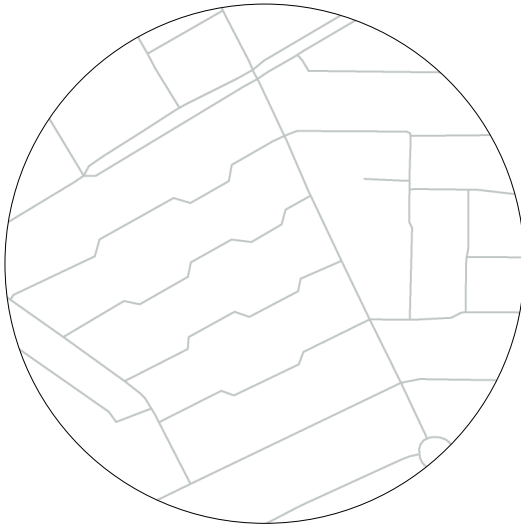
Historic



Public v



patterns



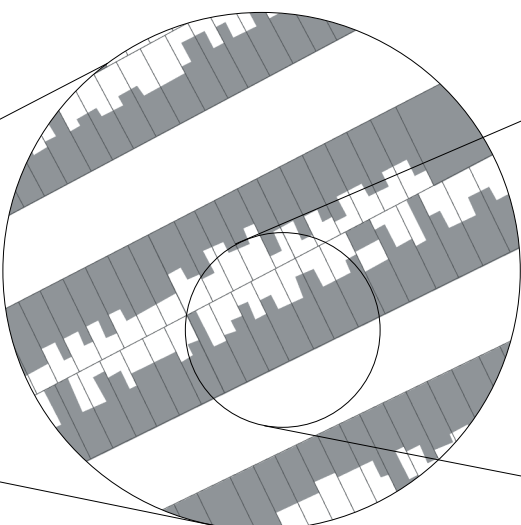
Current patterns



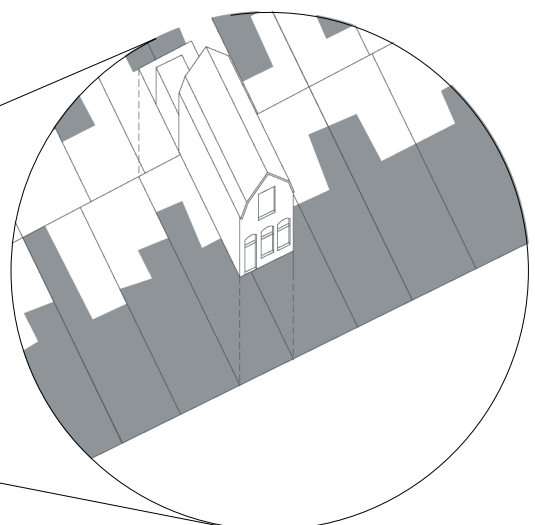
Buildings



s private



Building blocks



Housing

### 3. Schelde area

Also in the Schelde area the fortress defined the historic pattern and on this location too, the city expanded as a part of the ring that enclosed the historic inner city. However, this area was soon taken over by the fast growing shipyard and machine factory Koninklijke Maatschappij De Schelde. The housing was demolished and made room for large factory buildings. In 1983 De Schelde got bankrupt and was purchased by shipbuilder Damen. The municipality purchased a large part of the area from Damen to begin an urban regeneration project: 'het Scheldekwartier'. Since then the area is redeveloped and a lot of buildings that were considered less important have been demolished. The project stopped for a number of years, but since a few years it has revived. The development vision consist of three living environments aimed to link the area to its context. The few remaining buildings are part of the vision and will obtaine a new destination. The existing buildings have a typical factory character and the large building volumes stand on their own.

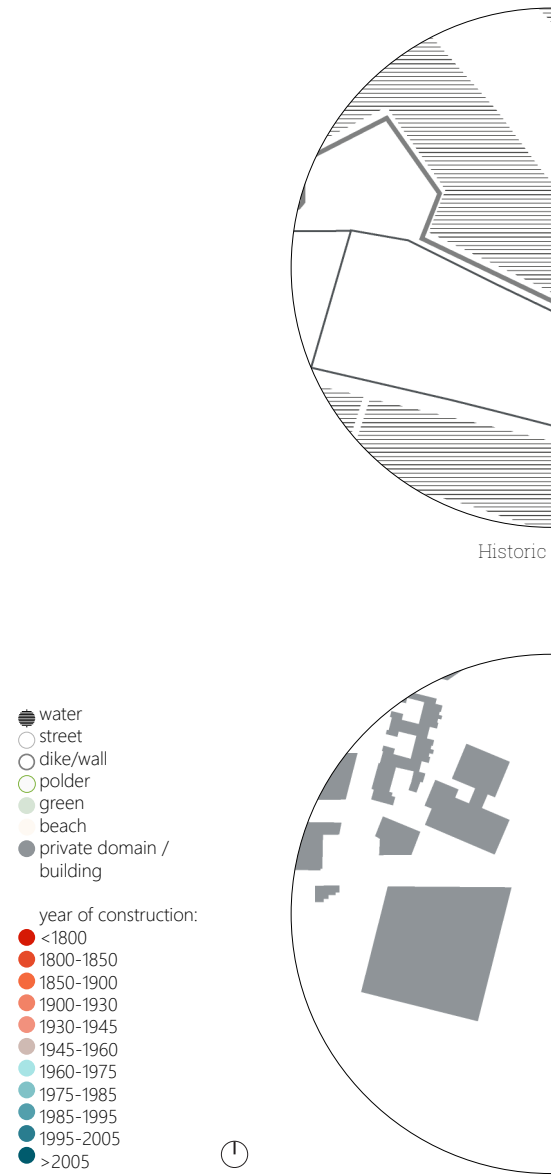
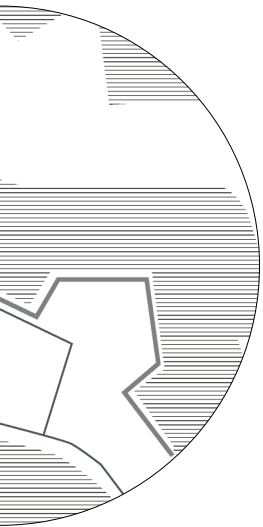
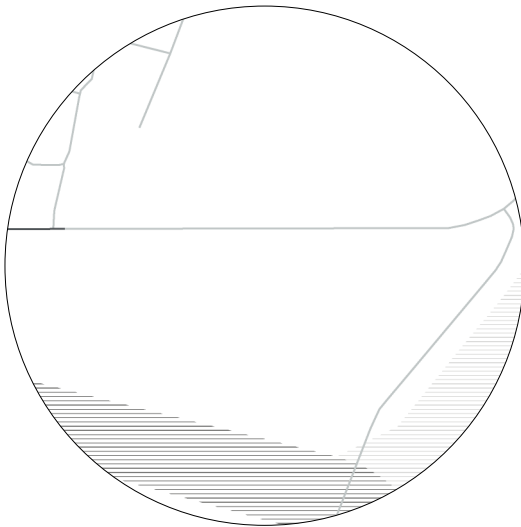


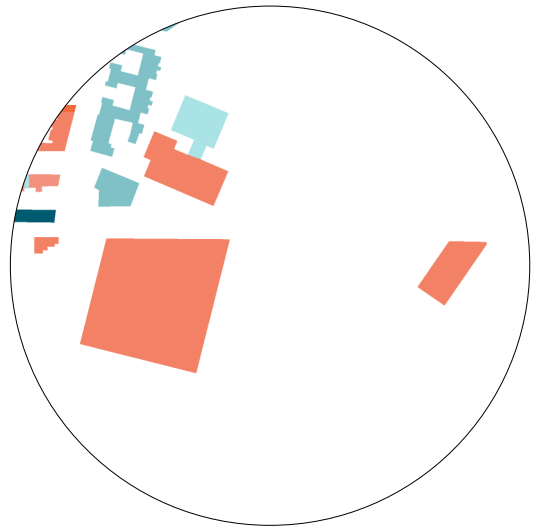
Fig. 10.20 Schelde area



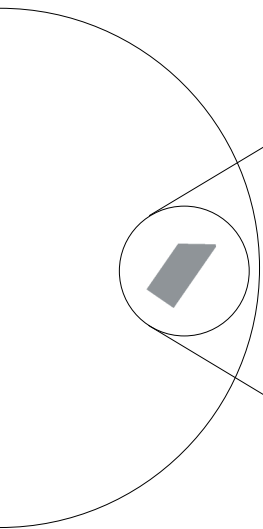
patterns



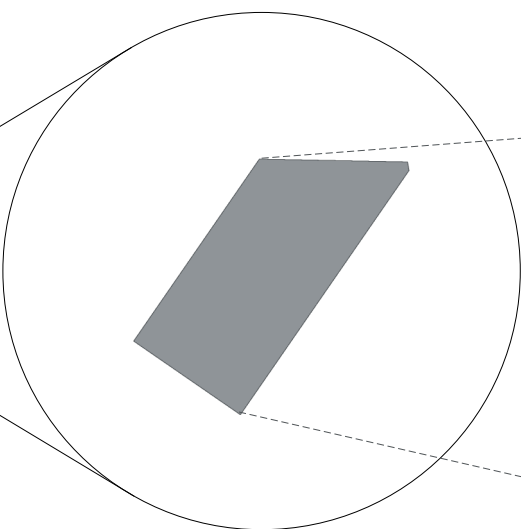
Current patterns



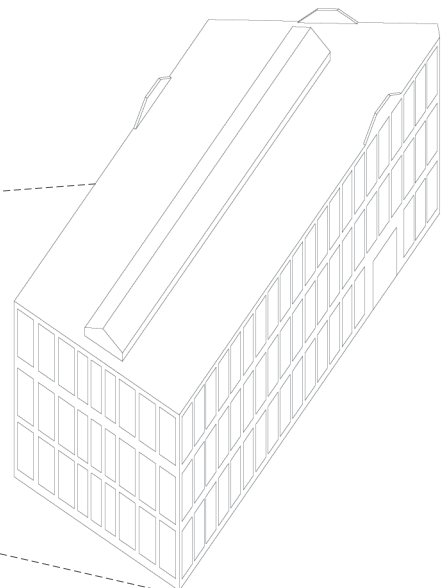
Buildings



s private



Building blocks



Housing

#### 4. Boulevard

This type forms a ring bordering the boulevards. The structure is very linear with rows of housing from the beginning of the twentieth century altered with 'high rise' buildings from the second half of the twentieth century, with towers reaching up to 60 and even 85 meters and the smaller ones being 12 to 15 meters tall.

In the case of the 'high rise' the parcels are the footprints of the buildings themselves. These are situated in the public space of the boulevard and the back road of the buildings. The parcels from the beginning of the twentieth century consist of a private back garden that borders the back road. The transition between public and private is mostly formed by a portico. In the case of the 'high rise' the transition is situated within the building, since the first floor consist of services such as a grand café adjacent to the main entrance.

The orientation of the buildings is largely towards the beach, whereby they turn their back to the city.

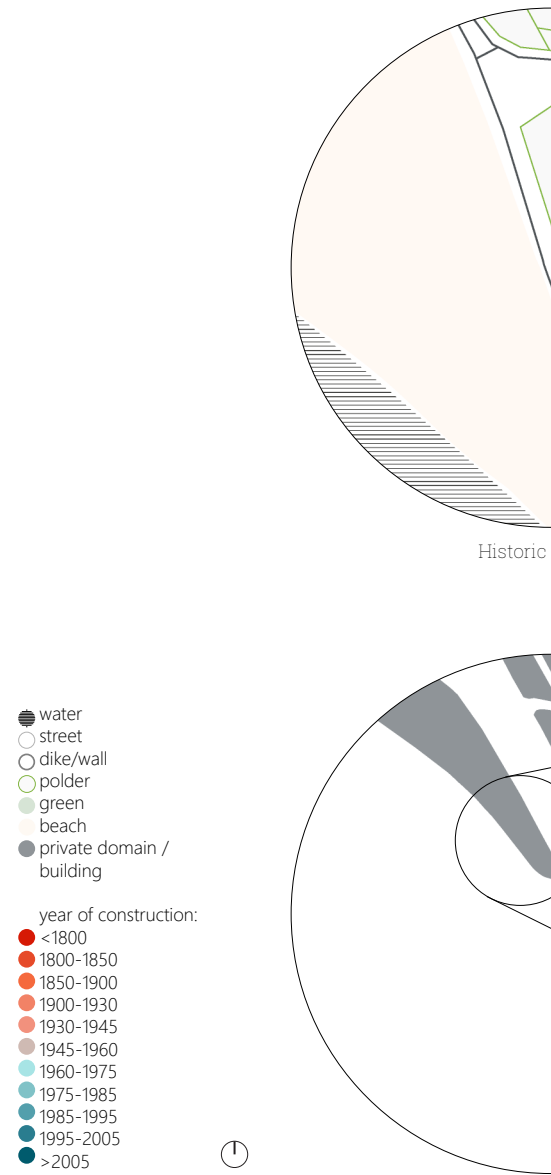
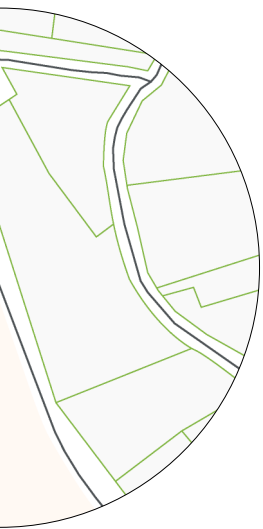
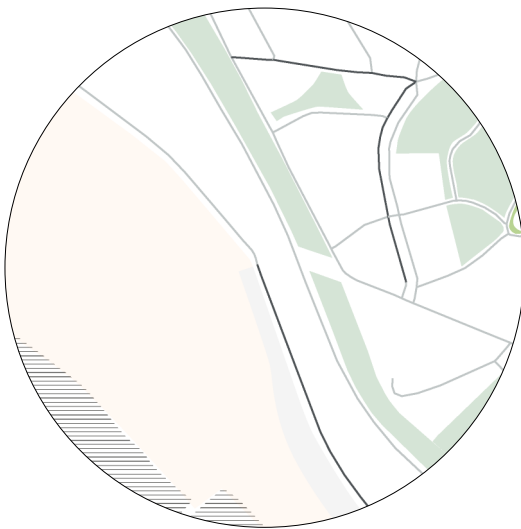


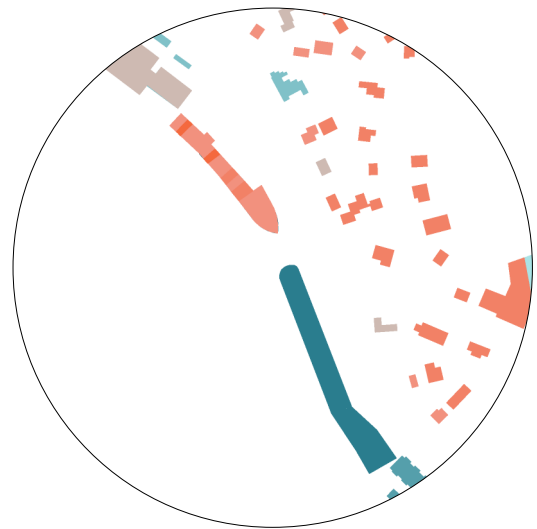
Fig. 10.21 Boulevard



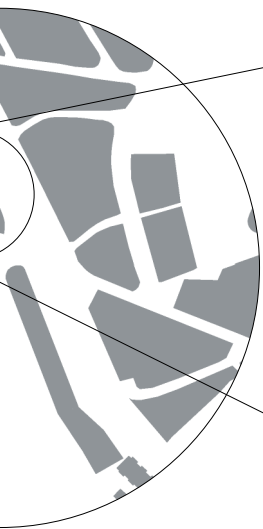
patterns



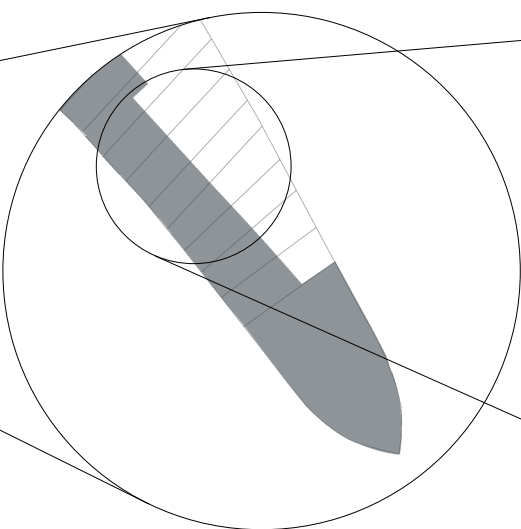
Current patterns



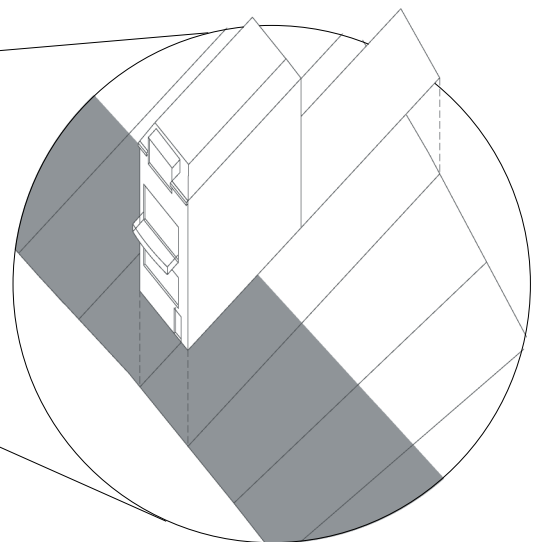
Buildings



s private



Building blocks



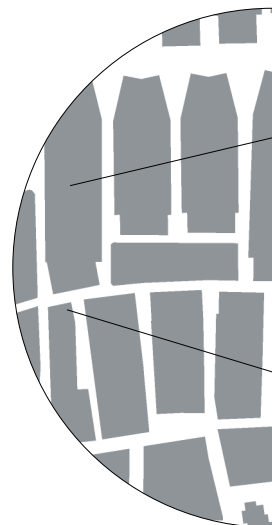
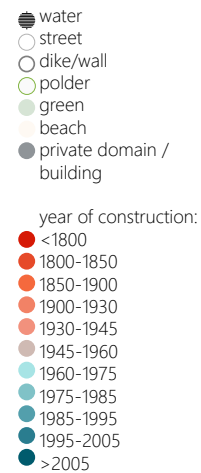
Housing

### 5. Garden city

This part of Vlissingen is constructed according to the principles of garden city ideas. These have a typical village character and are characterized by low houses with a front and a back garden in a green environment. In many cases they were built on the historic polder pattern, but in the case of Vlissingen, almost nothing is left of this historic pattern. Most of the buildings are built between 1930 and 1960. The buildings are situated in rows of six till eight houses. The typology is more spacious than the first two types and consequently the building blocks are less closed. The parcels have relative large front gardens and also consist of a private back garden. Due to the front garden the transition between public and private is fluent. The front gardens create a wide and green street. The houses are minimalistic; the public space and front gardens are characteristic for this typology.



Historic



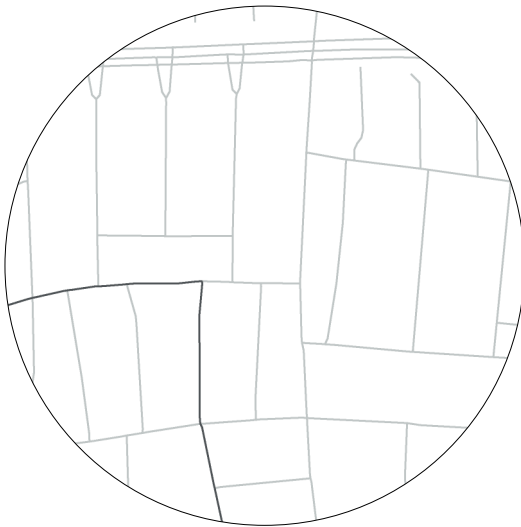
Public view

Fig. 10.22 Garden city





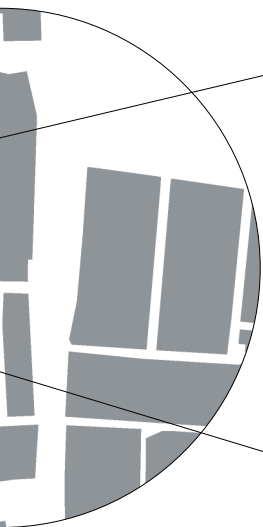
patterns



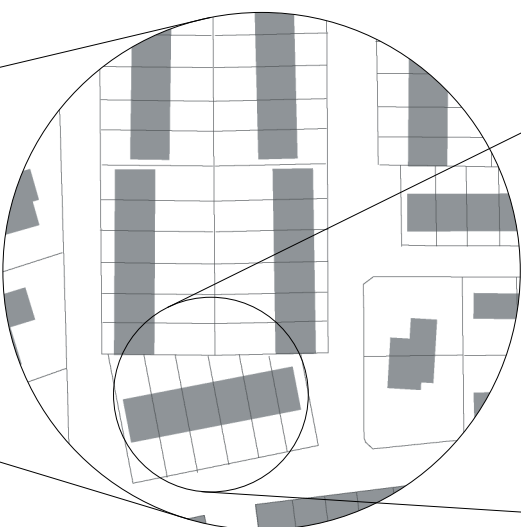
Current patterns



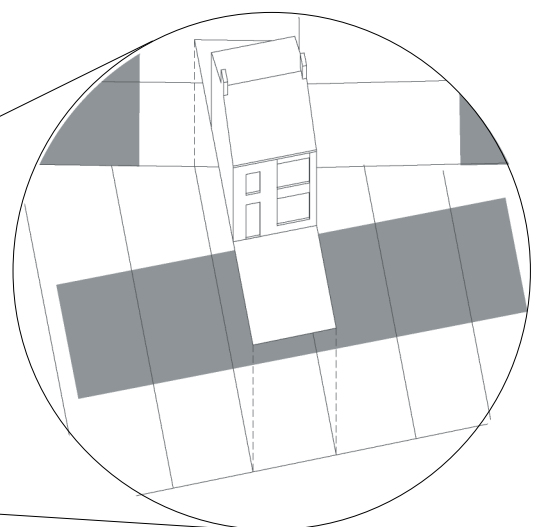
Buildings



s private



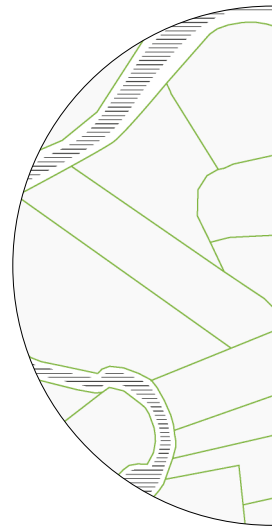
Building blocks



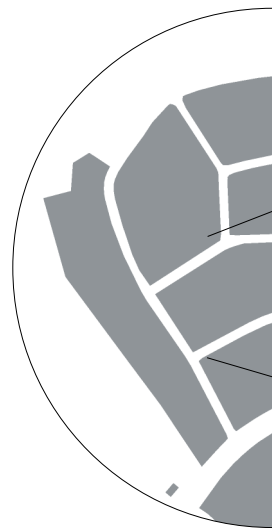
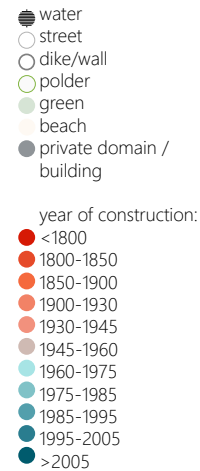
Housing

## 6. Green belt

In the sixties and seventies a lot of suburban neighbourhoods were built in Vlissingen, constructed as a ring encompassing the previous types. Striking in this type is that historic water structures still are recognizable today as a part of a park structure. Within this structure the neighbourhoods are built. These neighbourhoods are considerably wider designed than the previous types. Villas and semidetached houses on wide parcels are characteristic. Every parcel has a private back and front garden. Groups of two buildings are separated by private driveways and in a lot of cases the front door of these buildings is therefore not situated on the front of the building, but on the side façade. Buildings are situated in linear groups, following the street pattern. Characteristic for the façade of this type are the large simple lines, with modern window proportions compared to the traditional large window panes of previous types.

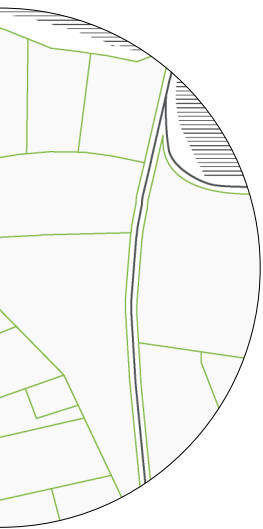


Historic

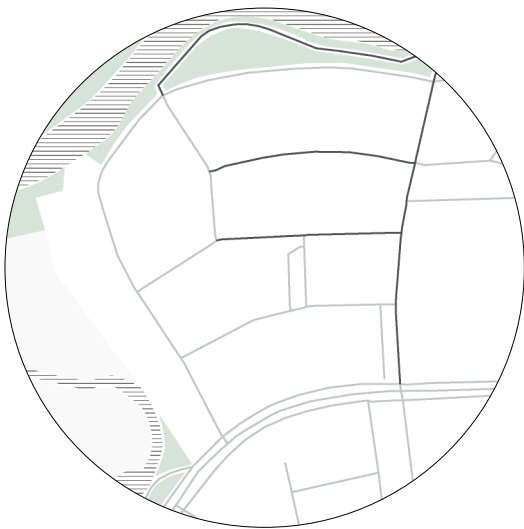


Public v

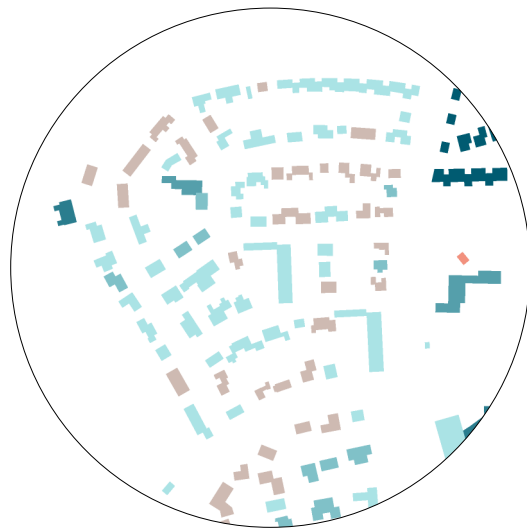
Fig. 10.23 Green belt



patterns



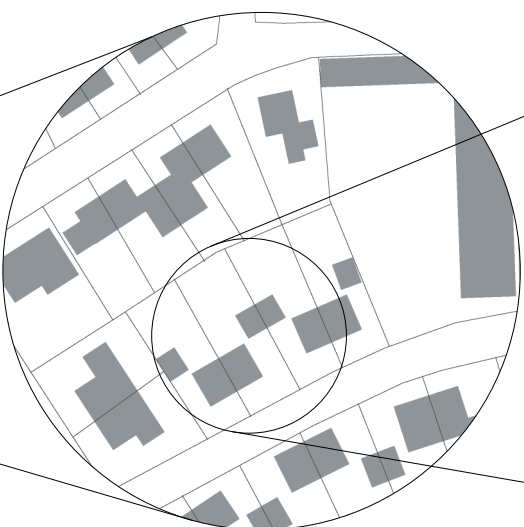
Current patterns



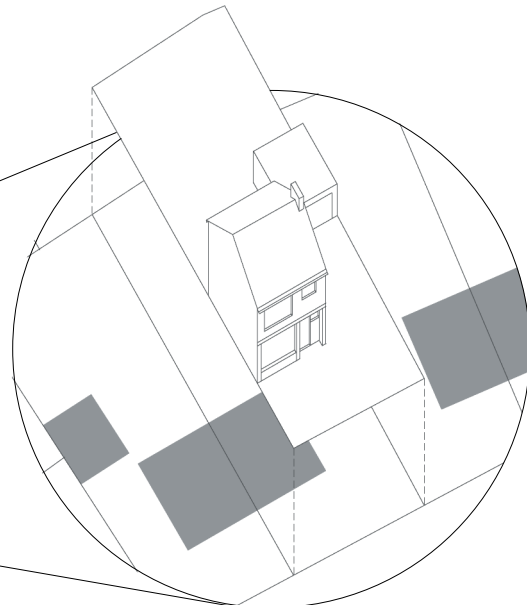
Buildings



s private



Building blocks



Housing

### Liveability in the neighbourhoods

To get to know the conditions of the neighbourhoods, research of Leefbaarometer is mapped. Leefbaarometer is an instrument with which the liveability in the Netherlands is described and displayed on a very low scale on the basis of five actual environmental conditions (Leidelmeijer, Marlet, Ponds, Schulenberg, van Woerkens and van Dam, p. 7): housing, population, amenities, safety and physical environment.

What catches the eye in the maps is that the core of the city (Bloemenwijk, Baskenburg, Bonedijkenstraat) are deprived neighbourhoods. They score relatively low on every condition except for the proximity of amenities. In the data of the physical environment it is striking that the neighbourhoods adjacent to the waterfront, score highest.

All data of the five conditions together show the liveability of the neighbourhoods. It shows the

borders of the city score highest and the core of the city lowest. The neighbourhoods in the core should be given priority to reconstruction.

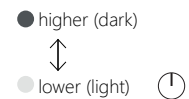


Fig. 10.24 Quality of housing 2016

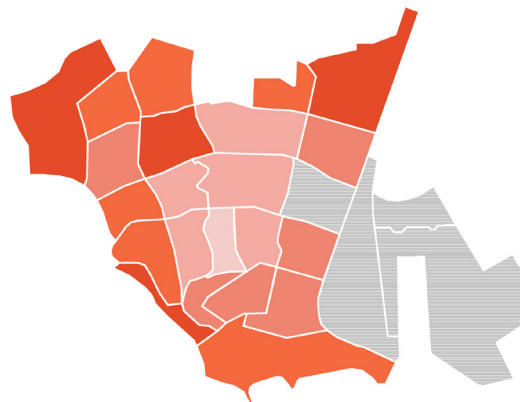


Fig. 10.25 Population class 2016



Fig. 10.26 Presence of amenities 2016

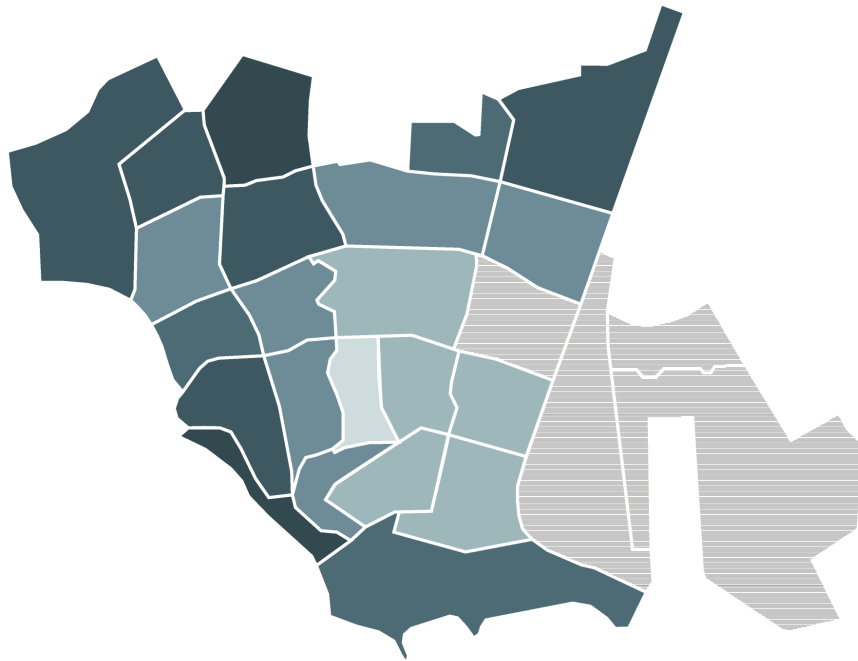


Fig. 10.29 Liveability of neighborhoods 2016 according to Leefbaarometer



es 2016

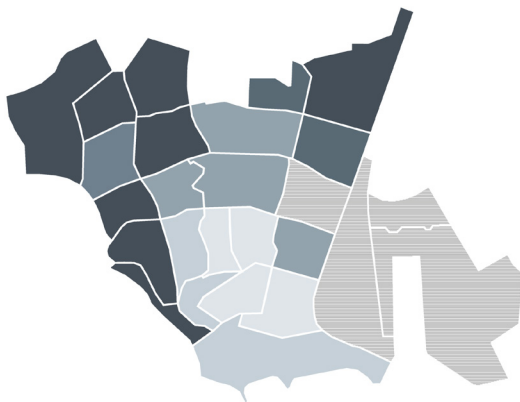


Fig. 10.27 Safety 2016

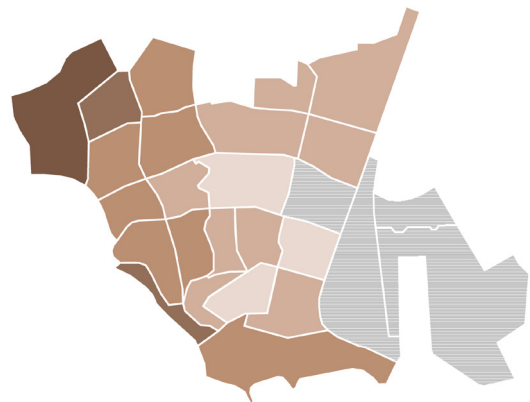


Fig. 10.28 Quality of physical environment 2016

## APPENDIX 5 - INFRASTRUCTURE AND ACCESSIBILITY

### *Connectivity of the city centre by car*

The map on the right is regards the possibilities to reach the inner city of Vlissingen by car. It shows the contrast between the clear ring structure of road networks entering the city from the east versus the difficult parallel pattern of roads in the vicinity of the boulevard and the unnecessary quantity of entrances to the inner city, that cause bad legibility.

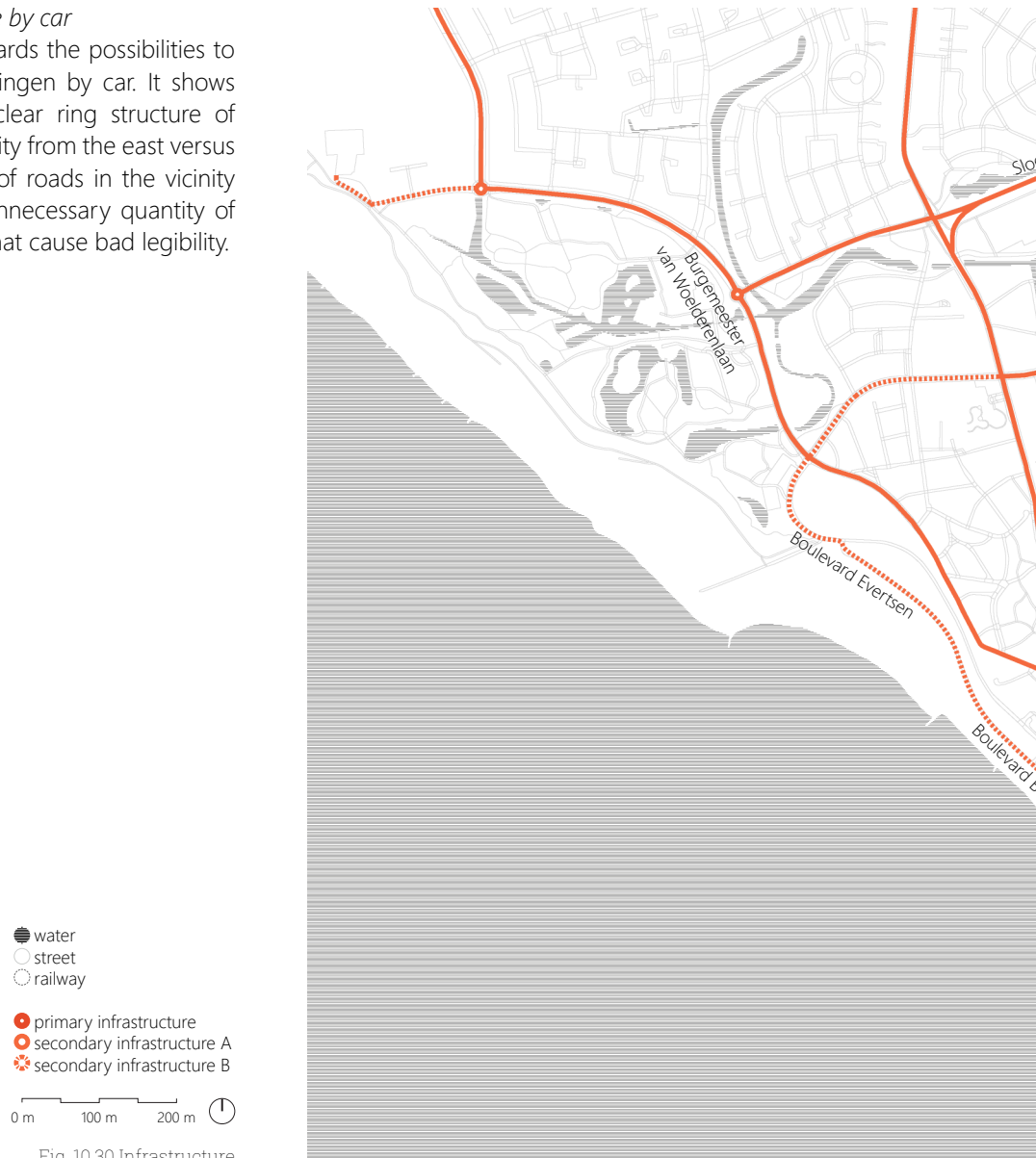


Fig. 10.30 Infrastructure



### Connectivity of the city centre by public transport

Most striking in the public transport of Vlissingen is the location of the train station that is situated on a considerable distance from the inner city. A walk from the train station to the city centre will take almost 30 minutes. A train arrives every 30 minutes in Vlissingen and from the time the train arrives two busses leave within about 15 minutes. Both busses go the same way through the city centre to the hospital where the routes split and continue through different neighbourhoods. An important connection is the ferry to Breskens that leaves every 30 minutes from the Stationsplein.

In summer a bus for tourists leaves from the Stationsplein going along the coast of Walcheren. In summer Vlissingen also has the Zonnetrein (a bus driving on solar energy) that goes to the beach of Vlissingen.

On the next pages the most important entrance ways towards the city centre and boulevard have been investigated in a spatial manner.

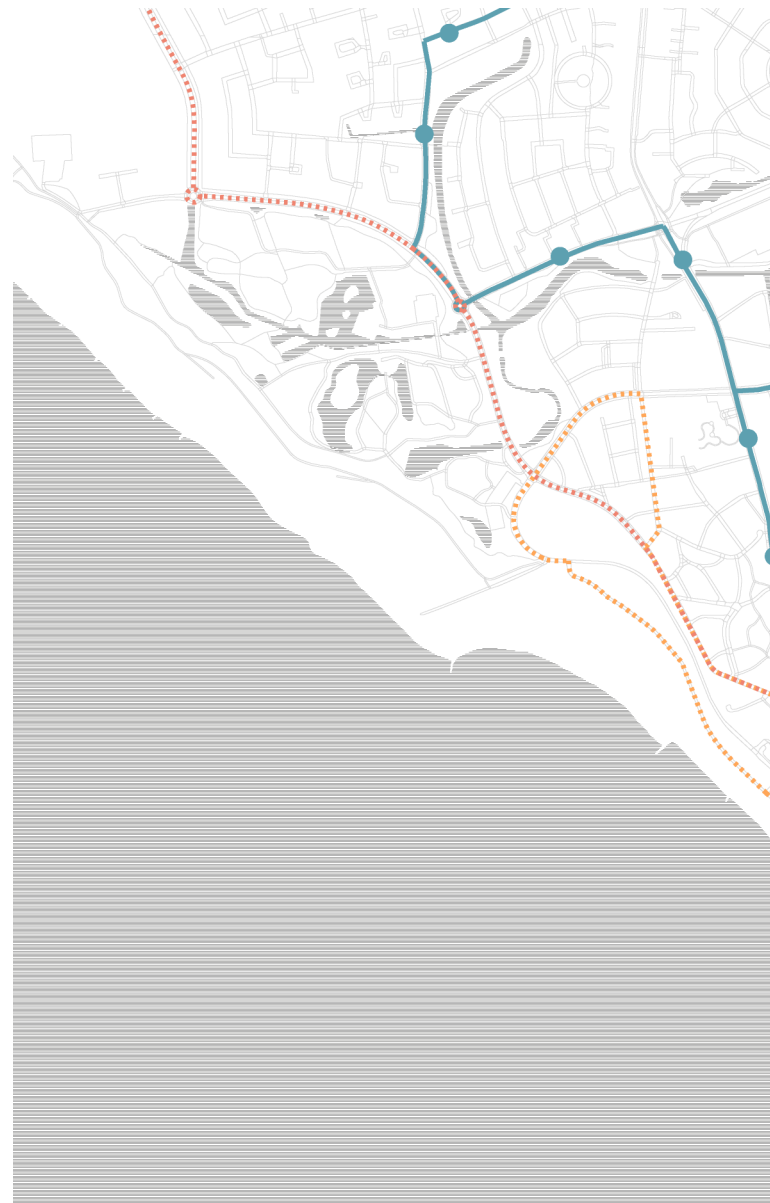
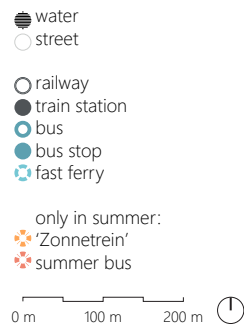


Fig. 10.31 Public transport





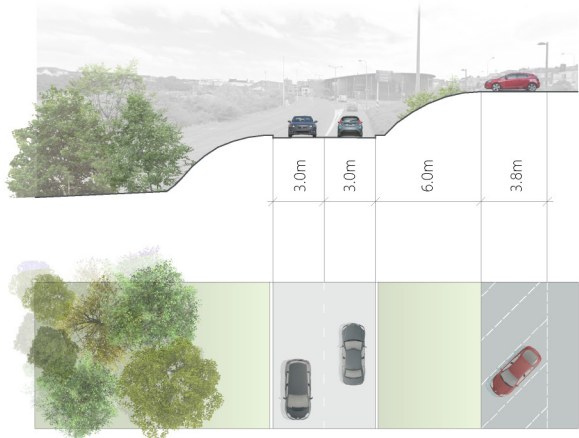


Fig. 10.32 Spuikomweg

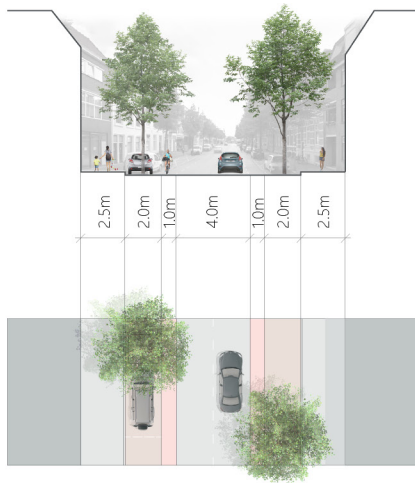
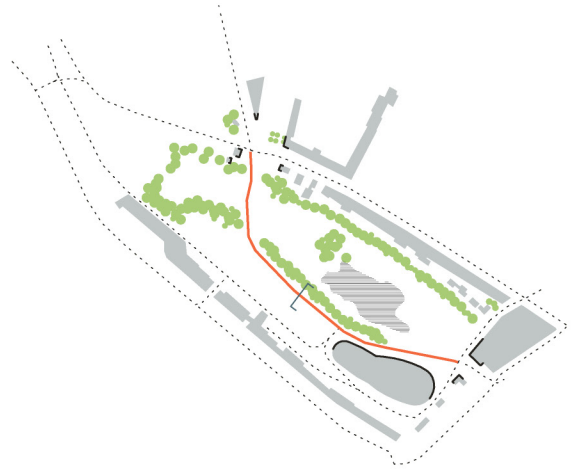
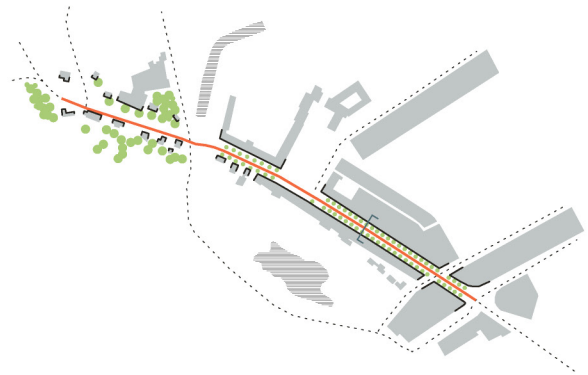


Fig. 10.33 Badhuisstraat



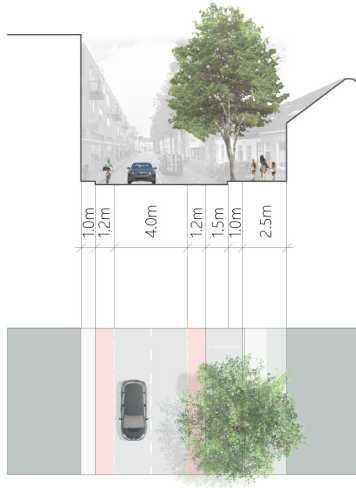


Fig. 10.34 Aagje Dekenstraat

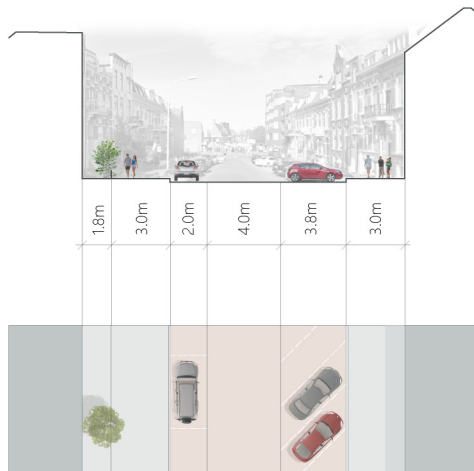
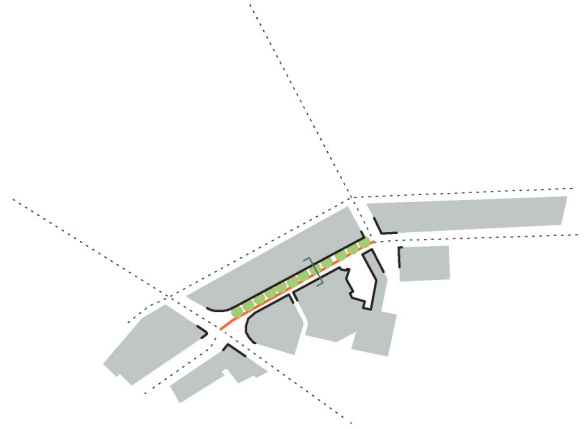
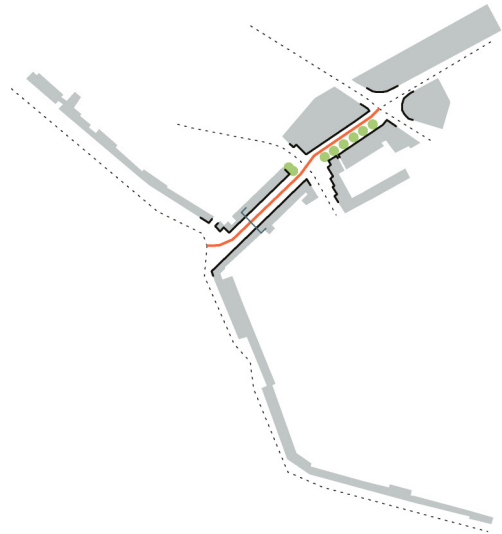


Fig. 10.35 Coosje Buskenstraat



## APPENDIX 6 - WATERFRONT

### *Boulevard profile*

Looking at the profile of the boulevards both small-scale and large-scale buildings can be defined. Most large-scale buildings are located on the west side of Boulevard Bankert and on the Boulevard de Ruyter. However the articulation of the buildings is different on the two boulevards. The articulation of Boulevard de Ruyter is almost entirely horizontal. There are some exceptions, such as the Gevangentoren. In the vertical articulation of Boulevard Evertsen and Bankert there are four exceptions: the Wooldhuis, former hotel Britannia as icon of the fifties with a pronounced horizontality, the Strandveste and the national monument the Nautical School with the striking white tower. The horizontal buildings on Boulevard Evertsen and Bankert mark the special locations on the boulevard. The Wooldhuis as the beginning and end of the boulevard. Britannia the city beach and the Nautical School the connection to the Spuikom.

On Boulevard the Ruyter this is not the case. Only at the beginning and end of this boulevard there are connections, in spite of the fact the historic inner city is located behind this boulevard. However there is a small pedestrian tunnel close to the Gevangentoren leading to the inner city. Not only Boulevard the Ruyter, but also Boulevard Evertsen and Bankert form a backside to the city.

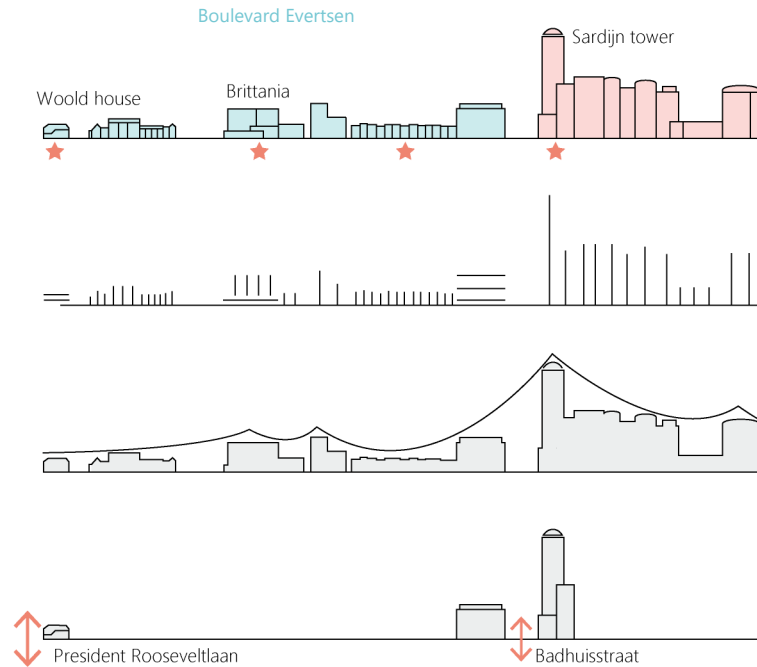
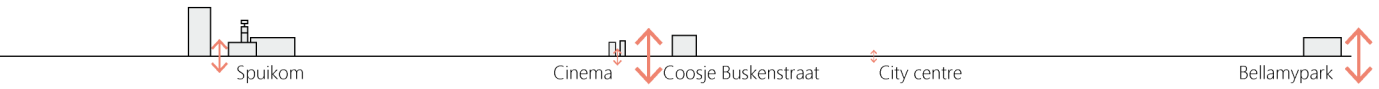
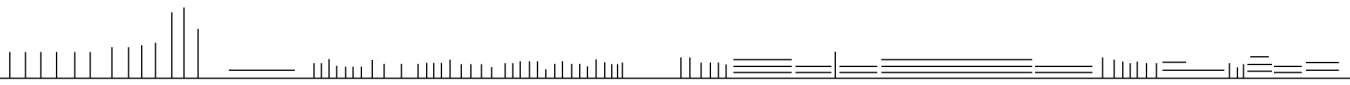
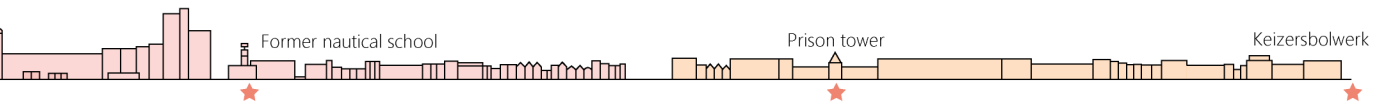


Fig. 10.36 Profile of the boulevards

Boulevard Bankert

Boulevard de Ruyter



### *Waterfront system*

The coastline of Vlissingen is a part of a larger system of beaches, dunes, nature, cities and villages and holiday parks and campsites that starts from the train station of Vlissingen leading up to and including Vrouwenpolder on the other side of Walcheren.

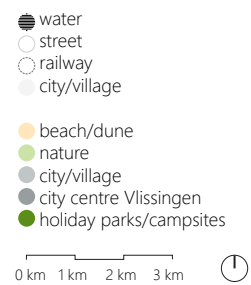


Fig. 10.37 Waterfront system Walcheren



## APPENDIX 7 - QUESTIONNAIRE

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# Beleving van Vlissingen

Ik ben een afstudeerstudente in de richting Stedenbouw aan de TU Delft. Voor mijn afstuderen doe ik onderzoek naar de beleving van het centrum van Vlissingen. Ik wil graag te weten komen hoe u het centrum beleeft, om op deze manier inzicht te krijgen in de mogelijkheden die de beleving van het centrum kunnen verbeteren.

De enquête duurt 5 tot 10 minuten en is volledig anoniem. Ik verloot onder de deelnemers 3 waardebonnen van 5 euro. Als u kans wilt maken op een van de waardebonnen, kunt u aan het einde van de enquête uw naam en e-mailadres invullen. Uw gegevens zullen niet aan derden worden verstrekt.

### 1. Geslacht \*

- man
- vrouw

### 2. Leeftijd \*

- jonger dan 15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 en ouder

### 3. Woont u in de gemeente Vlissingen? \*

- Ja
- Nee

### 4. Waar in de gemeente Vlissingen woont u? (vul het nummer van de wijk in waar u woont)



### 5. Als u gaat winkelen voor de gezelligheid, waar gaat u dan het liefste heen? \*

- centrum van Vlissingen
- centrum van Middelburg
- centrum van Goes



6. Hoe vaak bezoekt u het centrum? (Centrum is het gebied binnen de stippellijn) \*



- dagelijks
- meerdere keren per week
- eens per week
- twee of drie keer per maand
- eens per maand
- minder dan 1 keer per maand

7. Wat is meestal de reden van uw bezoek aan het centrum? Vul uw top 3 in. \*

- Winkelen voor de gezelligheid
- Vlugge aankoop
- Naar de markt
- Naar een café/restaurant
- Naar een museum/theater
- Naar een evenement
- Rondje wandelen
- Toerisme
- Werk
- Familiebezoek
- School
- Other: \_\_\_\_\_

8. Hoe gaat u meestal naar het centrum? \*

- lopend
- fiets
- auto
- openbaar vervoer

In de volgende vragen wordt uw mening gevraagd over de toegankelijkheid, uitstraling, comfort en voorzieningen van/in het centrum.

#### Bereikbaarheid

9. a) Hoe vindt u de bereikbaarheid van het centrum per auto? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

9. b) Hoe vindt u de bereikbaarheid van het centrum per openbaar vervoer? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

9. c) Hoe vindt u de hoeveelheid parkeergelegenheid in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

9. d) Hoe vindt u de kosten voor parkeren in verhouding tot het aanbod voorzieningen in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

9. e) Hoe vindt u de ligging van voorzieningen in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

#### Uitstraling van de fysieke omgeving

10. a) In welke mate vindt u de bebouwing in het centrum aantrekkelijk? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

10. b) In welke mate vindt u de openbare ruimte van het centrum aantrekkelijk? (denk aan bestrating, pleinen, bomen) \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

10. c) In welke mate vindt u dat de historie van Vlissingen tot haar recht komt? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

#### Comfort

11. a) In welke mate bent u tevreden met het aantal bankjes in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

11. b) In welke mate bent u tevreden met de mogelijkheid tot overdekt winkelen in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

#### Voorzieningen

12. a) In welke mate bent u tevreden met het aanbod winkels in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

12. b) In welke mate bent u tevreden met het aanbod cafés en restaurants in het centrum? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

12. c) In welke mate bent u tevreden met het aanbod kunst en cultuur in het centrum? \*

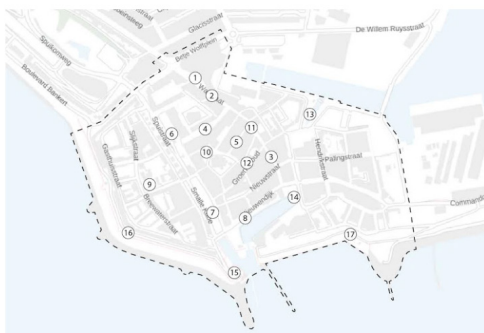
- onvoldoende
- matig
- voldoende
- goed
- zeer goed

12. d) In welke mate bent u tevreden met het aanbod evenementen in Vlissingen? \*

- onvoldoende
- matig
- voldoende
- goed
- zeer goed

De volgende vragen gaan over locaties in het centrum waar u graag of minder graag komt.

13. a) Als u het centrum bezoekt, waar komt u dan graag? Vul uw top 3 in. \*



- 1. Scheldeplein
- 2. Begin van de Walstraat
- 3. Einde van de Walstraat
- 4. Lange Zelke
- 5. Sint Jacobsstraat
- 6. Spuistraat
- 7. Bellamypark
- 8. Nieuwendijk
- 9. Grote Markt
- 10. Oude Markt
- 11. Kleine Markt
- 12. Plein Vierwinden
- 13. Dokje van Perry
- 14. Vissershaven / Zeilmarkt / Arsenaalplein
- 15. Bolwerk
- 16. Boulevard de Ruyter
- 17. Oranje molen / Groene boulevard
- Other: \_\_\_\_\_

13. b) Waarom komt u hier graag? \*

- Toegankelijkheid (denk bijvoorbeeld aan het makkelijk parkeren van je auto en bewegwijzering)
- Uitstraling van de fysieke omgeving (denk bijvoorbeeld aan mooie gebouwen, water en bomen)
- Comfort (denk bijvoorbeeld aan bankjes, in de zon en uit de wind)
- Aanwezigheid van voorzieningen
- Aanwezigheid van mensen

14. a) Als u het centrum bezoekt, waar komt u dan niet vaak? Vul uw top 3 in. \*



- 1. Scheldeplein
- 2. Begin van de Walstraat
- 3. Einde van de Walstraat
- 4. Lange Zelke
- 5. Sint Jacobsstraat
- 6. Spuistraat
- 7. Bellamypark
- 8. Nieuwendijk
- 9. Grote Markt
- 10. Oude Markt
- 11. Kleine Markt
- 12. Plein Vierwinden
- 13. Dokje van Perry
- 14. Visserhaven / Zeilmarkt / Arsenaalplein
- 15. Bolwerk
- 16. Boulevard de Ruyter
- 17. Oranje molen / Groene boulevard
- Other: \_\_\_\_\_

Other: \_\_\_\_\_

14. b) Waarom komt u hier zelden of nooit? \*

- Ik ken het niet
- Ik heb er niks te zoeken
- Het is er niet fijn verblijven (het is bijvoorbeeld winderig en uit de zon)
- De fysieke omgeving is niet aantrekkelijk (denk bijvoorbeeld aan lelijke gebouwen en geen bomen)
- Het is er niet gezellig, want er zijn geen mensen

### Afsluiting

15. a) In welke mate bent u gehecht aan Vlissingen? \*

	1	2	3	4	5	
helemaal niet gehecht	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	heel erg gehecht

15. b) In welke mate bent u trots op uw stad? \*

	1	2	3	4	5	
helemaal niet trots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	heel erg trots

16. Is er iets wat u mist in het centrum van Vlissingen?

Your answer \_\_\_\_\_

17. Heeft u nog op- of aanmerkingen?

Your answer \_\_\_\_\_

