

Graduation Plan

Master of Science Architecture, Urbanism & Building Sciences



Graduation Plan: All tracks

Submit your Graduation Plan to the Board of Examiners (Examencommissie-BK@tudelft.nl), Mentors and Delegate of the Board of Examiners one week before P2 at the latest.

The graduation plan consists of at least the following data/segments:

| Personal information | |
|-----------------------------|---------------|
| Name | Filip Pliakis |
| Student number | 4095944 |
| Telephone number | |
| Private e-mail address | |

| Studio | |
|---------------------------------------|---|
| Name / Theme | Urban Development Management – Next Generation Waterfronts |
| Teachers / tutors | Tom Daamen, Erik Louw |
| Argumentation of choice of the studio | Since young age, I was fascinated by how cities were planned and developed. I grew up in Almere, a new city that was planned from scratch. The city was growing quickly, and experimenting with all sort of urban planning. In high school, my 'profile paper' was about the urban development of the city. The curiosity for the (strategic) mechanisms behind urban planning were therefore directly related to the choice to study the built environment in Delft, and later on for the choice of my master programme. The current challenges for sustainability and urbanization, combined with an enormous pressure on the housing market make this studio very relevant. I think it is very valuable to learn more about the complex dynamics of inner city transformations and the development of 'good' cities. This is essentially what I have been curious about all along. |

| Graduation project | |
|---------------------------------|--|
| Title of the graduation project | The conflict of port and city in the strategic transformation of Amsterdam Haven-Stad |
| Goal | |
| Location: | Amsterdam Haven-Stad |
| The posed problem, | There is great pressure on the housing market in Amsterdam. In order to solve this housing problem, and with other strategic sustainable and socio-economic goals in mind, the municipality of Amsterdam transforms its former |

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| | <p>docklands towards mixed use urban areas. However, where firstly predominately abandoned docklands in the eastern side of the city were transformed, new developments occur closer towards the west side of the harbour where heavy industrial companies are still active. These companies do not want vulnerable functions like housing in nearby or in their environmental zones. This damages their potential to invest and expand but might also cause a negative image due to complaints of future residents. Simultaneously, in many western European harbours, physical expansion of harbours has stopped. This might mean that a new phase in the port-city interface in reached.</p> <p>Little is known about the way the municipality of Amsterdam (policy makers, urban planners, economic affairs) deals with the dilemma of the port economy and the development of housing. What are the considerations and driving forces? Clear is that companies in the area have fought long during legal battles against expansion of the city and are not satisfied with the way development process takes place. In an already very complex and expensive area transformation, this might seriously harm the chances for successful area development.</p> |
| <p>research questions and</p> | <p>What were the municipalities' considerations in the spatial conflict between port and urban development and how was the current plan for Amsterdam Haven-Stad developed?</p> |
| <p>design assignment in which these result.</p> | <p>An in-depth case study on the development process of Haven-Stad with interviews with plan-makers. The case study is framed within a theoretical framework of urban planning, port development, and the port-city interface.</p> |
| | |

The research is designed to identify the considerations of the municipality of Amsterdam in the spatial conflict between port and city. It is based on re-occurring conflicts along the IJ banks between urban planners and heavy industrial companies. This series of conflicts could define a new phase in the port-city interface.

For this research, the case of Amsterdam Haven-Stad is used. This is a high profile development where the conflict between port and city is materialized to a maximum: it is planned in areas that are not only adjacent to industrial areas, but is also actually still in use. The irony of a port-city conflict in an urban development called Port-City (Haven-Stad) should not go by unnoticed.

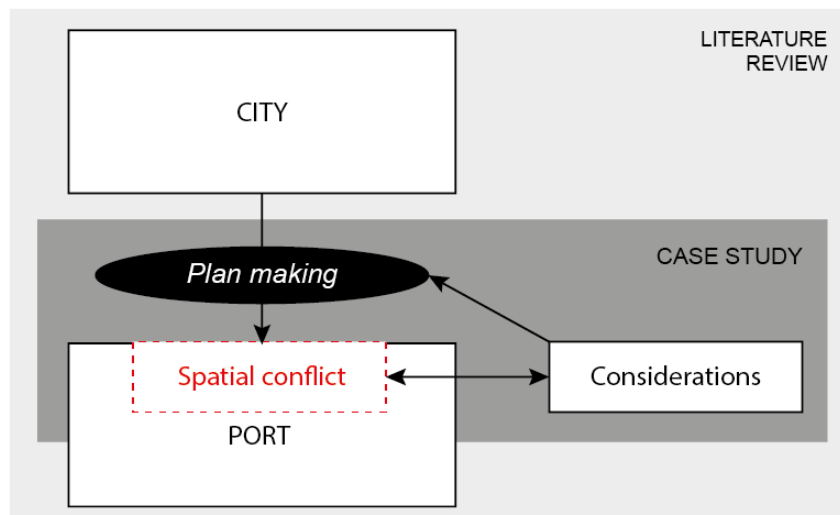


Figure 1: Conceptual model of the conflict in the port city interface

The research is focussed on the conflict between city and heavy industry. Therefore the research is limited to the geographical area Coenhaven and Vlothaven. This is where the companies are located that earlier were part of conflicts for the adjacent development of the Houthaven and NDSM wharf. A recent decision of the municipality leads to urban development in the Coenhaven and Vlothaven itself, causing a maximum environmental conflict with relocation as the only option. Therefore it is exactly in this area where it is interesting to see how the municipality plans to deal with this issue and to see what its spatio-economic strategic considerations include.

Process

Method description

In order to identify the considerations the municipality of Amsterdam makes in its urban planning practice regarding spatial economic functions, the literature research

is aimed at understanding the:

Context

1. History of urban planning
2. Spatial economic developments
3. Compact city policies
4. Pressure on the housing market
5. Transformation of industrial areas
6. Tension between municipalities and companies
7. Governance and process of inner city transformations

The municipality of Amsterdam

1. Current situation in the city
2. What strategies the municipality employs
3. What tools the municipality has
4. Recent transformations of the IJ banks and timeline

The port of Amsterdam

1. Current profile
2. Important clusters and trends
3. Strategies and development
4. External developments

The port-city interface

1. Development of the port-city interface in Amsterdam
2. Changing port-city interface
3. Recent conflicts between city and port

The case: Amsterdam Haven-Stad

1. Vision for the area
2. Current economy and clusters
3. The companies in the Coenhaven and Vlothaven
3. Environmental zones
4. Main issues for transformation and conflict

The research will be an in-depth case study to the development of Amsterdam Haven-Stad. Semi-structured interviews will be conducted at:

Port of Amsterdam: Representatives of Strategies and director

Companies: Representatives of 'Big 3' companies (Cargill, Eggerding, ICL), ORAM

Municipality of Amsterdam: Urban planners, Policy maker (Alderman), Economic Affairs

Province of North Holland (concerned with environmental policy and mediation in previous conflicts)

The idea is to better understand the conflict first. The 'problem' is mainly perceived by the companies in the Port. First an orienting interview with ORAM is performed to gain information about the conflict. Afterwards representatives of the big companies

are interviewed and the Port of Amsterdam.

The information of the conflict can be used in interviews later on, for example with the municipality. When they explain how plans were made, questions can be asked like 'Did you consider...'.

Research will be completed with interviews at the Metropolitan Region of Amsterdam for large scale strategic issues.

Literature and general practical preference

1. General urban development theories and socio-economic trends

Sustainable compact city theories and mixed-use policy advantages and disadvantages (like Foord, 2011, Jacobs, 1963, Jabareen 2006). Agglomeration advantages, reasons to develop inside cities (Deltemetropool Nederland), the choice between inner city and greenfield development. Industrial land policies (Louw, 2010, 2011). Studies for the transformation potential of Dutch cities (Brink, 2017, PBL, 2014), new legislation, Environmental Law and effects of function mix (De Roo, 1995) and trends like circularity and big data.

2. Papers on the port-city interface, urban development and economic clusters (in Amsterdam)

The theoretical frameworks provided by Daamen (2007, 2010, 2013, Daamen & Louw 2016) and Wiegmans & Louw (2011) about the port-city interfaces. Mixed use developments in Amsterdam Louw (2005), economic clusters in the port of Amsterdam (Jacobs and Van Dongen, 2012), analysis of earlier conflicts and environmental dilemmas (De Roo, 1995, 2003), municipal strategies for transformations (Korthals-Altes & Tambach, 2008).

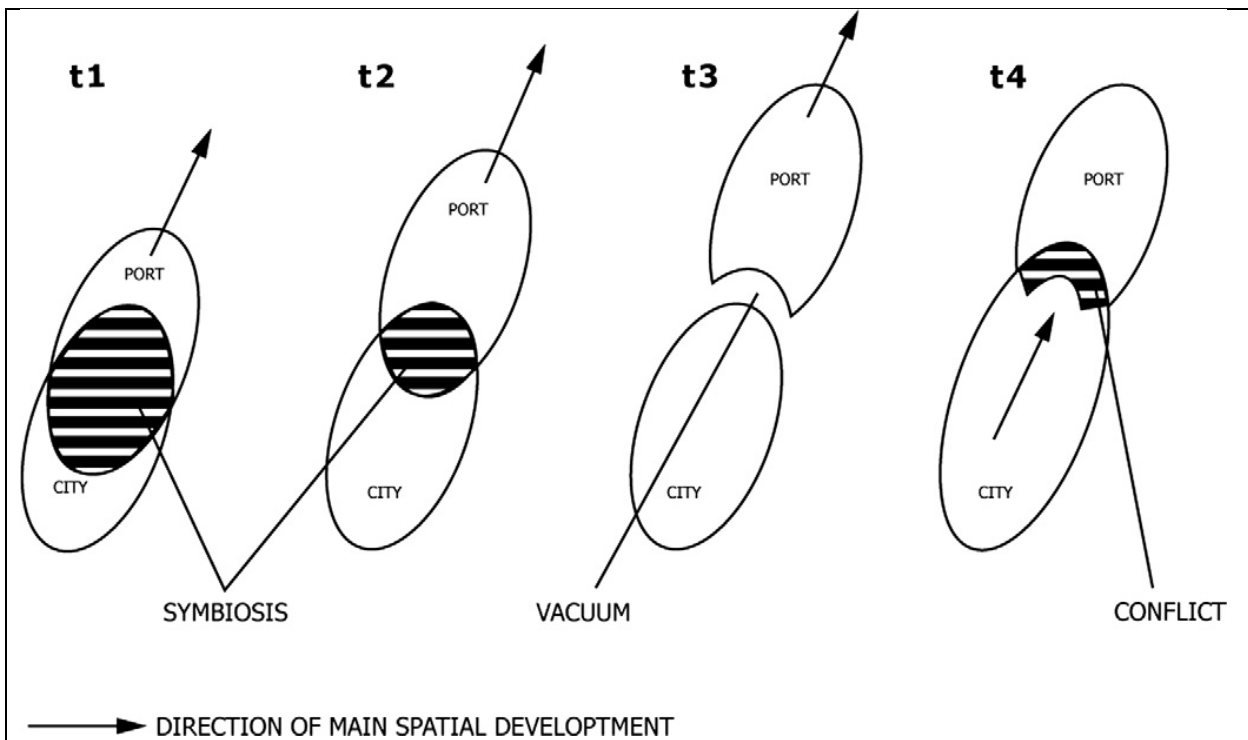


Figure 2: Conceptual model of the possible next phase in the port-city interface by Wiegmans & Louw (2011), based on Norcliffe et al. (1996)

3. Policy and legal documents Governments and Port Authority

Zoning plan, Land lease deals, Environmental zones, Municipal policy documents (Transformation Strategy Amsterdam Haven-Stad, 2013, Startnotitie Haven-Stad, 2015), legal documents, mediation documents (Covenant Province of North Holland, 2009)

3. Data about existing companies, news articles

Internet research, maps, ORAM, Several national media and local news outlets

4. Preparing the interviews

Literature and guidance by Bryman (2011) the course Case Studies by Van Oel in Q4 2017-2018), case study methods literature (Yazan, 2015).

Reflection

Relevance

The scientific relevance of this research is a contribution to the literature about changing port-city interfaces through. While the case Haven-Stad may contain very specific characterises, in general the study of the development of the port-city interface is relevant for all harbour cities. Several authors have argued that we may have entered a new phase in the port-city relation may be (Wiegmans & Louw,

2011), as well as the challenges that come with that (Daamen & Louw 2016). This research can be seen as a practical addition to their theories. Also, it is relevant that we understand the preferences of the companies in this debate. With increasing pressure on cities and a shortage of expandable harbour areas, this is an area for conflict in other harbour cities as well.

Societal relevance lies in the fact that we have a massive urban planning challenge for our cities. The housing crisis and changing socio-economic trends ask a lot from researchers and practitioners in the built environment. This research contributes to the issues of urban planning inner city transformations. How do we weigh the stakes of existing users and companies, how do we integrate processes and create better cities?

Time planning

2017/2018 Semester 2:

Start and exploring different topics

February: Introduction and choice of graduation lab

Start with graduation together with 9 ECTS of electives
- Choice graduation lab: Urban Development Management

March: Selection of first and second mentors

Define problem statement, research question, market research and literature review
Several group meetings with first mentor Tom Daamen
Selection of second mentor Erik Louw

April: P1 report writing

10 April: Deadline P1 report, 12 April presentation
Abstract, case selection, literature review, research questions

May: Defining the research

Literature review, conceptual framework development, market research, interview selection, context and background information, case analysis, previous conflicts

Method selection and gathering information about performing case studies

- Completion of Written English Course (3 ECTS)

June: Report writing

15 June: P2 report deadline

Literature review, Case analysis, Conceptual framework, Research questions and subquestions, Sociatal and Scientific relevance, reflection, definition of scope of research

Further on: preparation in-depth interviews (contacts, techniques, content and structure)

- Completion of Case Study Course (3 ECTS) and New Towns Lecture Course (3 ECTS) (last credits)

2018/2019 Semester 1:

September: Interviews and data collection

Final preparation for interviews, feedback from mentors

First interviews (companies)

Transcribing interviews

October: Interviews and report writing

Rest of interviews (municipality, MRA, province of North Holland)

Transcribing interviews

First results and outcomes of interviews

- Half of October: P3 deadline and presentation

November: Processing of data and report writing

Reflection

Feedback of initial results at interviewees

First recommendations

- End of November/Begin December: P4 deadline

December: Reflection and discussion

Finalize recommendations

January: Presentation

Finishing reflection, report writing and lay-out

In case the workload allows for it, a short video (3-5 minutes) will be made in January to capture the conflict of port and city around the IJ and Westpoort in reality. The production of this might take 2 weeks, decision in December if this is possible, including a consideration whether a visual representation is needed looking at the conclusions of the research (may point to a whole different direction). Purpose of the

video is to be shown at the P5 presentation.

- End of January/Begin of February: P5 presentation