

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	<i>Jelle Schotanus</i>
Student number	<i>4856619</i>

Studio		
Name / Theme	<i>Planning Complex Cities</i>	
Main mentor	<i>Rodrigo Viseu Cardoso</i>	<i>Spatial planning &</i>
Second mentor	<i>Reinout Kleinhans</i>	<i>Urban Studies</i>
Argumentation of choice of the studio	<p><i>For my choice of studio, I landed with Planning Complex Cities. The subthemes of the studio felt closest to my personal interest and the methods of this studio come closest to my interest, strengths and what I would want in my future professional career. I feel that this studio would allow me best to work through the scales on a more research based approach, learning to understand planning systems, approaches and tools to develop a methodological framework that could help transition regions in a just and sustainable way.</i></p> <p><i>Furthermore, I have already worked on the InPUT project as a student assistant and I am thinking about continuing with this project through my graduation, which would be possible in this studio with Rodrigo as a mentor.</i></p>	

Graduation project	
Title of the graduation project	<i>Finding Values: Defining key public values of peri-urban inhabitants to inform the 15-minute City implementation</i>
Goal	
Location:	<i>Ede and its surroundings, Foodvalley, The Netherlands</i>
The posed problem,	<p><i>Peri-urban areas, the dynamic and volatile territories in between urban and rural areas, are facing significant societal and spatial challenges. A rapidly growing population, fast-paced land-use changes, a rising car-dependency and diminishing local amenities are just a handful of issues that these areas in the Netherlands, as well as globally, face. These challenges are further compounded by growing distrust, national political disinvestment, and a rise in societal unrest. Disappearing mobility alternatives and amenities not only strain the liveability of peri-urban areas, but also undermines the sustainability goals achieved in urban areas, especially in terms of reducing mobility-related emissions. With a rapidly increasing population, it is crucial that these spatial challenges are addressed through a more inclusive context-sensitive urban planning approach.</i></p>

	<p><i>While the concept of the 15-minute city effectively addresses these issues within an urban context, its application in peri-urban areas falls short. This is one of the many limitations and critiques on the model. Where Carlos Moreno states that the context needs to be taken into account, simply adding the context of the peri-urban landscape to the model doesn't solve all of its problems. Scholars are quickly poking holes in the existing framework of the 15-minute city making it clear that the model is ill-defined. Especially in public sphere as shown by the discourse surrounding the model (Caprotti et al., 2024). However, this is not a notion of not using the 15-minute city. The model addresses relevant societal and urban issues that we have to deal with and proximity-based planning has been used throughout history. But, to continue with the goals of the 15-minute city, a transition to liveable and climate-neutral neighbourhoods, we need a new perspective.</i></p> <p><i>This new perspective should be the one of values, public values. Using the perspective of public values aligns with the human-centric approach that the model aims for. Including citizens through their public values into the process would work towards a more collective process. This is not common practice in the field of urban planning, with the exclusion of disadvantaged groups still a common occurrence in planning (Büttner et al., 2022). With identifying values of people via better citizen engagement, support increases for policy and can help towards the distrust in society. (Newton et al., 2023). Understanding what people needs and desires are, can make context-dependent interventions possible creating equitable solutions that fit all present groups of society. By moving away from the time-based planning in favour for value-based planning, the perspective of public values better integrates the human need (Bruno et al., 2024) and inform urban planners on their needs and desires, which is essential for adapting applicable principles behind the 15-minute city into a spatial planning concept that can sustainably transition peri-urban environments.</i></p>
research questions and	<p><i>This constitutes the following research question:</i></p> <p><i>How can key public values of peri-urban inhabitants inform the implementation of the 15-minute City principles?</i></p> <ol style="list-style-type: none"> <i>1. Which main principles and features of the 15-minute city are applicable in peri-urban areas?</i> <i>2. What are the key public values of Dutch peri-urban inhabitants?</i> <i>3. What can spatial designers do to bridge the gap between spatial interventions and public values to re-understand the 15-minute City?</i> <i>4. To what extent can public values of peri-urban inhabitants spatially translate the applicable principles of the 15-minute City in peri-urban areas?</i>
design assignment in which these result. (check if this answers the questions)	<p><i>The general aim of the thesis is to assess the applicability of the 15-minute city model in the Dutch peri-urban context. Applying the principles of the 15-minute city outside of its scope could help tackling pressing spatial issues in these regions regarding liveability and accessibility of mobility and amenities. The transferability of 15-minute city principles outside of its scope will be</i></p>

	<p><i>researched through a deeper literature understanding of proximity-based planning principles and its critiques.</i></p> <p><i>To be able to apply the model outside its scope, the perspective of public values is used. To use this perspective the definition of public values needs to be formulated which will allow the development of public values through various methods.</i></p> <p><i>Additionally, by applying a perspective of public values, this project aims to guide the implementation of these planning principles in a just and sustainable way, leading to process of citizen engagement that can set a precedent of how this perspective can guide urban planning in the peri-urban.</i></p> <p><i>To achieve the goal of implementing proximity-based planning principles from the 15-minute city through the perspective of public values, I combine two existing frameworks. The first one, The Public Value Sphere framework, will help me frame the research, development and translating of public values. Then, the second framework, the human needs framework, will help me bridge the gap between the core principles of the 15-minute city and the public values.</i></p>
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Process

Method description

This thesis makes uses a number of different data methods including; literature reviews, media analysis, data analysis from focus-groups, case study analysis, fieldwork, pattern language, co-creation workshops and strategy making to answer the research questions.

The research is divided into three phases; the 1st phase, which has largely been completed and answer the first research sub-question and informs the second. The 2nd phase operationalises the conceptual framework and answer the 2nd and 3rd sub questions. The final phase answer the final question, with the complete work of all phases answering the main research question.

Phase 1: The research

A large literature and discourse study has been conducted to come to a better understanding of the 15-minute city model and answer the first sub-research question. The other part of the literature study that has been done is to inform the development of the public values. Both literature studies are not a finished process and will continue to be finalize based on possible new findings. The results of this phase are combined in my conceptual framework and in the definition of the term public values.

Phase 2: Operationalizing the conceptual framework

For this phase I will use the Delft Design for Values approach. The approach follows the order of conceptualisation, specification and operationalisation. The conceptualisation stage was part of the 1st phase of the project, defining the term public values.

This phase equals the specification step making values more specific so that they can guide actions and decisions in a specific context. This is the steps where the public values are develop through focus-groups, held for InPUT project and my own interviews. The interviews are held in public to provide feedback on found data and collect further information. This step will result in the value matrix showing the present public values in this peri-urban context and their relations. Furthermore, an overview of possible spatial interventions or requirements derived from these values will be formulated.

The last step is the actual operationalisation which uses the pattern language to make the values measurable and comparable. To grasp this complex field of spatial interventions from the public values and their

relations, they will be developed into a pattern language. The pattern language provides a method to clearly show the function of a spatial interventions, the relation to other interventions, and thus other public values. The patterns are collected in a pattern catalogue, where their relations will be laid out in a pattern field.

The other function of the pattern language is its ability as a communicational tool. The patterns will be used in in a co-creation workshop held for this thesis. This workshop is again twofold in function. First, it will be the second feedback loop in understanding what public values citizens desires through their choices in desired spatial interventions. The other function is, with the knowledge of desired spatial interventions by citizens, to inform the spatial strategy that will be developed.

Phase 3: strategy development

Finally, developing a spatial strategy for the transition of the case study area will ultimately show that sustainable results can be achieved when using the perspective of public values from the start of the planning process.

Additionally, if time allows for it, the results of the thesis can be compared throughout the four case studies with a typology comparison. This could inform possible next steps for research etc.

Literature and general practical references

The literature that forms the body of knowledge for this graduation project is used to understand the concepts of:

- *Background for societal relevance on issues in the peri-urban*
 - o *Car dependency*
 - o *Decrease of amenities*
 - o *Population growth*
 - o *Public unrest*
 - o *Unfair distribution of resources*
- *15-minute city*
 - o *Conception/aim*
 - o *Core principles*
 - o *Critiques & limitations*
- *Public values*
 - o *Different value theories for definitions of values*
 - o *Public Value Sphere framework*
- *Human needs framework*
- *Literature and case studies for background for possible spatial interventions*
- *Data provided by the InPUT project (spatial analyses and focus-group data)*

Reflection

Reflection of the graduation topic

My thesis explores applying a planning concept outside its usual scope through the lens of a new perspective, sitting at the intersection of the two subthemes of the Planning Complex Cities graduation studio. It focusses on public values, advocating for citizen engagement throughout the process—from defining these values to designing with them. This is why I align with the subtheme of Planning as critical engaged practice, which emphasises engagement in all phases of urban planning. However, the other subtheme, complex regions in transformation, also relates to my project. With the research examining how a very complex region, like the peri-urban environment, could be guided through its transformation in a just way.

The broader connection with the Urbanism master track lies in integrating concepts in this research to develop an urban planning strategy that suits departments' focus on Inclusive Urbanism. By looking at the 15-minute city not just as a planning model, but as an institution with a surround discourse, this research aims

for a climate transition with social equity and inclusive urbanisation across scales. Additionally, it advocates for more peri-urban research for a better understanding, aligning with the InPUT project of the department.

Besides that, my thesis combines the use of research and design as complementary strategies informing one another. The a large literature research inform this new approach to the process of urban design, where research not only informs interventions but justifies their relevance. Design, in turn, is eventually used to show that following the approach advocated by research can eventually lead to a complete strategy, designed with patterns, which would call for further research into the topic.

The approach of the thesis fits the project since it tries to combine many concepts and frameworks in a new context. To be able to do this well, a strong literature research is needed to understand the aspects that the thesis works with. Furthermore, the methods of citizens engagement are valuable as a form of feedback to inform not only the results, but also the process as a whole. This is also where the limitations of the project lie. The final results of the spatial strategy are not brought back to the location and the depth of citizen engagement is small compared to possible engagement of larger projects.

Academically, the thesis contributes to the knowledge of the 15-minute city, extends the Public Value Sphere framework by adding a spatial dimension, show the possibilities of value-based design in urban planning and provide possible new insight to the InPUT project. Societally, the engagement strategy used with citizens can inform other projects of this approach that have real-world impacts, which is also my the scope lies. My project is exploratory and advisory, with a spatial strategy that will not be implemented in the case study.

Finally, the transferability of my results can be made possible by the typology comparison. Furthermore, a clearly defined methodological framework in the end results in the possibility to extend the thesis insights in the public value perspective, value-based planning, its potential, and its constraints, especially in challenging peri-urban environments.

Societal relevance

In short, the feasibility of moving away from car dependence, as envisioned in the underlying ideal of the 15-minute city, is fundamentally tied to not only the provision of local amenities, services and work but also to public transportation policies. All of which are under pressure in the peri-urban environment, partially due to the lacking availability of public transit as a result of deliberate political choices that has led to the current disinvestment in public transportation in the peri-urban (Poorthuis & Zook, 2023). Working towards the aim of starting a just mobility transition for liveable and climate-neutral neighbourhoods we need to balance out the urban planning focus, researching the peri-urban.

Scientific relevance

This thesis aims to add to the scientific field of urban planning in multiple ways. First of all, this research will add to the 15-minute city literature by adding to the discourse and critiques of the model. Furthermore, by implementing the model outside of its scope, in the peri-urban context, the thesis adds to the knowledges of the application and limitations of the model.

A second addition it has to the field is using a new perspective in the implementation. The perspective of public values provides a fresh way to implement the 15-minute city outside its scope. As Herzog (2021) stated that public values and their conflicts are yet to be applied in a context of relational urban scape. By developing the methodology of this thesis, an attempt is made to show how this new perspective can guide planners to an inclusive urban planning process that can guide the transition in the peri-urban context.

Additionally, by using two existing frameworks, their literature body and applications are broadened. The Public Value Sphere framework has no spatial aspect to it currently, something this research will try to achieve. Thabit et al. (2024) states that it is difficult to develop an accepted framework for public value creation and by creating a planning process that includes the public in this creation process an attempt is made to develop an acceptable framework, building upon the Public Value Sphere framework.

Finally, by comparing the results with typologies developed for the InPUT project, possible further research steps can be identified to help suggest next steps to develop the literature body related to value-based planning and peri-urban development.