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**Shades of urbanity: Diverging statistical definitions**  
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Metropolitan landscape is an emerging concept in spatial planning and landscape research. In this paper metropolitan landscapes in plural are patchworks of urban land use and open space. What seems to be straightforward for an observer appears to be ambiguous for researchers seeking fixed criteria. Pinning down urbanity is scale-dependent and culture-dependent. In fact, statistical definitions on urbanity that take inhabitants per hectare as a measure vary widely across countries. Applying various definitions conceived by foreign statistical agencies results in maps which picture weird images of urbanization of a specific country. Picture the Netherlands as a full fledged metropolis or American suburbs as predominantly rural areas. Where does this leave us when we study landscape in urban agglomerations? This paper explores linkages between human perception of urbanity and statistical expression by comparing definitions across nations and conceptualising meaning-giving related to metropolises and landscape.

**So near and yet so far: Modeling permeability of open space**  
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Metropolitan landscapes typically are patchworks of urban land use and open space. The suitability of the open space in this landscape for (daily) recreational outlet possibilities, especially with slow modes, depends on both the connectivity between urban and green patchworks and its attractiveness. But metric geography (i.e. the distance between home and open space) and people's subjective perception of how green their neighborhood is may divert. What looks appealing on a map may on the ground (and thus psychologically) turn out to be quite different. Main infrastructure, only a line on a map, in reality blocks views, adds noise and prevents people from actually accessing the open space near to their home. In other words, although people may live near to open space, because of physical barriers between the patchworks of the metropolitan landscape a low permeability may appear. As a result, their actual daily sphere of activity may be less varied than expected. In a growing and intensifying urban network, main arterials may be added or upgraded. For the sake of sustainability in terms of social well-being, access to open space, with its evident positive impacts on security, relaxation and health, needs to be taken into consideration continuously. However, proper modeling of permeability fails, making it tempting to leave this aspect behind altogether. Building on earlier work on spatial compartmentalisation of people's physical environment, this paper presents a first attempt to model the permeability of open space by urban residents.

**NETWORK CITIES: Operationalising a strong but confusing concept**  
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'Network Cities' has for the past decade been the theme and title of the research program of the Chair of Spatial Planning at the Faculty of Architecture of Delft University of Technology. At the turn of the century the notion 'urban networks' became one of the central notions in Dutch urban planning policy. A number of definitions and connotations have been attached to this concept 'urban networks, that, by the way, was briefly called 'network city'. In this paper we will try to create some order in this conceptual chaos of urban networks, networks of cities, multi-nodal regions, network city, etc., focusing on what we consider to be the relevant interpretation of the concept 'Network City' for urban design and planning. We will explain

that this concept is not a ready-made format to be applied in spatial planning, but rather a new way of thinking about urban developments. In order to operationalise the concept we will refer to past and present 'network thinkers' like Dupuy, Barabási and Salingaros.

### **Towards a regional landscape framework: Protecting rural and peri urban values and in the Peri Urban zone**

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Current research being undertaken by a joint Royal Melbourne Institute of Technology (RMIT) and Griffith University (GU) team into the continuity and change associated with peri urban areas throughout Australia has highlighted the patchy theoretical understanding of this phenomenon in the Australian context. This research has led to the development of an enhanced peri urban model that recognises a broader range of peri urban topologies than previous. Whilst this model maintains the traditional strong links with the metropolitan areas it has implications for regional and landscape management outside of urban and metropolitan areas. It also raises a series of planning and policy questions concerning the necessary but often absent management requirements for these dynamic and evolving landscapes. In particular, how regional scale natural resource management initiatives should address these recently identified landscape management challenges associated with the peri urban areas. This paper will also draw on recent regional planning initiatives for the South East Queensland (SEQ) region, the fastest growing region in Australia. It will examine the current evolution of the Regional Landscape Framework concept as both a policy framework and an integrating instrument to address the values of the SEQ regional landscape including the range of existing and emerging values of the peri urban zone. Current research has demonstrated that the management of these peri urban areas is crucial to the maintenance of the rural values for the region as whole. The evolving nature and use of the peri urban areas will be examined along with their changing relationship with the urban/metropolitan centres. The paper will conclude by speculating on possible policy changes and amendments that seek improved management of the critical urban/rural interface and the regional landscape, thus protecting the rural values of the region and safeguarding the broader regional environmental values of the urban population.

### **Urban amenities in a network of cities: Does summing small cities make a large city?**

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In many European countries and regions, sets of distinct but proximally-located and well-connected cities have become the object of regional development policies and strategic spatial planning policies. Policy practice often refers to such sets of cities as 'city networks' or 'urban networks', though in the literature, such regions are often referred to as polycentric or polynuclear urban regions (PURs). Policy-makers assume that taking a set of small or medium-sized cities together opens up possibilities for regional economic growth. Taken individually, these cities fear being overlooked, but taken together they would be able to 'play in the major leagues' (Priemus, 1994) of international competition.

This contribution aims to bring the discussion on PURs further by empirically exploring the question of whether PURs, despite their polycentric spatial layout, are able to reap the advantages of urban size in a similar way to more monocentric urban regions. We elaborate this question for the provision of cultural, leisure and sports amenities, contrasting relatively monocentric regions with comparatively polycentric ones. Put simply, the question is whether in three close-by cities of, say, 100,000 inhabitants, a similar extent of support for such urban amenities can be organised as in a city of 300,000 inhabitants.

The paper examines to what extent the degree of polycentricity in an urban region influences the presence and quality of cultural, leisure and shopping facilities in that region. For this, we apply a multiple regression analysis. Dutch urban regions serve as cases for the analysis.

### **Exploring a project-based approach to the urban region**

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This paper is part of a research conducted at the Urban Planning & Design Group, TU Eindhoven. It anticipates the discussion on the role of urbanism and planning within the present complex institutional and spatial reality. Realizing that the planning practice has moved away from well-defined city expansion plans towards a more gradual transformation of existing urban areas, we work from the hypothesis that planning at the regional scale, and the co-production process it undoubtedly calls for, could benefit from a project-based approach. This view is in line with changes discernable on two levels. Firstly, the gradual shift from government to governance creates a receptive condition for a project-based approach. Instead of developing general frameworks that are then applied top-down, a project-based approach is expected to be more bottom-up, thus closer to reality and resulting in more made-to-measure proposals. Secondly, on the level of urban planning, it can be observed that a project-based approach is increasingly recognized as a key of contemporary strategic planning that allows integrating socio-cultural, economical and environmental developmental goals. Urban planning is shifting away from the normative master planning that proved its incapacity to deal with urban development constraints and 'opportunities. This recognition of the value of a project-based approach however, is mainly based on experiences in the narrow urban context. Aim of this paper is to explore the role and validity of this project-based approach on the scale of the urban region. This will be done proceeding from the observation of case regions drawing on this project-based approach, and will be framed within a set of characteristics observable in the project-based approach as used in urban contexts, e.g. bringing into play the exploring capacity of design, or using projects as preparatory platforms and vehicles for alignment and negotiation between different developmental dimensions, policy levels and actors.

### **Collaborative planning in practice**

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In the metropolitan landscape many different types of land use are competing for the same space. Sustainability is often associated with compact cities and accessible green areas. To put these ideas about sustainability into practice, process, implementation strategies and institutions matter. In the field of planning theory much attention has been paid to collaborative planning, spatial development planning and Public Private Partnerships. In the Netherlands recently these concepts have been put into practice. The financing of these projects is based on the idea that building developments cross-subsidize green developments. In this paper the following questions are addressed. How does such a modern collaborative planning process work in practice? What are the consequences for process and plan content? What factors determine outcomes? Are there any unintended results for example in the field of institutional learning?

To answer this question a case study is carried out in the Bloemendalerpolder. This polder, directly to the east of Amsterdam, covers an area of 500 hectares. Because it was a former part of the protected Green Heart, development has for long been out of the question. Recently a collaborative planning process has started. Public parties and private parties like project developers work together to create new dwellings on 1/3rd of the area and to make the other 2/3rd of the area more suitable for recreation and ecological restoration.

Because the success or failure of collaborative planning processes depends on the characteristics of a specific situation, the paper will focus on the institutional framework in one specific area. Although conditions are different in other places, structuring dimensions, process characteristics and lessons learned might be quite similar. In this way studying a specific Dutch case can be interesting for policy analysts and planners worldwide.

### **The concept of non-financial compensation: What is it, which forms can be distinguished and what can it mean in spatial terms?**

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Non-financial compensation as a modern planning instrument partly roots in the American TDR (Transferable Development Rights)-concept, but involves more instruments. It includes all situations where a government has to compensate a landowner for his loss of opportunity, but chooses not to do so in money, but by granting him a new building opportunity, which can either be sold or used. The term opportunity can be linked to the notion of property right, i.e. a right to use one's property in a certain way that represents a certain amount of money. Non-financial compensation increasingly receives attention in both planning practice and science across the world. The TDR-concept has been source of inspiration in various countries across the worlds, which elaborate the concept within their own planning context and test it in actual cases. Roughly two types of non-financial compensation may be distinguished: cases in which government authorities compensate individual landowners by granting them a development right and not an amount of money ('compensation of loss of a right') and cases in which rights are being created in the form of subsidies (such as the Dutch Space for Space programme) ('opportunity to develop something additional'). Another example would be Korea, which has recently initiated a non-coercive programme, which is considered as an elaboration of the TDR-concept. It concerns an incentive-zoning scheme, which provides bonuses in development density as right to developers who meet the requirements set out in the planning ordinances. The paper goes into the ideas and backgrounds of planning concepts related to non-financial compensation. It also relates the concept to legal frameworks and economic values.

### **Urban regeneration in a new context**

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Urban policies in the Netherlands have been changing since 1990s especially policies related to spatial planning and urban regeneration. The strategy changed from the focus on the housing problems and conditions of present residents (building for the neighbourhood) to a strategy with emphasis on the privatization of the urban and regional housing market. At the same time planning on the larger scale of city and region received more attention, in the context of competition between cities and regions. New strategies of residential differentiation have been introduced, characterised by urban market-led housing, also in the old and post war housing estates.

In the last decade, the national government of The Netherlands puts priority to the urban regeneration of about 56 specified districts in large and middle sized cities. However, it is questionable whether the current selection criteria are the right way to identify the most urgent urban problem areas, especially concerning their position in the regional network. For this discussion the concept of the Network City is useful. Network City is a way of thinking and a model in which the urban environment consists of technical, functional and household networks. The analysis of these networks make conceivable how well or how bad urban areas and users are connected to the region at large.

It should be a main concern what the effects are of market-led urban regeneration on less affluent, especially the vulnerable and deprived residents. The gap between exchange value and the housing expenditures of tenants is growing. Moreover, the gap between planning and construction shows the limits of market driven policies.

Results of the urban renewal in Rotterdam (since 1970s) are summarized in lessons to improve the transformation, sustainability included. This to nourish future approaches elsewhere.

### **From the urban region to the urban network and vice versa: Re-inventing mixed scanning and concentrated deconcentration**

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Forty years ago Amitai Etzioni proposed the mixed scanning approach as a third way to overcome the strength and weaknesses of comprehensive planning and Charles Lindblom's alternative of incrementalism and muddling through. Mixed scanning as proposed by Etzioni combines components of both approaches and by doing so it 'is neither utopian in its assumptions as the first model nor as conservative as the second.' In the same period Dutch planners introduced the planning principle of concentrated deconcentration: a method to combine components of two spatial policy goals. We think that Etzioni's approach is still relevant for the know how of urban planning and that the concentrated deconcentration principle is still relevant for the know what of urban planning. This will be demonstrated by looking at policy developments at the regional level, comparing the way the urban region concept has been used in national level in the past and the way the current concept of urban network is applied at the present. We start by briefly discussing the mixed scanning approach, combining this with recent discussions on the framing of what Etzioni calls fundamental decisions, in particular the notions of disciplines, discourses and doctrines. We then discuss roughly three decades of application of the urban region concept (stadsgewest) a concept which became ever more concrete and detailed as central government was seeking to influence regional and local decision making. We compare this with the recent concept of the urban network and the way this concept is given hand and feet. At the end of the paper we return to the basic principle of the mixed scanning approach and the principle of concentrated deconcentration.