



London

Pilot Projects

Burgess Park, Southwark,
London South Central,
Lee Valley Regional Park,
Thames Gateway North,
East London



(Partner: Government Office for London, Groundwork in London)

Short description of the region and connection to New Urban Landscapes

Whilst London's history spans more than 2000 years, the most dramatic demographic changes have taken place over the past 100 years, when London's population grew to around 7.2 million. The urban area covers over 1,500 km² (twice the size of Greater Amsterdam or Berlin) and the population density is around 4,500 per km² (4 times the density of Amsterdam and 50% higher than Berlin). The expanse of London and the population density, combined with extensive travel times and the fact that 1 out of 4 Londoners is from an ethnic minority reflect the pressures on land in this metropolis. Due to the extent of the London metropolitan area, open space resources are manifested in many different ways, such as inner urban, outer urban and metropolitan edge locations (20% dense inner urban land, 38% outer urban [suburban] land and 42% open land). In all cases open space needs to be accessible to residential and business communities and visitors (25m domestic and overseas visits to London in 1998).



London: Harsh reality of open space versus built environment.

Attracting people and business from all over the world, spatial planning in London needs to recognise the influence globalisation has on the physical space, social structures and the environment. It focuses on the special conditions that places are facing when their social surrounding is undergoing significant changes. London's open space resources face the following challenges:

- Social compatibility is defining a new role for open space resources within the economic area of London as the "Global City" in Europe;
- The traditional use of open space as local parks is changing and new identities and functions need to be defined, according to local and regional demand in a frequently changing economic climate;
- Accessibility of the new open spaces is a fundamental precondition within a densely populated metropolitan area in terms of awareness of the availability and proximity of open space and in terms of ease of access;
- Improving the quality of life of urban areas and neighbourhoods provides the strategic context for the reinterpretation of the traditional understanding of "parks and open spaces"; and
- The process of creating socially compatible open space needs to reflect the multiplicity of cultural needs and economic demands, whilst providing an all inclusive, consultative mechanism for implementation.



World city London.

Regional policy in London

A spirit of change and renewal underlies the current political atmosphere in London, particularly due to developments in the past 18 months, during which time an entirely new metropolitan governance structure has been established for Greater London and the UK's first directly elected mayor has entered office.

Mayor Ken Livingstone leads the Greater London Authority (GLA), which is a unique form of strategic citywide government. His tasks include: preparing strategies on issues from transport to the environment, and from culture to land use, directing the GLA and setting budgets for the GLA, Transport for London, the London Development Agency, the Metropolitan Police and London's fire services. The Mayor's responsibilities include preparing a Spatial Development Strategy based on the Greater London Authority Act of 1999 and the overall sustainability principles adopted by Member States in the European Spatial Development Perspective. In the many debates now leading towards the Mayor's strategies, the importance of green spaces to people's quality of life is a high-profile issue.

The Greater London Assembly, a separately elected body of members, has been set up to scrutinise the Mayor's activities and decisions. The Assembly also investigates issues of importance to

Londoners, publishes its findings and recommendations, and makes proposals to the Mayor. Of particular relevance to this Interreg IIc project, the Assembly is just now completing its investigation into Green Spaces in London, a process that has been informed by the New Urban Landscapes programme and its interim findings.









Description and main goals of the pilot studies

Burgess Park

Despite its large size (54 hectares) and important location at the southern edge of the London South Central economic development zone, Burgess Park remains little-known outside its immediate neighbourhood and is relatively under-used. The new strategic focus in this sub-regional regeneration area raises opportunities to make this invaluable urban open space accessible to more people, as anticipated in the Abercrombie Plan, the first Greater London Plan in the post-War period. The key issues being examined are the park's local versus regional status, and the benefits or disadvantages of a future north-south public transport route proposed to cross through the park.



- | | |
|------------------------------|-------------------------|
| 01. Toddler Play | 07. Heart of the Park |
| 02. Play Zone | 08. Events Arena |
| 03. Sports Facilities | 09. Trafalgar Gate |
| 04. School Sports Facilities | 10. Camberwell Gate |
| 05. Chumleigh Gardens | 11. Albany Gate |
| 06. The Old Library | 12. Surrey Canal Avenue |

-  Primary Pedestrian Route
-  Secondary Pedestrian Route
-  Trim Trail/Jogging
-  Primary Gateway Entrance
-  Secondary Entrance
-  Boundary Treatment
-  "Green Fingers" into Aylesbury Estate
-  Proposed Tram Route

Master plan for Burgess Park, Southwark, London South Central.



Lee Valley Regional Park

Sir Patrick Abercrombie's vision for Lee Valley Park was 'open land welded into a great regional reservation'. The park's 4,000 hectares comprise rivers, reservoirs, nature conservation areas, brownfield land, marshes, indoor recreation, and sport. The study's purpose is to determine how co-operative planning processes can be more effective at strategic levels, and how to engage communities more meaningfully in local partnerships, with a focus on the regeneration areas of Tottenham Marshes, Stonebridge Lock and the former Essex Filter Beds.



Water Reservoirs in the Lee Valley, East London.

Following is a summary of Ken Worpole's findings, which take the form of a set of key issues and recommendations:

Key Issues:

1. New urban regional parks have an under-developed typological history. Branding and labels are increasingly important in consumer societies, but parks have failed to develop appropriate forms of public representation.
2. Neither park in the study has a long history of single ownership; they are both mixed economy parks in pluralist forms of ownership and governance, requiring co-operative planning processes to bring them into being and to maintain them.
3. There is a proliferation of forms of ownership of public parks in London and a pressing need for joint working and sharing of experience.
4. These parks represent post-industrial new urban landscapes which are often divided up and cut through by roads, railway lines, housing and industrial buildings; how then to represent a coherent whole to a public used to unified landscapes?
5. The linear shape of the parks can lead to increased border conflicts with adjacent land uses; do land assembly processes result in park spaces which are difficult to manage; and does form sometimes undermine function?
6. How can parks develop new forms of cultural capital or new forms of public trust, particularly if they operate according to differing and possibly competing value systems?
7. Every new social ideology develops a landscape design in its own image; how can design criteria be developed for new urban landscapes to embody high levels of public meaning?
8. The parks could develop 'green transport plans' to offer more regional services whilst still meeting local needs.

Results of the pilot studies in Interreg IIc

Both the Burgess Park and Lee Valley Park pilot studies have been directed by local steering committees which consist of representatives of local authorities, regeneration partnership agencies, UK Government Office for London, and Groundwork, an environmental regeneration charity. ILS-Dortmund has provided expertise and a transnational perspective to the Lee Valley Park study. Ken Worpole, an influential writer on urban and social policy in the UK, was brought on board to work with the steering committees and to provide an independent assessment of Burgess Park and Lee Valley Park in relation to the New Urban Landscapes programme and strategic policy developments in London.

Ken Worpole's general policy guidelines and recommendations:

1. Inform appropriate levels of governance about specific funding and management challenges of Burgess Park and Lee Valley Park
2. More clearly designate these new kinds of urban parks in qualifying title, such as 'Regional Parks'.
3. There are outstanding issues to be resolved in London in harmonising the funding and management process with the appropriate levels of political governance and accountability.
4. Address the under-development of design for new urban landscapes by engaging with contemporary landscape architects and designers around the issues of 'post-industrial' urban landscape design.
5. Develop approaches to 'green transport plans' for new urban landscapes.
6. Disseminate lessons learned in the New Urban Landscapes programme to the UK Government's Green Spaces Task Force.
7. Establish, perhaps through the GLA, a London-wide Forum for larger parks in London, which are currently provided by so many separate local authorities and other agencies and organisations.

Recommendations with regard to Burgess Park:

8. Organise a Burgess Park Summit meeting with key stakeholder groups to move discussions forward regarding the need to rationalise and stabilise the formal processes of funding management of the park in the long term, and to ensure stakeholder engagement in those processes.
9. Commission park use and time-of-use surveys and feed results into the strategic planning process for the park.



North-western entrance to Burgess Park, Southwark, London South Central.

10. Engage agencies involved in the wider regeneration of London South Central to identify their proposed sources of funding for the park.

Recommendations with regard to Lee Valley Park:

11. Develop a green travel plan and address the poor state of the railway service, particularly the conditions of stations and their environs.
12. Given the unique status of the Lee Valley Regional Park Authority, it could be an ideal organisation to develop certain kinds of strategic training, common services, and sharing of experience and expertise across the green spaces sector.



Recreational use of a redundant canal, Lee Valley, East London.

Contributions of the pilot studies to the methodological approaches and the social vision

As Worpole's key issues and suggested recommendations from the London pilot studies reveal, there is a great deal of opportunity for us in London to learn from the experiences and good practices of transnational partners. Many questions have been raised through this process in London, which in many cases are being addressed by transnational partner regions with a different approach. These fresh perspectives of transnational partners enable us to look differently at our urban landscapes and to approach them with new methods.

We do, however, feel that there are contributions that we in London might provide to transnational partners based on established ways of working in London and specific findings from this study in respect of developing new methods of socially compatible development of urban landscapes. The following approaches represent good practice which has emerged from the pilot studies and may serve as contributions to learning among transnational partners.

- Planning and working in partnership with private sector businesses, voluntary sector organisations, government bodies and local communities, in order to:
 - Add value and get better results;
 - Be sensitive to the wide range of potential impacts of projects;
 - Accommodate a range of stakeholder interests;
 - Engage local people more meaningfully;
 - Foster innovation; and
 - Obtain project funding.
- Engaging people in local communities in planning, developing, and implementing regeneration of their physical environments, so that those with the greatest stake in the quality of the surroundings take collective responsibility for its improvement.
- Informing government policy on opportunities for improving public spaces and parks based on changing social demands, findings of partnership working and the meaningful engagement of local people.

- Establishing the link between environmental regeneration of urban landscapes and social patterns in neighbourhoods. Post-industrial employment restructuring, globalisation, international immigration into London, out-migration of many white middle-class residents from London, and changing life-spans, lifestyles, and household-size have contributed to changing social patterns. These profound changes to social trends in the post-war period has influenced urban environments and the need to revitalise those environments in creative ways that address their changed social make-up. In democratic societies it is appropriate to develop inclusive participation methods which engage all of the current cultures and sub-groups within the community in the improvement of their neighbourhood environments.
- Seizing the opportunities that change provides. New metropolitan governance in London has opened a policy window for those who are interested in planning and regenerating new urban landscapes to contribute to the debate. This Interreg IIc programme has been timely in that regard, because it has served as a vehicle for Groundwork London to constructively contribute to current policy issues concerning green, open, and public spaces.

The London partner, Groundwork, is keen to develop the lessons and experience from the New Urban Landscapes programme in specific ways as part of a future proposal. We anticipate that such a proposal may involve the development of experimental projects on the ground, which would be based on the specific expertise and good practice models that each of the transnational partner regions contributes.



Lee Valley Regional Park, East London.

Rhein-Ruhr

“Urban Landscape Emscher 2020 – ecological regeneration of the Emscher System”

(Partner: Emschergenossenschaft)



“The River Wupper and its Tributaries – a lighthouse project of the “REGIONALE 2006”

(Partner: Regionalbüro Bergisches Städtedreieck)

The state of Nordrhein-Westfalen participated in this Interreg IIC project by introducing two quite different sub-regions, the “Emscher Region” and the “Bergisches Land”. However, the common denominator for these regions is the fact that they both suffer from the legacy of their industrial past and both face substantial restructuring.

The transformation from an industrial landscape to a new urban landscape will only be carried out in a socially compatible way, if the regions achieve the positive integration of the industrial legacy into the substantial process of change. For instance, this process needs to look at:

- The use of former transport routes, which used to be separate elements, in order to give them a new transport and linking function (for instance old industrial railway routes);
- The use of formerly inaccessible industrial land and buildings, located in densely built up areas, by establishing new green links or addressing the recreational deficit;
- The integration and redesign of waste heaps, in order to establish new recreational facilities and visual orientation points;
- The change of former transport axes, such as waterways, into recreational axes; and
- The link between the purely economic use of water and the potential for leisure and recreation.

There are considerable opportunities in these two sub-regions which come to the fore in this restructuring process. These opportunities can contribute to the improvement of the quality of life and the coherence of the environment and foster a better identity for the region's residents. The angle of co-operation in this process is therefore of particular importance.

“Urban Landscape Emscher 2020 – ecological regeneration of the Emscher System”

Brief description of the region

The 865 km² Emscher Region stretching from Dortmund to Duisburg was originally a flat flood plain. Population growth and industrialisation in the 19th Century resulted in severe drainage problems. As the result of mining and consequent subsidence, natural waterways were canalised from 1906 onwards, the river was embedded in concrete and dykes were constructed and fenced in. The waste water from households, industry and mining was - together with rain water - fed untreated into these open drainage channel and remained untreated until shortly before its convergence



The canalised Emscher in the industrial landscape.

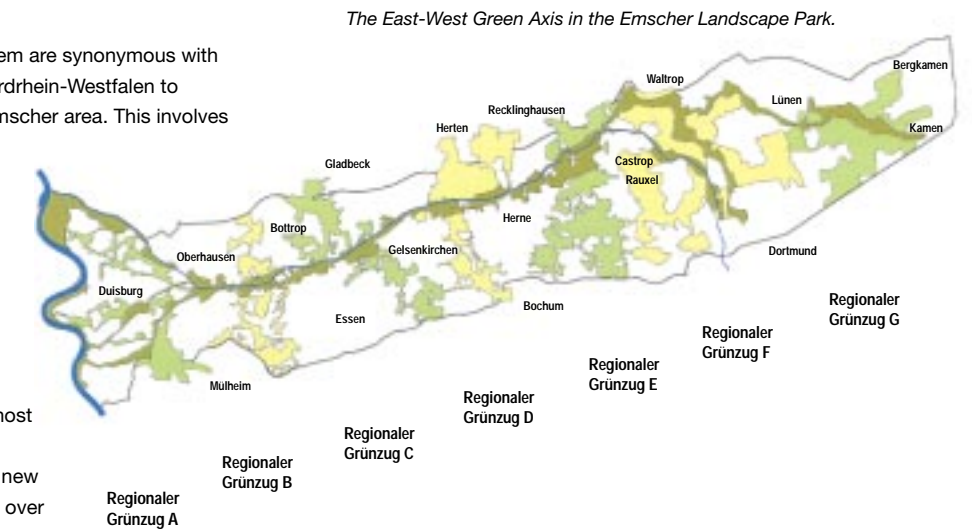
with the River Rhein. Until now, the Emscher has therefore divided the urban landscape over a distance of 70 km and limits the enjoyment derived from the open spaces around for approximately 2.4 million inhabitants.

With the end of mining in the Emscher region, there are now opportunities for this approx. 40m wide inaccessible area (water course plus maintenance area) to be developed into a ‘green ribbon’, where the river can be enjoyed.

Regional strategies and concepts

The aims of rebuilding the Emscher System are synonymous with the goals of the State Government of Nordrhein-Westfalen to achieve ecological regeneration of the Emscher area. This involves reducing the economic disadvantage caused by the area's location, improvement of both the natural and man-made environment - including buildings - to enable inhabitants to experience better quality living and working conditions.

In order to achieve the described goals, the state government agreed in 1988 to host an International Building Exhibition (IBA) Emscher Park, an important example for new models of regional policy. IBA took place over a period of ten years, ending in October 1999 and was initiated to seek solutions to problems resulting from changes in social structure. Using state aid, the region was encouraged to generate community self-help and to improve co-operation, co-ordination and partnership between local authorities and other organisations. One of IBA's crucial projects, alongside the ecological regeneration of the Emscher system, is the long-term creation of a new east-west green axis along the Emscher and the Rhein-Herne-Kanal which feed into it, as a backbone to the Emscher Landscape Park.



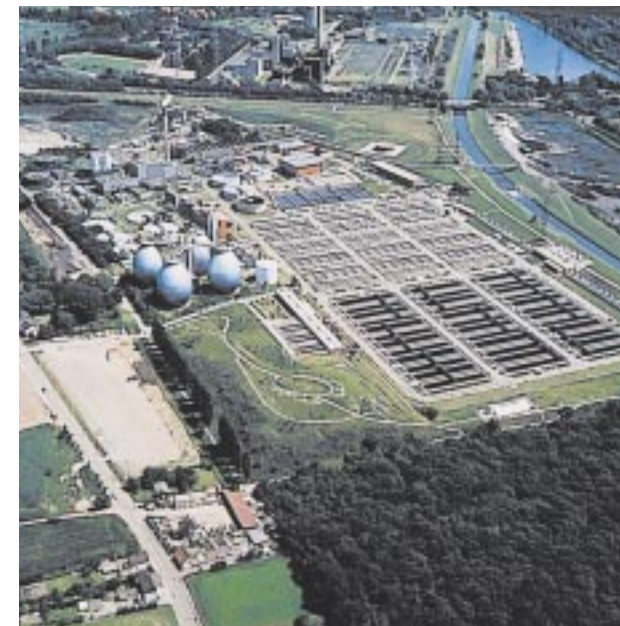
The East-West Green Axis in the Emscher Landscape Park.

Aim of the Pilot Project

If the aim is to transform the canalised Emscher into a river and to restore its function as a landscape and urban feature, then it is necessary to look to a solution beyond water supply and distribution. Apart from the owners, Emschergenossenschaft, other important players in the region had to be more involved in the process as well. These include Kommunalverband Ruhrgebiet, die Projekt Ruhr GmbH, the many property owners and especially the ten neighbouring towns and three state environmental departments responsible for the Emscher.

The aim of the pilot project was to initiate a process of co-operation involving all relevant local and regional players, to combine all local interest groups and to revitalise the communication process which came to a halt in 1998. The relevant players should be empowered in the first instance to articulate their local interest and to evaluate possible alternatives for the regeneration of the Emscher, finally reaching a regional consensus.

It was a further aim to reach a consensus for the procedural steps to achieve this goal and to put organisational structures into place, to remain in effect until around 2020, which would determine the role of the Emschergenossenschaft within this co-operative.



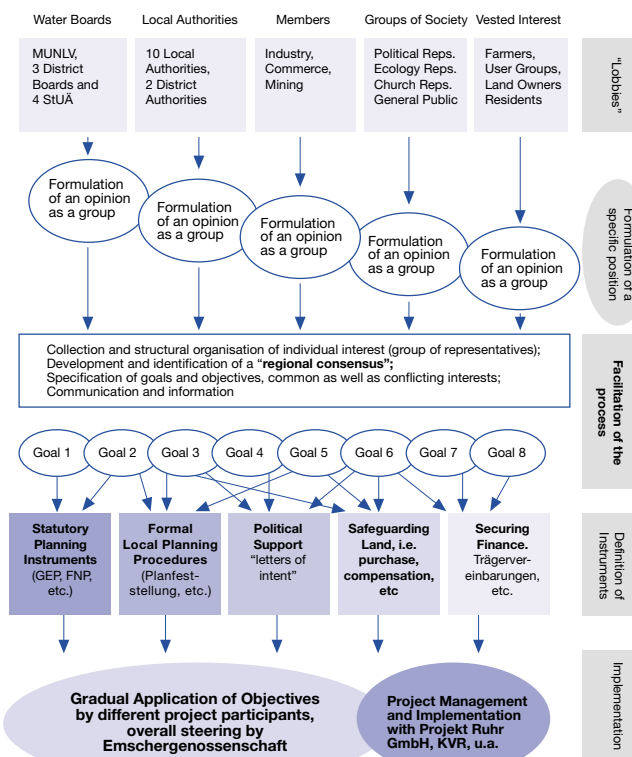
The construction of sewage treatment plants as a precondition for the ecological regeneration the Emscher.



Important results

In the period from August 2001 until May 2001 the following basic principles for partnership were achieved, in agreement with the Emscher genossenschaft:

- A list of all relevant players in the Emscher Region;
- Organisational recommendations to initiate the process in 2001 (Phase 1);
- An information paper for the potential players, describing the planning situation, current problems and the necessity for a co-operative planning process;
- Organisational achievements to prepare and conduct the kick-off meeting (9.2.2001); and
- To assist and advise the Emscher genossenschaft through the first stage of the partnership process involving the participation of local authorities and districts in the Emscher region.



Co-operative action programme established for the 2001 work process.

As a result of thorough preparation, it has been possible to organise the initial phase of this partnership process in such a way that all the positive aspirations to achieve a regional consensus have been achieved. The first successful steps in this very long-winded process to regenerate the Emscher (which will take until at least 2020) have arrived at in principle solutions to the typical problems encountered in the initial phase.

Key observations include:

- The necessity of sufficient financial means and manpower from the outset;
- The key importance of providing large amounts of information to combat an information deficit as well as reducing project opposition and prejudice;
- The relevance of a structured work programme in terms of time and content, i.e. having clear, achievable targets and detailing the necessary steps to achieve these; and
- The necessity to put aside existing procedures for thinking, organising and making decisions, relating to licensing bodies and specialist planning areas.

Contribution to socially sustainable development

The partnership process which has been initiated to transform the Emscher can make an important contribution to the socially sustainable development of the Emscher region. The Emscher will remain a flowing river in the urban landscape of this highly populated region, even after it has been regenerated. The transformation aims to detract from the industrial past and to make former structures transparent and large scale development potential should be utilised as part of the redevelopment. The accessibility and usage of open spaces should be used to their full potential and quality of life should thus be improved. The partnership process can also help achieve a new identity if the residents of this region experience and are involved in the process; this applies particularly to the inclusion of those people who suffered the worst living conditions in the past.

Next steps

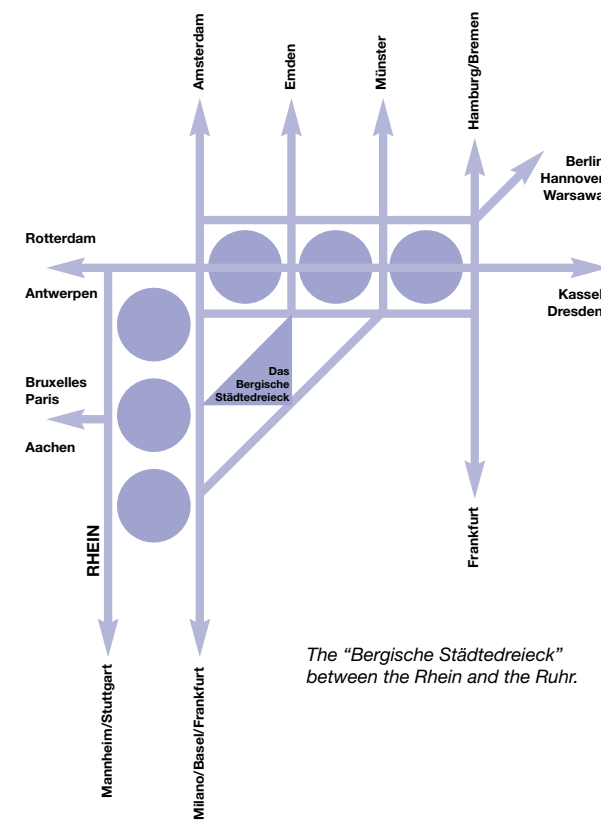
The first successful step has already been taken by implementing the discussion process. This has already been introduced as part of the co-operative process, known as the "Emscher Dialogue" which has become a widely used term. In the continuing process, others, such as representatives from a wide range of interest and pressure groups, landowners, politicians and residents will be involved. The various discussion groups will be brought together in one working group. This organisational structure will be developed together with the participating parties. The contract to develop a master plan for the regeneration of the Emscher will be awarded at the beginning of 2002. It should therefore already be supported by regional consensus which describes the "corridor" and focuses on qualitative opportunities for the surrounding area.

Initial activities have commenced in August 2001 to bring this "project of the century" to the attention of the wider public and to encourage their interest and participation. This has been achieved by presenting planning options, staging exhibitions and participating at political events.

The River Wupper and its Tributaries: a lighthouse project of the "REGIONALE 2006"

Brief description of the region

The region, incorporating the cities of Wuppertal, Solingen and Remscheid, is one of the oldest industrial regions in Germany and lies in the periphery of two large polycentric urban regions, the Ruhr district and the Rhein corridor. The cities in the region have a combined population of around 670,000. Compared to other regions in Germany, the economic structure is still very diverse. Most companies are medium-sized but no single sector dominates.



The highest railway bridge in Germany – Müngstener Bridge.

It is the presence of water which turns the landscape into a varied cultural landscape. During industrialisation, the rivers and dams ensured the provision of energy, a fresh water supply and waste disposal. Nowadays, alongside this, there is an increasing use for leisure and tourism purposes.

Regional strategies and concepts

Within the future initiatives of the regions in Nordrhein-Westfalen, agreement was reached in 1989 that there should be greater regional co-operation. To this end, the towns of Remscheid, Solingen and Wuppertal developed a Regional Development Concept (REK) by 1992. At the beginning of 1992 a central co-ordination unit was set up – the Regional Office of the Bergisches Städtedreieck – which is commissioned to put the REK into practice and to continue its development. The four main areas of co-operation are:

- Co-operative economic and employment development;
- Urban-friendly traffic;
- Sensitive provision of the environment and settlement structure; and
- Cultural creativity.

Co-operation between local authorities is organised in regional working groups, comprising different public and private participants. The Regional Office tries to co-ordinate and moderate these thematic working groups.

In 1997 the State Government offered the regions the opportunity to arrange a REGIONALE "Cultural and natural spaces in Nordrhein-Westfalen" which would take place every two years, in a different region in the State. The REGIONALE's objective is the preparation, realisation and presentation of projects, results and initiatives which are developed in partnership, in a conceptual context. The goal is to permanently intensify the regional profile and to promote identification within the region and a positive image to the outside world. Public funding should be provided by the towns and boroughs to achieve this purpose.

Aim of the pilot project

In May 1999 the decision was taken that the region "Bergisches Städtedreieck" should stage the REGIONALE in the year 2006. The theme "change of direction" represents the connection of innovation, nature, urban planning and culture, with the aim to provide a climate of change, of introducing and stabilising regional structural change and of revitalising social urban space. "The River Wupper and its Tributaries" is one of the seven themes to be included. Not only questions of ecological regeneration are addressed, but it is also important to strengthen the value of the Wupper and the Wupper reservoir for leisure and recreational purposes and to demonstrate hydro-electric power to producers of energy.

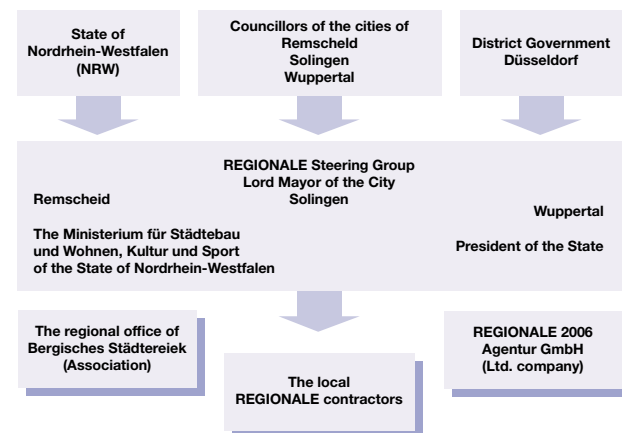


The Wupper as a dominating feature in the urban landscape.

Alongside the Regional Office for the Bergisches Städtedreieck and the agency for REGIONALE 2006 there is another strong player, the Wupper Verband. It has hitherto developed its own strategies and concepts for the River Wupper. Furthermore, with the introduction of new EU water-guidelines, new tasks are defined at regional level, such as provision of information and considering public opinion.

Important results

The goal of bringing together the strong regional partners as a first step has been achieved successfully. Discussions between the three partners - the Regional Office, the agency for REGIONALE 2006 and the Wupper Verband - have led to the suggestion to hold an expert workshop.



Organisational co-operative structures in the region.

This is part of the process of co-operation, to thematically compile the many suggestions which have been put forward over the past four years under the theme “The Wupper and its tributaries” and to assess them for their regional orientation and viability. Within the follow-up presentation of the “Master Plan” to develop the water-power-landscape, all players in the region are given the opportunity to participate in an open process to formulate new plans and ensure that projects are put into practice.

The three players have recognised that it is difficult for members of the public to distinguish between the three agencies’ different responsibilities, as they show a high level of consensus in their aims and objectives. The process of communication which was strengthened throughout the pilot project has demonstrated to the players that:

- They are not in a position by themselves to develop their own projects. This applies in particular to the Regional Office as well as the REGIONALE 2006 Agency. They require strong partners with experience of project implementation; and
- A partnership process can have advantages in terms of accumulating more finance and manpower for project implementation.

Contribution to a socially compatible development

It is recognised in the region that the regional profile is of importance in order to achieve a successful economic structural change. Sustainable regional development is only possible by achieving a regional network and evaluation of cultural, recreational, health and tourism opportunities tied in with the economic process. This provides the necessary requirements for private investment.

The large scale development potential of the Wupper and the reservoirs as well as the surrounding land demonstrates the importance of linking current prevalent economic functions with the development of leisure and recreation opportunities. The strengthening of these characteristic elements will contribute to more people identifying with the region and to the region’s socially compatible development.

Next steps

The continuity of partnership between local authorities is essential. The experience gained should be incorporated into the “REGIONALE” processes, so that this event continues to have a positive impact beyond the year 2006. In the short term, it is important to establish the areas of responsibility and tasks of the three regional bodies so that the general public and organisations interested in the process can be clear about their functions.



Region Frankfurt Rhein-Main



“Route of Industrial Culture”
(Partner: Planungsverband Frankfurt-Region Rhein-Main)

Brief description of the region

The region Frankfurt Rhein-Main is situated both in the centre of Germany as well as in the centre of Europe. It is an economic area with around 3.7 million inhabitants and covers an area with a diameter of around 100 km. The region stretches from Limburg-Giessen in the north to the “Bergstrasse” in the south, as well as from Bingen in the west to Aschaffenburg and the Spessart forest in the east. The population density is approximately 500 inhabitants per km². The image of the Rhein-Main region is dominated by the international airport, banks and other financial institutions and trade fairs - all symbols of economic strength. The growth of the conurbation has resulted in a polycentric settlement structure with a balanced proportion of built-up areas and open spaces and a mixture of different urban functions which have developed as a “new urban landscape”. Their open spaces provide the scope for leisure and recreational activities which are designed by the Regional Park Rhein-Main co-ordinated by the Umlandverband Frankfurt and its successor the Planungsverband Frankfurt Region RheinMain as a long-term project. The Regional Park is pursuing the goal to upgrade these open spaces, to connect them with each other and to redesign them, thus uniting and harmonising nature, agriculture and recreational uses.

Dominated by the service sector which determines the region’s economy there are many challenges which can be viewed as opportunities for social compatibility in terms of regional policy:

- The spatial development of the metropolitan landscape incorporates different locations with varying potential;
- Thus there is a wide spectrum of available space requiring redesign to meet a variety of requests for usage;
- It is possible in particular to meet the “soft” needs such as recreational opportunities, culture and entertainment which improve the quality of life for the region as a whole;
- A common spatial identity is achieved by linking recreational activities in green spaces which is important to achieve regional confidence;
- The strengthening of the regional identity is necessary in order to cope with the rapid social changes in the global city of Frankfurt;
- A local identity will become socially sustainable if it succeeds in integrating the needs of both new and old Rhein-Main inhabitants; and
- This can only be achieved by creating places with which people can identify.



View from Kronberg over the Frankfurt skyline.



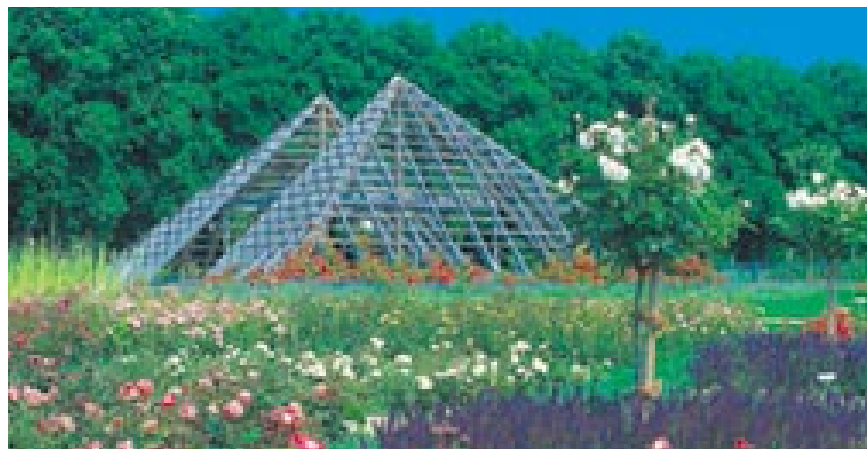
Region Frankfurt Rhein-Main.

Regional strategies and concepts

In the Frankfurt Rhein-Main Region, the development of open spaces and facilities for leisure and recreational purposes is determined by three different planning concepts.

The bases for socially compatible development are laid down in the Regional Plan where open spaces, which are located in densely populated areas or those with serious environmental problems, are defined as green spaces. These have two functions: they aim to secure the land as having life-important functions relating to the ground, water, the air, climate, wooded land and open countryside and secondly they aim to preserve and develop recreational areas. In doing so, social goals are pursued: the countryside should be freely accessible to everybody. The general public's recreational requirements should be given priority over other forms of leisure usage, especially over private demands. The facilities should be easily accessible, i.e. they should be in close proximity to residential areas and linked to public transport. The expansion of sport and recreational facilities has priority over new facilities, so that open spaces are preserved. New sports and leisure facilities should be built wherever possible on the edge of residential areas, with good public transport links.

Furthermore, the Umlandverband Frankfurt has developed and put into practice leisure projects of regional significance over a period of about twenty years, according to its legal responsibilities (construction, operation and maintenance of sports facilities, leisure and recreational centres of importance to the region). Here, they pursued the strategy of promoting or improving facilities of regional importance and to fill any obvious gaps where there was a lack of facilities, without putting pressure on existing facilities. Generally, these were individual projects: lakeside swimming, projects in the woods in the Taunus area and cycle paths. In terms of water related recreational facilities, projects predominantly focused on the connection between leisure and nature protection.



The Rhein-Main Regional Park – the rose garden in Hattersheim.

Thirdly, since the mid 1990s the Rhein-Main Regional Park has been the most important catalyst for a leisure vision in the region. The Regional Park ensures that the polycentric pattern of residential development, with its open spaces, is put into practice according to plan. It comprises a network of park-like paths and facilities which cross through the green areas of the Rhein-Main area and interconnect them. The quality of the regional green areas is thus improved and further developed. In the heart of the conurbation the Regional Park is linked to Frankfurt's green belt and in the surrounding area with the neighbouring countryside. The Regional Park involves several local communities. The true value of the Regional Park can only be achieved by following its paths across many borough boundaries. Agricultural and forestry, environmental protection and recreational usage should all have their interests represented in the Regional Park, they should be developed in co-operation with each other and at the same time form an alliance of interests to protect and develop the open spaces. The image of the Regional Park is complex. The spectrum ranges from man-made elements to areas which have mainly been left to nature. There are formally designed gardens as well as protected biotopes and somewhere between these two poles the Regional Park's main element, the landscaped park. An aesthetic quality is achieved by integrating countryside and art as far as possible or the countryside itself is an object of artistic design.

Aims of the pilot project

The creation of the "industrial heritage route" will complement the Regional Park. Up until now, industrial heritage has hardly played any role in the region's awareness, although it can boast an interesting industrial history. Alongside several names of international importance, there are many smaller but interesting features which individually are unable to convey the message of the significance of industrialisation. However, once they are brought together, they communicate this message clearly.

The "industrial heritage route" project is thus a further component to give the region an attractive and individual character. Via the industrial heritage route, hitherto isolated places will be connected to each other. This will provide an important network which emphasises the importance of the relatively recent industrial tradition as a foundation stone for the development of the region. Individual locations will be particularly promoted, either by aesthetic enhancement or making them more visible or by opening them and making them accessible in the spirit of experiencing the world. It is also possible to consider change of use for social, cultural, ecological and commercial purposes.

The pilot study posed the following questions when considering the industrial heritage route as a model:

- What is the special characteristic of industrial development in the Rhein-Main?;
- Which places of particular architectural significance or landscape dominating design have potential for their upgrading or adaptation?;
- How can this route be defined with industrial locations at the riverfront or their catchment area? Which are the regionally distinctive and most important routes in terms of open landscapes, or visually experienced space, or physically experienced space to move in?;
- What could be the definition of a "route"? A central theme promoted from one place to another place, roads and paths, a graphically expressed visual network, a regional network? How does one make connections across rivers?;
- How can a system of paths, routes, public transport, themed routes, best be sign-posted and information be produced using corporate design?; and
- How can the first implementation projects act as a strong and positive catalyst?

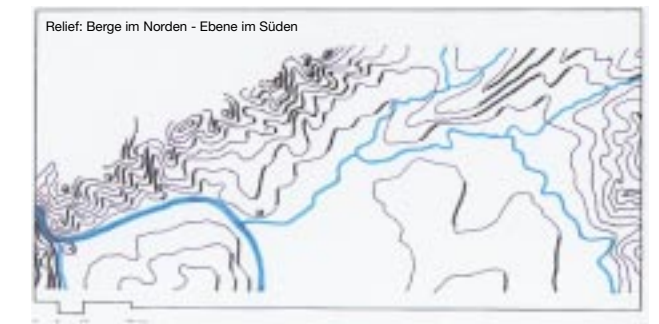
Important results

At the outset of the pilot study, a practical and conceptual rationale was developed for the industrial heritage route in the Rhein-Main region. The relics of industrial heritage have played very little role up until now in the region's identity. The reasons behind this neglect - which is a phenomenon applicable to the entire industrial era - are

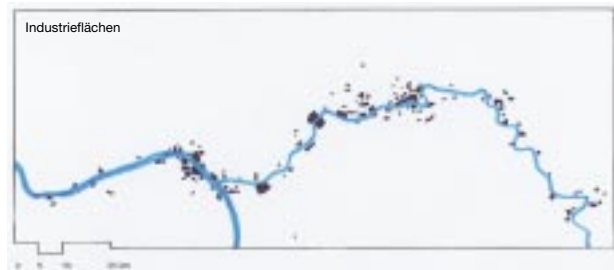
on the one hand production methods and on the other hand the perception of industrial architecture by art historians, which for many years was regarded as inferior. Nowadays there are often additional economic issues, for example when companies propose demolishing historical buildings for financial reasons and replacing them with new buildings.



"Reading the space"



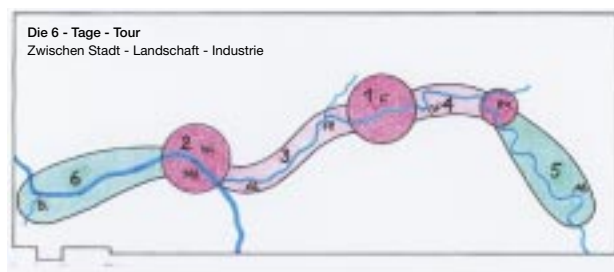
Despite these circumstances, the region has a rich industrial heritage. A total of 220 objects have been identified and categorised according to the themes: production and manufacturing locations, buildings for supply and disposal, transport buildings, industrial estates and factory owners' mansions, technical monuments and engineering constructions, works of art and museums. The significance of the route of industrial heritage is explained on several levels. It is to be found in the contribution it makes to the region discovering its identity, to the conservation of its industrial heritage, to expanding cultural attractions in the region, to upgrading the area close to the rivers Rhein and Main and to the context of the region as a whole. Several routes are proposed, to convey the concept of industrial heritage, e.g. under the themes of production, the art of engineering, aesthetics of industrial culture or machines.



Industrial areas.

In the main part of the pilot study a description of the characteristics of the area was compiled to be included in the conception for the industrial heritage route. This included the levels of the Main and the Rhein, the topography of the meadows, flat areas and mountain ranges, the distribution of populated areas, the transportation network of roads and rail, bridges and ferries, stretches of rivers with weirs, harbours, optical barriers and landscape bridges over the rivers.

In a list of around 150 locations, the objects, which stand for the variety of industry and its infrastructure, are described for their respective qualities: example for the region, rural/urban quality and position, historic building quality, conceptual meaning for the perception of the regional function and facilities and documents on important historical events. The objects are individually described in detail: visits recommended, already converted, suitable for new use, suitable for presentation, listed building or considered to be in great danger.



The six day tour.

A definition of the concept "industrial heritage route" has to be agreed. The well-known picture of a route as an appropriately sign-posted country road, a line continuing for many kilometres in the countryside with scenic views and attractions is not applicable in the Frankfurt Rhein-Main Region. The route can at least be marked as a line by both rivers. It can be perceived as a wide zone which follows the river banks, within which the vast majority of places have joined the industrial heritage. The route was also intended to be a tourist programme, stretching over several days. The route offers the opportunity to use a number of transportation methods: ship, local train, car, bicycle and walking. As it mainly consists of existing transportation routes, it is a line of bridges and links and

sometimes indirect connections. It is suggested that the route is portrayed by a lattice or ladder which characterises the two parallel pathways as well as the bridges and ferries.

In a pre-selection, twenty locations and five groups are described in detail. In making the selection the view was taken that in the economically prosperous Frankfurt Rhein-Main Region, the question of an industrial building standing empty was of less importance than a building at risk of being pulled down or earmarked for new use. In the context of new sectors of industry and companies, new lifestyles and cultural demands lead to increasingly new demands on spatial use alongside the hard factors of production and distribution, which traditionally dictated location of facilities. The selection criteria included the questions: Is a change of use possible? Could opening the building to the public or putting on a display be a means of upgrading? Are the objects of regional - or beyond the region interest? Is there any need to negotiate and what are the chances of implementation? Is there a lobby group? Are there any interested parties for new social or cultural uses? Has the local community already come into action?

Many suggestions were made for the route of industrial heritage but the "six-day tour" of the spatial structure of the region comes closest. In the centre of the region, Frankfurt is situated with its industrial areas to the west and east and which would be worth a visit over one or two days. In the west of the region, near to the convergence of the river Main with the Rhein, there are the cities of Mainz and Wiesbaden with the industrial strength of the two state capitals. Between these two cities and Frankfurt, there is a river valley with attractive countryside, small towns and commercial areas and the Opel factory in the town of Rüsselsheim. Between the mainly industrial towns of Offenbach and Hanau there is an area along the course of the river without any special attractions. To the east of Hanau and to the west of Wiesbaden, there are river valleys running through mainly rural areas with a few industrial sites and buildings of historical value, which would be appropriate for the last two days of the tour.



The lock on the River Main at Offenbach.

Contribution to a socially compatible development

The pilot study on the industrial heritage route has helped the process to shape the identity of the region by extending its range of vision. Up until now the picture of Frankfurt as the financial and service centre has always dominated with its imposing skyline. The Regional Park has created the notion of linking together the areas of nature, recreation and leisure to contrast them with the world of work.



Cultural factory Naxoshalle, Frankfurt

If the industrial heritage route is to make the region more aware of industrial past, this means that the region will become more attractive. If individual industrial objects are preserved, restored or are put to a different use by providing new cultural, social or other leisure-related facilities and these are easily accessible and linked to Regional Park routes, the quality of the region as a location improves as a whole. This is not intended to suggest an incorporation of the industrial heritage route into the Regional Park, but they should complement each other. Visitors to the Regional Park will not only have the opportunity to go for a walk, observe nature, have a rest, practise a sport or enjoy art, but will now be able to appreciate the region's industrial heritage which they have inherited. Furthermore, the pilot study on the industrial heritage route has encouraged people in the future to look beyond the open countryside to the surviving relics of their industrial heritage and regard them as being part of a network and symbolising the region. For this reason, the route is not just an idea, it is also a guided tour, a point of visual orientation and a tangible line which links the objects to each other, makes them interesting and thus enriches the lives of both residents and visitors to the region.

Over and above the discussion of industrial history, ideas are also given in the study to widen the perception of the region as a whole. If the preservation of the cultural landscape is seen in the context of the historic and current economic process, as a connecting net for the region and on a scale perceptible by the senses, the picture of the region will also change in the future.



Opel power station, Rüsselsheim.

Next steps

A Rhein-Main Metropolitan Park could be envisaged, leading from the Rhein and Main river valleys with their landscapes, industrial settlements and urban features and symbols, incorporating all economic structures, developing a social model for the region, starting with the industrial heritage route and creating the "New Urban Landscape Rhein-Main".

A conference and exhibition took place in October 2001 to present the project to the public in the region and to address all those interested in its implementation. The idea of the industrial heritage route proved very popular.

Luxembourg

“Interconnection of recreational and leisure potentials within the context of regional development and restructuring of derelict industrial land in southern Luxembourg”
(Partner: Ministère de l’Intérieur)



Brief description of the region

The study area of the Interreg IIC project is the southern region of Luxembourg, bordering on France and Belgium, with a current population of 130,000 people living in an area of 200 km². Due to its proximity to the culturally and economically dominating capital city of Luxembourg (international finance place, seat of EU institutions, UNESCO world heritage site...), whose attractiveness reaches beyond the national borders into the “Saar-Lor-Lux”-region, the close functional links with this region have to be taken into consideration when developing a new design for the industrial region of southern Luxembourg.

For decades, southern Luxembourg was characterised by the mining and manufacture of iron ore and was therefore the main driving force of the development of the rural shaped Luxembourg. This changed sharply with the steel crisis in the 1970s and the loss of around 20,000 jobs. A high number of national initiatives helped the social consequences of the steel crisis to be relatively easily absorbed, compared to the cross-border industrial areas. The structural change, which is still taking place today has changed the character of the region from one which was the home of heavy industry to a more economically diversified region, albeit still dominated by industry, which still has to respond much more to the challenges of a service-led economy. In the course of post-industrialisation the southern region has lost importance and attractiveness compared with the expanding city of Luxembourg.

In spatial terms, this development has led to a scattered land-use mosaic based on the original rural cultural landscape. This pattern comprises a polycentric settlement structure with urban centres, housing estates in suburban areas, redundant or still functioning sites of the steel industry with their associated slag heaps, and former large scale areas of iron ore mining, as well as new industrial and commercial zones which caused this scattered settlement pattern to expand even further after the steel crisis.

The decline and restructuring of the steel industry means that large derelict industrial areas and the disused, ecologically valuable open cast mining areas are now available. An innovative conversion of this former industrial site aims to help give this urban landscape a (new) image and at the same time to preserve and strengthen its identity, being the only region in Luxembourg with industrial heritage from the iron and steel production era. The opening of redundant industrial areas, their regeneration into multi-functional spaces and their adaptation to socially valuable regional surroundings should also serve to promote the social function of these spaces for the population living in the urban landscape, as well as to build an information and knowledge based economy which requires synergetic locations with a high quality of life.

Regional strategies and concepts

The recent development of the southern region has so far been unable to counterbalance the tendency towards centralisation around the agglomeration of the city of Luxembourg. The huge development pressure in Luxembourg, both demographic and economic, makes the effective development of the southern region



Belval/West – former steel location, now, priority reconstruction area.

actually tainted with a negative image an important goal in spatial planning. Real opportunities to achieve this have been created by the Planning Law of 21st May 1999 and assisted by a successful regeneration process of the derelict industrial sites.

The 1999 law enables regional plans to be produced as part of a regional development process, with participation from both the regionally based local authorities as well as the relevant ministries. The absence of regional administrative structures necessitates the development of alternative approaches, based on co-operation. The regional planning process launched by the department of spatial planning has been picked up by the local authorities of the southern region and is currently being further developed by the setting up of a regional organisational structure. In order to make this process transparent to the public, regional conferences will be held which are open to all the regional stakeholders. During these regional conferences working groups will elaborate guidelines for regional development and develop common regional projects. During the course of the first regional conference, the importance of recreation and leisure was highlighted in order to raise the quality of life. The consideration of the social needs of the resident population can also be seen as an improvement of the quality of life which in turn is a “soft” locational decision-making factor influencing the economic future of the region. In this context the idea of a regional landscape park or a regional park was born (not an official goal for the moment). Especially the promotion of the recreational value of the regional potentials, as well as the enhancement and the linking of the existing and future recreational facilities have been identified as main focus of the regional co-operation.



Green Belt separating the Southern Region from the Agglomeration of the City of Luxembourg.

The regeneration of 650 ha of former industrial land is an important initiator for this regional development process. At the same time, the basic considerations of regional development are to be found in the political orientations which are guiding the conversion process. Initially these do not preclude any land uses, try to achieve a mixed use redevelopment of the redundant land and encourage the participation of all partners whilst ensuring an incorporation of this regeneration process into the wider regional context. In addition, these guidelines reflect the government’s will to decentralise high-quality and future-oriented economic sectors into the southern region. In this context the establishment of a science, research and innovation park in the former industrial site of Belval-West, within the framework of the creation of a university in Luxembourg, is a project of highest priority which can give the regional development a new impetus. Furthermore a very important role in the future development of the Southern Region has been assigned to the newly created Development Company AGORA, which has been set up jointly by the Government and the ARBED steel corporation.

The proactive search for synergies between the regeneration of former industrial land and the development of the entire region with its specific potential is a considerable challenge to all participants. This is of particular importance since a new, socially compatible spatial planning has to address the requirements of the transformation of an old industrial landscape.

Objectives of the Pilot Project

The pilot project carried out in the South of Luxembourg consists of two components, which have been investigated individually. These will have to be combined in the course of the different planning processes in the Southern Region.

The focus of the work was to create a spatial vision to connect the regional recreational potentials and thus to find ways of improving both the quality of life in the region and the region’s image. The need for such an approach arises from the importance of leisure and recreation for regional development and for making the region more attractive and the need to develop a co-ordinated intermunicipal perspective for this specific field of regional development – a factor which is currently lacking. A geographic information system (GIS) was thus used to identify the regional potentials and the main points of leisure and recreation as well as to analyse the existing links according to the criteria natural potential, recreational facilities, accessibility and existence of access routes. On the basis of these

results a possible future development within the context of a spatial vision was devised, paying particular attention to integrating industrial premises. This approach will not necessarily be adopted as the final development option. It is intended to be the basis for putting in a more concrete form the idea of a regional landscape park or regional park in the southern region of Luxembourg and needs to be further developed in the framework of the regional development process.

The second part of the pilot project dealt with linking the regional development process with the existing efforts to convert the redundant industrial premises. This process of integration will increase in significance if synergy effects in terms of sustainable regional development of the urban landscape are promoted.



Former iron ore mining area with great recreational potential.

A wider understanding of the need for co-operation, the process of co-operation and how to put the mechanisms of co-operation into practice, are necessary factors to achieve the integration desired.

Important results

The recreational potential in the region could be identified in detail, showing areas of focus for recreational purpose, using the methods chosen (e.g. the different levels of the so-called “Dogger”- plateau bordering France, the hills near Belvaux and the wooded and agricultural areas in the north of the study area) as well as deficit areas in need of development (e.g. several areas along the Chiers and Alzette rivers). Some of these areas are already linked via cycle routes, footpaths and bridle-ways, although there is room for improvement in the quality of their design. In other places there are no access routes at all (for example between the “Dogger”- plateau and the alluvial areas alongside the rivers Chiers and Alzette, on the industrial premises of Differdange and Rodange, in the Dipbech valley, north-west of Esch/Alzette, etc.).



Existing network of cycle routes.

On the basis of the southern region’s strengths and weaknesses in terms of recreation, the next step was taken to formulate the framework of a spatial vision, bearing in mind the following guidelines:

- strengthening the network of existing spaces with a high potential for recreation;
- development (upgrading) of hitherto neglected spaces in connection with their spatial proximity to the agglomerations;
- development (upgrading) or retention of the status quo of hitherto neglected open spaces, depending on their network potential to other recreational focus areas in the region;
- breaking down strong spatial barriers;
- strengthening the potential to experience cultural and natural heritage;
- creating spatially themed references; and
- design measures to characterise the region.

Several developmental possibilities come to light in this draft regional perspective:

- “Industrial heritage theme park” in the entire “Dogger”-plateau, bordering France;

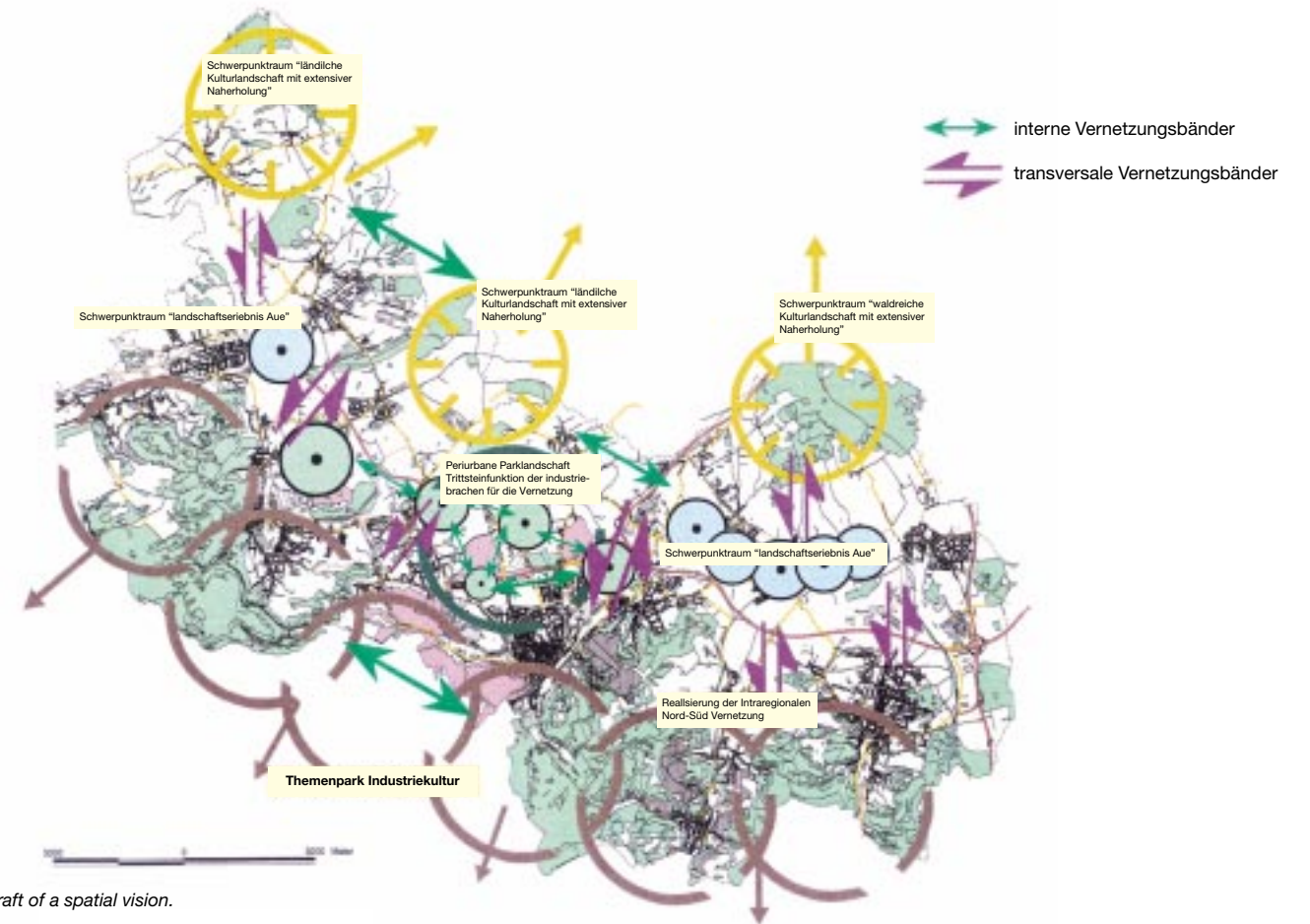


Access to the recreational area and industrial park “Fonds de Gras” using historic trains.

- “New peri-urban park landscape” using a stepping-stone function of the industrial premises in the most densely developed central area in the region;
- “Rural heritage landscape with soft recreational opportunities” in the green belt separating the Luxembourg agglomeration from the southern region; and
- “Landscape experience in the alluvial areas” alongside revitalized water courses in the Alzette and Chiers valleys.

The implementation of such a complex and spatially coherent approach necessitates a co-ordinated concept for a step-by-step realisation, taking into account the content and themes, structure and organisation and the financial levels. It should bridge the gap between the contextual spatial vision and the concrete projects which have to be defined on a local/regional level.

In terms of linking the future use of the fallow land and regional development on a process level, the conversion can be regarded in broader terms as a process of regional innovation, time-intensive and requiring specific management, to bring the internal and external key players together. The State of Luxembourg assumes the role of initiator and supports the setting up of the different processes in several ways. The conversion of the derelict industrial areas is the responsibility of the state and the development company, set up for this task, involving the concerned local authorities. It will therefore not be a task exclusively for the region which is currently in the process of being defined and established. It is envisaged that a learning period be introduced during the initial phase of regional involvement, to be closely supported and accompanied by competent bodies. The regional structure will not be fully functional until institutional and personnel issues have been resolved. The regional conference in this phase is a good starting point to promote regional discourse and can be seen as a means of



Draft of a spatial vision.

co-ordinating and integrating sectoral planning with regional development. Additional support would be required to develop it further which could be achieved by a so-called “innovative coalition”, formed of key persons in the region. A further opening up of the planning process requires activating forms of public participation which, alongside the democratic legitimisation of the process and the strengthening of regional identity, could turn the planning culture into a new, communicative process to meet the needs of the urban cultural landscape. The introduction of strategic planning on a regional level (priority subjects, key projects linking in with each other) is appropriate to cement the process of participation.

Contribution to a socially compatible development

A spatial analysis of the recreational potential and network opportunities within the urban landscape was carried out as a methodological approach supported by GIS. This approach made it possible to achieve a regional perspective to upgrade the region in terms of its recreational potential and opportunities, by identifying specific spaces near to built up areas with a high development potential, by recognising positive and deficient elements in terms of forming a thematic and spatial network and by identifying open spaces with substantial recreational potential within the urban landscape. Measures could then be introduced to secure areas of specific interest. The improved comprehension of the urban

landscape as a region is an important contribution to its future development. Last but not least, the experience gained helps provide useful information on the strategic importance of the former industrial sites within the urban landscape for their future development as new multi-functional locations within a network.

The complexity and multiplicity of the spatial planning processes in an urban landscape are demonstrated by the example of Luxembourg and can be represented and understood on both a project and a strategic level. Co-operation and participation take place here in different constellations. They should be developed, together with other, formal procedures, as important steps in socially sustainable spatial planning and be promoted in a clearly defined context.

Next steps

The regional perspective will in future be finalised within the already commenced regional development process. The first step required is a discussion on the spatial vision and the orientations of the targeted development with the interested stakeholders. The next step is then finding ways to implement the process and to identify regional projects, which ones would bring life to the regional perspective. The first jointly developed local/regional projects should act as a catalyst in the short term. The pilot study provides some initial ideas and suggestions.

Zuid-Holland

“The Midden-Delfland – a rural cultural landscape as a recreational area in proximity to an agglomeration”
(Partner : Universiteit van Amsterdam)



A brief description of the region

The Midden-Delfland is an open landscape of around 6,665 hectares located in the south west Randstad. It is surrounded by Maassluis, Schiedam, Rotterdam Vlaardingen and Delft. Within this mainly rural area are the villages of De Lier, Maasland and Schipluiden. The landscape of the Midden-Delfland contrasts sharply with the urban landscape in which a total of 1.5 million people live.



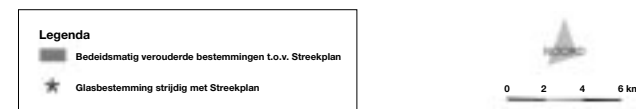
Ice skating on the Vlaardingervaart.

More than twenty years ago, the landscape of the Midden-Delfland was dominated by agriculture: 75% of the area was grassland, 4% arable land and 4% horticulture. Due to bad sub-division of the polders, difficult accessibility to the area and bad water management, the agricultural situation became progressively worse. A further problem was that Midden-Delfland's landscape became spoiled by development caused by urbanisation and gradually was losing its open character so that both its rural beauty as well as its ecological value came under threat. The area also became more frequently used by the urban population as a recreational area so that a shortage of recreational facilities was identified fairly quickly.

The importance of the space as a recreational area for the surrounding towns has changed in the course of time. Previously, walking and cycling were the main activities while nowadays its improved accessibility provides scope for multi-functional use. Recreational requirements have also changed and activities which cannot be located in towns for spatial reasons are accommodated in Midden-Delfland. Riding, canoeing, swimming and other noisier activities such as motor-cross are now all located in Midden-Delfland.

A socially compatible development of Midden-Delfland is only appropriate by evaluating its social function for the entire region, because of its significance for the urban landscape of the south west Randstad as a whole:

- Midden-Delfland is incorporated into the spatial planning for the region, especially in connection with the towns which surround Midden-Delfland;
- Socially compatible spatial planning is dedicated to restructuring the traditional landscape in Midden-Delfland;
- Improving agricultural conditions lead to the opportunity to connect with the social needs of residents and visitors;
- By providing recreational facilities for the “urbanites”, the traditional communities in Midden-Delfland have access to innovative life-styles; and
- The integration of these recreational activities promotes the quality of life in the area and improves the sense of community within the region, enabling consensus on the varying expectations relating to land-use.



Planning situation in a part of the province of Zuid-Holland
(Source: Provincie Zuid-Holland (1998) *Stad en land in balans: Concept ontwikkelingsperspectief Groenblauwe Slinger, Provincie Zuid-Holland, Den Haag, p. 12*)

Regional strategies and concepts

The current developments in the Midden-Delfland and the relevant planning processes to protect the area are based on a law which was passed in 1977 (Reconstructiewet Midden-Delfland). This legal instrument is aimed at achieving a balanced spatial development of the project area. It contains agreements considering the interests and requirements of the agricultural sector, landscape planning and recreation.

Following the disbanding of the Reconstructiecommissie, the management of most of the leisure facilities was entrusted to the company Recreatieschap Midden-Delfland. In contrast to the previous structure, the local authorities are represented on the Recreatieschap Midden-Delfland, which manages all leisure facilities not owned by private people. It is therefore an important player for the development and implementation of the spatial new use strategy, complying with the new demands on the urban

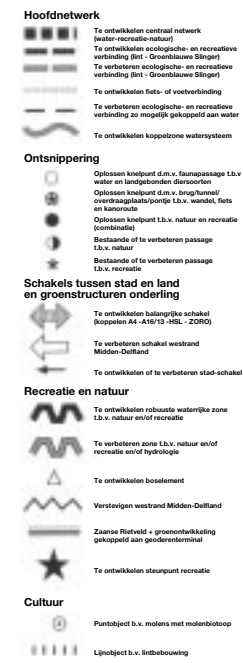
landscape in the south of the Randstad.

Aims of the pilot project

The Midden-Delfland is a quiet, attractive area for visitors and day-trippers from the surrounding urban areas. Recreational and leisure facilities in Midden-Delfland should be able to cope with 45,000 people; and original considerations suggested accommodation for 2,000 visitors.

Strengthening the identity of the landscape is a basic principle in this process, by ensuring, among other things, the long-term preservation of visual openness. The existing landscape structures offer important links for this which also explains current political support for retaining existing natural and cultural assets as well as agricultural use.

MIDDEN-DELFLAND



Midden-Delfland (Source: idem, p. 43)

Using this law as a base, in 1978 a special commission (Reconstructiecommissie) was established to deal with the management of the future structure of Midden-Delfland as well as its local implementation. One of the commission's key tasks is the formulation of basic concepts and accompanying it through the appropriate planning processes. On the basis of the “Structuurschets Midden-Delfland”, published in 1980 and in particular, preparatory reports on the three sectors Lickebaert, Gaag and Abtswoude, these authorities will now be transformed and incorporated into the statutory planning procedure in co-operation with the province of Zuid-Holland.

The participation of local residents took place more or less in a classical pattern. The commission's draft plan was presented to residents for their input. This resulted in a new draft being produced and once again being submitted to residents. The resulting plan was finally agreed by the appropriate political bodies on a provincial level. Following this process, the authorities can produce plans on a local level which must comply with the area plan.

It must be said that changes are expected in the future development process of Midden-Delfland. These changes are necessary as the diversity and scale of recreational requirements demand a multifunctional use of the space and necessitate new leisure facilities.

In this context, the pilot study in Midden-Delfland is examining ways of developing and restructuring the agriculturally dominated landscape in harmony with strengthening the social functions in the overall area. The goal is to improve conditions for agricultural production, to have greater control over the ground water level, to protect the cultural and natural heritage in the area and to create new recreational facilities which meet new, changing needs.

Important results

The example of Midden-Delfland shows that it is not only the spatial layout of the landscape and the penetration of open space and built-up areas which characterise an urban landscape. From a socially compatible point of view, the functions of the landscape, which, viewed in a wider context, are part of the urban landscape, also have a high level of importance. The rural character of Midden-Delfland has been preserved although agriculture which used to be the dominating function has declined in importance and been overtaken by increasing recreational use.



View over Midden-Delfland.

Midden-Delfland can therefore be regarded as an urban landscape in the functional sense which has led to the rural landscape being more closely protected from building development and the open landscape preventing the surrounding towns from merging into each other. The boundaries between the town and country remain clear and there is not a gradual process of merging. This approach is therefore important to retain and strengthen the main functions of the Midden-Delfland and to preserve the agricultural and recreational functions. This is even more important as there is currently great pressure to provide new residential areas.

In some parts of Midden-Delfland, in particular in proximity to towns, agricultural usage had already been abandoned and the available land has been redeveloped for leisure purposes. In larger areas along the railway connection between Schiedam and Delft, for example, reforestation has taken place on former agricultural areas. The new wooded areas help to increase the beauty of the area and therefore strengthens its role as a recreational centre. This approach is also found in other areas in the Midden-Delfland, albeit on a smaller scale: for example former watercourses are being used as examples to create new waterways, partly also in connection with establishing sites of archaeological importance.

As the development of Midden-Delfland is being increasingly affected by recreational requirements, it is clear that the demands and views of the urban population are prevailing over rural measures. It is a question of creating a “new nature” and the landscape which existed centuries ago might provide some guiding principles. The process meets the need for more “nature” so that the present open character of the landscape will undergo change. The creation of new woods will therefore attract some criticism.

Contribution to a socially compatible development

The functional links between the Midden-Delfland and the surrounding urban landscape lead to the study area becoming an even more integrated component and its future development must take these specific challenges into account.

According to traditional views, landscape and nature are strictly separated from towns and villages. Increasing functional links make this division obsolete in Midden-Delfland, even if this is not directly expressed spatially. “Nature” is, however, increasingly becoming an urban component in the functional sense and is therefore being made available for leisure activities. By using local potential, for example archaeological finds, the area is made more attractive which will encourage people to spend time there.



Sailing at the Vlaardingervaart near Schipluiden.

Saarland

“Saar Regional Park:
Urban landscapes of tomorrow –
approaches to sustainable
development in the Saar Conurbation”
(Partner: Ministerium für Umwelt des Saarlandes)



Brief description of the region

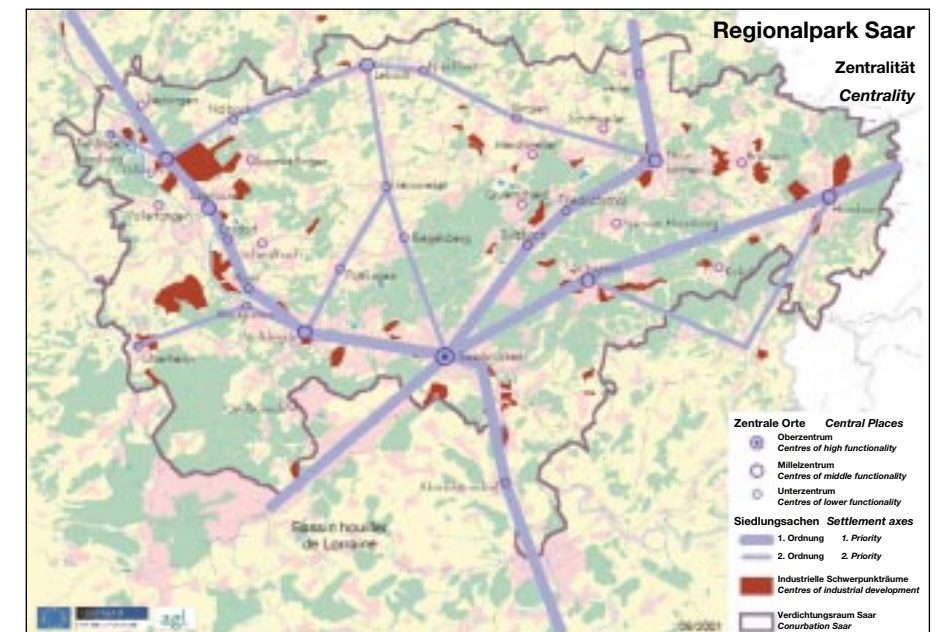
Saarland belongs to the SaarLorLux Euroregion (Saarland, Lorraine, Luxembourg). It encompasses an area of around 2,600 km², of which 1,130 km² comprises the core and peripheral zone of the Saarland conurbation. This means that the agglomeration, with its closely connected network of (physically and functionally) inter-linking urban areas, takes up around 40% of the area. 780,000 of the 1.1 million inhabitants live here. In the core the population density is around 700 inhabitants per km². The state capital, Saarbrücken, is located in the centre of this densely populated urban region, which still bears the marks of an old industrial and mining region. Early industrialisation, mining, and urbanisation around the locations of the mining and steel industry left a scarred landscape, which continues into the neighbouring coal region of Lorraine.

Today, Saarland is looking for a new identity. It must redefine its role in terms of the competition and co-operation between regions to become an integral part of the developments in Northwest Europe.

Enormous efforts will be required considering the difficult circumstances. Links to central trans-European corridors and high-speed transport networks are vital for future sustainable development, but it is also important to tackle the reverberation of economic structural change and restructuring of the urban region.

One of the central tasks for politicians and planners in Saarland is to restructure vast areas of the urban landscape to meet the ever-increasing demands of a post-industrial society. These efforts have to take into account the relevance of public open space as a location for (new) urban life. A society dominated by the service sector, bringing together a broad spectrum of different life-styles needs attractive and multi-functional space which is easily accessible. Thus, conditions can develop giving options for innovation and social balance; both are important in order to take advantage of local potential at a time of globalisation and European integration to define the position of the region.

At the same time, recreation and leisure are becoming ever more important in urban life. Recreational and leisure opportunities have to be incorporated into the structure and design of the urban region to a much greater extent than previously. In doing so, an increasingly demanding urban population could be provided with adequate recreational facilities and high quality landscape and also, “open” spaces could be created which could function as spaces for communication for different social groups.



The Saar conurbation.



The cultural landscape of the Saar conurbation.

Regional strategies and concepts

Saarland is dealing with these demands at different levels. Structural change is therefore not only accompanied by a proactive economic policy. Rather, many different strategies aim to use regional potential as catalysts for innovation and a sustainable profile. One example of this is the approach to place the industrial heritage at the centre of the region's structural regeneration: under the heading "industrial culture", the renaissance of old industrial and mining locations should be strongly linked to the state's future.

The Saar Regional Park – an initiative of the Ministry for the Environment for the State of Saarland – should provide a comprehensive approach. The Saar Regional Park should:

- develop an over-arching concept for the cultural landscape by pursuing a holistic approach to cultural heritage and the region's natural resources;
- take advantage of structural change to achieve coherent and sustainable development of an urban landscape offering a high quality of life;
- co-ordinate aspects of environmental protection, the promotion of environmentally compatible uses, the development of agricultural fallow land and industrial wasteland, as well as recreational potential;
- present an action and project-oriented programme in terms of regional management;
- integrate local projects and initiatives into a regional concept;
- initiate and support regional projects; and
- offer a platform for creating a broad, regional alliance to provide a flexible approach to structural change and to include all important stakeholders.

The Saar Regional Park is an informal planning instrument which shall have its basis in terms of spatial policy in the newly drawn up State Environmental Development Plan. The Saar Regional Park is still in the early stages.

Aims of the Pilot Project

The Interreg pilot project provided the first step in giving greater priority to recreation and leisure, and to identify them as essential elements for a high quality of life and as locational factor in the urban region within the context of the Saar Regional Park. Ways should be found to incorporate recreation and leisure usage into spatial development much more broadly than before, especially as part of restructuring in mining, forestry and agriculture. Lighthouse projects should put the concept of the Regional Park, which identifies regional potential and development priorities, into practice.



Upgrading the waterways as recreational areas – a task not without conflict.

The Regional Park should offer a platform for co-operation between regional and local stakeholders, especially as there isn't any regional planning level in Saarland. This should build on existing – also cross-border – partnerships in the Saar/Lorraine border area, as well as in the SaarLorLux Euroregion. The Interreg pilot project provided the initial ideas on initiating and building up regional partnership.

Important results

The results of the project show that potential of large areas of open space in the midst of an urban region – woods and agricultural land, as well as brownfields– has been hitherto largely ignored. These open spaces, as well as public spaces in urban centres represent one of the most important development resources in the Saarland conurbation, to take advantage of regional strengths and to create new unique, identity-giving situations and landscapes. Open space, or urban open space, will, therefore, become an essential component of the urban landscape: The new design and multi-functional re-interpretation of the non built-up area is one of the most important tasks of the future.

The cultural and natural heritage in the German-French border area provides an excellent basis for this:

Waterways: modernised sewage technology and de-industrialisation have opened new opportunities to upgrade rivers, streams and their floodlands as important components of the urban landscape. To achieve this, new access possibilities have to be created to rediscover the waterways' attraction and potential. Urban planning has taken this perspective on board with concepts such as "Town on the River". Despite a difficult context, many regeneration projects have been initiated. Thus, the waterways can become natural "guiding lines" for recreational use. In the cases where mining has moulded entire valleys, the integration of natural heritage and mining relics in an overall concept will place high demands on spatial planning.

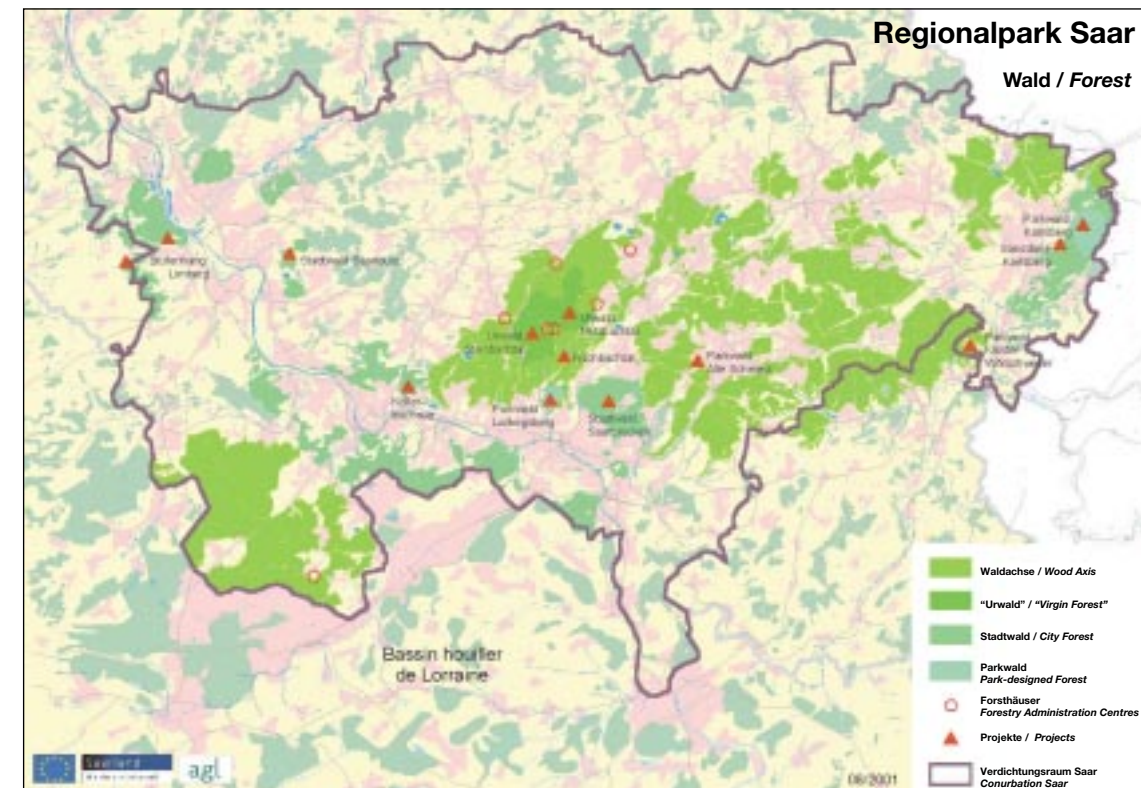


Close interweaving between coalescences and the wood axis providing a special development opportunity.

Woodland: the Saar conurbation has an unusually high percentage of woodland (around 35%) The wood axis, which forms the backbone of the urban region from the Southwest to the Northeast, provides a sharp contrast to the surrounding coalescences. Alongside the implementation of a close-to-nature forestry, and the 1,000 ha "virgin forest at the threshold of the city", the mining dominated past, and the remains of a baroque landscape park offer starting points for a **new interpretation of the "urban park" in a**

wooded landscape. Forestry, therefore, plays a decisive role in usage and care of open spaces in the urban region and, thus, for the recreational areas used by the urban population.

Mining axes and industrial culture: Restructuring the former locations of mining and industry is still in its infancy. If these are to provide new quality locations for Saarland, then the after-use has to be carried out to a very high standard, including also architectural qualities. Structural change does not just affect individual locations, however, but large parts of the urban landscape. Mining activities leave behind reshaped valleys, numerous slag heaps and mud ponds. The re-generation of the mining wastelands will no longer simply have the aim to improve the natural resources by reforestation or planting. It will also be interpreted as the **basis for new identity and innovation.** The architectural relics of industrial heritage create strong urban identities, and have great potential for high quality commercial or cultural after-use. Impressive sites of industrial heritage, including the World Heritage Site "Völklinger Hütte" play a leading role. The new definition of these relics has to be viewed in the **context of the surrounding landscape.**



The concept for the development of wooded areas in the Saar Regional Park.



The World Heritage Site "Völklinger Hütte" is already a major attraction.

"Green corridors and leisure mobility": Green belts in coalescences and large coherent open spaces in the urban regions should be connected by an attractive network of foot and cycle paths along "green corridors". Urban public spaces in the town centres should also be integrated into this **network**. Many local projects, especially the upgrading of valleys and floodlands, can be integrated into this regional plan – and so achieve new regional leisure mobility. A key feature is the connection of these green corridors to public transport.



The aim is to achieve an attractive network of public open spaces.

"Urban-edge uses" and agriculture: Sub-urbanisation has led to fundamental change and fragmentation of the areas traditionally used for agriculture. Agriculture is in a process of withdrawal, traditional landscapes have been left fallow or become prey to typical urban-edge uses. This process is still taking place today, and has led to the dissolving of traditional town or village borders. Here, a new type is developing in terms of internal zoning of the urban landscape. The **accessibility and attractivity** of these zones are dependent on the organisation of these after-uses. New concepts for use of open space have to be developed in co-operation with agriculture and uses similar to agriculture.



Uses similar to agriculture to keep cultural landscapes open.

Urban open spaces: these assume important function in the state capital and the medium-sized towns. The potential of these spaces as **centres for urban living** has so far been underdeveloped and neglected. Many places are, for example, being used as car parks. In sub-urban areas there is an extensive lack of urban open spaces. However, these are currently being created in non-traditional contexts, such as the revitalisation of peripheral, old industrial or mining locations. The Saar Regional Park should strengthen awareness of the relevance of urban open spaces for the urban landscape, and integrate them into the over-arching regional concept.



Urban open spaces are important for the quality of life in the urban landscape.

On the basis of this approach a discussion has to be initiated on a new spatial vision for the urban landscape. It is therefore necessary not simply to consider the landscape's development potential, but also to use the ideas, creativity and commitment of the local stakeholders and the public. The lack of a regional planning level necessitates the use of an informal regional "platform". This allows **cross-sectoral co-operation on all planning levels** and a **planning in partnership involving private stakeholders** to implement the concept of the Regional Park. The complexity of the task and the process would appear to make it appropriate:

- to begin with simple organisational structures aiming at integrating all stakeholders and to adapt the partnership platform step by step in order to adjust to the growing number of tasks (orientation to the concept of the "learning institutions" or "learning regions");
- to create an "innovation alliance" with strong partners from the public and private sector, as well as external experts;
- to establish tailor-made organisational structures for the initial phase establishing the partnership; and
- to unify local projects under the umbrella of the Regional Park, and present them in a regional dimension, which then can be implemented in the context of decentralised project management.

Contribution to a socially compatible development

Saarland is undergoing a process of regional innovation: the processes of restructuring in the Saarland conurbation are currently experiencing a strong impetus. The aim of the Saar Regional Park is to create a form of partnership to guide and accompany structural change to the conurbation. Awareness of the urban landscape, as well as its regional dimension should be incorporated into political and planning strategies. It should be demonstrated that at a time of global change local potential also plays an important role in developing a new identity and a sustainable regional profile. The Saar Regional Park is pursuing a complex improvement strategy for the urban landscape. It gives greater weight to social and cultural aspects, in terms of integrated spatial development to improve the quality of life in the urban region. The aim is to provide different social groups with space for communication, identification and for a new leisure culture. In doing so, the demands of traditional regional lifestyles, as well as those of new emerging lifestyles should be taken into account.

Open and public spaces are recognised as providing huge development potential for the urban region. Strategies and projects should aim towards a new design and a fresh interpretation of landscape in the conurbation. A network of open spaces within the conurbation should be made available to the urban population. Thus, they should have the opportunity to experience the spatial, functional and historic coherence of urban landscapes. Leisure and recreation should be integrated as overlaying uses into existing land use patterns, for example agriculture or woodland or after-use concepts, without dedicating large areas to recreation and leisure alone. In this way, all forms of land-use should contribute to the recreational potential and cultural identity of the region, and, therefore, assist the creation of multi-functional spaces.

Next steps

On a regional level a broad discussion on the implementation of the Saar Regional Park will be initiated. For this initiation phase of the partnership, proposals were submitted within Interreg IIC which should be put into practice step by step. Furthermore, it is planned to implement the first concrete projects in the form of a pilot project with great regional relevance: In the Saarkohlenwald, as part of the wood axis, concepts which have been developed should be finalised with the relevant stakeholders and implemented as pilot projects.

Rheinpfalz

Management of open space in the Regionaler Landschaftspark Rhein-Neckar-Pfalz

(Partner: Planungsgemeinschaft Rheinpfalz)

A brief description of the region

The Region Rheinpfalz has 950,000 inhabitants and it belongs to the Rhein-Neckar region (Rhein-Neckar triangle). With 2.3 million inhabitants, the Rhein-Neckar triangle as a whole is the seventh largest conurbation in the Federal Republic of Germany.

This space is characterised by:

- the strategic geo-political position as part of the most important north-south axis in Central Europe, the Rhein corridor;
- the smaller east-west axis in the Upper Rhein Rift Valley between Odenwald and Pfälzerwald;
- a traditional industrial and research landscape, contained in a rich cultural landscape;
- a polycentric settlement structure; and
- the administrative peculiarities of a unitary economic area, divided by three federal states.

The three largest cities in the Rhein-Neckar triangle are the main centres of Mannheim (main transportation junction, centre for trade and the service sector, university city), Ludwigshafen (modern industrial city) and Heidelberg (traditional university town, technology and research centre, tourism). On the left bank of the Rhein, these are supplemented by medium-sized towns including Worms, Frankenthal, Speyer, Neustadt an der Weinstrasse and Bad Dürkheim. In the central area, an urban landscape has developed in which the catchment areas of the larger centres can no longer clearly be distinguished from each other. A strong functional integration of shopping and commuting arrangements, the use of leisure and cultural facilities and highly specialised clinics and universities has developed.

Environmental planning for the Rhein-Neckar Region therefore has to encompass the demands of this urban landscape, characterised by a complex social, physical and economic geographic structure. To achieve a socially compatible use of land, this complexity of the region and its sub-regions should be used to improve the quality of life for all its residents. The social dimension of organising leisure facilities, especially in relation to use of open space is now being included in regional development planning.



Region Rheinpfalz – spatial position.

Regional strategies and concepts

The aim is now to achieve a sustainable spatial development plan which equally incorporates social, economic and ecological factors. Co-ordination of the spatial demands, the regional political support to further develop the Rhein-Neckar region as a whole, together with models and areas which are the subject of environmental planning are all expressed in the formal regional plans.

Alongside the “classic” planning activities, it is becoming even more significant to use far-reaching instruments for action and implementation to meet the increasing task of achieving partnership and consensus in a complex planning network spanning three state borders, with a multitude of active players and an increase in conflict over spatial use. From this emerge the following regional implementation strategies and space management actions:

- strengthening of “non-statutory” procedures”, especially identifying new co-ordination and partnership opportunities;
- establishing new improved implementation strategies in terms of “strategic alliances”;
- focussing the planning process to address action and problems;
- stronger action and project orientation; and
- greater planning management and planning marketing.

The establishment of networking structures is proving to be ever more beneficial in terms of co-operative spatial planning. These networks contribute, amongst other things to economic development and location marketing (e.g. Rhein-Neckar Triangle Association and Regional Marketing RND Ltd.) There are especially good opportunities to implement employment policy in the area of health care (establishment of a regional centre of excellence for medical technology for the Rhein-Neckar Triangle), medical supplies (Health Network RND Association) and bio-technology. These would help combat the effects of post-industrialisation in the region.

In order to achieve sustainable development, social and ecological demands on the area have to be considered alongside economic necessities. The quality of the environment and its value in terms of living and spending leisure time there are increasing in importance. An essential overarching task to secure these soft location factors lies in securing and developing open space and its economic, ecological, aesthetic and social qualities. The Regionaler Landschaftspark Rhein-Neckar-Pfalz represents a strategy to implement a sustainable open space policy which should act as a catalyst to encourage the development of new location and use qualities. Alongside regional planning tasks such as identifying regional green spaces, clearings or priority areas for the protection of species and bio-topes, as well as the legally established nature, landscape and water conservation areas, co-operation on a local level is being increasingly requested to develop and secure open spaces. The idea of a regional landscape park as a “green bridge” between the “Biosphere Reserve Pfälzerwald” and the “Neckartal-Odenwald” nature park should connect public open spaces with the surrounding landscape to form a network of open spaces. Focussed strategic space management is becoming more significant for the further development of the regional park concept.



Wachenburg Castle and the Deutsche Weinstrasse / Wachenheim.



Leisure use on connecting paths between Bad Dürkheim and Ludwigshafen/Rhein.

Aims of the pilot project

On the basis of partnership and co-ordination strategies with participating local communities, small pragmatic implementation steps should be taken to introduce the idea of the Regionaler Landschaftspark Rhein-Neckar-Pfalz into the minds and therefore the actions of all the main players in the area. In future, the landscape park will play an increased role in providing compensatory and alternative space for unavoidable intervention and actions, in order to have a more flexible approach to land use demands by regional spatial management. Thus an important contribution will be made to achieving sustainable spatial development in the region which also offers new qualitative arguments in the discussion surrounding so-called soft location factors.

The pilot project “management of open space in the Regionaler Landschaftspark Rhein-Neckar-Pfalz” takes place in the northern part of the region Rheinpfalz (Vorderpfalz). This part of the park on the left bank of the Rhein belongs to the so-called “green bridge” in the Rhein-Neckar Triangle” which represents the first section which could be implemented.



“Green Bridge”

The pilot project to realise a regionally agreed management of open space in the Regionaler Landschaftspark Rhein-Neckar-Pfalz has the goal to implement the criteria which have been devised to achieve socially compatible spatial management in the project area. As the intense network of organisations within the new urban landscape requires co-operation between all contributing players, demands made by local authorities, state planning, environmental protection, agriculture and rural land use as well as regionally active institutions and associations will be included in the context of expert interviews. It will be clarified whether and in which form the relevant decision-makers and action-takers will put in place management procedures to secure ecological compensatory and recreational areas and to develop individual projects. Furthermore, it will be established which preconditions already exist to set up a regionally overarching socially inclusive model proposal for the management of open space. From the information gained, operational principles for the introduction of open space management can be devised, using the “bottom-up” principle.

Results

Experience from the pilot project has demonstrated that the establishment of a system to allow regionally agreed management of open space should be seen as a long-term goal. The players have expressed a series of reservations and restrictions, and constant explanation and convincing is necessary to overcome these. At present, some of the barriers seem almost impossible to surmount, while with other problems, solutions are probably possible in the medium or short term. The key problems and possible solutions are identified as:

Creation of a suitable form of organisation for management of open space

Current situation: Mutual mistrust and a lack of willingness to work together are the main barriers to forming a partnership between local authorities. No organisation currently in existence would be considered appropriate to deal with the complex processes. It would seem inappropriate for one local authority to take these tasks on board single-handed. The concept of establishing an institution, such as an agent to manage space, as a limited company is only seen as viable in the long term, so that in the meantime interim solutions must be found in the form of loose, informal partnership models.

Implementation approach: Two separate levels must be identified in order to establish an appropriate organisational model: a level of central, strategic steering and the local implementation level.

Central steering: The Planungsgemeinschaft Rheinpfalz would appear to be a suitable steering body on the regional level, due to its considerable experience in regional management. The following points would be its main tasks:

- getting players on board, public relations work, marketing planning;
- setting up the concept of a higher planning level as the basis for discussion;
- financial management, securing grants; and
- working as a moderator, steering, advising, co-ordinating.

Implementation level: As an interim solution, it is recommended that a communal working party with minimal bureaucracy be set up as a “small solution”. In principle, all players with an interest in spatial management should be represented. The communal working party should serve as a forum for advice and agreement.

The implementation of decisions is carried out by the local authorities. If this proves effective, a private organisation model in the form of an association or a publicly owned company could be considered in the medium to long term.

Achieving acceptance and a willingness to co-operate

Current situation: Conflicts are expected with and between the goals of the landscape park. The local authorities are worried that the demand which already exists for recreational facilities will increase even further. They are also concerned that because it is difficult to channel leisure facilities and activities into designated areas, conflicts will arise between environmental protection and leisure demands. The same applies, for example, to agriculture, which sees its activities being threatened by increased use of paths through fields.

Implementation approach: attracting active groups of participants, willing to operate between communities, which will initiate pilot projects to motivate other sub-regions into participation by producing similar ideas. Priority should be given to projects which are topical and appear attractive. In the study area, the following themes could be considered:

- tourism development “in the space”;
- integrated spatial management for flood protection (compensation models); and
- open space connections with the landscape.



Data and information management

Current situation: Information on open spaces, for example the ecological value of the development potential in terms of leisure is frequently information held only by individuals with local knowledge. GIS models are still an exception, in some cases file indexes are still used to store information. It is possible for problems to arise with land-owners in terms of data protection if detailed information is sought.

Implementation approach: The decentralised approach enables full advantage to be taken of local knowledge. Operating on a local authority level in the first instance avoids problems of data protection. In the medium to long term, the vast quantities of information on existing open spaces, such as registers of open and protected spaces, contaminated land or landscape plans can at least be combined within the communal working party. It is also possible to envisage establishing an agent dealing in land, who would match land to clients’ needs.

Strategies to make land available and development and maintenance of these measures

Current situation: It will only be possible to procure a very limited amount of land. This is mainly due to financial reasons; it is not generally possible to acquire adjoining pieces of land at a moderate price. The number of spaces available for exchange is limited, while flexibility when making space available in terms of implementation, removes a multitude of individual components. In terms of land development, up until now there has been a lack of co-operation with third parties. For the most part, landowners are still using their own structures (building yards, garden centres etc.)

Implementation approach: It is important for the central steering group to pursue an active policy of consultation, to give information on opportunities for a targeted implementation of all means of space management. Exchange of experience and making information available are the first important starting points for an inter-disciplinary integrated system.

On a higher level, a system of compensation management should be established which should provide incentives in regional terms, aiming to achieve a balance of interests.

Financing the management of open spaces

Current situation: Financial commitment to support management of open spaces has not yet been secured. This barrier can be overcome in the long term by successfully promoting the benefits of working together and reaching a balance of interests among all participants. To achieve this, efforts must be made to convince those concerned of its value and to promote the concept of mutual dependency.

Implementation approach: The combining of finance options is a key issue. Information and experience on grants, funding opportunities and other sources of finance should be made available by the regional steering group. The initial decentralised organisation structure does have certain financial advantages (savings of staff costs,...) but should only be seen in terms of an interim solution.

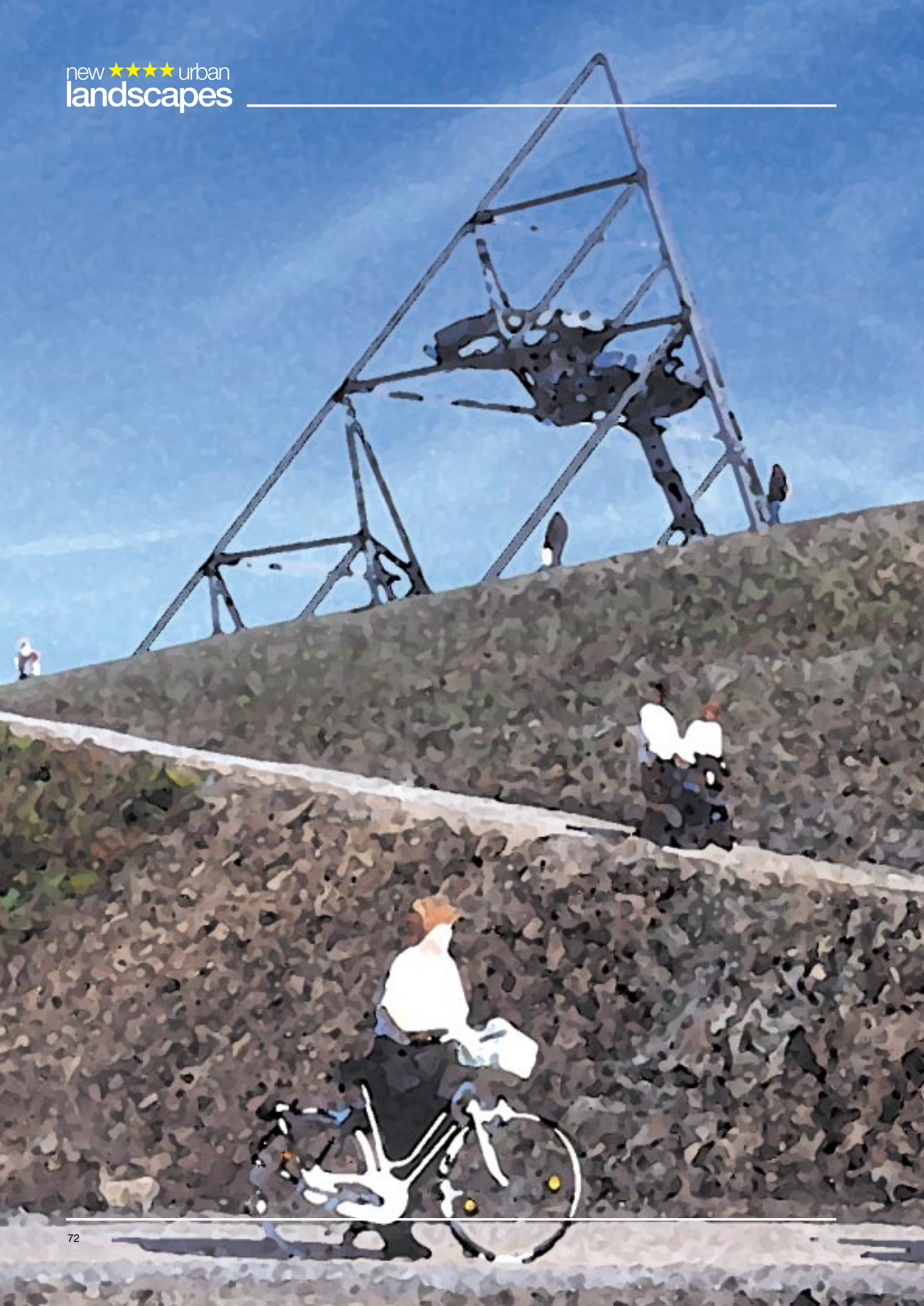
Contributions to socially compatible development

An important aim of the trans-national project was to draw attention to the social and cultural elements of planning open spaces. Moreover, the responsible players and decision-making bodies should be handed a tool to achieve more socially compatible development. The pilot project “Management of open space in the Regionaler Landschaftspark Rhein-Neckar-Pfalz” demonstrates initial ideas, but also some reservations to support a “soft” method of planning in partnership. The following implementation approaches are seen as new ways of achieving socially compatible development of urban landscapes:

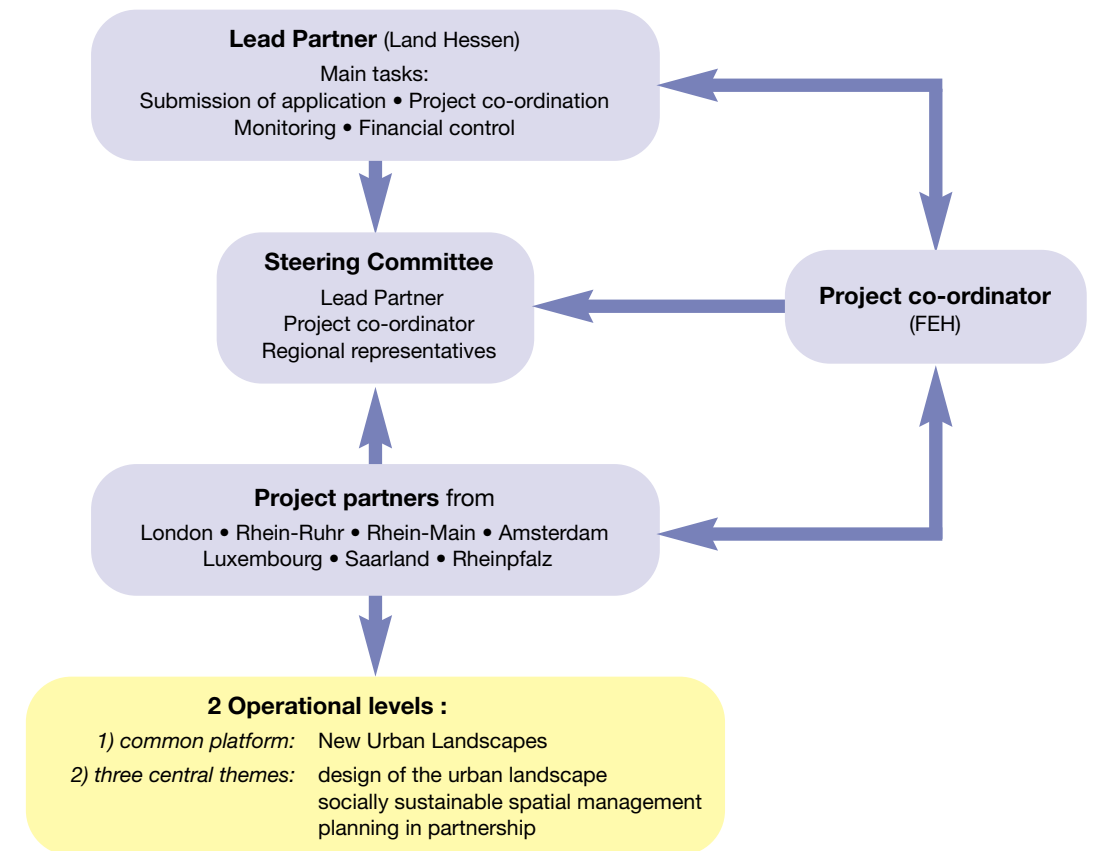
- Clarifying the necessity for co-operation on a regional level, in the area of developing open spaces;
- Overcoming barriers for joint management of open spaces by several local authorities by initiating an inter-disciplinary dialogue to increase acceptance and a willingness to participate;
- short term: establish partnership between local authorities and professionals from different fields in the context of voluntary, co-operative, consensus building organisational structures;
- medium to long term: increase the level of institutionalisation by using more formal methods of co-operation;
- improved interaction between developing concepts and early implementation of the project; strong emphasis given to translating ideas into action, supported by pilot projects as components of the regional open spaces project;
- strengthening the partnership between public and private players;
- long-term development of regional data networks;
- use of all available actions in terms of management of open spaces on a project level (e.g. leasing, central pool of available spaces); and
- management of information, compensation and finance on a regional level; establishing a system for compensating social, economic and ecological advantage and disadvantage with the aim of achieving best possible use of resources.

Next steps

In the next stages of the project “Regionaler Landschaftspark Rhein-Neckar-Pfalz”, there are plans to develop a common approach to management of open spaces involving the relevant local authorities. This approach aims to achieve increased acceptance for inter-local authority management of open spaces. These attempts to achieve co-operation will lead in the medium term to the establishment of legitimate decision-making structures and at the same time promote the linking of responsibilities in the sense of regional governance.



Organisation and Management of the Project



The Interreg IIC project “New Urban Landscapes” comprised partners from London, Amsterdam, Rhein-Ruhr, Rhein-Main, Rheinpfalz, Saarland and Luxembourg, who co-operated with the Hessisches Ministerium für Wirtschaft, Verkehr und Landesentwicklung (Ministry for Economics, Transport and Regional Development of the State of Hesse) as the lead partner. The Forschungs- und Entwicklungsgesellschaft Hessen mbH (Research and Development Company of Hesse-FEH) acted as co-ordinator on behalf of the lead partner. Organisational matters and the project content were discussed and resolved in a steering group (previously task force). The lead partner, project co-ordinator and the responsible partners from the regions were represented on this body.

The project’s content was organised on two levels:

- The first working level dealt with theoretical aspects of the project as a whole. A common platform was developed to understand the phenomenon of “new urban landscapes” and the implications of socially sustainable spatial development; and
- The second working level dealt with three key issues which – along with the socially sustainable development of urban landscapes – were regarded as crucial. These are:
 - design of urban landscapes:
 - socially sustainable spatial management:
 - planning in partnership:

The project was divided into six work phases and their implementation carried out in the form of a number of actions.

In **phase one**, the current situation and questions of methodical procedure were conceptualised and described. The next step was to develop a general theoretical context for the project as a whole.

Desk research concentrating on the change in urban landscapes and urban lifestyles together with the analysis of existing reports and activities relevant to specific themes in the regions, led in **phase 2** (intensified studies and analysis) to the identification of key elements which were relevant to both levels of work.

The synthesis of previous results and the exchange of experience of regional strategies served in **phase 3** (compilation of guidelines, aims, principles and criteria) as an aid to test the relevance of social compatibility and social sustainability in urban landscapes within the regions, as well as their consolidation in the form of overall principles.

Experience

The increasing convergence of the two levels of work took place in **phase 4** in the form of exchange of experience on a regional basis. Visits to the individual regions helped project participants to familiarise themselves directly with problems and specific solutions and to form a better understanding of the situation first hand. In this way, the combination of overall themes with the specific approach of socially compatible development of urban landscapes in the regions could be observed and put in a more concrete form.

The creation of a basis for socially compatible development in new urban landscapes was continued in **phase 5** by implementing concrete pilot projects in several regions relating to the design of urban landscapes, social management of urban spaces and co-operative planning. These pilot projects represented a particularly important step in the project as a whole. The individual contributions made by the regions are described in detail in this report.

The final work phase (**phase 6**: transferability of the results for the North West Metropolitan Area) comprised the analysis of the theoretical principles and their conclusions as to their relevance for other regions within the North West European Metropolitan Area, and thus to be able to give recommendations for a common European Spatial approach.

The project duration was two years. It was started in September 1999 by a kick-off meeting in Eltville am Rhein and was accompanied during the following work by one workshop each in London, Amsterdam, Luxembourg, Essen and Saarbrücken. The kick-off meeting and the workshops provided the opportunity for a visit to the appropriate region. Apart from the workshops which dealt with the project as a whole, further meetings and workshops took place, specifically an international experts workshop with the theme "co-operative planning processes on a regional level". New Urban Landscapes ended in October 2001 with a joint symposium in Wiesbaden.

The experience gained by participation in the project is considerable and embraces on the one hand practical questions of organising a project involving international partnership, and on the other hand issues of content.

It is important to recognise that ideally, all the transnational partners should have already been involved in the process of finding an appropriate theme and submitting the application. This enables each partner to be clear about the practical, organisational and financial demands of the project and starts the bonding process which is necessary to make any partnership work.

One further aspect which should not be underestimated, is the amount of co-ordination which can be necessary, according to the number of partners and the complexity of the project. This necessitates a great deal of patience, flexibility and mutual support by the partners throughout the partnership process. To this end, it is important to have a guiding body (steering group, task force), in which all problems are discussed as soon as they emerge and a mutually acceptable solution is found. Each region should be represented on this body.

Co-operation between the regions on the project's content is the key to all Interreg IIC projects. The development of mutual understanding of complex issues is a long-winded process, necessitating many discussions and workshops. The importance of a project moderator to guide the process and ensure that discussions and work are kept on track should not be underestimated. Two-day workshops with study visits to all regions contributed to the project's positive development. These provided the opportunity not only to get to know the regions but also to meet the other partners and enabled them to reach mutually acceptable conclusions and recommendations in a good working atmosphere.

It should be mentioned in conclusion that – on the basis of the results of a successful transnational project – socially sustainable development and design of new urban landscapes have been introduced into the field of urban planning deliberations in the participating regions as a new and valuable theme for the future. The suggestions and recommendations represent an important contribution to the establishment of an innovative regional, national and European planning policy.



Study visit Amsterdam, September 2000.



Study visit London, March 2000.



Study visit Amsterdam, September 2000.



Study visit Essen, May 2001



Study visit Luxembourg, December 2000.



Study visit Saarland, August 2001.



Study visit Frankfurt Region Rhein-Main, January 2001.



International Experts-Workshop: "Co-operative planning processes at the regional level" - Interregional Exchange of Experience - Frankfurt/Main, January 2001.



Project work.

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