

FROM ANALYSIS



TO SPATIAL PLANNING

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Project leader Grontmij & scientific researcher University of Ghent

METHODOLOGY ON LAND

→ **SPATIAL STRUCTURAL PLANNING**

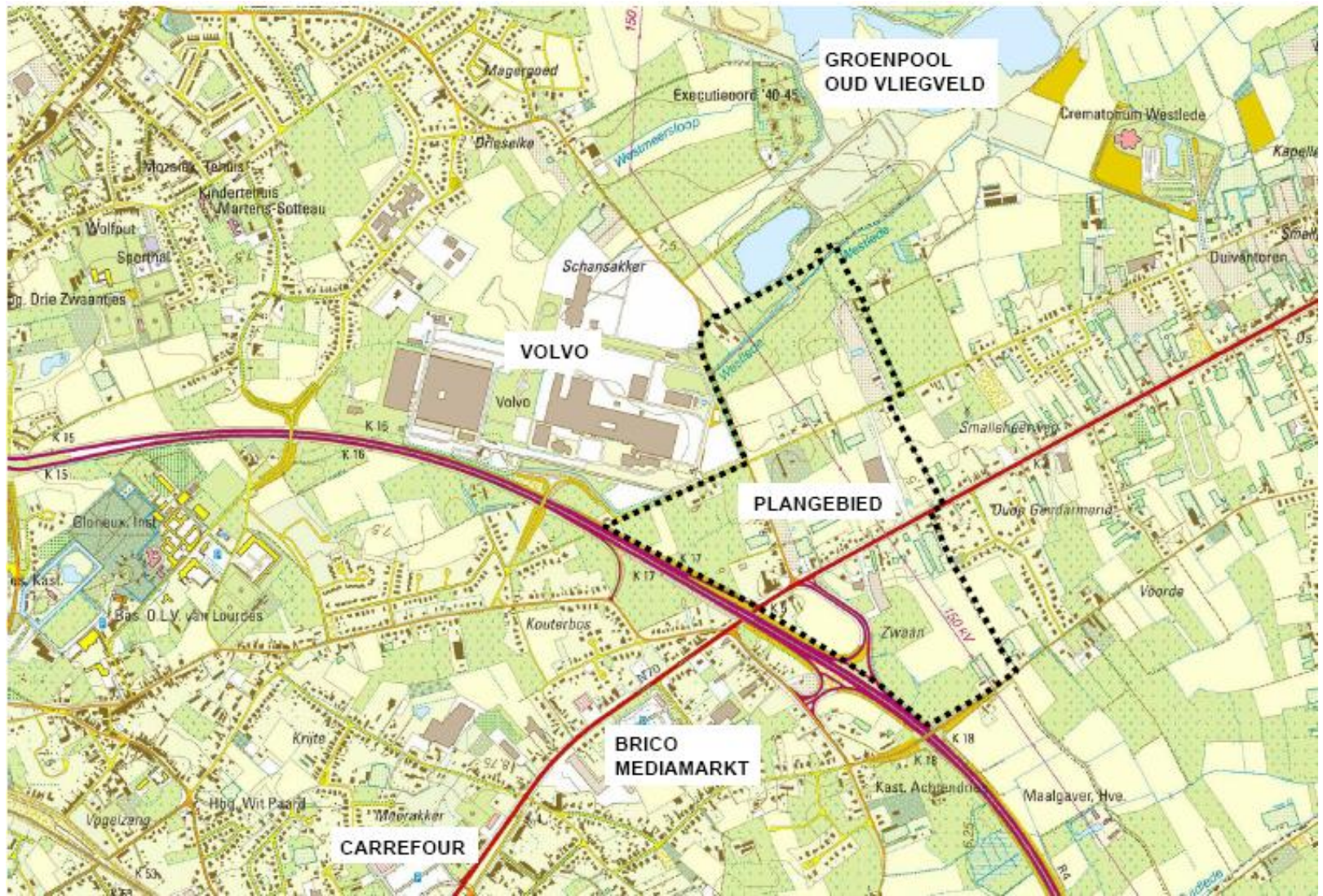
>>> SPACE AS AN INTERCONNECTED ENTITY

>>> GLOBAL & STRATEGIC VISION

>>> NO FIXED END-SITUATIONS // FLEXIBILITY

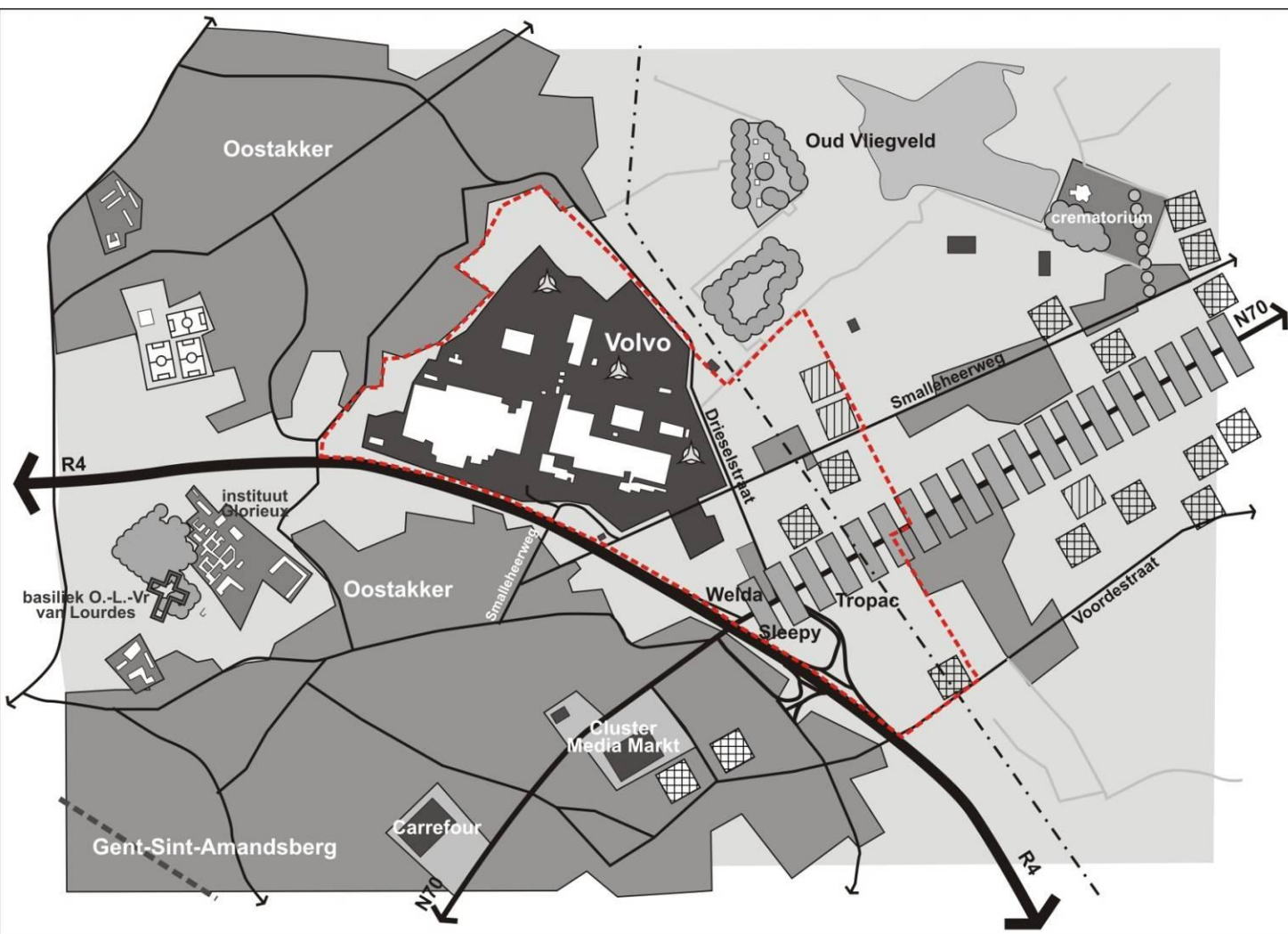
METHODOLOGY ON LAND
→ **SPATIAL STRUCTURAL PLANNING**

STEP 1: MAPPING CURRENT SPATIAL SITUATION



METHODOLOGY ON LAND → SPATIAL STRUCTURAL PLANNING

STEP 2: ANALYZING CURRENT SPATIAL SITUATION=DEFINING STRUCTURES/ENTITIES



LEGENDE

- woonomgeving
- bedrijfsterrein Volvo
- (grootschalige) stedelijke functies
- grootschalige handelscluster
- kleinschalig gemengd woon- en handelslint
- sportvoorziening
- bos/park
- lineair groen
- wateroppervlak
- serrebouw
- tuinbouw
- R4
- N70
- overige wegen
- spoorweg
- hoogspanningslijn
- grachten
- windmolens
- plangebied

Gemengd regionaal bedrijventerrein R4/N70 Oostakker Noord
Specifiek regionaal bedrijventerrein kleinhandelszone R4/N70 Oostakker Zuid

Kaart: Bestaande Ruimtelijke Structuur

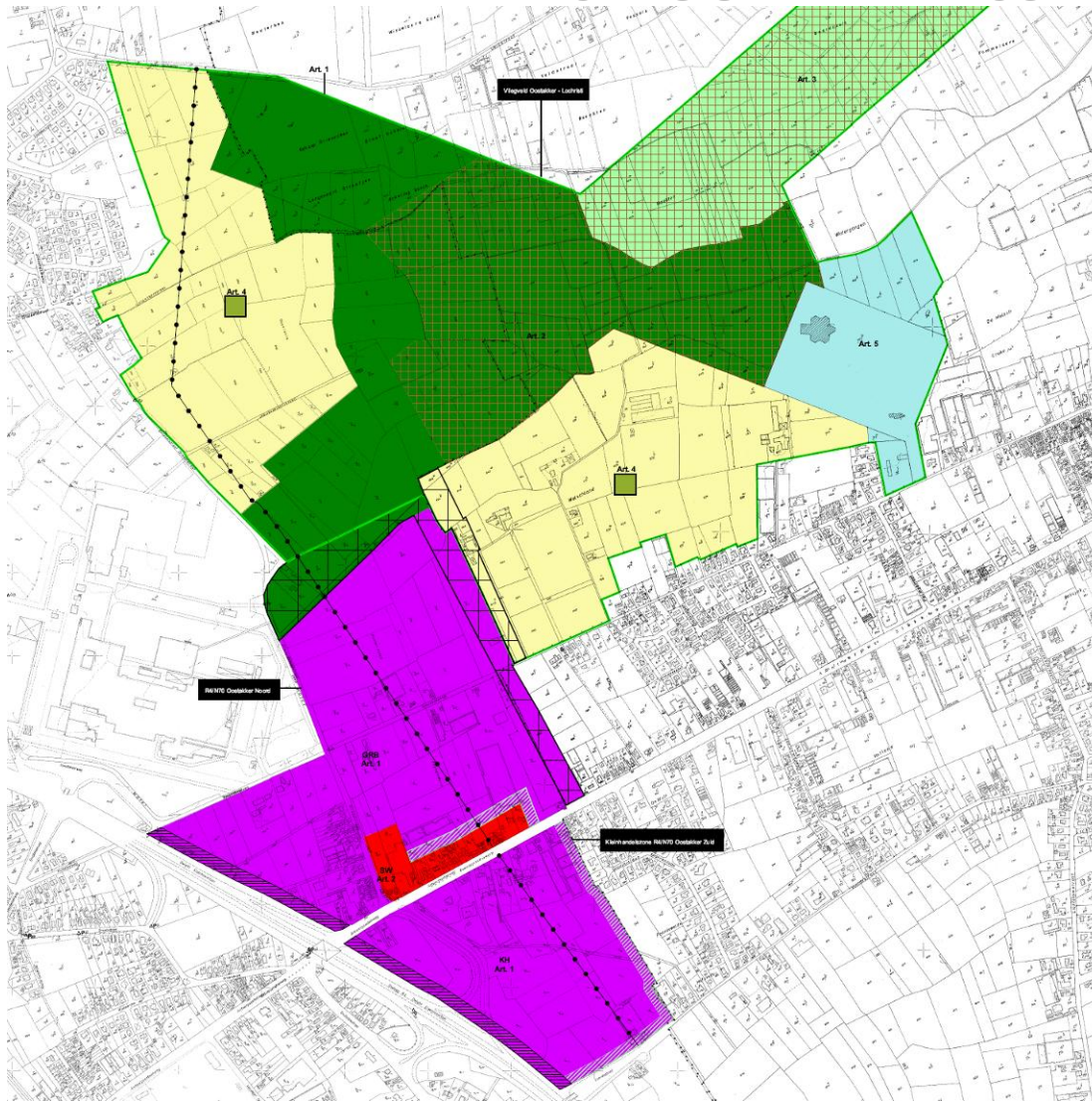
oktober 2007

Opdrachtgever: AG Stadsontwikkelingsbedrijf Gent

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→ SPATIAL STRUCTURAL PLANNING

STEP 3: ANALYZING SPATIAL POLICY / PLANNING CONTEXT: DETECTING SPATIAL PRECONDITIONS FOR THE PLAN



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→ **SPATIAL STRUCTURAL PLANNING**

STEP 4:

DEFINING NEEDS/SWOT FOR THE PLANNING AREA

DEFINING GLOBAL VISION IN KEYWORDS

needs/swot e.g.

- the need for a good buffering of industrial activities (residential areas nearby)
- The need for safe and logical routes for cars, trucks, bicycles,... (currently a lot of traffic issues)
- The need for economical expansion area
- The need for a green framework with connections to green areas outside the planning zone
- Maintaining current use: e.g. existing bicycle route for school children
-

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→ **SPATIAL STRUCTURAL PLANNING**

STEP 4:

DEFINING NEEDS/SWOT FOR THE PLANNING AREA

DEFINING GLOBAL VISION IN KEYWORDS

Vision: e.g. “*sustainable expansion of industrial zone*”, which means:

- creation of sufficient economical expansion area (logical setting, efficient routing, marketproof spatial conditions,...)
- with respect to surrounding local inhabitants (buffering, providing solutions for traffic issues, maintaining important routes,...)
- with respect to green framework/ecological systems (green corridors, connection to larger framework)

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economical

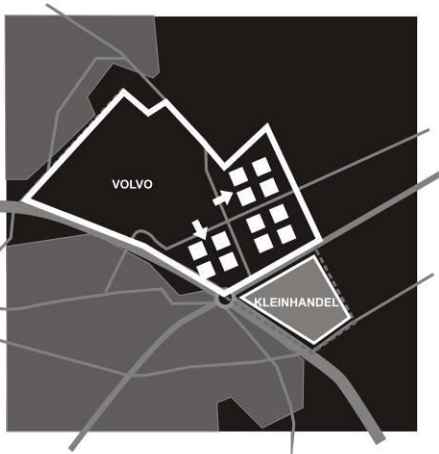
social

ecological

Finding a balance...

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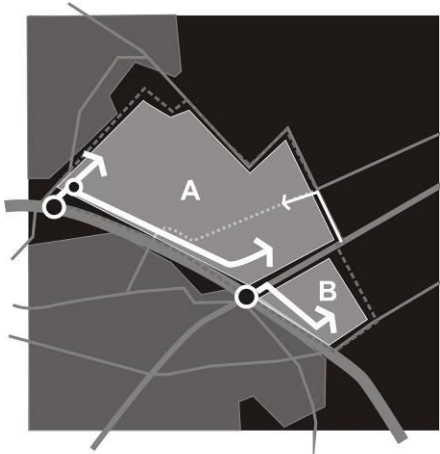
STEP 5: TRANSLATING VISION INTO SPATIAL CONCEPTS (from words to maps)



Efficient zoning



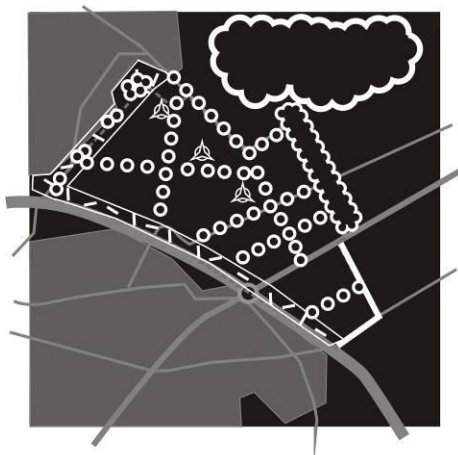
Routing for local traffic



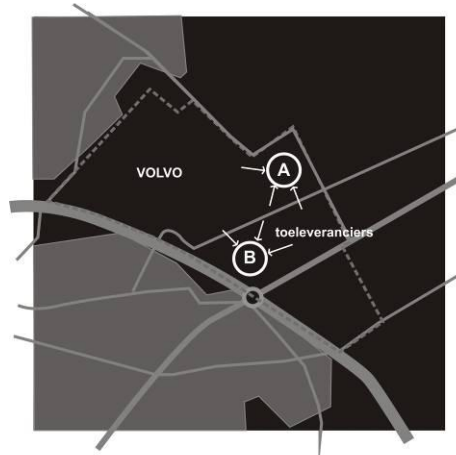
Routing for economical traffic



Access to recreational area



Green framework within the area



Important areas for 'image'

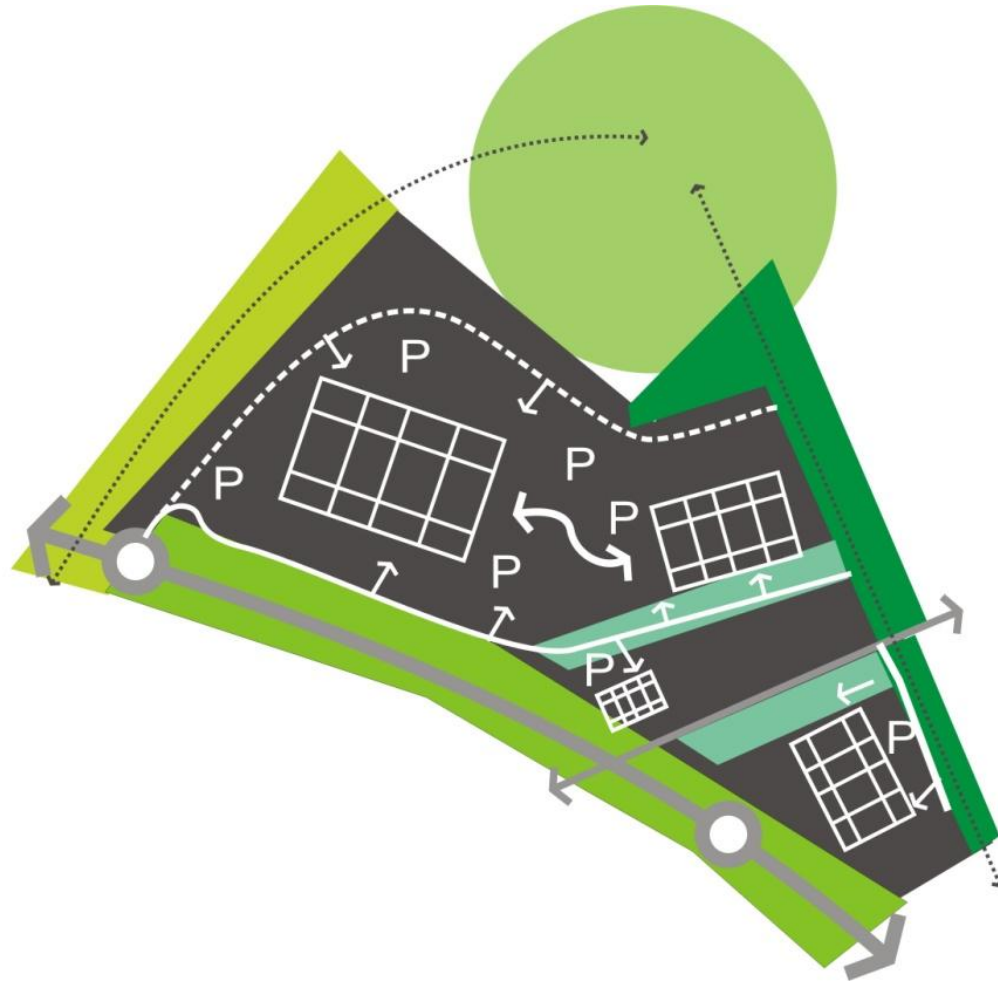


Size of the buildings

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→ **SPATIAL STRUCTURAL PLANNING**

STEP 6: TRANSLATING SPATIAL CONCEPTS INTO DESIRED SPATIAL STRUCTURE



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→ **SPATIAL STRUCTURAL PLANNING**

STEP 7: TRANSLATING DESIRED SPATIAL STRUCTURE INTO CONCRETE LAYOUT PLAN



GAUFRE

→ ANALYSIS OF CURRENT SPATIAL ENTITIES
// STRUCTURES

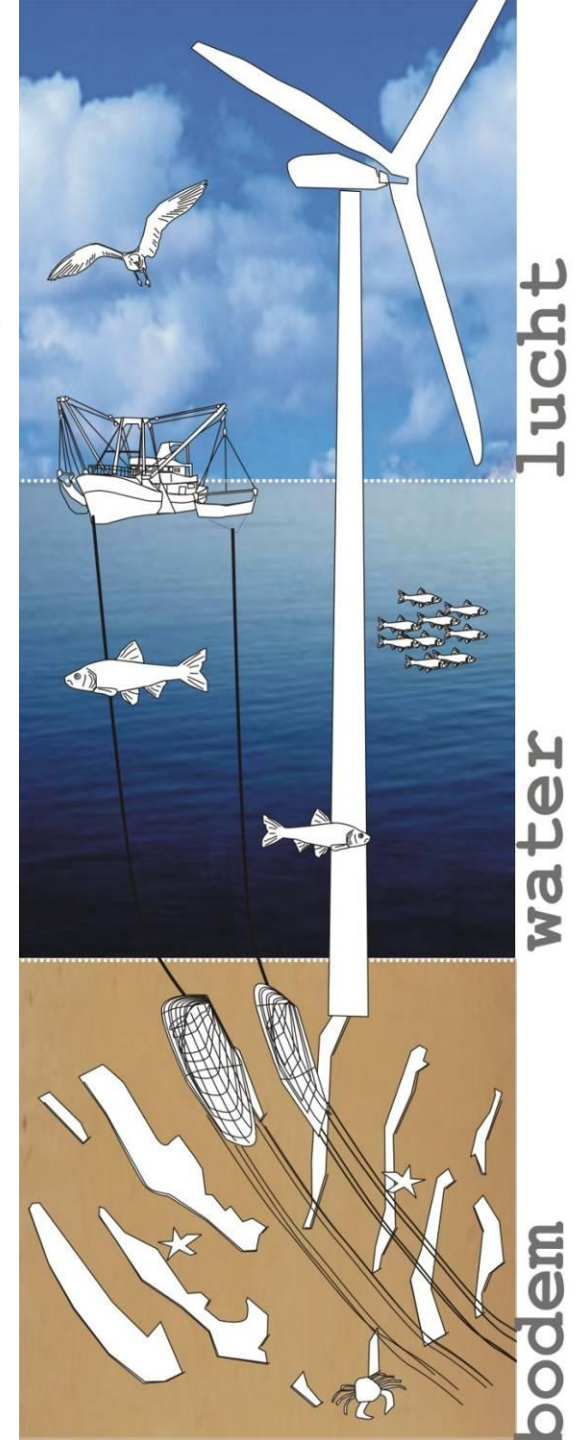
>>> SEABED

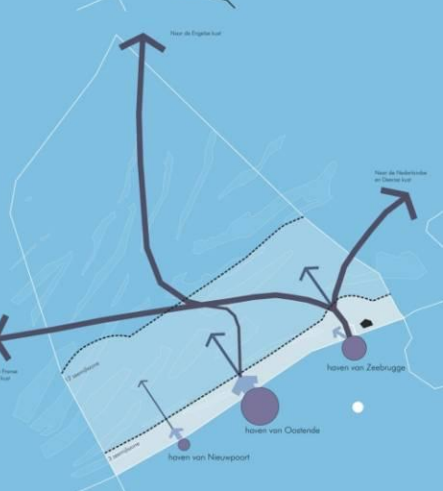
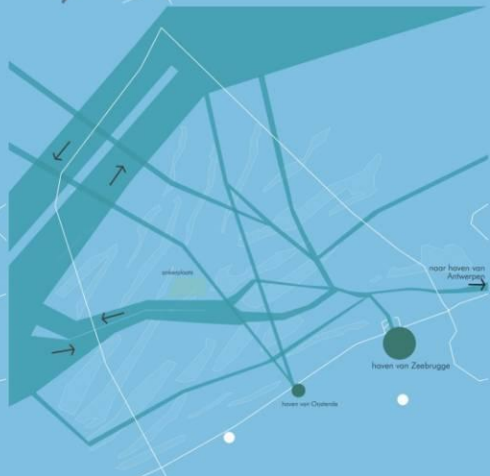
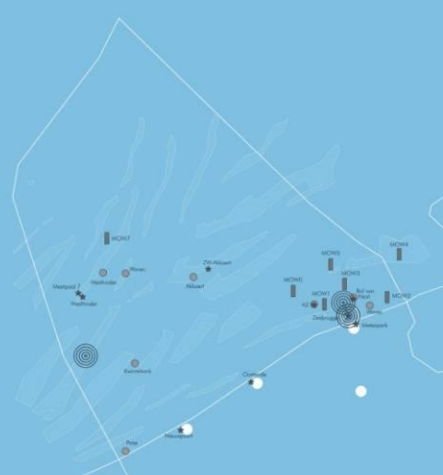
>>> WATER COLUMN

>>> SEA LEVEL

>>> FIXED INFRASTRUCTURE

>>> ACTIVITIES





GAUFRE: ANALYSIS OF THE BPNS → EXISTING SPATIAL STRUCTURE



dynamics

infrastructure

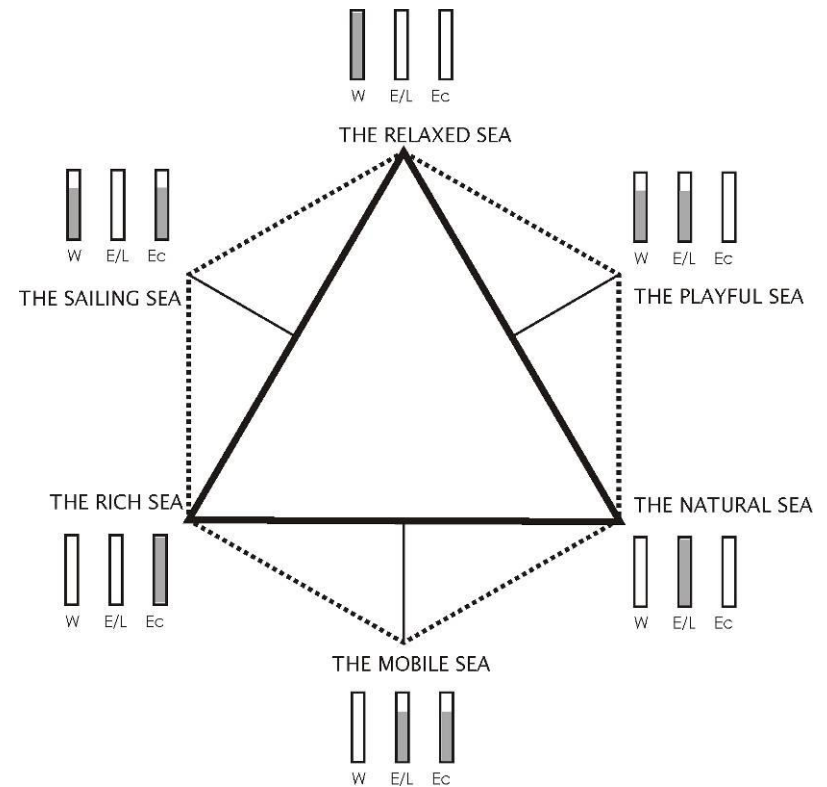
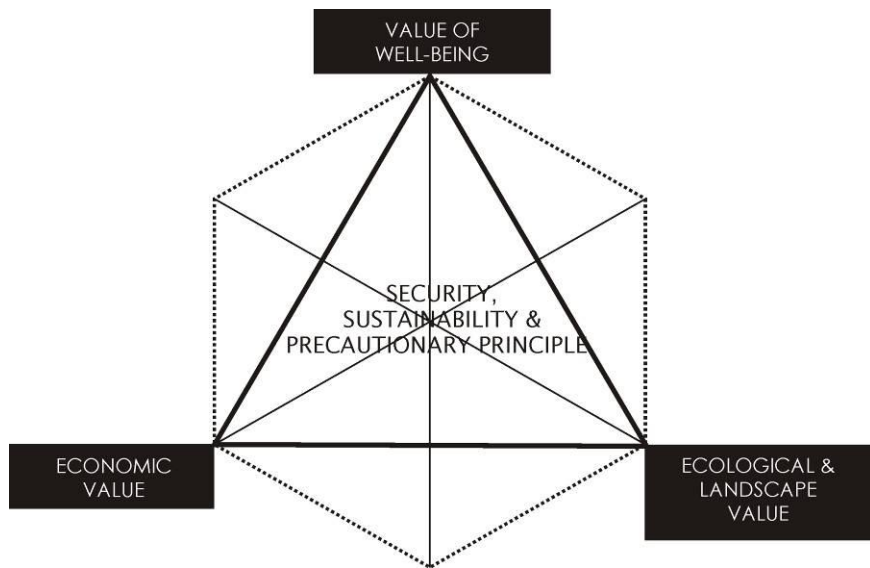
natural values

link to coastal area

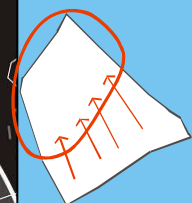
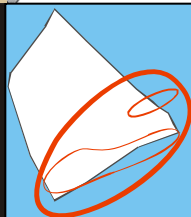
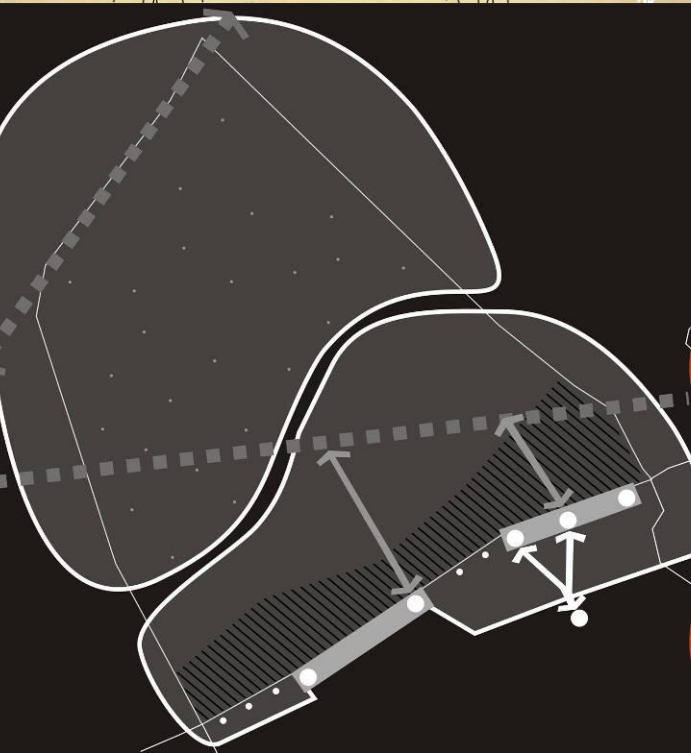
→ CORE VALUES



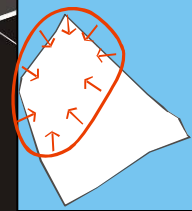
VISION FOR THE BPNS → DEVELOPING SCENARIO'S



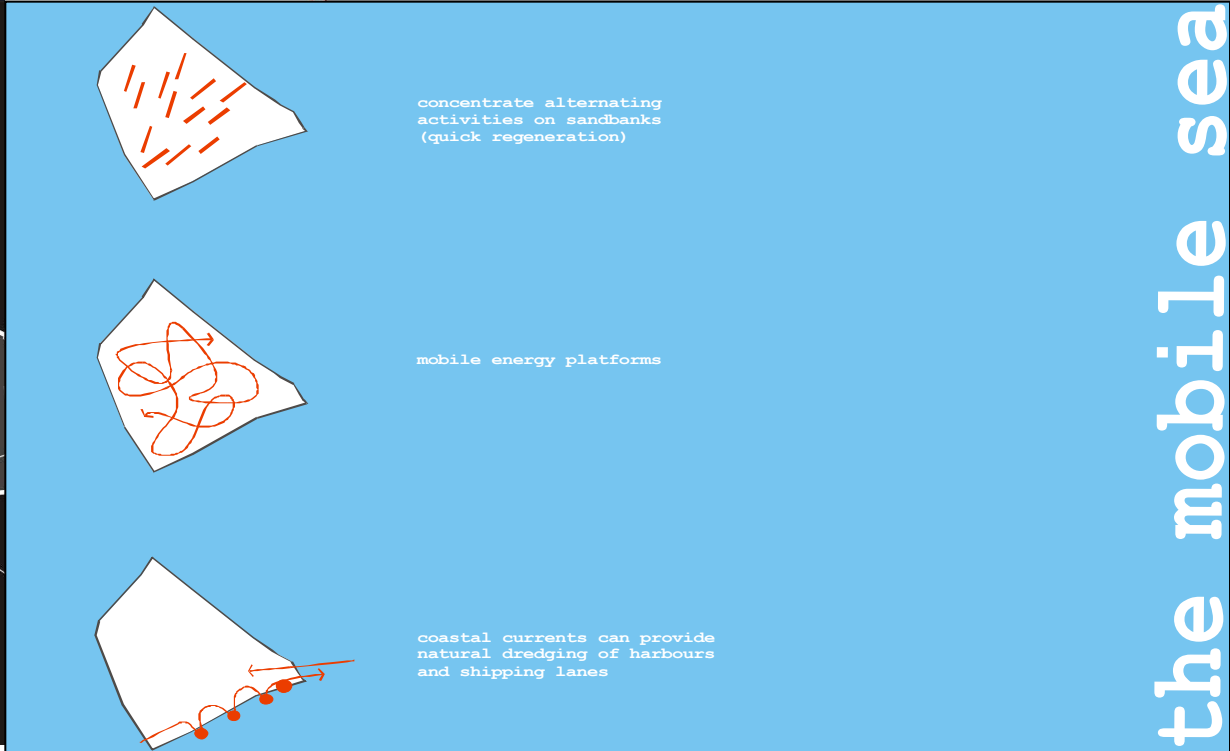
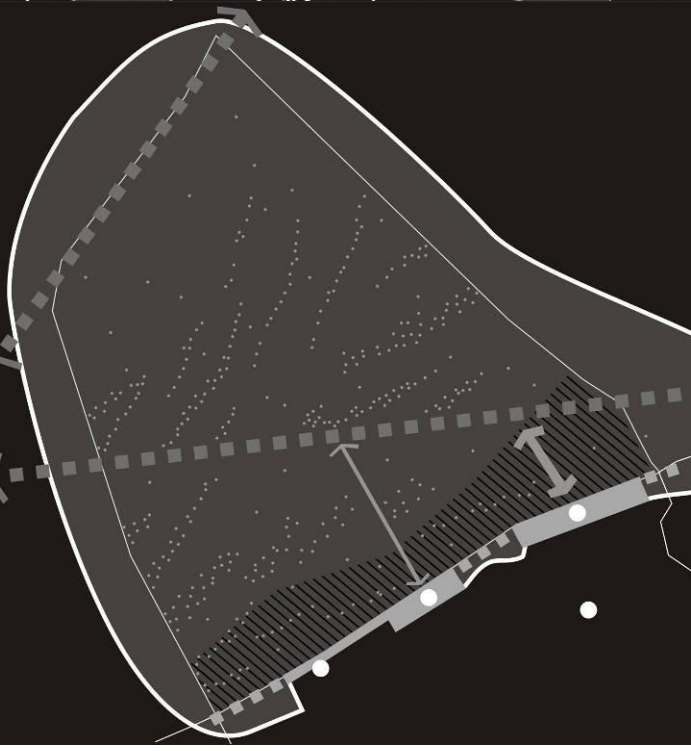
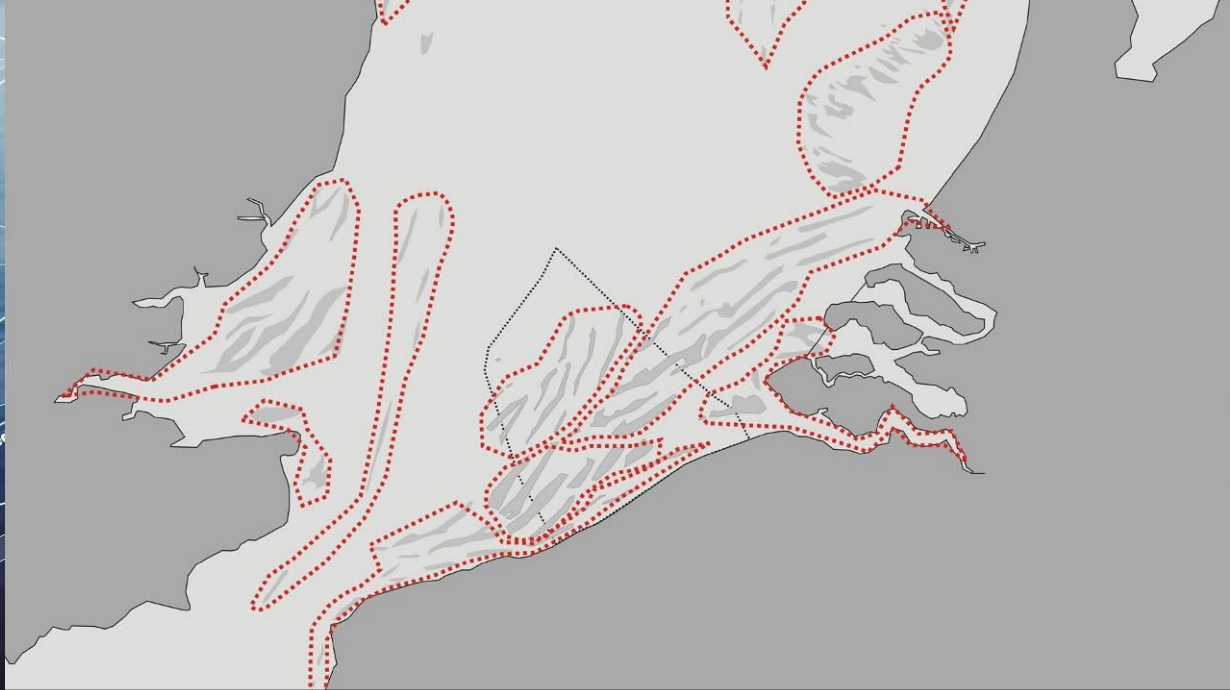
Finding a balance...



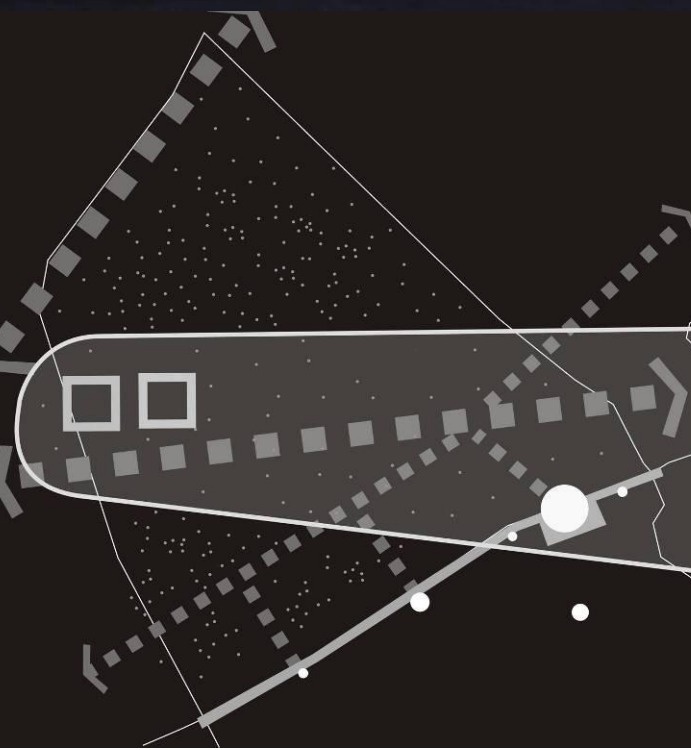
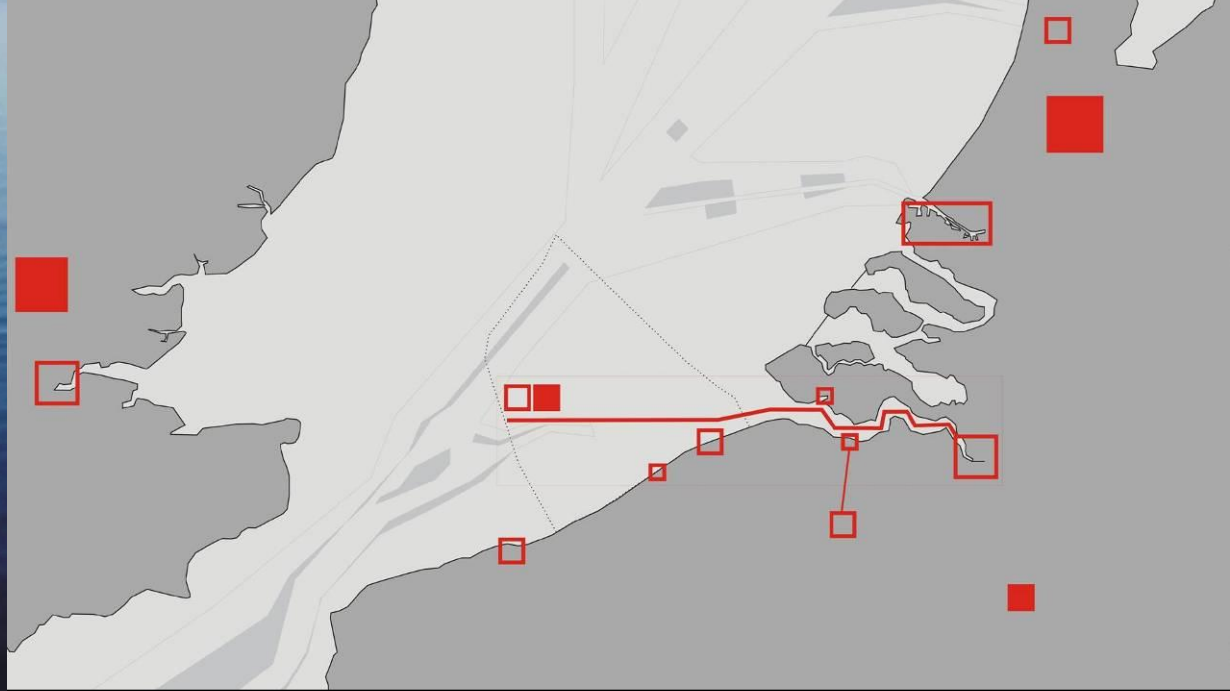
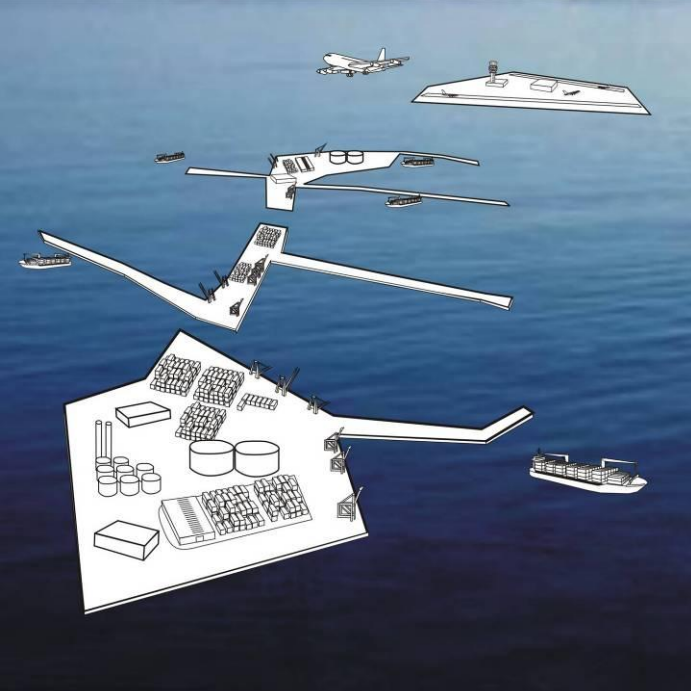
moving activities to
deeper sea areas



the natural sea



the mobile sea



development of a differentiated transport network
(short sea shipping - traffic separation scheme for economic traffic - ferry lines)

development of a combined airport and port island connected to the port of Zeebrugge to provide relief to Ostend, Zaventem,...

concentration of other economic activities

the sailing sea

SEA VERSUS LAND

→ DIFFERENCES // RESEMBLANCES

>>> STRUCTURAL PLANNING AS METHODOLOGY CAN BE USED AT SEA

>>> BUT: UNIQUE CHARACTERISTICS OF THE SEA!

- no property // commons

- very few fixed infrastructure

- very dynamic environment (temporal AND spatial)

- knowledge gaps

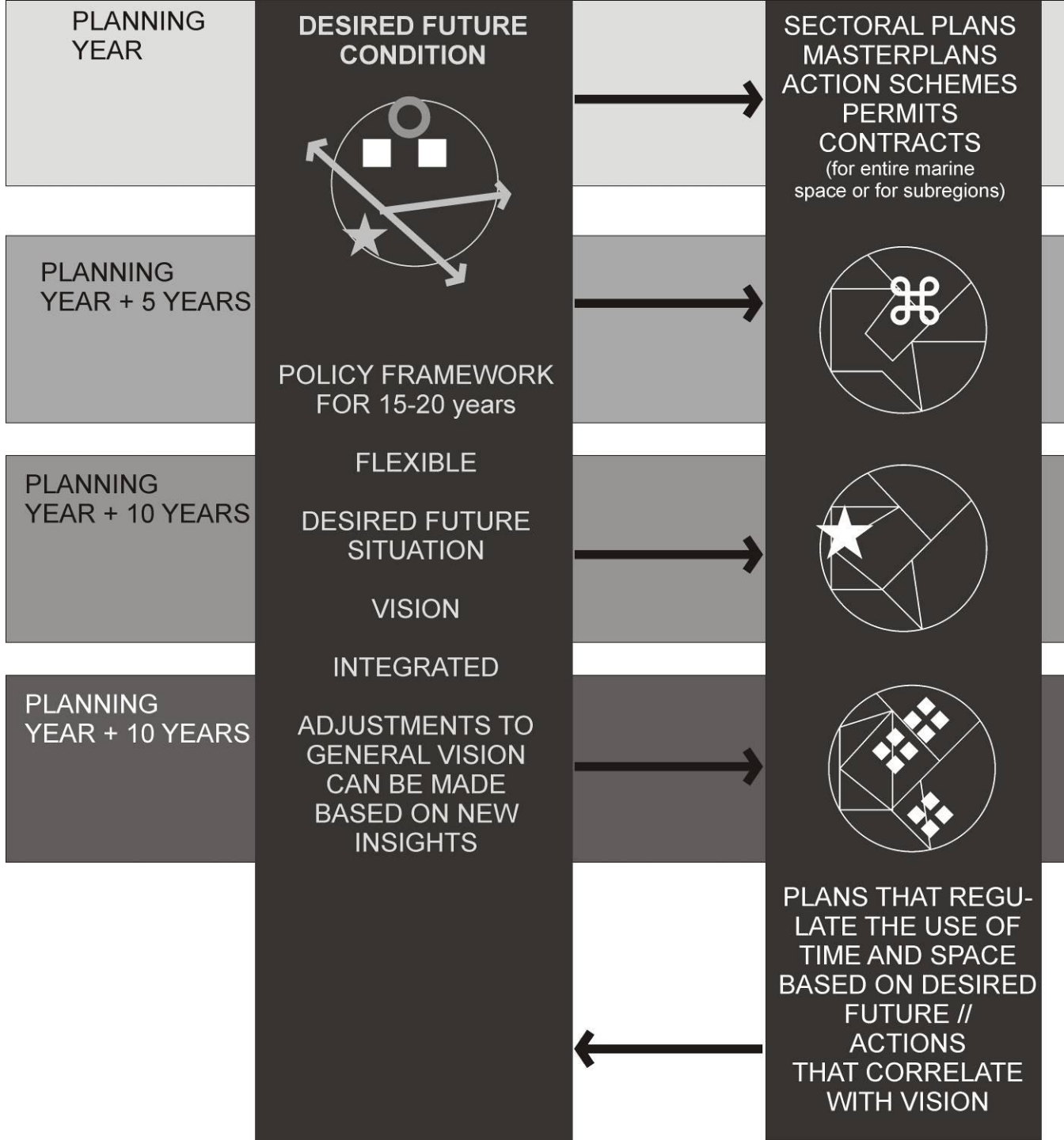
>>> THEREFORE:

- more focus on strategic actions, strategic alliances that can differ depending on issue

- cross-border cooperation much more needed

- need for adapted instruments (no fixed layout scheme, but agreements, contracts, licenses,...)

>>> “ECOSYSTEM BASED” PLANNING >< BALANCE?



FROM ANALYSIS TO SPATIAL PLANNING

→ WORKSHOP QUESTIONS

- >>> How can you ensure a transparent process from evidence to policy (audit trail)?
Are tools needed? What tool can help?
- >>> To zone or not to zone: do you come up with a policy framework rather than a strict zoning plan? What tools can be used?
- >>> How do you deal with the different nature of the marine environment compared to land
(no ownership/commons, dynamic character of the environment,...)?
- >>> Do you use scenario's? If yes, how and when?