



Transport for New Homes

BRINGING TRANSPORT AND PLANNING TOGETHER

Planning new homes in the Netherlands

Visit to the Planbureau voor de Leefomgeving (PBL)

The PBL is the national institute for strategic policy analysis in environmental matters and spatial planning,



Located in Den Haag. Transport for New Homes visited March 2019.



We interviewed



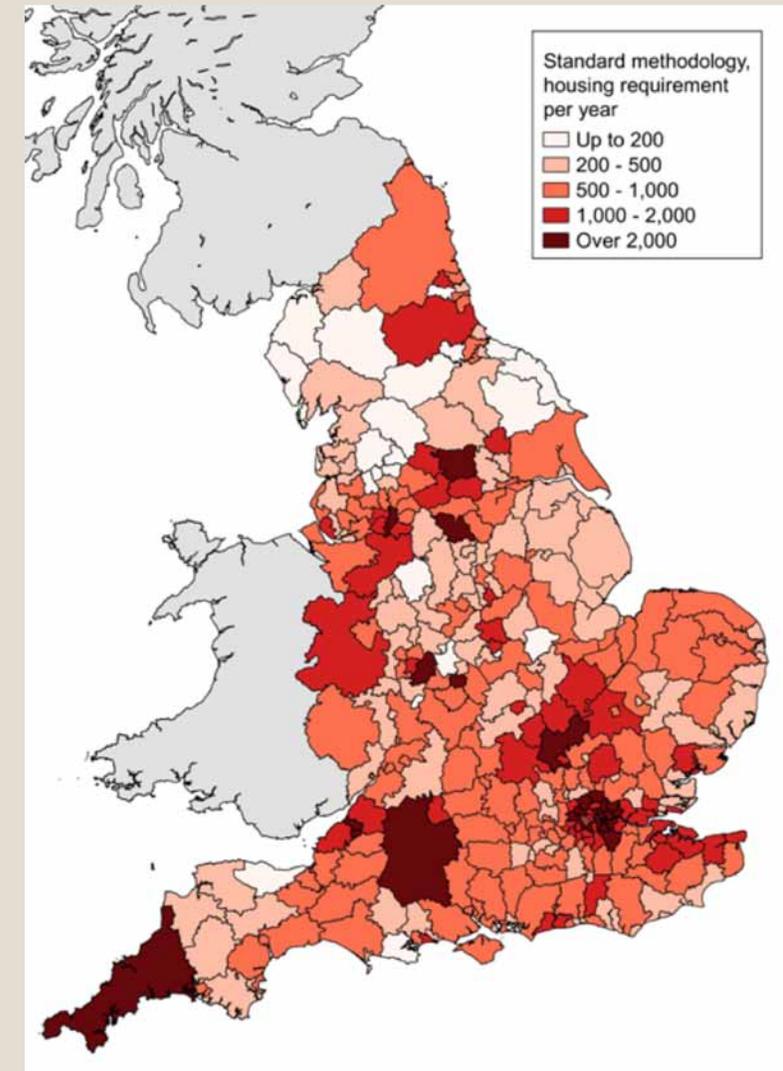
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So in the UK....

- Centrally produced housing requirements as targets for local authorities (developers may then argue them upwards at Local Plan stage)
- Domination of five year housing land supply and of process. The game of housing numbers to get your site in as a strategic allocation. Challenges by developers.
- Developers hold options on large greenfield sites away from major centres in anticipation of above.
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But in the Netherlands, local planners can use their expertise and they have more and reliable resources at their disposal to ply their trade.

...both at regional and local level



How is this done?

- Municipalities within the provinces decide what they need in terms of housing, retail, offices, transport infrastructure, etc.
- Municipal zoning plans (*bestemmingsplan*) are prepared which state, for example, where homes, shops, hotels and catering establishments are, as well as layout and associated transport, plus maximum permissible heights and widths of buildings.
- Municipalities buy up land as an investment then make money by selling plots to developers. They have the land – they have too much as they have been stockpiling as a commercial entity.
- Some municipalities decide to build and develop. But some don't, for example Drente
- Municipality carefully plans a development area and the public services needed including transport; developers are then invited to buy plots.
- Price developers pay for plots include transport and public services.

The municipalities can buy land to build on, and zone their area by function.

Land is then released as plots to developers, and the money received is used to pay for infrastructure and public services.

Local planners engineer the way forward using expertise and local knowledge.

There is also a national policy on urbanisation

- Plans must show a regional demand which must be proved
- For every zoning plan a change in land use must be explained
- Changes may be challenged by objectors in court
- Development according to the sustainable urbanisation ladder

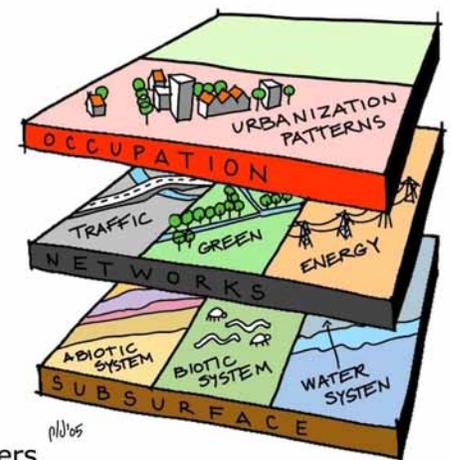
Urbanisation ladder

- The a site is tested: look at brownfield or within urban area first
- is it directly abutting to an urban area?
- If on greenfield site explain why
- Justifications must not be ill defined and conjured up retrospectively.
- Say if multimodal and how to be achieved



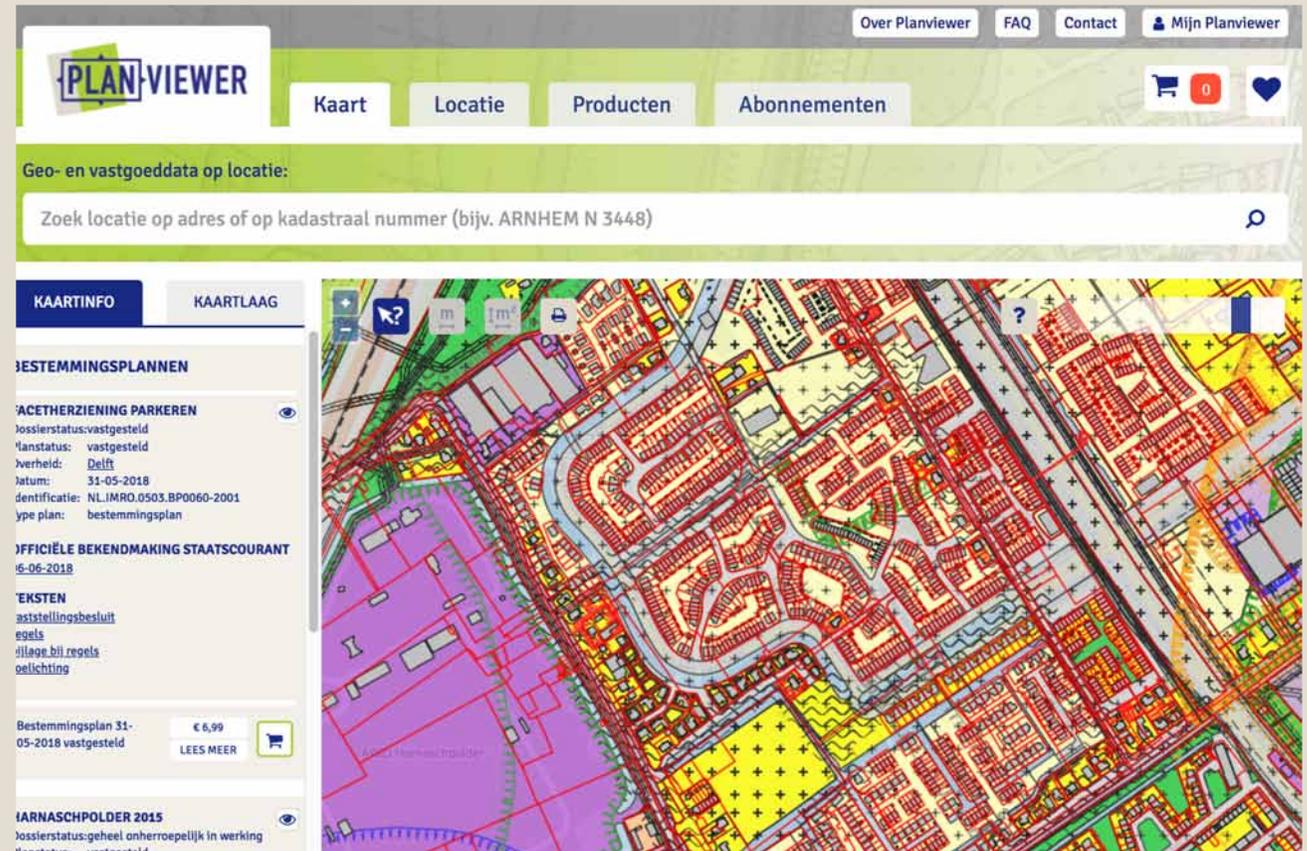
Characteristics of Dutch spatial planning

- **Coordination** is key
- Multi level governance
- Integrates sectors such as housing, water, transport, agriculture and heritage
- Uses urban design as a tool
- and participation of stakeholders



Modern technology an essential tool

- From January 1, 2010 it was mandatory to offer zoning plans digitally.
- Unified GIS (Geographical Information System) across the country



The screenshot displays the Planviewer website interface. At the top, there is a navigation bar with links for 'Over Planviewer', 'FAQ', 'Contact', and 'Mijn Planviewer'. Below this, a search bar is present with the text 'Geo- en vastgoeddata op locatie:' and a search icon. The main content area is divided into two sections: 'KAARTINFO' and 'KAARTLAAG'. The 'KAARTINFO' section displays details for a zoning plan, including the title 'ACETHERZIENING PARKEREN', the status 'vastgesteld', the date '31-05-2018', and the identification number 'NL.IMRO.0503.BP0060-2001'. Below this, there is a section for 'OFFICIËLE BEKENDMAKING STAATSCOURANT' dated '16-06-2018'. The 'KAARTLAAG' section shows a detailed map of a residential area with various colored overlays representing different zoning plans. A price tag of '€ 6,99' is visible next to the 'Bestemmingsplan 31-05-2018 vastgesteld' entry.

Integrated transport is all part of the picture at every stage of planning, with national, regional and local funding – three funding streams



Other notes

- Retail policy from 1970s has been key
- Community rail notions and 'friends of xyz station' in England caused surprise
- Assured and continued funding for major transport projects through time despite changes in government
- Bus and rail campaigner groups that we have everywhere in the UK cause some amazement
- The idea of not putting in urban trees, urban parks and place making because Local Authorities are broke and don't want any assets to maintain seemed to be met with almost disbelief.

