

Spatial planning: implementation, governance, finance and regulations

Wednesday, 24th October 2018

Perspective, Brussels

Christophe Soil, Director General of perspective brussels (Brussels Planning Agency) welcomed the fifty-strong audience to the **ESPON Transnational Outreach Workshop on Spatial planning: implementation, governance, finance and regulations**. He noted that ESPON research is a valuable tool for cities and regions and that Brussels was involved in the recent SPIMA targeted analysis project on metropolitan areas. He added that the workshop came an opportune moment as all three Belgian regions have either just approved or are in the process of approving their spatial strategies.

Nicolas Rossignol from the ESPON EGTC outlined the ESPON research agenda and upcoming events such as the ESPON Scientific Conference in London in November 2018¹ and the bi-annual ESPON meeting and seminar in Vienna in December 2018.² He also reminded the audience of the next ESPON call for Targeted Analysis and welcomed more applications for projects by January 2019.³

Dr Luuk Boelens, University of Ghent, the ESPON Contact Point Flanders opened the workshop by declaring that ‘blueprint planning is (finally) over’ because the world and Europe has become too complex and there are massive global challenges (e.g. migration, ageing, energy transition, mobility as a service, climate change, and circular economy). He noted that the regional speakers and the workshop would address three policy questions:

- What are the key policy challenges of your region?
- How do you plan to implement the solutions for these challenges?
- What do you expect from ESPON in this respect?

The workshop would start from an inside-out perspective of the three Belgian regions and then move to an outside-in perspective with the three countries of France, Ireland and the Netherlands giving their input followed by input from ESPON research and from DSG Regio.

Géraud Bonhomme, Project Manager, perspective brussels, introduced the Brussels context and noted that the main challenges for Brussels were how to develop a relatively tiny world class metropolis, retain attractiveness and deal with city challenges such as demographic growth, housing supply, pollution, security, social divide, mobility issues and the provision of infrastructure.

¹ <https://www.espon.eu/news-events/news/latest-news/espon-scientific-conference-2018>

² <https://www.espon.eu/news-events/events/espon-seminar-vienna-austria-new-narratives-territorial-development>

³ <https://www.espon.eu/invitation-targeted-analyses>

The Brussels region has just approved its Regional Sustainable Development Plan (strategic development plan by 2025-2040).⁴ This plan identifies twelve priority areas and the Canal territory, each of which could be developed through a Master Development Plan which will play both as strategic and regulatory role while retaining some flexibility. More recently, ERDF contributes directly and deeply to the development of Brussels by funding miscellaneous projects. Support from the European ERDF funding will be required and an enhanced collaboration between European institutions and funding recipients.



Figure 1: The new Regional Sustainable Development Plan and the 12 priority zones

Rob Ghyselen, Policy Officer, Department of Environment and Spatial Development, Flanders outlined the key challenges for Flanders which were quite stark. The region has a large built environment footprint (with a settlement area of 33% – containing housing, infrastructure, gardens, parks, etc.) and a daily increase in land take of 6 hectares. People live and work in spatially dispersed patterns which accounts for long travel distances, congestion and air pollution bringing hidden costs for government and tax payers.

The challenge therefore is to make better use of the existing settlement area. This will require a paradigm shift towards spatial efficiency. Luckily, there is more and more political and civic support to the nicknamed ‘betonstop’ or ‘stop concrete’ as well as political support to revoke some existing residential land use permissions.

The Flanders Spatial Policy Plan for 2050⁵ has several long-term goals such as:

- Reducing the need to travel by car by making sure that more people can use public transport and more people live close to services.

⁴ <https://smartcity.brussels/news-592-the-regional-sustainable-development-plan-has-been-approved>

⁵ https://www.ruimtelijkeordening.be/Portals/108/BRV_StrategischeVisie_VR20181307DOC.pdf

- Keeping Flanders economically competitive in the world
- Sustaining a high quality of life
- Making sure enough open space for agriculture and biodiversity is preserved
- Making space climate proof

The central idea is to stop cutting into our open spaces which can only be done by making better use of the existing settlement area which means enhancing spatial efficiency.

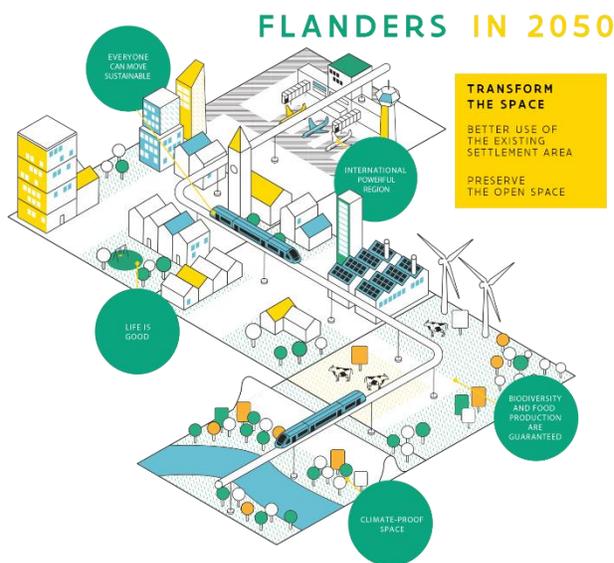


Figure 2: Space efficiency key for Flanders

Last summer the strategic vision of the Spatial Policy Plan was approved, but not the accompanying policy frameworks. This means a proper legal framework is lacking at the moment.

Nevertheless, Flanders has political support to continue working on the implementation of the strategic vision.

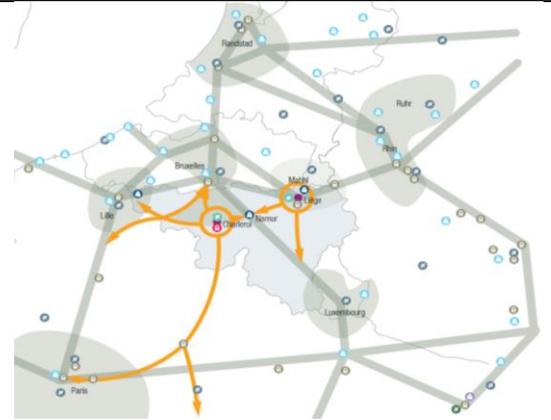
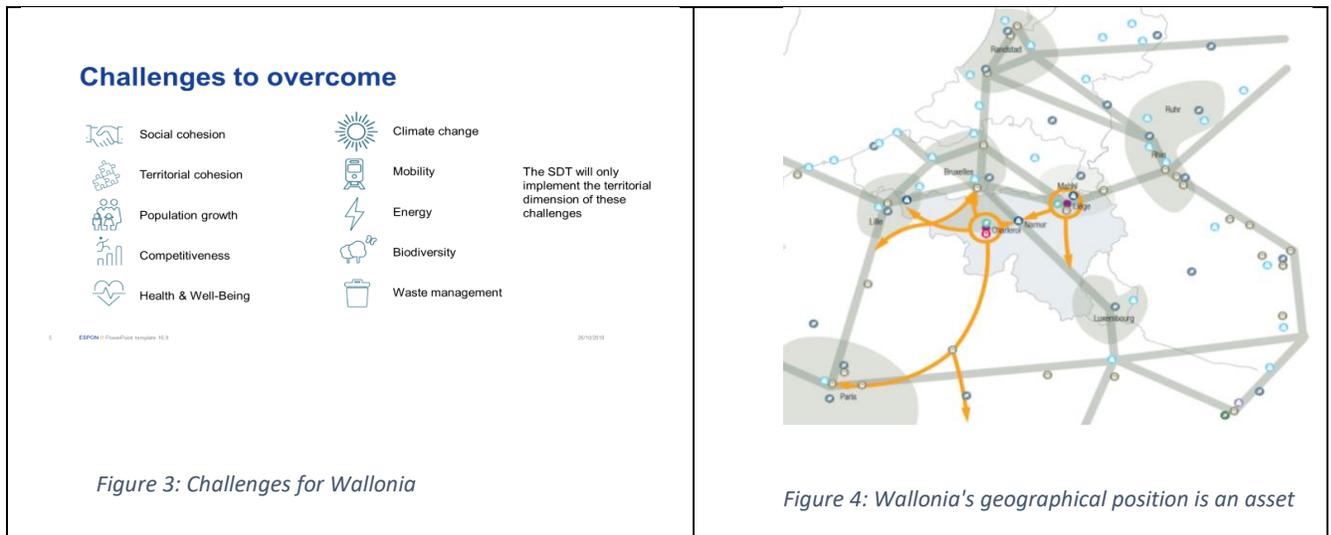
The strategic vision will be used by the region as a framework for its own plans and in integrated area development.

Thomas Dupaix – Attaché, Cabinet of the Minister of Environment, Mobility, Spatial Planning, Public Works and Animal Well-Being introduced the Wallonia Spatial Development Plan ‘Le Schéma de Développement du Territoire (SDT)’⁶ which is now in its consultation phase. The SDT is the legal tool through which the regional authority will define the territorial strategy for Wallonia and guide the actions of the government from a territorial perspective. At the sub-regional level, municipal authorities will have to implement the objectives of the plan according to their territorial context. However, Thomas Dupaix noted that the plan was not a multisectoral plan or a tool that allows subsidies for equipment or infrastructure or had direct impact on building permits or planning permissions. The key aspects of plan include:

- Fighting urban sprawl
- Socio-economic development
- Qualitative management of the environment
- Mobility management

⁶ http://lampspw.wallonie.be/dgo4/site_amenagement/amenagement/sdt

Wallonia has key challenges (Figure 3) but also assets (see Figure 4) such as its central location and available land, a dense communications network and an educated population.



Changes in the code of territorial development (CoDT) means that the Spatial Strategy (SDT) no longer applies to building permits. The territorial structure of Wallonia proposed by the SDT is dynamic (new competitive clusters may appear, and new transport infrastructures might be needed). Some of the guidelines provided by the SDT still need to be completed by operational measures, such as: fiscal stimulus, subsidies, practical guides and training to municipalities (how to do things at local level). One of the barriers to implementation is that there is no legal obligation for previous local planning tools to conform to the new SDT and the CoDT contains legal provisions on how to deviate from SDT.

The SDT needs to be updated more often (not every 20 years) and local municipalities must understand the legal scope of SDT and be convinced of the importance of spatial planning at the local level. Future strategic plans in other areas should integrate the objectives of SDT. Operational measures must be taken at regional level to ensure the objectives of SDT are met but there has been no calculation of future investment costs.

In the second session, outside in, three countries examined their own challenges from a specific perspective: Ireland through its National Development Plan, the Netherlands through their City Deal programme and France through cross-border collaboration in the Lille Metropolitan Area.

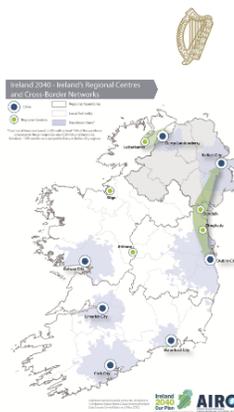
Paul Hogan, Senior Adviser, Forward Planning, Dept of Housing and Local Government
Ireland Spatial challenges

Paul Hogan introduced the spatial challenges for Ireland (see Figure 5). One of the key issues for Ireland is the unequal growth between the Dublin region and the other regions in Ireland and this has resulted in urban sprawl / congestion in the east and some loss of population in the outer and inner peripheries.



Ireland: Spatial Challenges

- Significant economic growth, but remarkable primacy of Dublin
- Relative weakness of regions/other cities, lack of scale
- Urban congestion and sprawl; greenfield, rural focus
- Peripherality, both within territory and internationally - Brexit: uncertainty, interdependencies, especially border regions
- Climate action – sustainability agenda
- Demographics in future



Mapas na hÉireann | Government of Ireland

Project Ireland 2040 consists of a National Development Plan, accompanied by a National Planning Framework, which is a long-term strategy that intends to be disruptive: with close alignment of planning and investment and spatial and sectoral integration.

Figure 5: Ireland Spatial Challenges

One of the key features of the Development Plan is the close alignment of planning and investment. A €116 billion capital plan is in place until 2027 across departments and agencies and through Regional Plans

Up to 2040, a population increase of 1 million is expected, along with the need for 660,000 jobs and 550,000 homes. This growth will be balanced with a ‘50:50’ target not by restricting the East, but by increased growth in the regions. There will be a focus on Dublin and the other four cities, targeting at least 50% growth and five regional/cross-border growth drivers and 50% brownfield/infill development target for cities, 30% elsewhere and 40% overall.

The NPF will be governed through the Ireland 2040 Project Board: steering and integration across the Government. There will be an office of Programme Management to monitor, report and review. Three new Regional Strategies will be developed



Figure 6: National Development Plan and the National Planning Framework

along with the Office of the Planning Regulator (OPR) who will monitor regional adhesion to the national plan. Four new funds will also be created with a value of €4.0 bn, including €2bn for urban projects and €1bn rural regeneration and development funds, A new Land Development Agency (LDA) will focus on the possible use of land owned by the state and to parcel together fragmented brownfield sites top encourage rapid development.

Dr David Evers, Senior Researcher Department of Spatial Planning (ROL), Netherlands Environmental Assessment Agency (PBL) introduced the concept of ‘City Deals’ currently being used in the Netherlands.



Figure 7: City Deals in the Netherlands

Thematic	Regional	Transformative
Inclusive City (IC): this City Deal is specifically focussed on tackling contradictions caused by fragmentation and excessive bureaucracy in social service provision.	Health Hub (HH): this City Deal seeks to promote the Utrecht region as a health industry cluster and promote holistic and innovative solutions to health.	Food on the Urban Agenda (FU): this City Deal seeks to integrate various policy areas surrounding food (agriculture, transport, health, etc.)
Inner-City Development (ID): this City Deal investigates impediments and extra costs concerning development in the built-up area by collectively commissioning a report.	Roadmap Next Economy (RN): this City Deal seeks to create an economic strategy for the Rotterdam region for the long term.	Circular Economy (CE): this City Deal seeks to find best practices in cities for closing the cycle of materials (production-consumption) fully by 2050.
Urban Accessibility (UA): this initiative seeks to bring together best practices in urban transport within a context of rapid technological change. It was never signed, but is carried forward in four mode-oriented projects.	Digitalisation of Homes (DH): this City Deal in the province of Noord-Brabant seeks to implement software in private homes that contains information about building structure and monitors operations.	Healthy Urban Living (HU): this initiative seeks to unify planning and environmental policy to improve health in cities. It became a living lab and not a City Deal.
Climate Adaptation (CA): partners exchange experiences and cooperate in concrete water management projects within an open culture of learning.	Warm Welcome (WW): this City Deal seeks to improve the attractiveness of the Netherlands for young knowledge workers.	

He pointed out that Dutch City Deals are different from the UK City Deals. The Dutch City Deals are informal agreements between partners to harness innovative capacity to deal with specific challenges. So far 24 City Deals have been signed (see Figure 7 below). These deals can involve more than one city such as the ‘Building in Cities’ which has partners from the Government; six cities: The Hague, Dordrecht, Leiden, Schiedam, Rotterdam, Alphen and private sector partners. The objective of the ‘Deal’ is to promote building in cities instead of greenfield sites as in 2030 approximately 230,000 extra homes are needed in Dutch cities. This can only be achieved by new approaches and partnerships.

The City Deals are governed through what is termed network governance which is characterized as society-led where government is seen as a partner. They usually have a flat structure, wide partnership and cross-sectorial collaboration and help to build momentum, commitment and energy to attack key challenges.

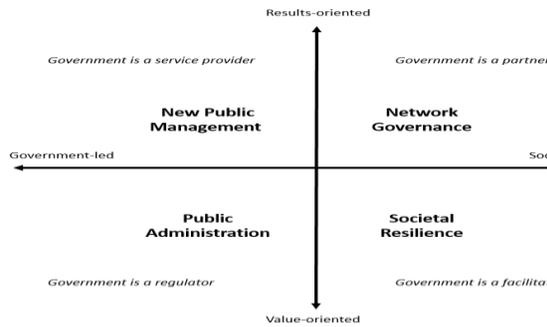
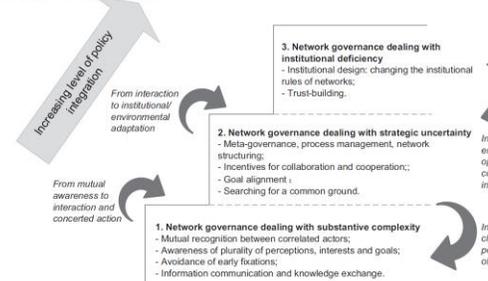


Figure 8: Typologies of governance and network governance models

Degrees of NG



Mu & de Jong (2016); ladder of NG

An evaluation of the impact of City Deals is taking place but this is a challenging task because of the fuzzy and open-ended objectives of Urban Agenda, the lack of written documentation and no clear base measurements. The ‘Deals’ are also very diverse in composition and topic.

In conclusion, Dutch City Deals fit snugly into the category of what we can term network governance, but output indicators are too early to measure, and initial results are mixed. One irony is that deals that best conform to the ideal of network governance experience the most resistance from existing institutions and are generally the least successful.

Dany Mackowiak, Directeur général adjoint chez Métropole Européenne de Lille (MEL) introduced the Schéma de Coopération Transfrontalière – Lille (SCT). In France, the Law Maptam (loi 27 January 2014 modernisation of territorial public action and the affirmation of metropolitan areas) sets out the development of a cross-border cooperation plan (SCT) for the metropolitan areas bordering a foreign State which therefore included the metropolitan areas of Lille, Strasbourg and Nice.

The SCT only concerns the territory of the metropolitan areas and has no legal effect on the other side of the border. It is above all a strategic document and the modalities of its development and the outline of its contents are to be fixed by the government of the metropolitan areas. The SCT defines the use and scope of the cross-border cooperation scheme and identifies the themes covered by the plan and specifies the terms of the association of the municipalities, the department and the region. The SCT also determines the stages of development of the plan and its duration of validity.

The SCT covers four territorial scales:

1. The local level addresses action themes such as landscape continuity and the coherence of urban planning and projects, across the border and the coordinated consideration of environmental issues at a local level.



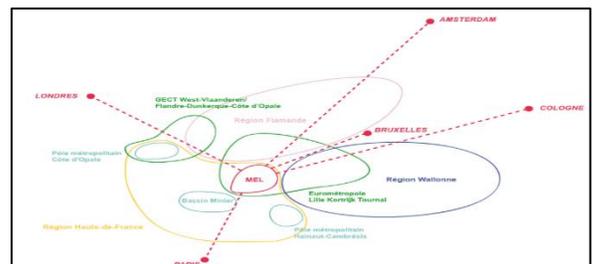
2. The Metropolitan level addresses action themes such as mobility and public transport, health and the medical-social dimension, employment and economic development, training and education, culture, cross-border citizenship (in addition to neighbourhood councils' border), and the green and blue infrastructure.



3. The Euro- regional level addresses action themes such as higher education, research and innovation, mobility and transport, logistics, cultural outreach through events and high-level equipment, smart city, etc.



4. The inter-metropolitan level addresses relations of the MEL with other metropolitan areas such as London, Amsterdam, Brussels and Paris.

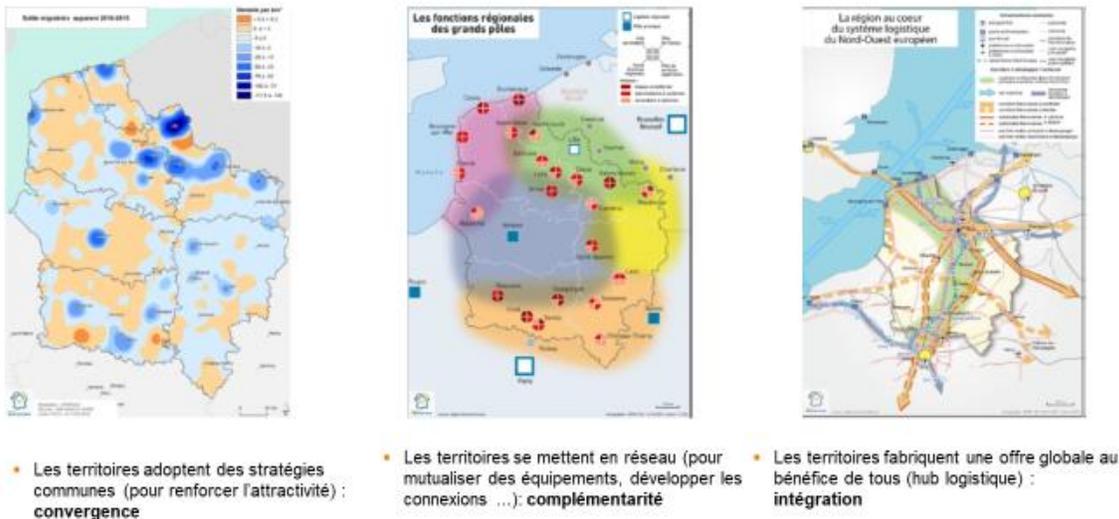


Five major objectives have been developed for cooperation:

- Promoting cross-border mobility both for residents and visitors
 - Building a real cross-border citizenship by sharing our strengths: a dynamic economy and services to the population
 - Maximizing the asset of economic positioning and building a strategy for the valorisation of goods flows
 - Managing in a concerted and innovative way the challenges of climate change and the issue of water and energy
 - Improving the quality of life, and promoting quality in urban and landscape planning
- It is now a matter of prioritizing the actions in relation to these five objectives and the four scales and identifying where the SCT can add most value to the objective and at what scale.

The SCT is linked to the SRADDET (see the Paris Seminar in March 2018) and the SRADDET illustrates how added value can be developed cross-border through convergence, complementarity and integration.

Le SRADDET Hauts-de-France region: how to develop a regional vision



La vision **métropolitaine** : une relation gagnant-gagnant entre les territoires de part et d'autre de la frontière, au delà de la prescriptivité du SRADDET

ESPON // Bruxelles – 24 octobre 2018

24 octobre 2018

Figure 9: SRADDET Hauts-de-France

Following the Hauts-de-France presentation, the six speakers responded to questions from the moderator and the audience. From the question, what have the Belgian regions learned, responses included the need to put in place institutionalized mechanisms to manage the planning process, the need to support a paradigm shift or mental shift when changing a planning policy radically (e.g. to reduced land take) and also to pay attention to scale and integrate a financial strategy linked to the spatial strategy.

Engaging stakeholders and convincing partners to collaborate is important. It is also important to develop a dialogue between hard (Ireland) and soft (NL) measures. Soft measures are needed to break through the hard rules (bureaucratic system) sometimes and encourage people to talk to each other. In Ireland the new role of the planning regulator will need a balance between the hard and soft measures. Soft measures are needed to break through the hard rules (bureaucratic system) sometimes and involve people to talk to each other. The Belgium Forum⁷ was an example of soft collaboration.

Dany Mackowiak highlighted the need for fluidity; there are competencies (political level) but the problem is how to implement them. the connection between the upper tier and the lower tier needs to be taken into consideration. The Lille situation highlights the need for fluidity when integrating different levels of planning. The question is not the competences but how the competences are implemented. For

⁷ The Belgium Forum followed the ESPON workshop

example, some topics such as air pollution have no one competent level and therefore there is a need to identify at which level the problem should be tackled.

Questions from the audience included which criteria should be used to identify priorities, how do you combine government and governance and how to articulate between the metropolitan area and the regional level and the role of functional urban areas. What comes first the spatial plan or the implementation structures? How do we practically align investment across different levels of government?

PART 2: Expert input from the European Commission and ESPON projects

Thomas de Bethune, Team Leader Urban, DG Regio presented the new Cohesion Policy 2021-2027 which relies on the Belin allocation method and the concentration of funds on less developed regions to allocate future funding. 75% of the future funding will be allocated to less-developed regions. Future funds will have five objectives compared to the 11 in 2014-2020. These objectives are:

1. A smarter Europe (innovative and smart economic transformation)
2. A greener, low-carbon Europe (including energy transition, the circular economy, climate adaptation and risk management)
3. A more connected Europe (mobility and ICT connectivity)
4. A more social Europe (the European Pillar of Social Rights)
5. Other: if programmed through an integrated PO5 (A Europe closer to citizens (sustainable development of Europe closer to citizens (sustainable development of urban, rural and coastal areas and local initiatives).

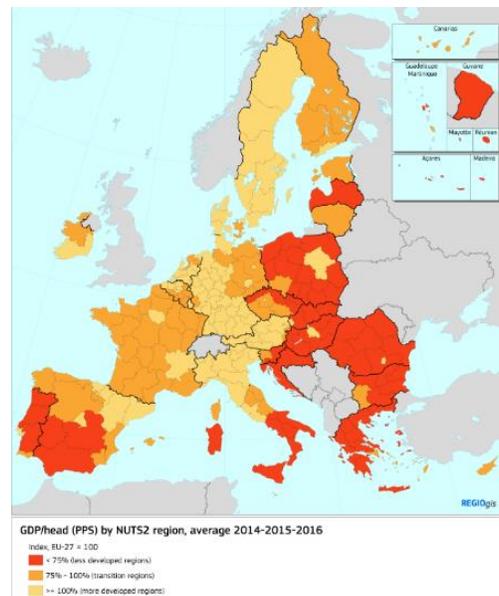


Figure 10: New regional eligibility map 2021-2027

These objectives are complemented but two horizontal objectives

- Administrative capacity building
- Co-operation between regions and across borders

In terms of the territorial dimension, the Cohesion Funds support territorial cohesion through an integrated territorial approach (see Green Paper on Territorial Cohesion⁸) as well as support to the urban

⁸ http://europa.eu/rapid/press-release_IP-08-1460_en.htm

dimension through the Leipzig Charter⁹ and the European Commission's report 'Cities of Tomorrow'¹⁰ and the Pact of Amsterdam which has stimulated the EU Urban Agenda.¹¹

Integrated Territorial Development is now defined as having two minimum requirements:

- 1: Investments based on integrated territorial or local development strategies (multi-sectoral, multi-stakeholder, optionally multi-territorial)
- 2: A relevant local or territorial body shall select or shall be involved in the selection of operations (multi-level, optionally community-led)

An integrated approach is therefore a strategic approach, which combines a multi-sectoral approach, a multi-level governance approach and a multi-stakeholder approach. Sustainable urban development is hence an integrated approach at the urban level and will have a minimum of 6% of the ERDF budget 2021-2027. There are three forms for integrated territorial development:

- CLLD: if implemented using a specific bottom-up method
- ITI: if programmed 'horizontally' through multiple priorities, or even programmes, funds or POs

There is now more interest in an integrated approach due to cross-sectoral challenges linked to population trends and challenges; the spatial dimension of poverty; balanced and polycentric development; target the potentials and challenges of different types of territories and the capacity of local administration.

Territorial strategies need to both manage concentration such as strategies for functional urban areas addressing multiple challenges including housing, mobility, jobs, education, knowledge, services, etc. and address depopulation which require strategies for shrinking areas to tackle the multiple challenges involved to reverse the trend and strategies to adapt to the new economic and demographic conditions outside of local control.

The European Urban Initiative consists of the following three strands, all with regard to sustainable urban development:

- support for capacity-building;
- support for innovative actions;
- support for knowledge, policy development and communication.

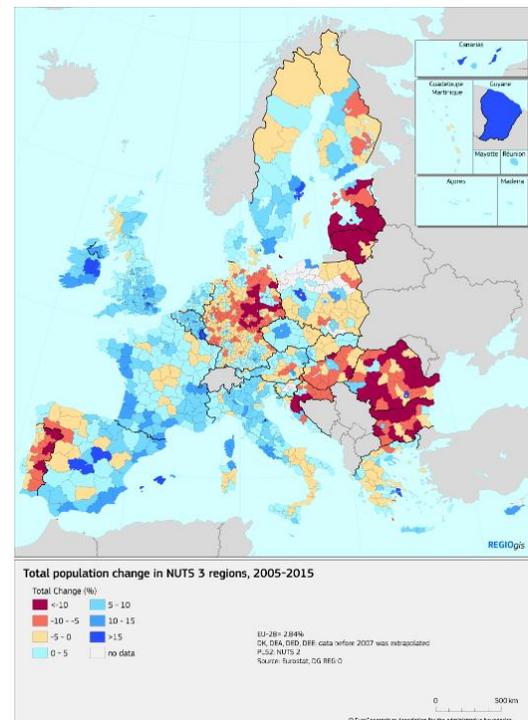


Figure 11: Population change 2005-2015

⁹ http://ec.europa.eu/regional_policy/archive/themes/urban/leipzig_charter.pdf

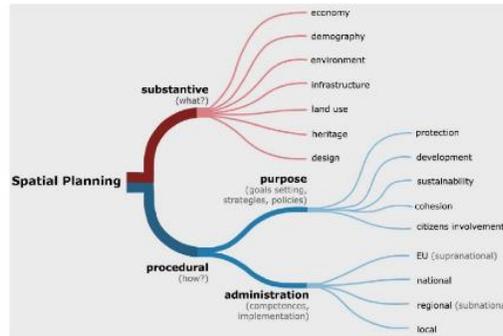
¹⁰ http://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/citiesoftomorrow/citiesoftomorrow_final.pdf

¹¹ http://ec.europa.eu/regional_policy/sources/policy/themes/urban-development/agenda/pact-of-amsterdam.pdf

It will have a budget of €500 million and may also support inter-governmental cooperation on urban matters on the request of a Member State.

Dr.-Ing. Evelyn Gustedt, ARL – Hannover presented the ESPON COMPASS¹² project which examined spatial planning systems across Europe and their changes over time. The project does not identify perfect planning systems as systems depend on administrative frameworks and geographies. However, current trends point to more decentralisation, a widening scope, administrative simplification, and improving performance in plan production and citizen engagement. There is also evidence of increasing digitalisation.

- **Spatial planning systems:** institutions that are used to mediate competition over the use of land and property ... to regulate and to promote preferred spatial and urban form.
- **Territorial governance:** institutions for active cooperation across government, market and civil society actors to coordinate ... actions that have an impact on the quality of places...
- [EU Compendium included both concepts in one definition]



ESPON / COMPASS: Spatial Planning, implementation, governance, finance and regulations - 24.10.2016 Brussels

19/21/2019

Figure 12: COMPASS defining terminology

There are a variety of planning instruments which can be categorised between visionary and regulatory – with visionary mainly at the national level and regulatory at the local level.

In terms of planning systems, the project analysed on a country basis which systems were becoming more integrated.

Function & character of instruments

- 32 countries have 255 types of planning instruments
- Mostly statutory

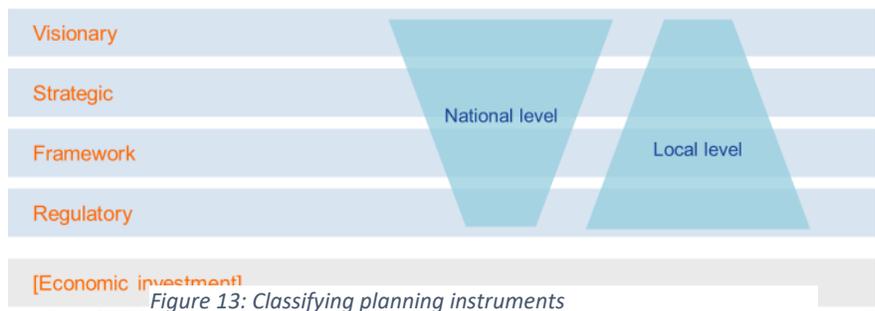


Figure 13: Classifying planning instruments

¹² COMPASS – Comparative Analysis of Territorial Governance and Spatial Planning Systems in Europe
<https://www.espon.eu/planning-systems>

Spatial planning in policy sectors

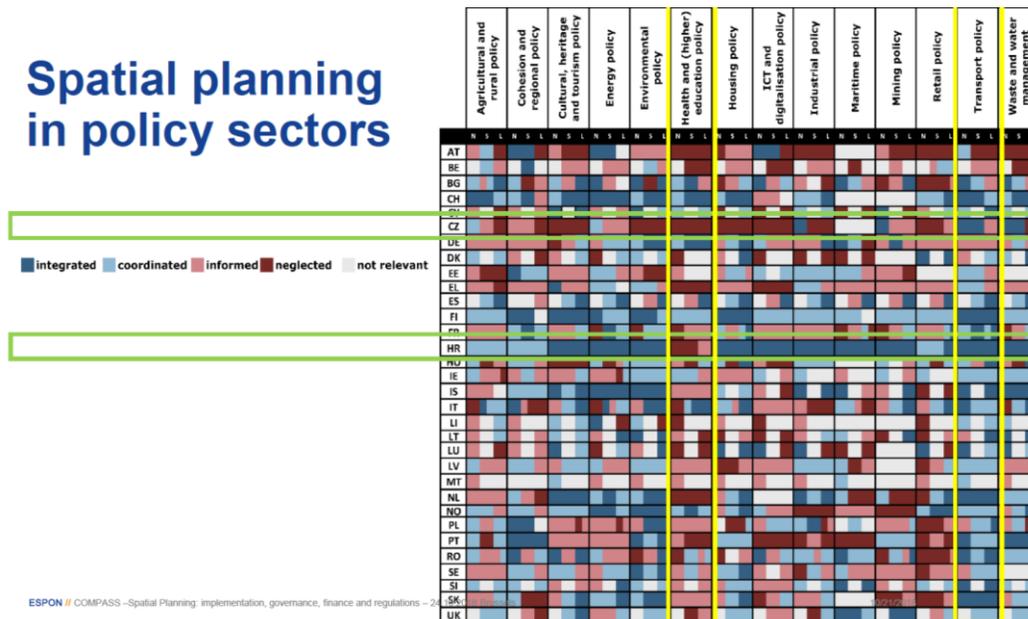


Figure 14: spatial planning in policy sectors

While accepting there are no perfect planning systems, the project recommends that planning systems should strengthen the integration of sectoral policies by developing a narrative as a framework for strategic planning involving policy makers and planning practitioners from the ground.

EU Cohesion Policy offers potentials to promote place-based policy development even if ESIF¹³ programmes are still rather spatially-blind. More attention should be dedicated to SWOT analysis and programme strategy as crucial tools for the (territorial) development of the programme areas. This should include the development of place-relevant programme objectives which strengthen the relationship between Operational Programmes and national/regional (strategic/visionary) planning documents. A higher co-funding rate for place-based actions that fulfil certain criteria (participatory processes, bottom-up development, explicit reference to spatial planning tools, etc.) should be considered with more emphasis on the territorial impact assessment of programmes.

In conclusion, there is no one-size-fits-all solution possible, but recommendations include:

- For ESPON: promote the use of tool kits at all levels
- At the EU level: develop an EU narrative as framework for strategic planning
- At the national and sub-national level: develop narrative as a framework for strategic planning
- At the local level make use of the regulatory function
- Strengthen integration of sectoral policies
- At all levels strengthen monitoring

¹³ https://ec.europa.eu/info/funding-tenders/funding-opportunities/funding-programmes/overview-funding-programmes/european-structural-and-investment-funds_en

The territorial agenda should be reinvigorated to the same league as the UN SDGs and urban agendas. The integration of sectoral policies can be strengthened through EU activities by making territorial cooperation a mandatory element of regional and national funding; supporting staff mobility programmes; regularly monitor spatial planning reforms.

Cohesion Policy should be used as a spatial planning tool at the EU and the national/sub-national level. More time and attention should be dedicated to SWOT analysis and programme strategy as crucial tools for the (territorial) development of the programme areas. Place-relevant programme objectives should be developed and the relationship between Operational Programmes and national/regional (strategic/visionary) planning documents strengthened. Higher co-funding rate for place-based actions that fulfil certain criteria should be implemented. Empower Spatial planning should be empowered to use Cohesion Policy by the steady establishment of complementary rhythms in terms of the development of operational programmes and strategies, by developing more adaptive planning instruments and processes that are responsive to opportunities.

Alfredo Corbalan, perspective brussels (Brussels Planning Agency) presented the ESPON SPIMA¹⁴ project: ‘Spatial dynamics and strategic planning in metropolitan areas’. This project was a targeted analysis project involving 10 metropolitan areas including Brussels with Oslo as the lead stakeholder.

75% of the population of Europe lives in urban areas but increasingly the ‘administrative city’ not always fit with the ‘real city’ (cities are growing outside of their administrative borders). Therefore, we are witnessing changing governance models with new actors, new levels of action that leads to a need to develop other types of governance.

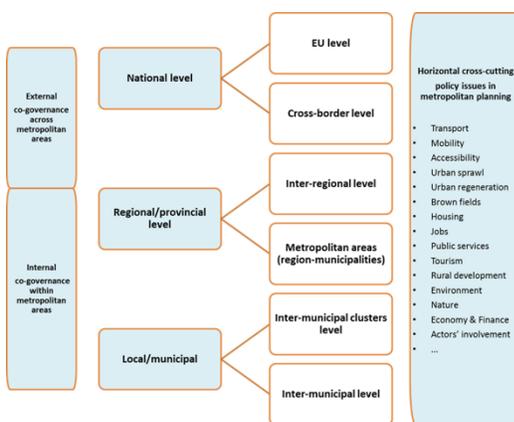


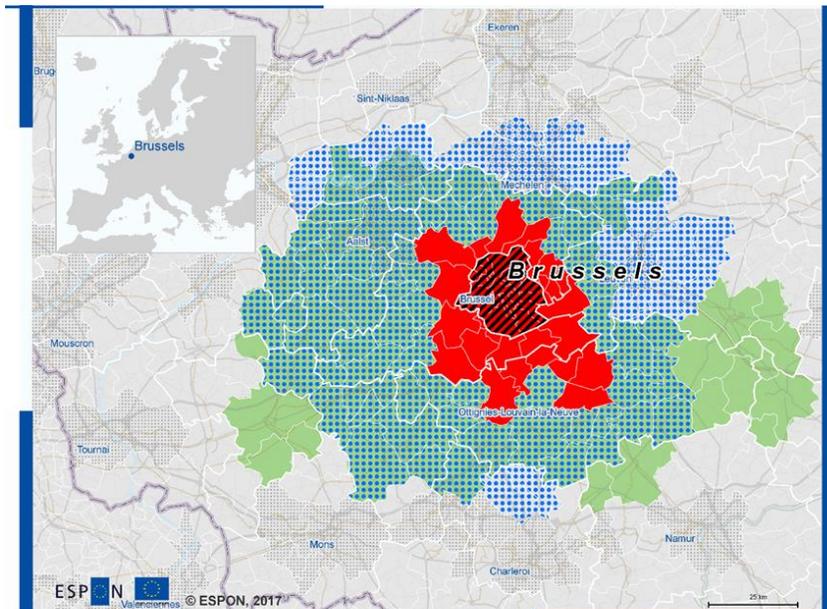
Figure 15: Governance models

Metropolitan areas have specific challenges. For a start there is no single definition of a metropolitan area. The classical definition of functional urban areas based primarily on commuting patterns (home to work travels) are not enough to describe the reality. There is a need to redefine metropolitan areas to include different kind of flows and trends. SPIMA proposes the concept of Metropolitan Development Area to better take into account these flows and trends.

Metropolitan areas studied by the SPIMA project, spatial planning systems address the metropolitan scale only to a limited extent. These ten metropolitan areas also have common spatial dynamics: urban growth

¹⁴ SPIMA – Spatial Dynamics and Strategic Planning in Metropolitan Areas <https://www.espon.eu/metropolitan-areas>

and suburbanization. This engenders similar challenges such as transport and traffic congestion, developing multilevel cooperation and a shared vision on strategic plans and gaining political involvement. Key success factors are shared governance and a mix of tools allowing dynamic interactions between actors and policy.



-  Core city municipality
-  MUA of the core city (ESPON 2013 Database)
-  Surrounding MUA's (ESPON 2013 Database)
-  Metropolitan Development Area (MDA)
-  FUA of the core city (ESPON 2013 Database)
-  National border
-  Railroad
-  Motorway
-  Primary road
-  Other road
-  rivers

Source: Geographical information system of the Commission (GISCO), 2017
 Territorial level: LAU2 (version 2011)
 Origin of data: EUROSTAT, 2011
 © EuroGeographics for the administrative boundaries

Figure 16: Brussels metropolitan area

Metropolitan areas have common spatial dynamics: urban growth and suburbanization. This engenders similar challenges such as transport and traffic congestion, developing multilevel cooperation and a shared vision on strategic plans and gaining political involvement. Key success factors are shared governance and a mix of tools allowing dynamic interactions between actors and policy.

For Brussels, the Metropolitan Development Area covers Brussels and parts of Flanders and Wallonia. The strategic priorities pointed out by the SPIMA researchers for the Brussels metropolitan area are sustainable urban development

providing better services, environment and economic opportunities. Mobility and housing are also priorities. A key challenge will be to develop a shared vision to manage population growth and its spatial and mobility consequences.

As for European recommendations, the SPIMA report advocates an approach of 'coordination and collaboration between levels of government across policy sectors in strategic, statutory and collaborative planning'. The report proposes to all European metropolitan areas practical guidelines to establish a more effective metropolitan planning and governance approach based on eight action areas (see figure 17). Metropolitan areas can move towards this situation through eight action areas that can be addressed in

Figure 17: Brussels metropolitan area

Parallel and at different speeds. However, eventually, all eight items must be dealt with. New EU cohesion policy and funding could play an important role to encourage cities and metropolitan areas to experiment and develop this metropolitan and governance planning approach.

Cooperation between the three regions should be fostered by setting up clear coordination process and developing inter-regional institutional framework for metropolitan planning approach.

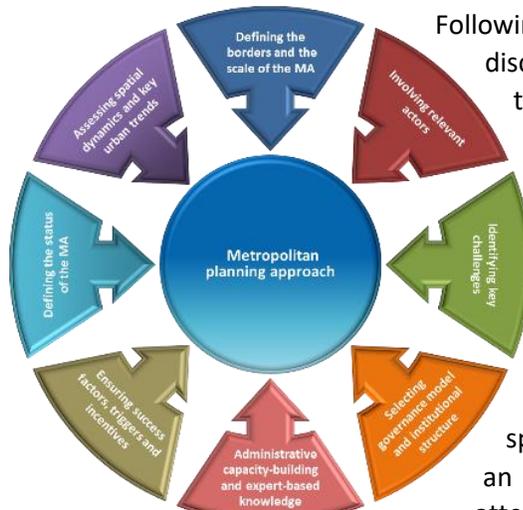


Figure 18: SPIMA 8 key action areas

Following the three presentations, the audience entered into discussion. There was support for stronger integrated planning through the use of Integrated Territorial Development and Investment. The increased interest in functional urban areas and CLLD was noted. Should regional coordination be made mandatory? Territorial cohesion goes hand in hand with economic and social cohesion but often there is a lack of instruments at the territorial level. There was also discussion on whether the rural/urban divide was still relevant. New instruments and perspectives are needed to capture a changing situation both at the urban and rural levels. As one speaker noted, ‘All decisions materialise in space’ which assumes an increased importance of the spatial dimension with more attention to functional urban areas and metropolitan development areas.

After a lively discussion, moderated by **Dr Luuk Boelens, Tom Sanders from perspective brussels** drew the workshop to an end by noting that as a community of urban planners we share the same concerns, the same objectives, even the same proposals. ‘But plans, visions and strategies need to be implemented’. Now it just requires understanding and putting into practice the next step: how to better implement it in practice, in different types of territories. There are many barriers, most often budgetary and political. But often the main barrier is governance -which involves coalitions, commitment and consensus. He thanked ESPON for arranging the workshop and noted that this type of meetings is of great added value to exchange ideas, experiences and recommendations.

Annex 1 agenda

Spatial planning: implementation, governance, finance and regulations

Wednesday, 24th October 2018

Agenda

Moderator: Dr Luuk Boelens, University of Ghent, ESPON Contact Point Flanders

PART 1: Spatial Planning - the Belgian context

09.00	Registration and welcome coffee	
09.30	Welcome and introduction to topic	Christophe Soil, Directeur General, Perspective Brussels Nicolas Rossignol, Project Expert, ESPON EGTC
Plenary Session 1: Spatial Strategies in Belgium – state of play and implementation challenges		
09.50	Brussels Implementation of the Regional Sustainable Development Plan	Géraud Bonhomme, Project Manager Perspective, Brussels
	Flanders Flanders 2050 / implementation of effective Regional Development	Rob Ghyselen, Policy Officer, Department of Environment & Spatial Development
	Wallonia Le Schéma du Développement territorial (SDT)	Thomas Dupaix – Attaché, Cabinet of the Minister of Environment, Mobility, Spatial Planning, Public Works and Animal Well-Being
10.35	Coffee	

Plenary Session 2: A view from outside: panel discussion with representatives from:

11.00	Ireland (financing the implementation of Irish National Planning Framework)	Paul Hogan, Senior Adviser, Forward Planning, Dept of Housing and Local Government
	The Netherlands (City Deals)	Dr. David Evers, Senior Researcher Department of Spatial Planning (ROL). Netherlands Environmental Assessment Agency (PBL)
	France	Dany Mackowiak, Directeur général adjoint, Métropole Européenne de Lille (MEL)
11.45	Panel discussion	Led by Luuk Boelens
12.15	Lunch	

PART 2: Expert input from ESPON projects and the European Commission

13.15	Future Cohesion Policy: Supporting the implementation of sustainable urban development	Thomas de Bethune, Team Leader - Urban DG Regio
	COMPASS (Comparative Analysis of Territorial Governance and Spatial Planning Systems in Europe)	Dr.-Ing. Evelyn Gustedt, ARL – Hannover
	SPIMA (Spatial Dynamics and Strategic Planning in Metropolitan Areas)	Alfredo Corbalan, Perspective Brussels
14.00	Panel discussion and recommendations led by Luuk Boelens	
14.30	Conclusions from the ESPON workshop	Nicolas Rossignol, Project Expert, ESPON EGTC Tom Sanders, Perspective Brussels
14.45	Coffee	

All participants at the workshop are invited to stay for the Belgian Forum which will draw on the conclusions and recommendations of the ESPON workshop from a Belgian perspective.

15.00	<i>The Belgium Forum will discuss varied subjects to include economic mapping, agreement Flanders / Brussels, TOP NR-website, Case studies: Development of ex-NATO / OTAN / NAVO site in north Brussels) and the Forêt de Soignes/Zoniënwoud/ Sonian Forest)</i>
17.00	<i>Forum conclusions, recommendations and close</i>