



SEA for Land Use Plans

examples from

Georgia, Montenegro

The Netherlands

Arend Kolhoff , NCEA

Georgia December 2015

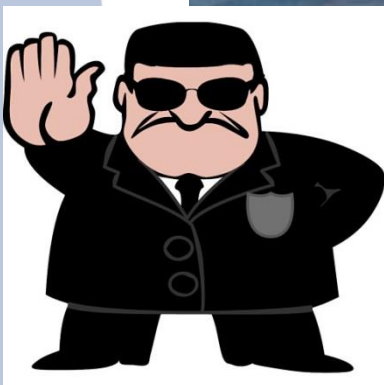
Why spatial planning?

- Long term objective:
Improve quality of life and economic development
- Through: ...

1. Facilitating desired developments



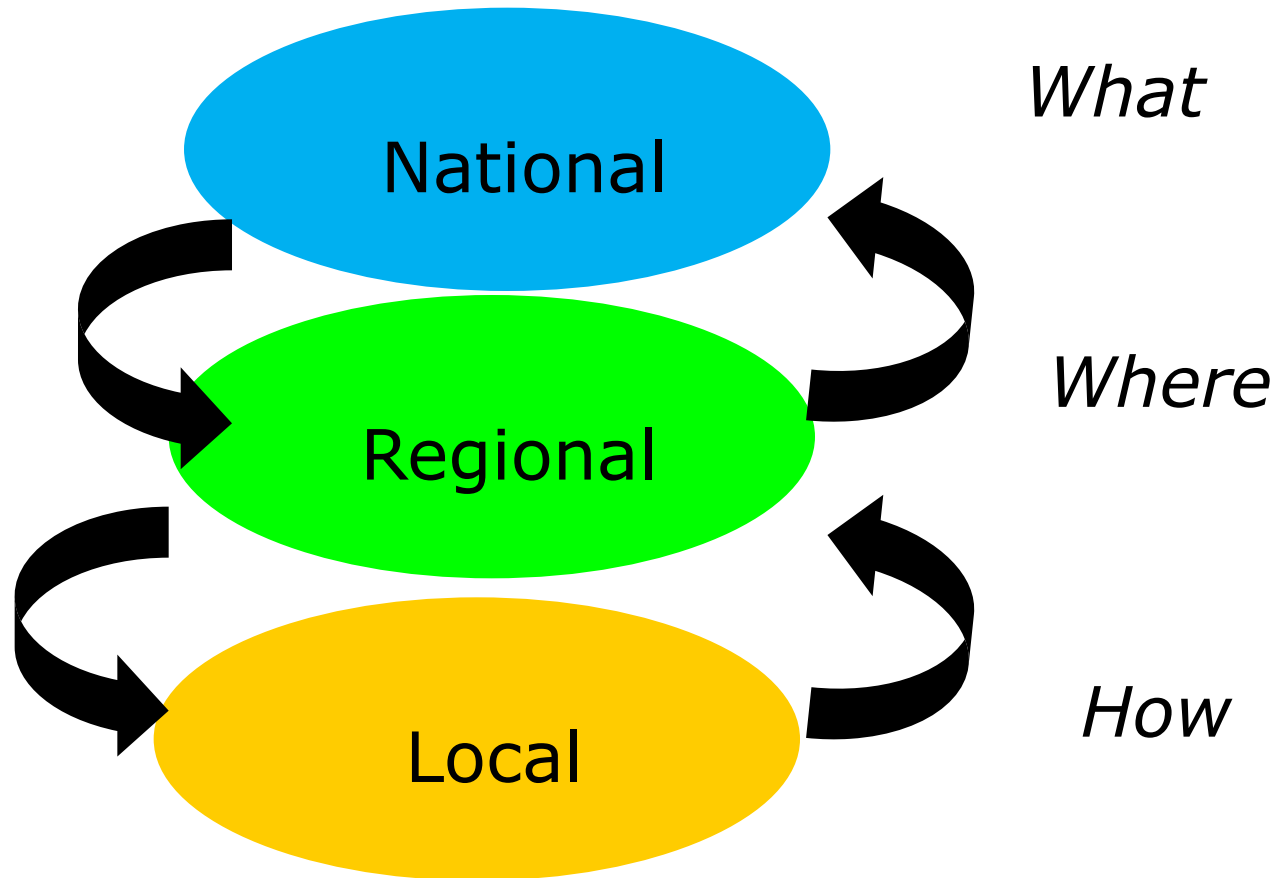
2. Stopping undesirable developments



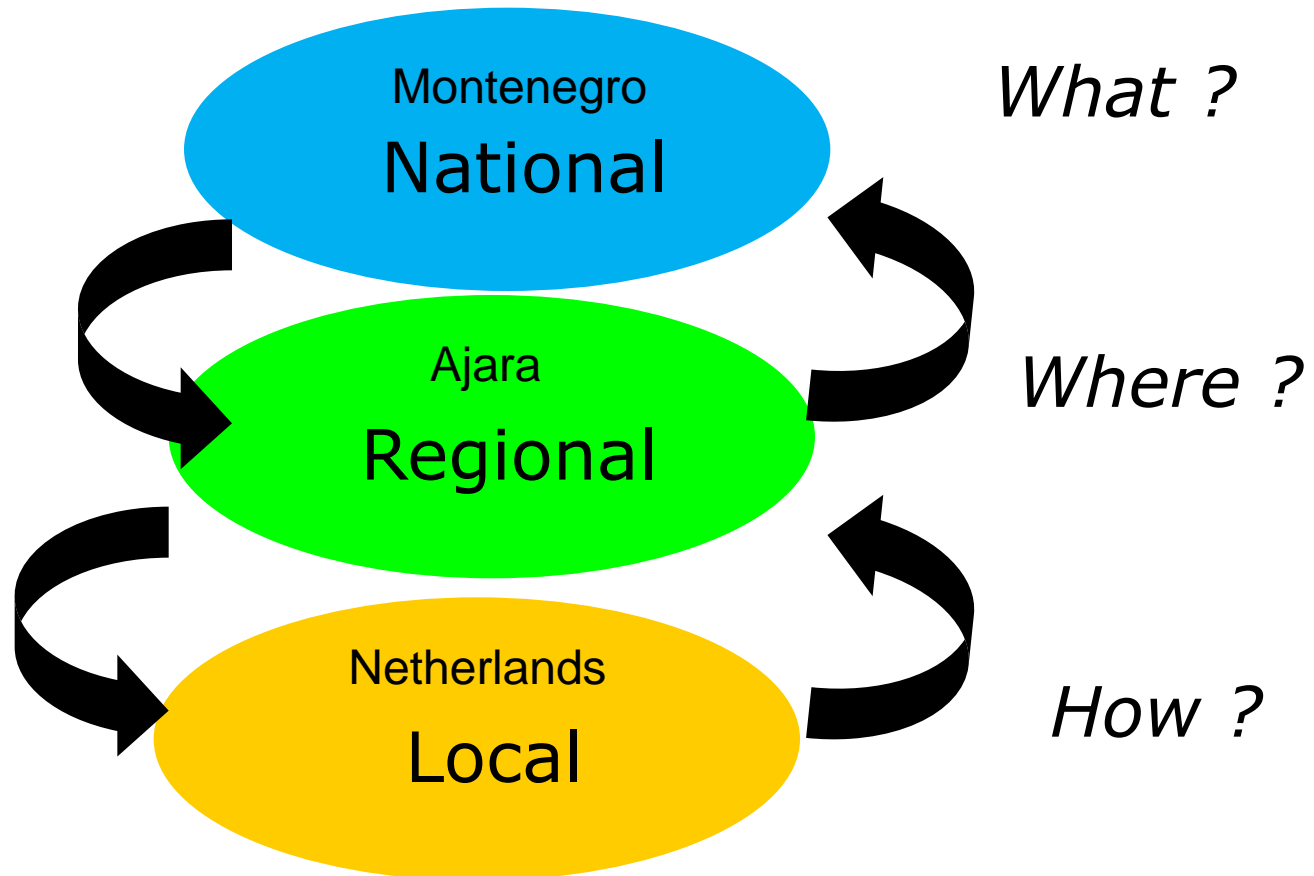
3. Involving the general public



Spatial plans supported by SEA

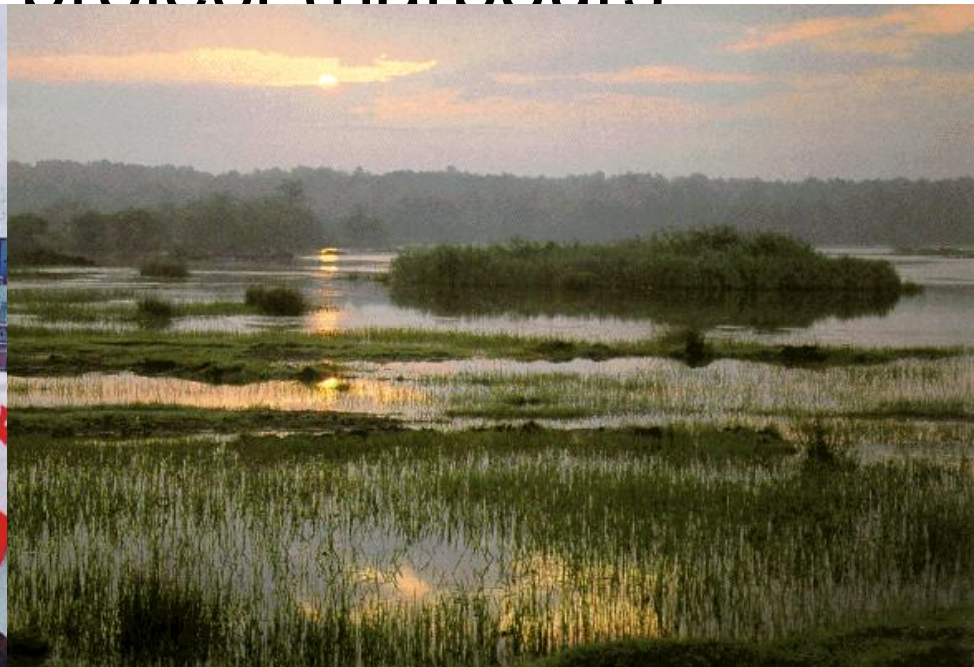


Spatial plans supported by SEA



National level

- Thematic policy (infrastructure, agriculture, protected territories)
- Major developments project (harbours



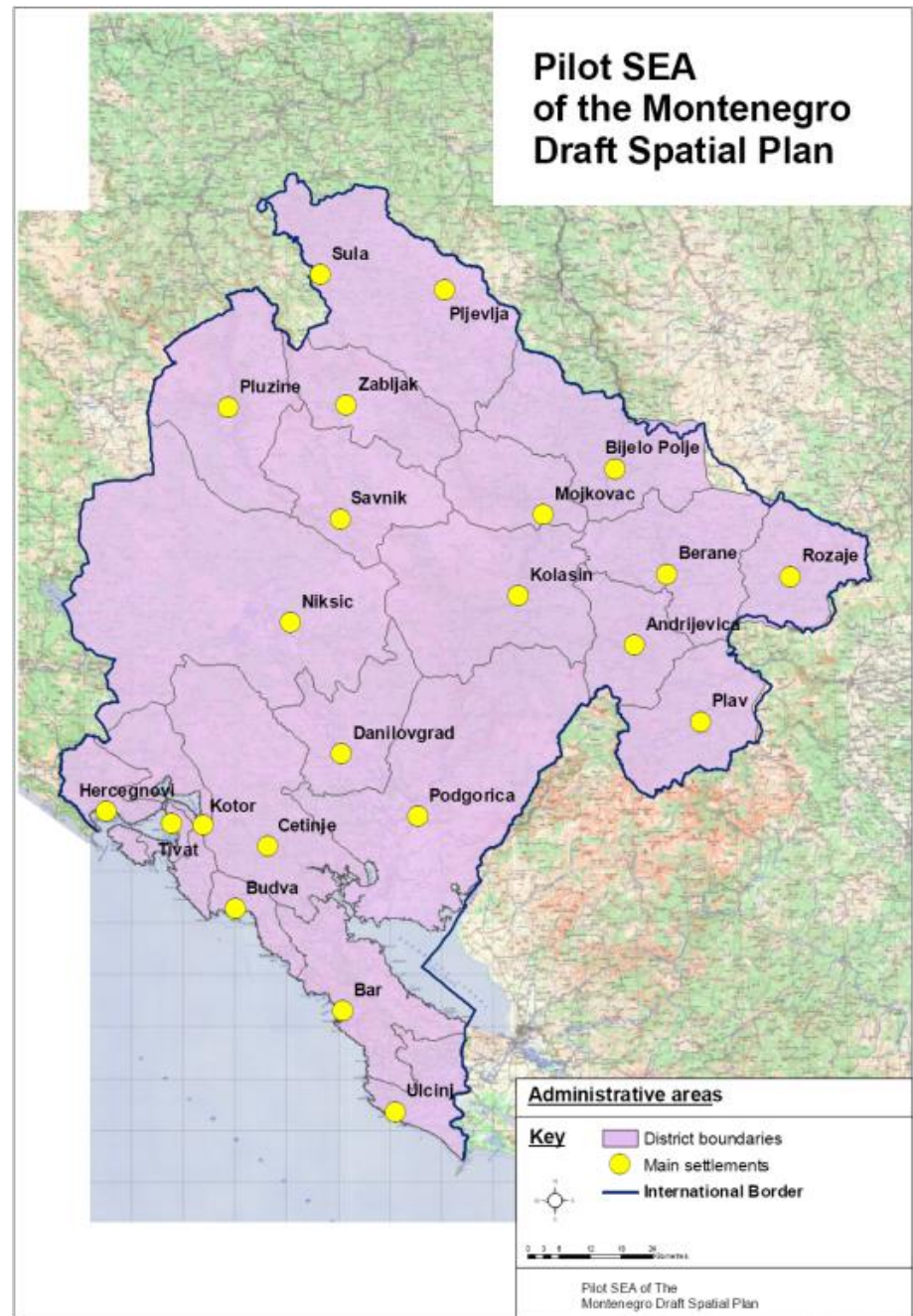
An aerial photograph of a coastal town in Montenegro, likely Dubrovnik, showing a large bay, a city built on a peninsula, and surrounding mountains. The sky is blue with scattered white clouds. The text is overlaid in yellow.

STRATEGIC ENVIRONMENTAL ASSESSMENT OF THE MONTENEGRO NATIONAL SPATIAL PLAN

**Thanks to Peter Nelson
Land Use Consultants, Bristol, UK**

Spatial plan

Spatial Plan based upon on the National 5 Year Development Plans of the Serbia and Montenegro sections of the former Yugoslavia Republic



National Spatial Plan - Montenegro

Entry point / Type

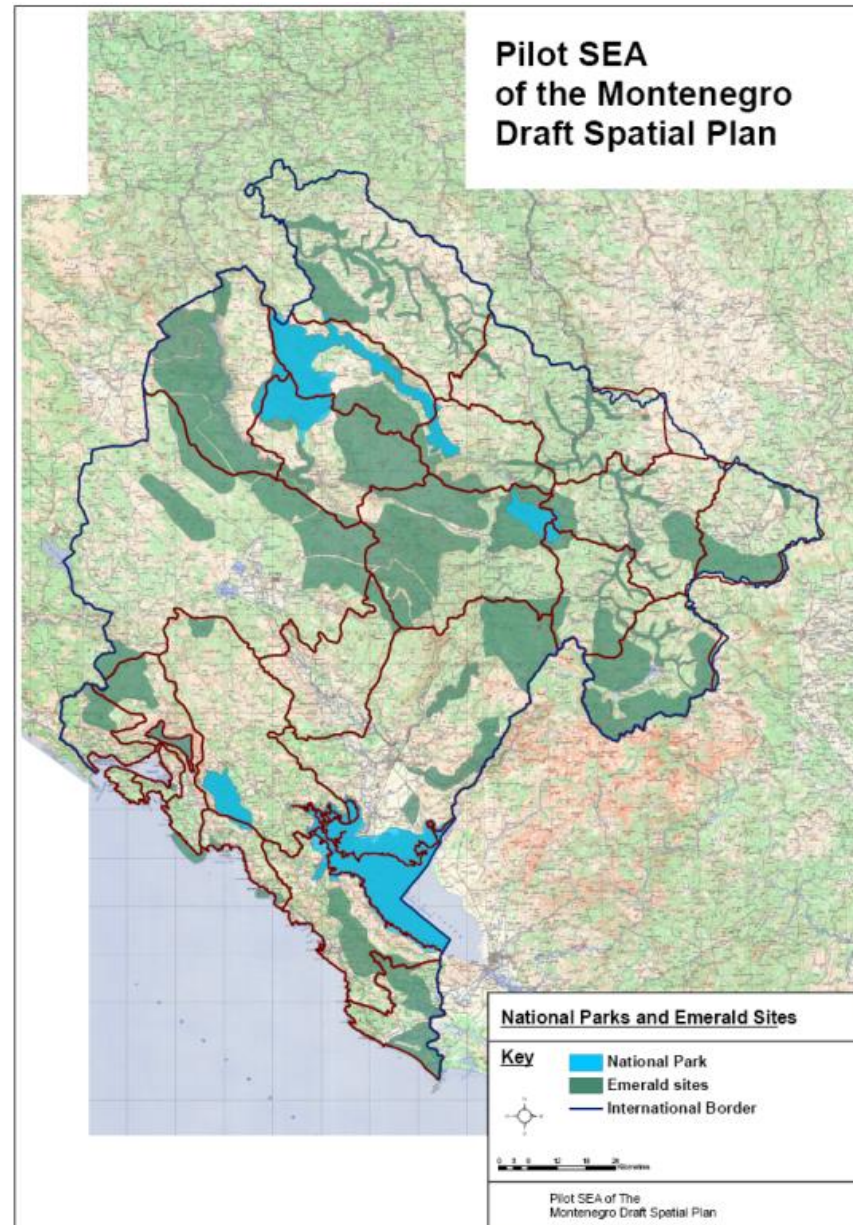
- EU aspirant member
- National Planning law – 2005
- National Land Use Plan - 2008
- National SEA legislation adopted in 2005
- Guidance by Netherlands Commission for Environmental Assessment

Special Features

- New republic in transition from centralist controlled to free market economy
- Strong influence of 5 year plan approach
- Academy of Sciences – as preparation and review body
- Very open, transparent debate
- Highest level of decision-making engaged
- Less capacity to adjust to popular demands

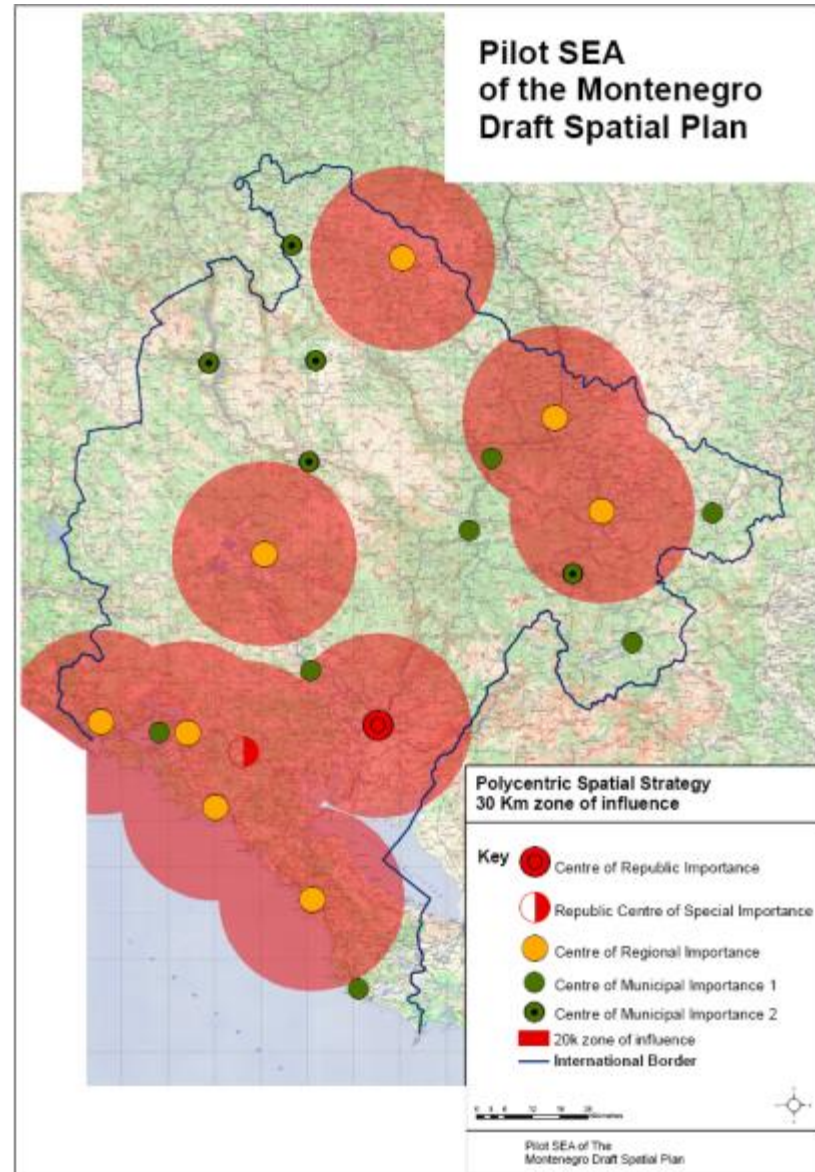
Principal Conservation Areas

1. Policies for environmental protection of the Dinaric Alps are included in the National Spatial Plan but many development policies (for example – Hydropower development on pristine rivers) conflict with them.



Distribution of Growth Centres

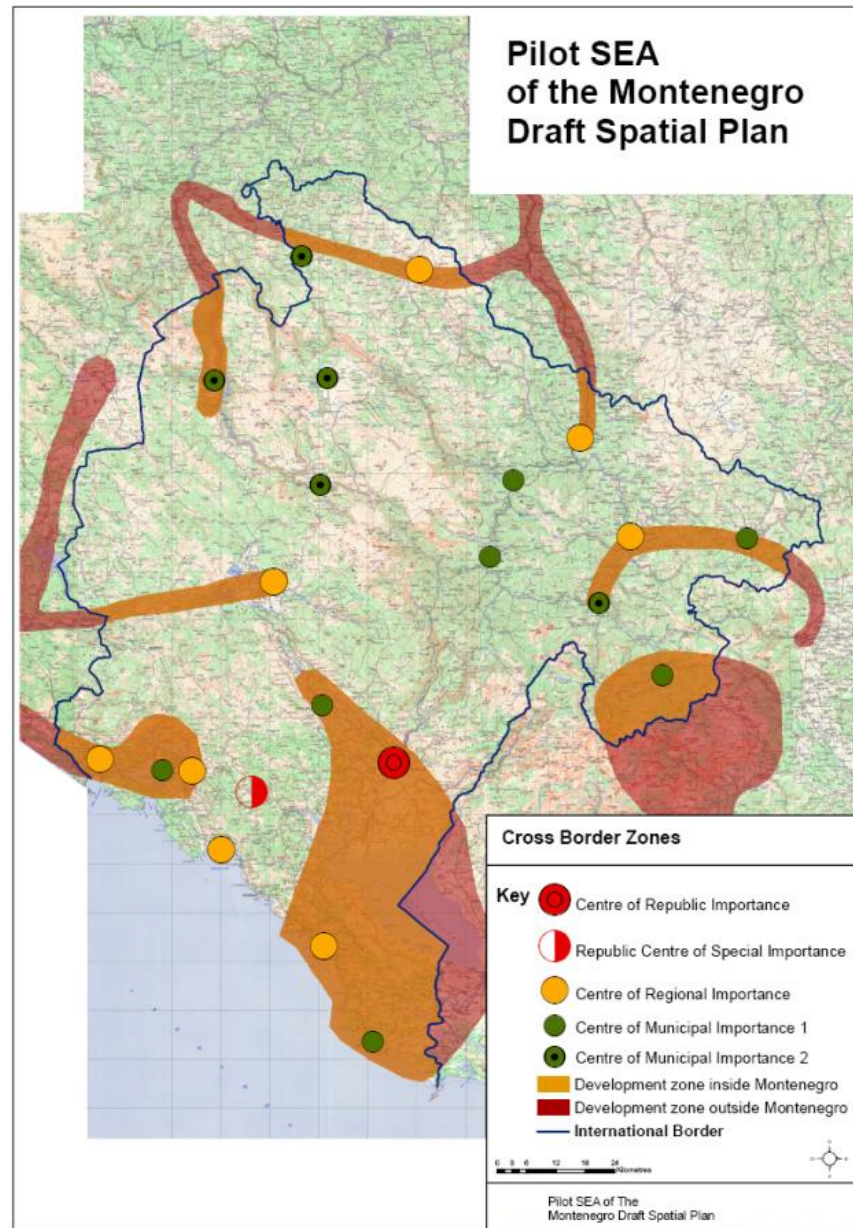
2a. Success in developing the planned growth centres will depend on interlinkages. (see next slide)



Cross Border Zones and Links

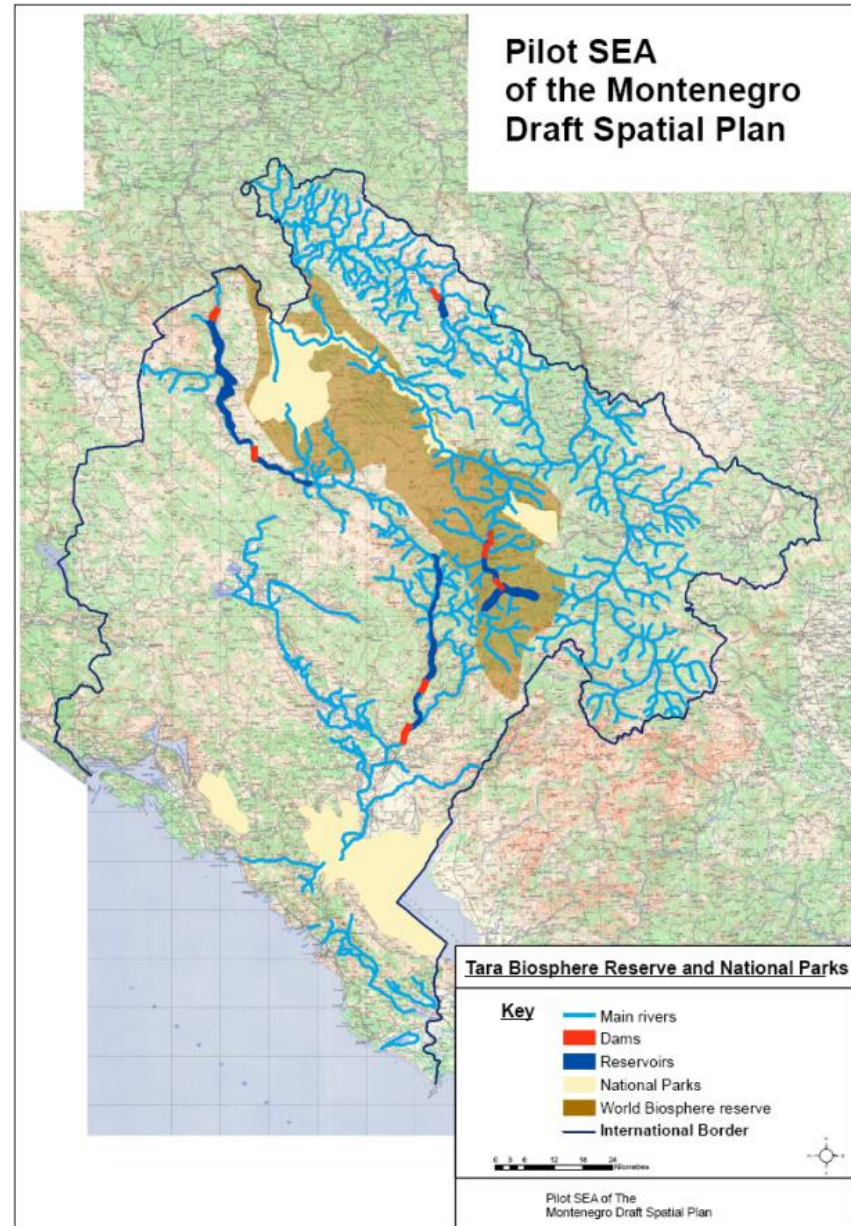
2b. Many of the growth zones in Montenegro depend upon integration with the development plans of neighbouring countries.

The SEA pointed to the fact that very little consultation had taken place over plan preparation.



Exploitation of Water Resources

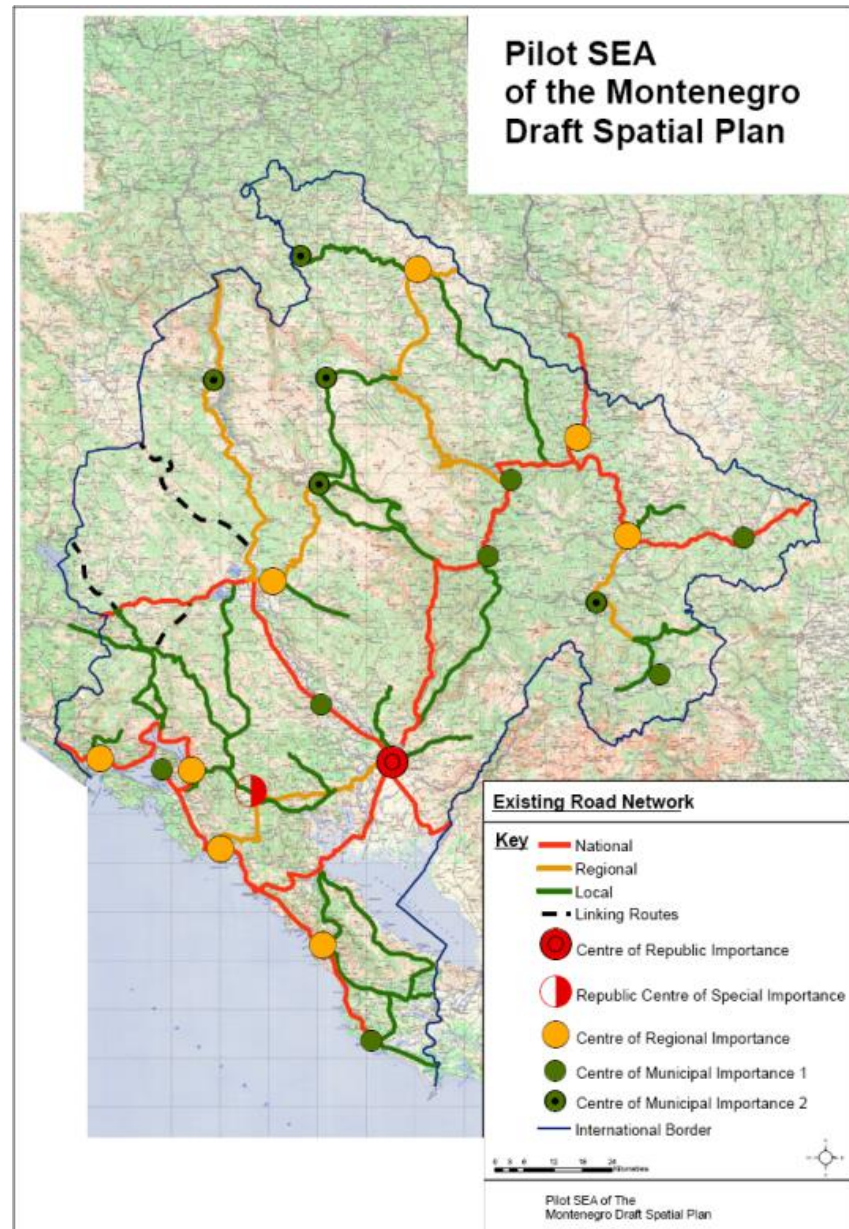
3. The SEA discussed the inherent conflict between protecting biodiversity of major rivers and lakes (Riva, Moraca, Lim and Lake Skadar) and developing these resources for energy (hydropower).



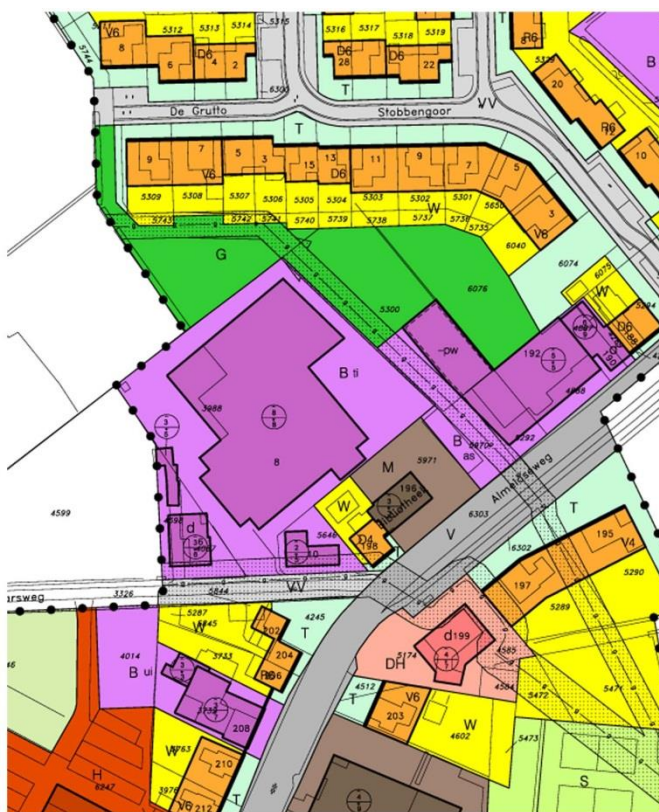
National Road Development

4. The SEA noted that most of the road development programmes had been in existence for 20-30 years and had not been taken forward through lack of funds.

It argued for the identification of firm priorities to remove potential planning blight.



Local plans: adequate for permitting and local development



VERKLARING

bestemmingen

W **WONEN**

V (getal) Vrijstaande woningen (maximale goothoogte)
 D (getal) Dubbele woningen (maximale goothoogte)
 R (getal) Rijwoningen (maximale goothoogte)
 G (getal) Gestapelde woningen (maximale goothoogte)

fy fysiotherapiepraktijk toegestaan
 ny nieuwe woning
 w winkel toegestaan
 wk winkel/kantoor toegestaan

T **TUIN**

M **MAATSCHAPPELIJKE DOELENDELEN**

(M) kantoor toegestaan

DH **DETAIL-HANDEL**

H horeca toegestaan

H **HORECA**

(H) discotheek toegestaan

B **BEDRIJF**

ab autobedrijf
 an aanruimer
 as autohandelkerstbedrijf
 az autohandel & reparatiebedrijf
 ca carrosseriebedrijf
 ch chandelarietoegeestaan
 di detailhandelbedrijf
 ka kantoor
 kw kwakker
 mb metaalbewerkingbedrijf
 me meubelbedrijf
 mi metaalbewerking
 op opslagpooif
 ovr geen opslag toegestaan
 pw geen plaatsen/activiteiten toegestaan
 wv woningerichting
 ti timmerbedrijf
 tr transportbedrijf
 ut uitvaartbedrijf
 v verkeer
 vsp verspreidpunt motorbrandstoffen

BT **BEKLEVENTERREIN**

BT1 milieucategorieën 1 & 2
 BT2 milieucategorieën 1 t/m 3a
 BT3 milieucategorieën 1 t/m 3b

S **SPORT**

G **GREEN**

VV **VERILPISGERIED**

V **VERKEER**

GR **GREENE RUIMTE**

ZONE GASLEIDING (DUBBELBESTEMMING)



aanduidingen

—••••• grens van het bestemmingsplan

—••••• bladgrens

—••••• bestemmingsgrens

—••••• bouwgrens

—••••• voorgevelrooilijn

—••••• aanduidingsgrens

○ ○ ○ ○ langzaamverkeerroute

⊕ maximale goothoogte

⊕ maximale hoogte

50% max. bebouwingspercentage

d dienstwoning

⊙ (1000) maximaal bereik

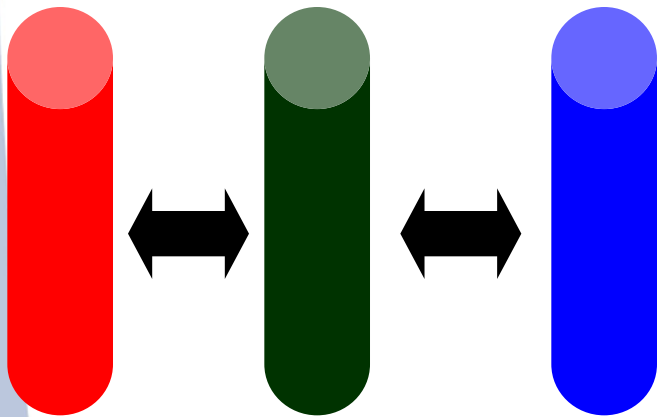
● LPG-vulpunt

d* uitsluitend dienstwoning toegestaan

⊕ gemeentelijk monument

Tier 1 The Regional Plan, the binding level

- Integrating thematic policies (overlay mapping)



Combining policy themes



Not just text but maps in GIS

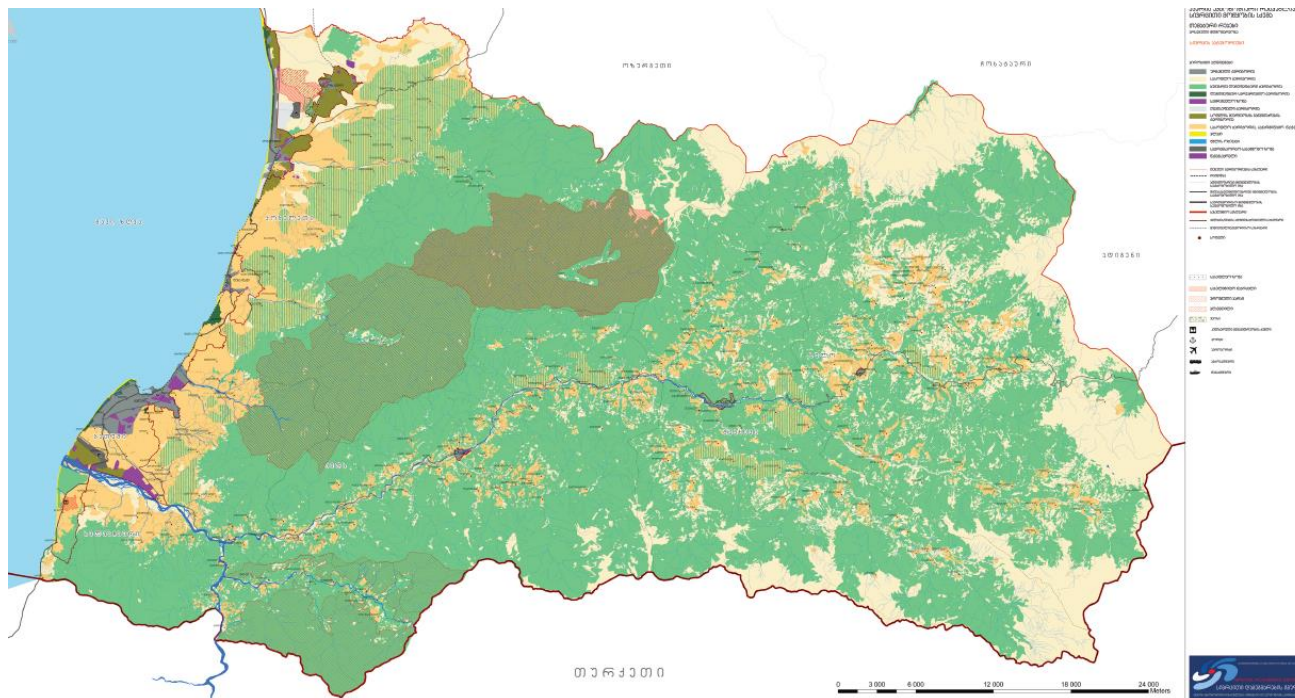


Main steps in regional planning

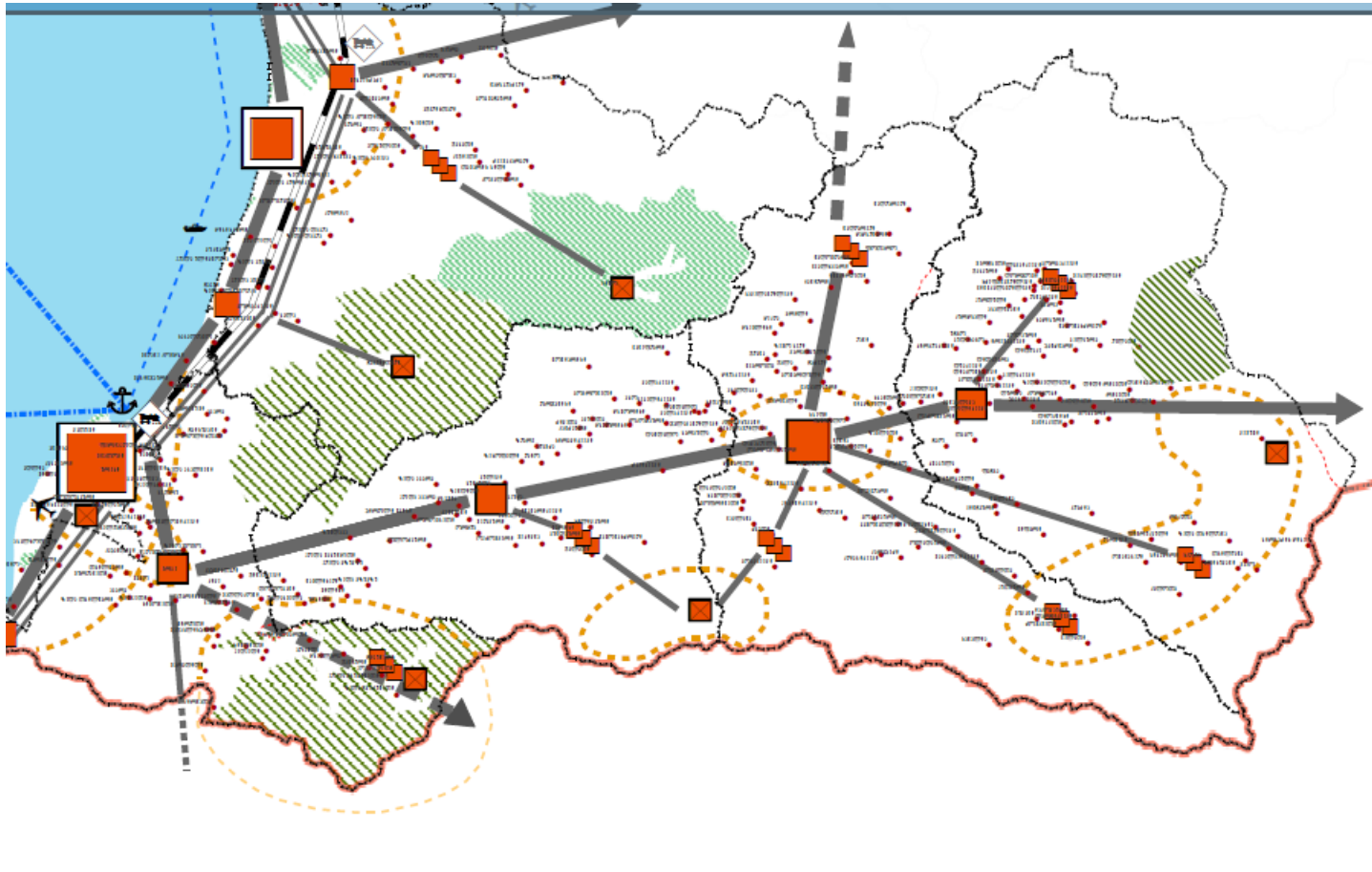
1. Legal framework
2. Base line mapping & survey
3. Spatial vision
4. Thematic issues
5. Alternatives and comparison
6. Public consultation
7. Implementation

Baseline information

- Make thematic map



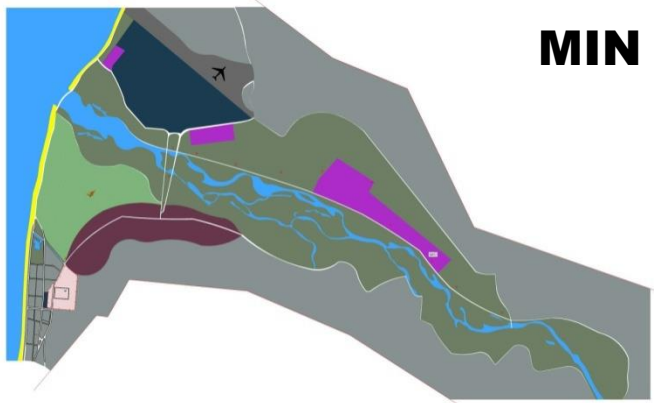
Spatial Vision



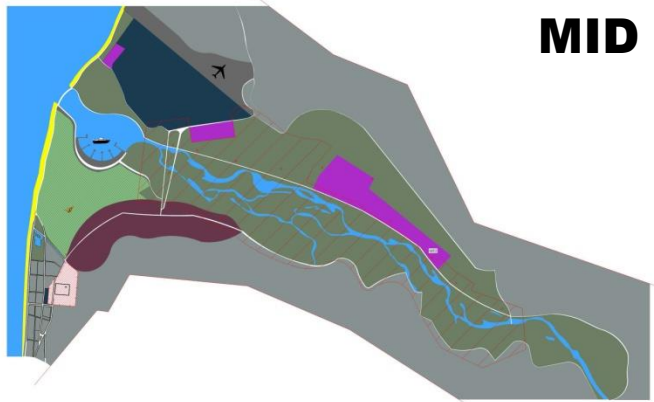
Alternatives



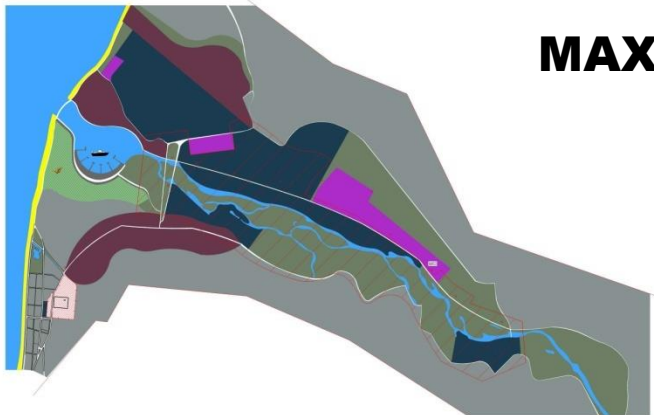
MIN



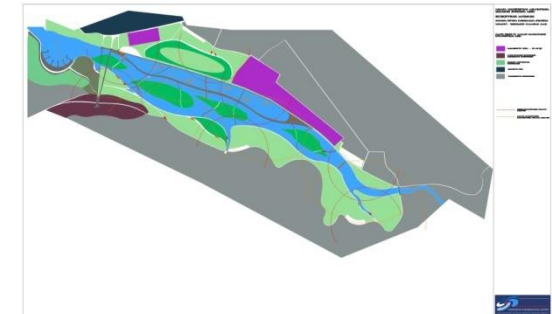
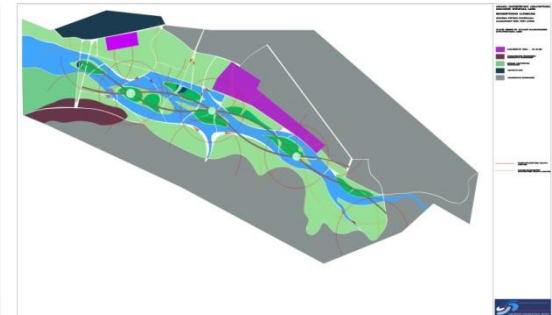
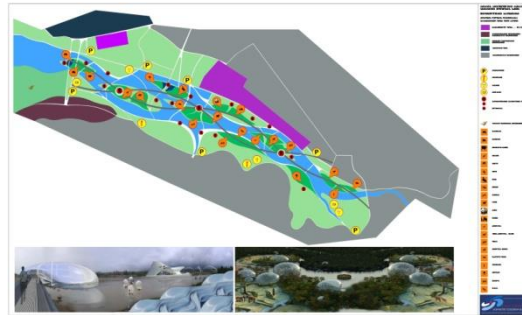
MID



MAX



Chorokhi delta development alternatives



Process of spatial planning



Strong points

- Urban development
- Infrastructure
- SEA for Municipality plans are currently developed:
 - Kobuleti
 - Khelvachauri

Points of attention

- Values of “weaker functions”
- Spatial quality, e.g. restructuring versus development
- Balancing supply and demand



Development of Amsterdam - SEA – Structure vision 2040











Amsterdam - Structure vision 2040

- Long term spatial planning strategy for the A'dam region for 30 years
- Location decisions supported by SEA:
 - 70,000 houses
 - 1,300,000 m³ offices
 - 90 hectare industrial area
 - Extension of public transport
 - Extension of water & green areas
- SEA is obligatory, since 2008

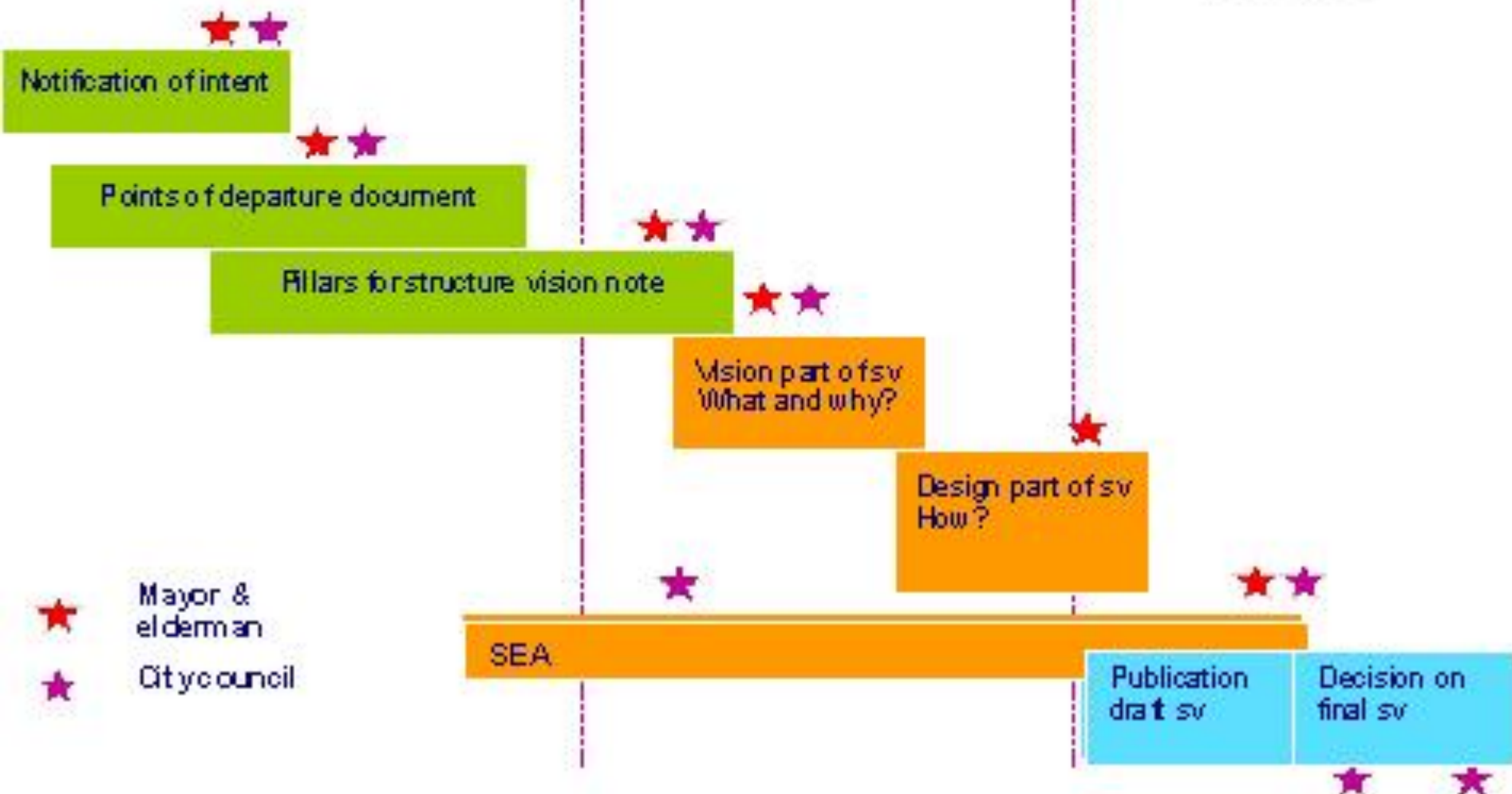


Structure vision Amsterdam

2008

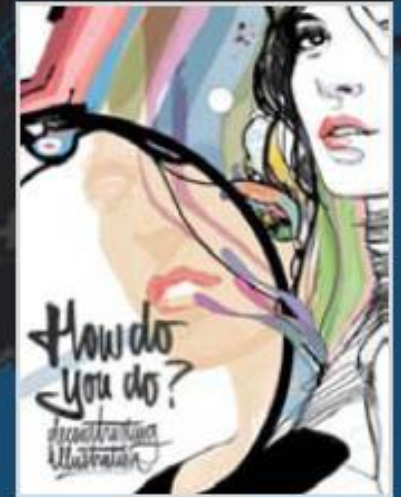
2009

2010



Economically strong...

Ready for knowledge economy





Densifying the city

Avoiding urban ghettos





Investing in green and water

Climate proof



Regional public transport vision

Health & Time

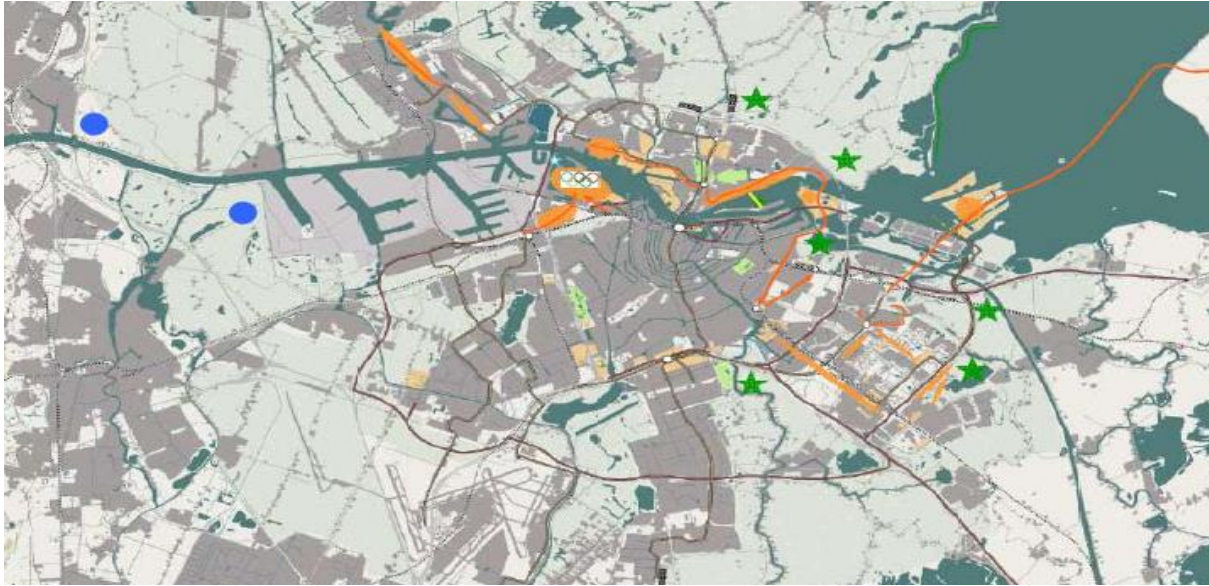




Public space

Quality of life





Waterfront alternative

Alt 2.



South flank alternative

Alt 3.



Public Participation, DM & SEA

Participation:

- Early participation of selected representatives and inhabitants - Atlas
- Social media & round tables used for participation
- Support of the proposed plan

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Decision-making:

- **Combination of the three alternatives elaborated in final structure vision**



Public Participation, DM & SEA

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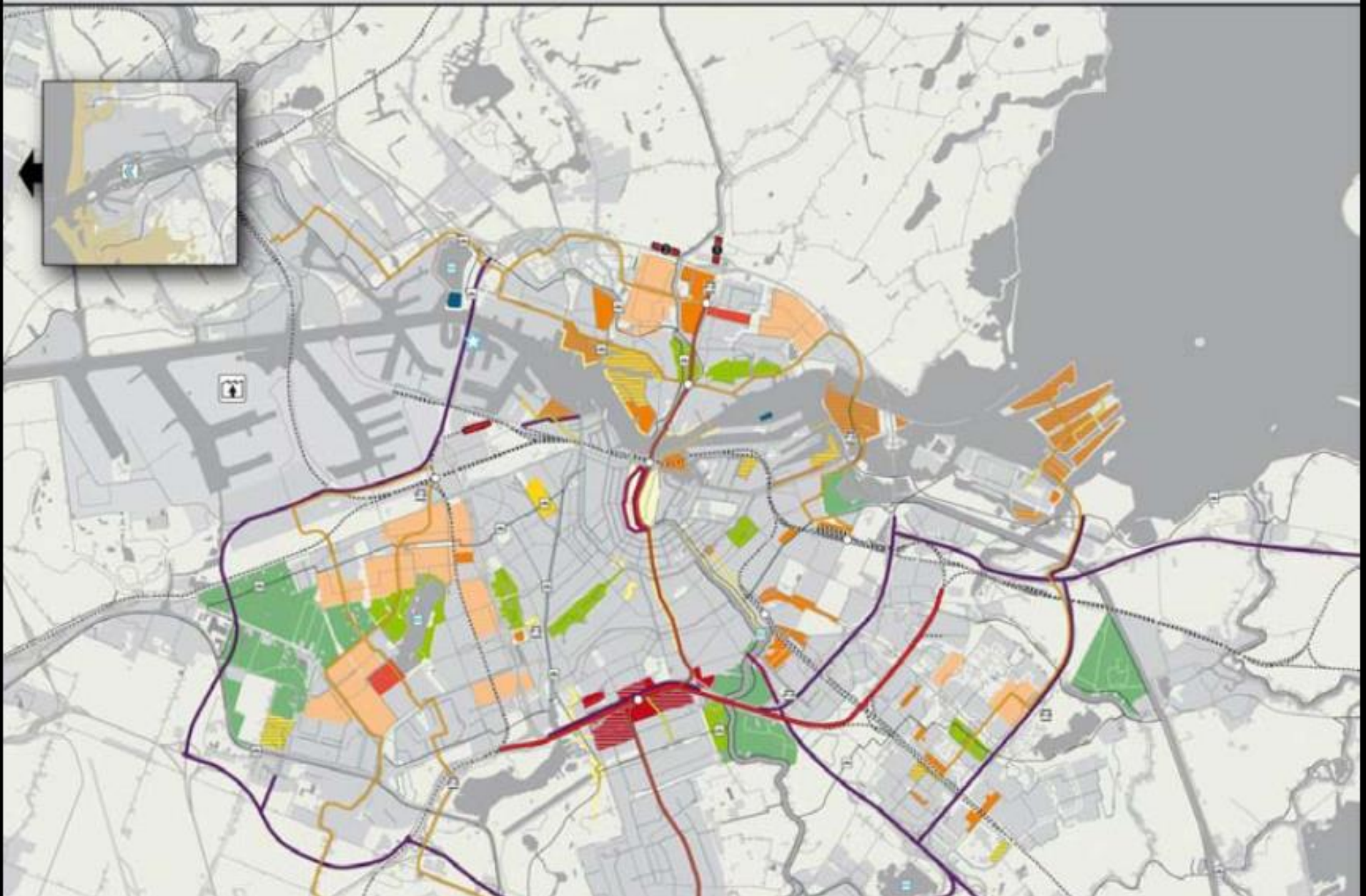
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SEA added value:

- Dialogue between stakeholders through alternatives

Faseringsbeeld Amsterdam 2010 - 2020



Faseringsbeeld Amsterdam 2020 - 2030



Faseringsbeeld Amsterdam 2030+





Impression of Amsterdam in 2040



Thank you !