



# **Part 3:** **Validation** **of policy**



## Part 3: Validation of policy

This part of the document outlines the context in which the plans were drawn up and allows an assessment of the complementarity of the plans on the adoption of policy and with current policy initiatives. This does not necessarily mean that VTM i.o. supports all the described intentions.

## 5 Central government

### 5.1 Spatial quality

Under the Spatial Planning Memorandum, Twente has been designated as a national urban network. Netwerkstad Twente thus forms part of the National Spatial Structure. The policy memorandum states that it is essential to promote the intermediary function between the northern wing of the Randstad, Berlin and Eastern Europe for such purposes as its development as an international core area. A promising factor in this context is the strengthening of the existing combination of education, technology focused among other things on the medical sector, and healthcare. Attracting people with higher qualifications and stepping up the existing cooperation within EUREGIO are considered challenges.

Central government is currently devoting considerable attention to 'Mooi Nederland' as a synthesis point of a number of policy goals that form the context of current policy. A number of them are highly relevant to Twente. In arbitrary order they include:

- the refurbishing/restructuring of industrial sites to limit the need for new industrial sites (SER ladder, Noordanus Committee);
- the 'Mooi Nederland' innovation programme, which is promoting spatial quality and sustainability;
- the 'spatial quality of industrial sites' pilot project;

- the recreational greening of the suburban areas;
- improvement of the core qualities of the national landscapes.

Each and every one of these items is more than a pointer for the spatial development strategy and its elaboration into concrete plans.

### 5.2 Nature and landscape

One of the goals stated by central government for the transformation of military sites into civil use is the strengthening of nature and landscape by fulfilling greening goals and retaining ecological qualities of the area. There must be explicit attention to proposals for further nature quality improvements (including restoring brooks) and ecological connections with the nearby Twente national landscape.

There must be a careful approach to the improvement of access to the area on account of the airfield's location in and near the national ecological network, including the Natura 2000 area of Lonnekermeer and the ecological connection of the Twente national landscape to the Sallandse Heuvelrug.

For the strengthening of nature and landscape, it is important to let the desired development of the site fit in with the Nature and Landscape Area Plan of the Province of Overijssel and the greening for spatial quality envisaged by central government under the 'Mooi Nederland' programme.

### 5.3 Cultural heritage (military fields)

At the interfaces of cultural heritage and spatial planning, the ambitions of central government are set out in the Belvedere policy [50]. The purpose of this policy is, within today's complex and dynamic

spatial developments, to provide for the preservation and utilisation of the community buildings that form part of the nation's cultural heritage, archaeology and the culture landscape. The policy seeks to create conditions and gives the cultural motive and interest an important place within the integral spatial challenges, and it has helped to ensure that the cultural heritage now figures more prominently in setting the direction for the utilisation of space.

In response to a string of protection requests, the National Heritage Board (RACM) has inventoried in cooperation with the Ministry of Defence all military airfields dating from the Second World War [49]. Partly on the basis of a recommendation made by the Council of Culture, it was decided to place only the Deelen airfield integrally under government protection, although Zuidkamp at the Twente airfield was also highly valued.

RACM assigns to the Twente airbase an historical military significance and, specifically, Zuidkamp is highly valued for its pristine condition and the spatial, historical and functional cohesion between the assets within the landscape. Central government takes the view that Zuidkamp has qualities of national importance.

Some assets on the former Twente military airbase site, however, are subject to provisional central government protection. A ministerial decree on the designation or rejection of the assets as monuments is likely to be issued in 2009.

### 5.4 Economy

Twente comes second after the Eindhoven region on the innovation ladder. This position is supported not only by the University of Twente and related institutions, but also by a number of leading international companies established in the region.

The Peaks in the Delta policy memorandum [38] can be considered the start of a new area-dedicated policy under which attention will shift from backward regions to regional opportunities for international excellence. The policy memorandum refers to Twente as Technology Valley. With regard to the economic performances/opportunities, the memorandum mentions 'push factors' like the major congestion and shortage of space in the west of the Netherlands, and 'pull factors' like the attractive residential and working climate. Knowledge concentration, leveraging of the location near the German cities and mobility are important sources of development.

Economic priorities for the region are [38]:

- Kennispark Twente;
- stimulation of the urban economy;
- innovation in technology;
- strengthening of the regional economic structure;
- promotion of regional economic development (Oost NV).

There are a number of sites in Twente where internationally competitive innovation occurs. This concerns mainly health & care, mechatronics, broadband, materials and high-tech systems.

Further improvement of mobility and the solving of bottlenecks are matters being worked out in the consultations that take place between the Ministry of Transport, Public Works and Water Management, the Ministry of Housing, Spatial Planning and the Environment and the Twente Region collaborative venture through planning and decision-making on the Multiyear Programme for Infrastructure, Spatial Planning and Transport (MIRT).

## 5.5 Aviation

Central government is addressing a new phase in aviation policy. The Senate

approved the Civil and Military Airport Regulations (RML) at year-end 2008 and made them law. The legislation will enter into force in a few stages. An important element of the legislation is that the provincial government will hold authority for airports of regional significance.

The decision regarding the position of various airports has been placed in the wider perspective of 'optimum accessibility of the Netherlands by air'. The Aviation Policy Memorandum [51] that elaborates this matter was submitted by the Minister of Transport, Public Works and Water Management to the House of Representatives in April 2009.

The policy memorandum states that the Netherlands has a public interest in ensuring good international accessibility in a competitive and sustainable context. The development of aviation must be aligned to this interest. Therefore, the objective of Dutch aviation policy for the coming years will be 'the further development of optimum network quality, combined with a competitive and sustainable aviation sector'.

Good international accessibility by air is determined by the quality of the network of connections. Optimum network quality means that it is not only the number of connections that counts, but also the quality and competitiveness of the network as a whole. In this setting, Twente airport is important.

This makes clear that Twente is an airport of national significance. After parliamentary approval of this policy memorandum, the power to designate Twente as an airport will be held by central government, if the airport function is retained. Although of national significance, Twente is not considered part of a national system of cooperating airports. This system includes those airports that are of importance to international accessibility from the point of view of national economic

ambitions. These airports are Schiphol, Lelystad, Eindhoven and Rotterdam.

As part of preparation of the Aviation Policy Memorandum, there was a wide consultation about the future of Schiphol (among other things the latitude that exists for noise). The 'Alderstafel' concluded in 2008 that Schiphol's latitude for noise will be exhausted in the coming decades. Initially, the overflow from Schiphol will then have to be absorbed by Eindhoven and Lelystad. Regional Alderstafels have been organised at both these airports to work out plans.

The Cabinet stated in the Aviation Policy Memorandum that the Netherlands has a major public interest in international accessibility by air. The Netherlands must handle air traffic more cheaply and more efficiently in order to be affordable and competitive and to assure availability. Additionally, the memorandum states that the Netherlands aspires to a pioneering role with regard to the negative aspects of aviation; it must be made cleaner, quieter, more economical and safer. In view of the Twente knowledge triangle the space available at the present airfield, it is desirable to study emphatically the possibilities that Twente offers to drive knowledge and production in this field. A few large international companies in the region are involved in innovations in this setting. Operationally, the Cabinet states that Twente airport must be available to provide spare capacity for the Schiphol overflows, besides accommodating its autonomous needs (particularly those in the region). If it transpires that there are insufficient possibilities to accommodate the 70,000 aircraft movements at Eindhoven and Lelystad airports, Twente will be the first airport that will be considered for absorbing the demand.

The Aviation Policy Memorandum [51] indicates in a number of models what the possible contribution of Twente airport might

be to taking overflow from Schiphol. Further decision-making is still required on the issue.

The Aviation Policy Memorandum makes a few explicit pronouncements about the development of the former Twente air force base. For the Cabinet, too, the prime consideration is to respect the decision-making path for area development with or without an airport, as is taking place under the VTM i.o. umbrella.

- Additionally, it is stated that if a plan with an airport is chosen:
- it must be possible to limit the current military noise contour;
- there will be no night flights;
- after decision-making on Twente, air traffic control must be available;
- military co-usage must be possible;
- the accommodating of commercial and non-commercial flights for point-to-point destinations, general and business aviation must be factored in.

## 6 Province of Overijssel

### 6.1 Vision of the locality

Sustainability and spatial quality are leading themes in the vision for the area developed by the Province of Overijssel [44]. The provincial authority is striving for a strong economy in a beautiful landscape. The authority intends to achieve sustainability by means of a transparent and balanced weighing up of ecological, economic and socio-cultural policy ambitions. The planning EIA instrument is regarded by Overijssel province as the means for assessing sustainability.

Besides protection the Overijssel provincial authority wants to achieve spatial quality mainly by connecting existing qualities and by new developments; also see illustration 6.1. For this purpose the province is

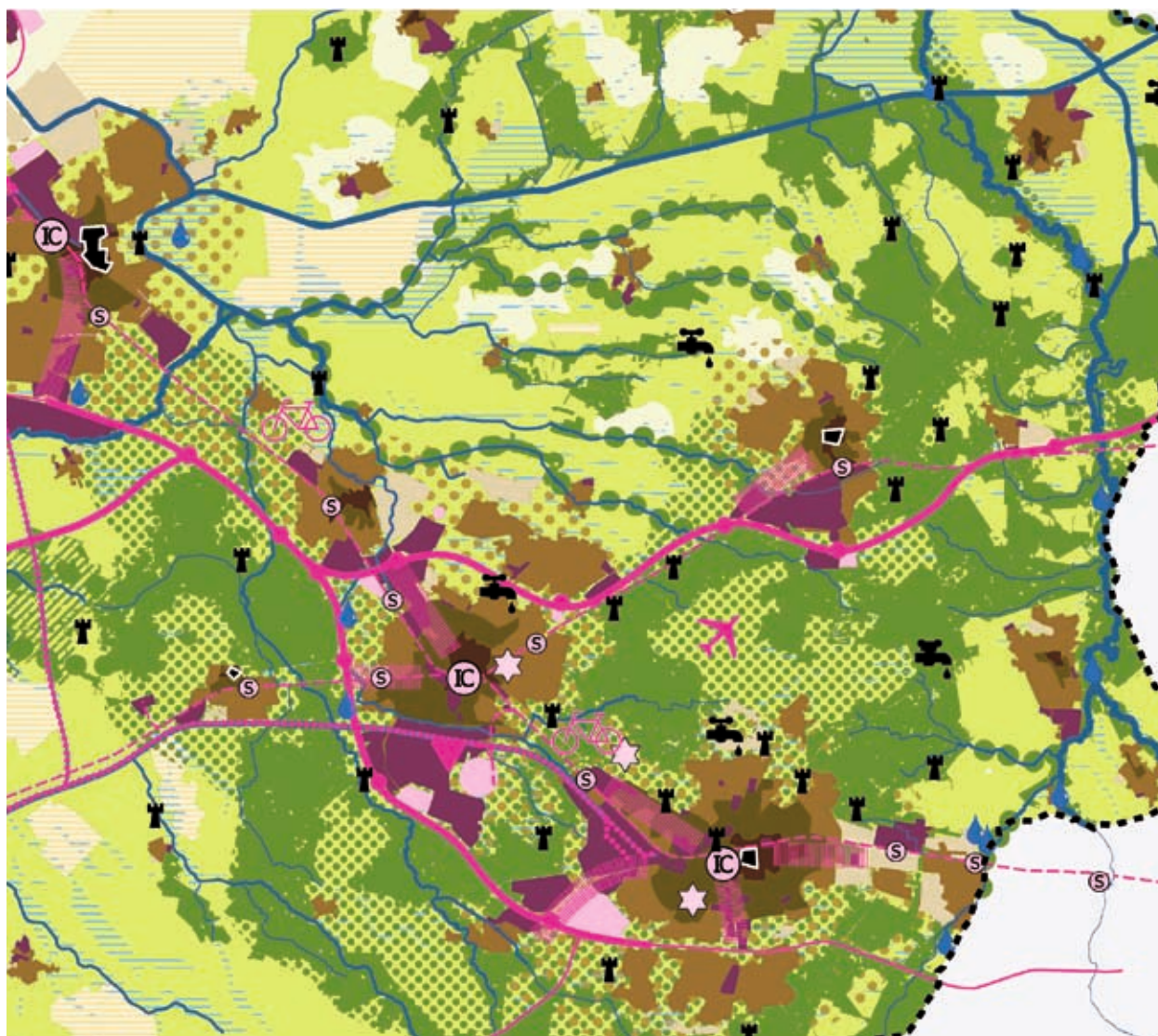
pursuing seven ambitions against which substantial interventions will be tested [44]:

- Providing a wide array of residential, working and mixed environments; each hamlet, village and town must have its own colour.
- Building further upon the characteristic structures of the agricultural landscapes.
- Using nature as a backbone, with improved mobility in the flanks.
- Ensuring a visible and enjoyable beautiful landscape.
- Strengthening the contrast between dynamic and quiet areas by means of the infrastructure network.
- Assuring a continuous and enjoyable water system as a supporting structure of Overijssel.
- Making strong spatial identities brands for Overijssel.

The Locality Vision further seeks to fulfil a number of policy ambitions, for nine central themes for Overijssel [44]:

- Residential environment: flexible offering of residential environments and the availability of high-quality amenities.
- Economy & business climate: pursuit of vital work locations (high-quality manufacturing industry and SMEs), scaling-up and widening of agriculture, and tourism and recreation.
- Nature: cohesive system of nature areas, including creation of a national ecological network ('EHS') by 2018 by means of re-delineation, balancing and compensation.
- Towns and landscape: diversity of landscapes and villages, cultural heritage and core qualities of towns and their centres.
- Mobility: good mobility and multi-modality (car, public transport, bicycle and goods traffic).
- Water system & climate: optimum water conditions, climate-proof and safe.
- Safety & health: water safety, external safety, road safety and a healthy living environment.

Illustration 6.1: Policy perspectives for the Twente sandy soil sub-area [44]



- Energy: promotion of sustainable energy generation and limitation of greenhouse gases.
- Subsoil: balance between usage and protection of subsoils.

This spectrum of ambitions has been translated into the development of the Twente airport area. A more generic policy

objective is to apply the SER ladder to the construction of housing, business locations and amenities in the urban environment. Consequently, existing buildings and restructuring must first be used before any expansion can occur. On the other hand, the principle of economical and careful use of space also applies.

## 6.2 National ecological network

The national ecological network ('EHS') was re-delineated by the Overijssel province in 2009. The detailed delineation was laid down in the draft locality regulation that the provincial executive adopted early March 2009. The locality vision and locality



regulation will be adopted by the Provincial Council on 1 July 2009. The airport is located largely outside the EHS. On the northern side of the runway and in Oostkamp, part of the planning area is located within the EHS.

The 'EHS rules' will apply to interventions in the national ecological network that will impair the values that are present. The rules indicate when and how to deal with compensation and re-delineation of the EHS and/or possibly the 'EHS balancing approach'. The Spatial Planning Policy Memorandum, the new Spatial Planning Act and the General Administrative Order for Spatial Planning form the framework within which the EHS rules will be applied. Application of EHS rules is a power held by the provincial authorities. Various nature laws also apply to interventions in the national ecological network. Those laws include conditions that might apply to mitigation, restoration and compensation. Here again, the provincial authorities are often the competent authority. Both the spatial development strategies offer possibilities for the implementation of these rules.

### Natura 2000

The Lonnekermeer area, to the north-west of the airport site, is one of the Natura 2000 areas designated by central government. Undertaking activities in and around a Natura 2000 area may have consequences for nature in the area. As the Lonnekermeer area borders directly on the airport site, there is a sensitive relationship between the proposed protective measures for Lonnekermeer and the development of the Twente airport area.

### 6.3 'Mobility in A1 zone' Study

In the MIRT framework, the Province of Overijssel is working with the Province of Gelderland and central government on a future vision for the integral development of the area along the A1 motorway. Within this area there are roughly all locations from

Apeldoorn to the border with Germany. There are four economic clusters within the area. They are: Apeldoorn, Deventer, Rijssen and Twente. The planning area of these spatial development strategies is located within the Twente cluster. The objective is to harmonise policy efforts in this corridor and to ensure the development of synergy effects between choices for spatial development, quality and infrastructure.

The purpose of the 'A1 zone programme' is to utilise the development opportunities of the A1 and to retain and strengthen the qualities in a way that makes the zone an attribute for the east of the Netherlands. Within the programme the focus is on cohesion, but also interaction between the region's economic opportunities, mobility and the quality of the living environment.

The report entitled 'Mobility in the A1 zone' [29] cites 'mobility' as the most important criterion. Mobility is defined as the number of people that can reach a place within an acceptable travelling time. The report makes clear how certain improvements in the infrastructure and timetables (public transport) can influence the economic potential of a location in the relevant area along the A1 motorway.

### 6.4 Land usage plan for Enschede-North

The Overijssel provincial executive adopted the Enschede-North land usage plan [14] on 28 October 2008. The plan provides for a rearrangement of various functions that occur in the area roughly located between Hengelo, Oldenzaal and Enschede. The planning area covers roughly 4600 ha and was drawn up by a land usage committee consisting of administrative representatives of the municipalities of Enschede, Hengelo, Oldenzaal and Dinkelland, the Regge and Dinkel water board, the agricultural sector, nature and the country estates. The Twente

airfield site is situated like an enclave in the middle of the planning area.

The reason for the land usage plan is the less than perfect parcelling of land of the agricultural businesses and the wish for more space for nature and landscape, recreation and the living environment. The work period spans more than ten years and will be carried out in modules. In connection with the development of the plans for the airfield, the committee will start with the module on the eastern side of the planning area. Also refer to illustration 6.2.

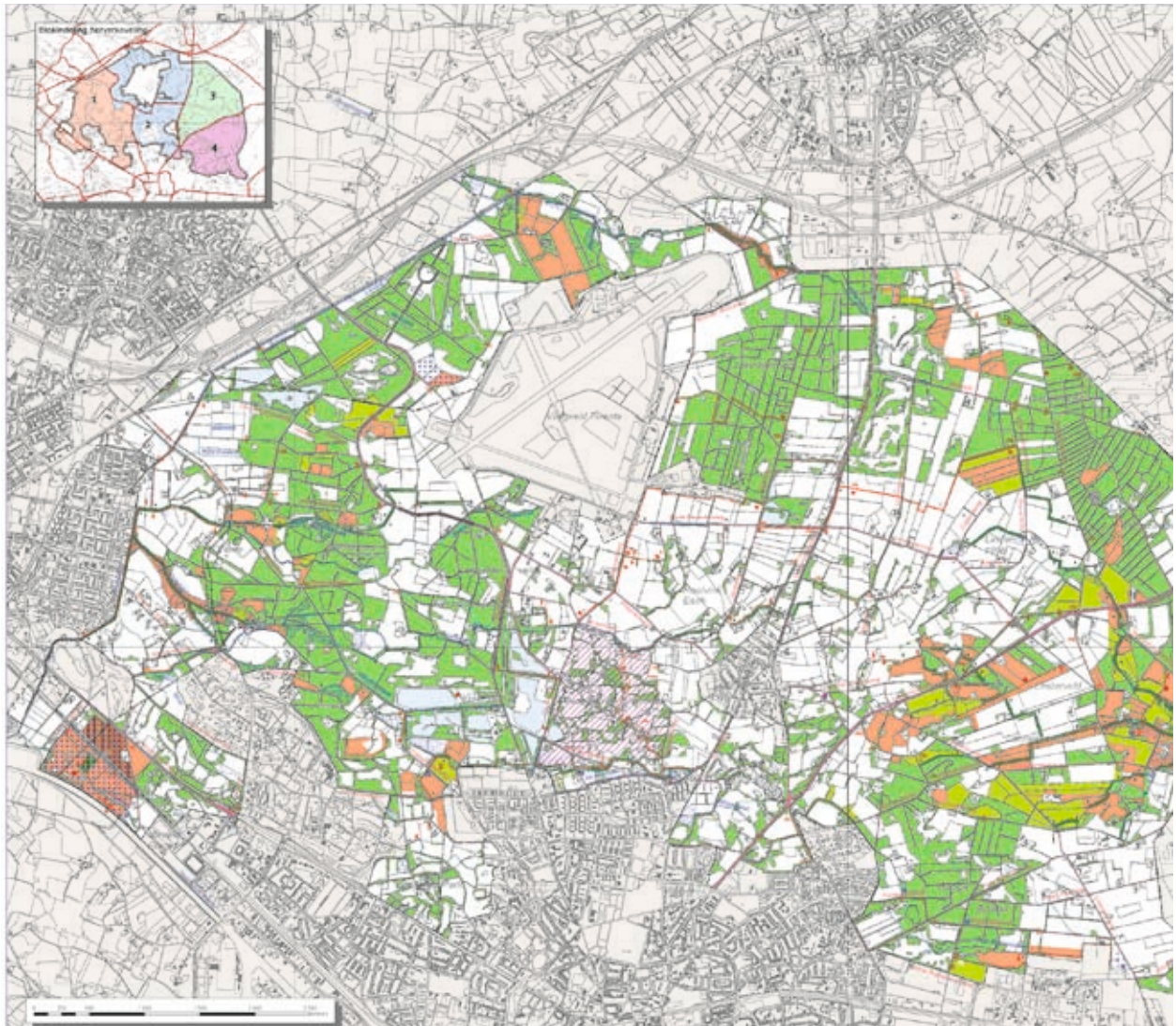
Agricultural parties have an important task in respect of the maintenance and management of the outlying area. The plan ensures that the parcelling of land of agricultural businesses will improve, with an emphasis on enlarging the parcels of land of the farms, the concentration of parcels and the reduction of the distance to the house parcel. The plan makes allowance for the relocation of a few farms.

Nature areas are interconnected via the national ecological network and the ecological connecting zones in Enschede-North. Within Enschede-North the objective is to create approximately 400 ha of new nature. Passages for fauna will be created at the busiest roads (including Weerseloseweg and Oldenzaalsestraat).

The connection between Jufferbeek and Deurningerbeek forms one of the four ecological connecting zones contained in the Zuid-Twente nature area plan.

Cycle paths, footpaths and bridle paths will be built in the outlying area to create an uninterrupted recreational network. Road closures will be placed in various roads to spare nature areas, including to the south of the Natura 2000 area of Lonnekermeer. (III. 6.2)

Illustration 6.2: Land usage plan for Enschede-North [14]





## 7 Regional policy and municipalities of Hengelo, Oldenzaal and Losser

### 7.1 Administrative authority: Twente Region & Netwerkstad Twente

The Twente Region is a collaborative venture of the fourteen Twente municipalities under the Joint Arrangements Act (WGR). Netwerkstad Twente ('NT') has been designated by the Ministry of Housing, Spatial Planning and the Environment as a national urban network. Since 2005 there has been NT collaboration between the municipalities of Enschede, Hengelo, Almelo, Oldenzaal and Borne.

#### Area and development agenda

Under the Multiyear Programme for Infrastructure, Spatial Planning and Transport (MIRT) and for the purpose of widening the A1 motorway, the central government, the provinces of Overijssel and Gelderland, the Twente municipalities and the Arnhem-Nijmegen urban region are drawing up an area agenda for Twente [42].

An important building block for this product is the Twente Area Agenda, which was drafted in collaboration with the central government, the province of Overijssel and the Twente Region [57]. The agenda is an integral development perspective for 2010-2020, in which the cohesion between the major spatial economic developments and the infrastructure in the region will be marked out. Besides the vision part of the document, the area agenda includes a list of projects of the most important spatio-economic and infrastructural projects. The spearhead of the area agenda is the envisioned development of the 'Twente Innovation Triangle'. This includes the major area developments of Hart van Zuid, Twente Airport and Kennispark, which show

the cohesion between spatio-economic developments and infrastructure. The innovation triangle will seek to strengthen the regional economic structure. From that point of view, research and development could take place at Kennispark within the innovation triangle, Hart van Zuid could serve as a place for business services for marketing innovative technology and Twente Airport could provide the (platform-dedicated) production, assembly and distribution of products and knowledge by offering development opportunities for innovative economic activity. National and regional aviation know-how can be used to make cleaner and quieter aircraft.

The Twente Area Agenda mentions as one of the regional projects the restructuring of the crossroads of the provincial roads (Vliegveldweg and N342) and the railway line crossing at Frans op den Bult. The Twente Area Agenda will be adopted in autumn 2009 and will ultimately be integrated in the East Netherlands Area Vision in order to establish a relationship with the MIRT Area Agenda of central government for the purpose of allocating public funds in Twente.

At the request of the Ministry of Housing, Spatial Planning and the Environment, the municipalities within Netwerkstad Twente drew up a Spatial Development Agenda 2010-2020 in 2005. Development of the Twente airport area is one of the major projects in the agenda. The updated version of the spatial planning agenda, now called the REO agenda because of a more robust economic section, will be adopted administratively during 2009. In the REO agenda, the innovation triangle (the area developments of Hart van Zuid, Kennispark and Twente Airport) occupy a prominent place.

#### Regional Mobility Plan

The network analysis is one of the important elements for establishment of the Regional Mobility Plan 2007-2011 (RMP) [47]. In this

document, the Twente Region describes how it wants to work in the years ahead on improved mobility, safety and liveability. The future mobility/improved access (for all modalities) of the economic core areas, including Twente Airport, are important subjects in this context. Keeping up to the required quality standard of Twente's external connections (national and international) over the A1, N18, N35, by rail (Agglonet) and water is an important spearhead. The RMP was adopted in 2007. The most important traffic bottlenecks identified by the network analysis were the increasing congestion on the A1/A35, particularly as a result of increased road haulage vehicles, the congestion on access roads to the major towns in Twente and the absence of alternative access in the event of major incidents.

### **Regional Economic Development Plan (REOP 2005)**

Based on its conurbation with approximately 620,000 inhabitants, the Twente Region wants to work in the coming years on more far-reaching economic structure-strengthening by means of the Regional Economic Development Perspective (REOP) [82]. In the REOP, Twente is striving to fulfil economic ambitions in those fields in which the region already performs well and in which it possesses demonstrable advantages compared with other regions. For that reason there will be investment in:

- Knowledge and innovation;
- New entrepreneurship;
- Business environment;
- Tourism;
- Labour market and employment opportunities;

These themes form part of the spatial development strategies for the area being developed by VTM i.o..

### **Recreation and tourism**

The Twente Region has adopted a development vision for Hulsbeek recreation park to the north of the A1 and the Twente Airport. It provides for the required physical expansions and for qualitative improvements in the park's offering [46].

## **7.2 Municipality of Hengelo**

The municipality of Hengelo has embarked on a number of development directions that might have a relationship with the development of the Twente airport area and surroundings. These have relationships with spatial visions and projects including those mentioned below.

### **Spatial development strategy 2030**

Under the 'From growth to quality' banner, Hengelo has formulated a spatial development strategy for 2030 [28]. Hengelo is both a town and village and wants to continue developing that particular strength. Based on these qualities and trends in society, the municipality of Hengelo has formulated a number of ambitions in its exploratory study for the future (including economic structure-strengthening, the inner-city as an attractive meeting place and the further pursuit of urban and rural quality). These ambitions have been set down in four key projects, which the municipality wants to firm up in liaison with its inhabitants: The 'pearl chain', Vital districts (Hengelo-South), Suburbs (landscape into the city), and 'Archipunctuur'.

### **Hart van Zuid**

The overall Hart van Zuid project is an inner-city industrial site of 50 ha located between Hengelo railway station and the Twente Canal. The local picture is still dominated by major factory complexes of companies including Stork and Siemens, but a new city district will be created in 2030, i.e. a modern, high-quality urban environment, where people will be able to live, work and

recreate pleasantly. The cornerstones will be urbanisation, mobility, a mix of functions, retention of industrial heritage, sustainability and the strengthening of spatial quality. Work is in progress on creating an innovative combination of Twente's traditionally strong and innovative manufacturing industry, with modern educational and cultural facilities, housing and business services in the new Euregional business district/WTC, based partly on improved international accessibility of the city. Located on the transport axis between the Netherlands and Germany/Eastern Europe, Hengelo is working towards its improved international accessibility by upgrading Twente Central Station to a Euregional public transport hub.

## **7.3 Municipality of Oldenzaal**

The municipality of Oldenzaal is pursuing several spatial developments that may be relatable to the development of the Twente Airport area and surroundings. The visions and policy documents stated below are among the important frameworks for this purpose.

### **Vision for Eekte Hazewinkel**

The municipality of Oldenzaal has given high priority to revitalising the Eekte Hazewinkel industrial site. In preparation for the revitalisation and zoning plan, which must be revised, the municipality has prepared an image quality plan. The plan sets out a vision of the future structure and possible functional and spatial developments at the site. A draft version of the master revitalisation plan is ready.

### **Jufferbeek Zuid zoning plan**

The provincial authority approved the Jufferbeek Zuid zoning plan in 2007. The zoning plan gives substance to the spatial development strategy for industrial sites in Oldenzaal (1997) and to the economic activity plan dating from December 2004. The zoning plan allows for the developments into industrial sites. In addition to space for

new companies, the plan further provides for the retention and development of a green strip of approximately 75 m wide that will serve as an ecological zone.

### **Stationspark Oldenzaal Centraal Master Plan**

A spatial development strategy for the Oldenzaal railway station area was adopted in 2005. The Oldenzaal Centraal project is on the Twente regional development agenda. In the Stationspark Oldenzaal Centraal Master Plan, a spatial development strategy adopted in 2005, an area of approximately 36 ha will be transformed from an industrial site-cum-residential area into high-quality residential environments (with 500-700 dwellings). The railway line will be sunk over a length of 1.8 km, with a new railway station and bus station, creating new north-south connections. The project area is located within the prevailing noise contour of the Twente military airbase.

### **Restructuring of Zuid-Berghuizen**

At various places in the Zuid-Berghuizen district, development and redevelopment locations have been designated. They are below the prevailing military noise contour (35 Ke) of the Twente airbase, which imposes spatial restrictions on these locations within the district.

## **7.4 Municipality of Losser**

The most important spatial developments, as proposed by the municipality of Losser, have been set out in a number of visions and policy documents. A relationship may be established between these and the development of the Twente airport area and surroundings. This applies especially to the spatial development strategy for De Lutte, the Outlying Area Framework Policy Memorandum and Elaboration Plan for Losser. The objectives include Losser's improved connection to the A1 motorway.

## **8 Municipality of Enschede**

### **8.1 Prevailing spatial policy**

The municipality of Enschede is striving for sustainable spatial developments that will contribute to:

- a stronger city;
- a larger offering of selective residential environments for higher incomes;
- better mobility;
- improved tourism infrastructure and greening around the city;
- increased employment opportunities.

This ambition has been set down in the policy documents discussed in the following sections.

### **Future vision for Enschede 2020**

In 2008, Enschede prepared a future vision for 2020, describing its spatial and socio-economic ambitions [26]. By 2020, Enschede must be a city with a reputation in Europe as a knowledge & innovation city. It must be the pulsating heart of the Euregional area that connects Netwerkstad Twente and the German cities of Münster and Osnabrück. People must be able to live, reside, work and recreate in an environment that is inviting, liveable, sustainable and green. Economic development is one of the cornerstones of this vision, partly with a view to strengthening the socio-economic structure and thus making the city more attractive to more highly educated workers. Good mobility (multimodal) is crucially important. Therefore, the future vision spells out five ambitions for an Enschede that:

- occupies a very strong central position in the Euregion, with the allure of a large city and cultural look and feel;
- has a very strong function for providing employment opportunities

in the Euregion and a highly-educated working population;

- has connected greening and sustainability inextricably with time spent in the city;
- has achieved social climbing and secured the loyalty of its residents;
- has the image of a European city of knowledge.

### **Spatial planning vision 2015 – 2030**

The Spatial Planning Vision [17] concerns the entire municipal area, both the city and outlying area. The document names the areas that qualify for future urbanisation and those where large-scale restructuring needs to occur.

The main objectives of the Spatial Planning Vision are:

- rectify the lopsided composition of the population; higher income groups must be more strongly represented;
- strengthen the core qualities of the city: the 'green residential city', the 'modern working city' (employment function in the services sector and knowledge-intensive economic activity) and the 'Euregional amenities city' (city-centre functions for education, care, tourism and culture).
- bring about sustainable spatial development. This will be pursued through an emphasis on infill development and the restructuring of existing urban area, by retaining and modernising the 'treasures of Enschede' and by managing surface water flows.

A start was made in 2008 on updating the Spatial Planning Vision for 2015-2030 and it will be readopted in 2009. With regard to the development of the Twente Airport area and surroundings, the new vision provides space for distinctive additions in the fields of housing, employment, leisure and care, which are not competitive for other developments in Enschede.

### Outlying area

The prevailing usage assigned to the entire airport site (in 'Buitengebied 1996') is 'airport and military purposes'.

The Buitenkans report of 2008 [22] states that developments may create economic opportunities for the outlying area, but also for a greater public wealth in the form of nature, cultural heritage, calm, darkness, biodiversity and mobility. However, large-scale developments with urban relevance, like the redevelopment of the airport site, are not tested against the preconditions for the outlying area, but are weighed up in an urban perspective.

## 8.2 Other prevailing policy

### 'Working on Housing', Housing Vision 2005–2015

The urban housing framework has been laid down in the strategic programme for housing and is elaborated in more detail in a Housing Vision document entitled 'Woonvisie' [21]. The document makes a distinction between two main objectives:

- contributing to strengthening the socio-economic position of Enschede by retaining and attracting more higher income groups to the city;
- increasing the quality of housing for all residents, with the consumer's wishes as the central consideration.

An important principle underlying municipal housing policy is the urban objective of structure- strengthening by attracting and retaining medium and higher income groups. In order to attract and retain these income groups, there will be the creation of dwellings and residential environments aligned to the demand existing among this target group. Therefore, the Woonvisie document states that, on average over the entire city, not more than 20% of the newly built housing stock will be in the low-income segment, 30% in the medium income

segment and at least 50% in the high income segment. It has also been decided that 150 private sector housing parcels must be offered each year.

### Housing and care

On 26 January 2004, the municipalities, housing corporations, care and welfare providers and the care administration office signed a covenant (voluntary agreement) on housing, welfare and care. The agreement states that all citizens, particularly vulnerable ones, must have access to adequate housing, welfare and care, in a liveable and safe environment.

### Mobility Vision 2020

The Mobility Vision for 2020 [27] is focused on improving external mobility, with the goal of reinforcing the position of especially Enschede-Centre and Enschede-West. This goal is being pursued by such means as:

- improving external access, both by road and by rail;
- accelerating the radials for road traffic;
- working on a modal shift by means of a mix of measures (physical and policy, compulsory and facilitating).

The possibilities for an improved 'Noorderval' access are being explored in more detail.

### Water Vision

As the water storage capacity of the urban area is insufficient, the outlying area of Enschede must provide extra storage space in retention areas on the periphery of the city. Places designated for this purpose in the Water Vision document [18] include the site of the University of Twente and the middle area between Hengelo and Enschede.

### Culture and technology & Care and technology

The Cultural and Technological programme [19] is directly related to the Euregional competitive position of Enschede. A high-quality knowledge-driven economy

and cultural offering reinforce each other. The municipality of Enschede regards care and technology as sectors with great opportunities for creating economic activity and for increasing the competitive strength of the city and region.

An action programme has been fleshed out along the following three programme lines: strengthening the education and research infrastructure, strengthening entrepreneurship and stimulating the forming of clusters and collaborative ventures.

For that reason Enschede is pursuing in a regional context an 'Innovation Triangle' between the core economic areas of Kennispark/University of Twente, Twente Airport and Hart van Zuid/WTC/CS Twente.

### Course and action programme for Enschede's leisure economy

In its Course and Action Programme for the Leisure Economy, called 'The Enschede Experience', the city has set out the course that it will pursue [23]. With its modernising course, Enschede is aiming for a year-on-year growth of the number of jobs from 2010 onwards. Businesses will not structurally create new jobs until there is a stable growth in the numbers of visitors. In 2015 there must be 750 more direct jobs than there are now, after a correction for the national trend.

Enschede can be successful in this endeavour by adopting a coordinated approach simultaneously on three fronts. These fronts are Tourism marketing (Selling), Events policy (Celebrating) and the expansion and reinforcement of the range of amenities (Strengthening).

## 8.3 't Vaneker

The 't Vaneker plan seeks to create a high-quality residential environment on the northern side of Enschede in the existing



landscape. The area is located to the north of the Deppenbroek residential district on the city's northern periphery, to the south of Twente Airport and to the west of the village of Lonneker. The planning area 't Vanekeer includes, in addition to Zuidkamp, the region that lies like a shell around the government-owned land of Zuidkamp and has a surface area of approximately 57 ha

't Vanekeer has been designated as a priority location for developing a residential landscape. In the Major Cities Policy covenant concluded in 2000 between central government, the Province of Overijssel and the municipality of Enschede, 't Vanekeer is named as an important location for housing construction, one that must help to create attractive housing and residential environments so as to attract and retain medium and higher income groups as part of the socio-economic structure-strengthening of Enschede.

An image quality plan for 't Vanekeer was adopted on 30 March 2009 [25]. The image plan for 't Vanekeer includes design guidelines for buildings and for the public and private open spaces. These guidelines for establishing the desired image will assure the spatial quality of the individual buildings and public and private open spaces, but more importantly the spatial unity within the plan will also be guaranteed.

## 9 Municipality of Dinkelland

### 9.1 Policy & developments in relation to area development

The municipality of Dinkelland has declared the Municipalities (Preferential Rights) Act applicable to its land between, roughly speaking, the A1 motorway and the railway line, or the 'A1 zone'. This means that the municipality is involved actively in the

design and development process of the Twente airport area and surroundings. The area covered by the provisions of the Act is related to three prevailing zoning plans and a number of policy frameworks and developments:

- in connection with the location close to the Natura 2000 area of Lonnekermeer, a management plan is under preparation and it will become part of the procedure in 2010; although the planning area does not form part of the Natura 2000 area, the management plan is nevertheless relevant, in connection with the study into significant effects that the developments may have on the Natura 2000 area;
- new zoning plan for the outlying area is under preparation. The consultation phase has finished and the draft plan is expected to be made available for public inspection after summer 2009. The area in which the municipality has established a preferential right does not form part of this plan.

### Spatial development strategy for Dinkelland under in preparation

A draft has been prepared of a spatial development strategy for the entire Dinkelland area. The draft will be released in the coming months for public consultation. The Dinkelland spatial development strategy is expected to be adopted before the end of 2009.

In the draft-spatial development strategy for Dinkelland, a development into a 'working landscape' is envisaged for the area between the A1 motorway and the railway line. It should be noted that during the debating of the industrial site vision of the municipality by the council and executive a request was made to conduct a study into possibilities for developments in the area around the A1 motorway.

## 10 Other policy and studies

### 10.1 Regge and Dinkel Water Board

#### Policy

The water policy of the water board for the planning area can be summarised in a few items; see [63].

#### 1. Retain - store - drain

For safety reasons, the avoidance of nuisance and on account of expected climate change, it is necessary to retain water longer and to drain it more slowly. Depending on factors such as land usage functions, the way that groundwater is managed will be adjusted accordingly. For nature areas (including new ones) there is a need for groundwater harmonisation in relation to the desired nature objective. The confines of new nature will be harmonised so as to establish the required water management [43]. Infiltration areas located higher, like the Lonnekerberg nature area of Landschap Overijssel, are suitable for capturing rainwater in the subsoil and draining it slowly as groundwater.

#### 2. Restore natural water systems

Brooks like Jufferbeek are of high quality and have been designated as a water treasure. High priority has been given to restoring a water system that is as natural as possible [54]. The other (former) brooks possess a similar quality. This requires sufficient space for natural development. Restoration/improvement of drainage on the catchment area of Jufferbeek/Deurningerbeek has been given the highest priority in order to separate rural and urban water and to meet the EU Water Framework Directive [64, 68]. The highest level of ambition applies to Deurningerbeek under the Water Framework Directive. The brook has also been designated as a provincial ecological connecting zone. This means there is an

extra reason for restoring a natural system of brooks with auxiliary zones for the migration of species [43].

#### 3. Improve water quality

Besides a good hydrological water system, good water quality is very important for the natural functioning of the brooks in the area. After infiltration/storage in the brooks system, the rainwater can be drained away. Infiltration and storage will be used as a way of raising water quality to the required level [62].

#### Envisioned brooks structure

The restoration of the historical watercourse structure and the eco-hydrological restoration of Lonnekerberg and surroundings form the basis for restoring the natural water system. Water management on Lonnekerberg is the source for the water system. The backbone of the area is formed by the system of brooks. An arrangement of the brook system based on the above-mentioned policy aspects is desirable. Illustration 10.1 shows the original watercourses. It shows the four brooks systems from north to south, i.e. Jufferbeek, Hesbeek, Blankenbellingsbeek and Leutinkbeek. The Regge and Dinkel water board produced an elaboration for both spatial development strategies of the ideal brooks system and it was used as input for the design process of VTM i.o. [30].

### 10.2 Landschap Overijssel: Lonnekerberg

The Lonnekerberg nature area is owned largely by Landschap Overijssel. The total wooded area is approximately 200 ha. Of this, 149 ha became the Lonnekerberg nature area in 1999 [35].

Lonnekerberg lies directly to the east of the airport. Roughly 15 ha of the nature area is situated within the fences of the airfield. The zoning plan for the outlying area of the municipality of Enschede has earmarked this

as a Nature Area and Wood with ecological values.

Lonnekerberg is a lateral moraine with its highest point at 56 m +NAP, roughly 25 m higher than the lowest point of the airbase (30 m +NAP). Part of the hill consists of pushed tertiary clay. Where this is located near the surface, there are damper sites with source areas and brook branches. The area is almost entirely wooded, consisting predominantly of exotic coniferous trees. Relic species, which are characteristic of old, damp deciduous forests, occur here and there in the wood. The area has a high floristic value, with 75 provincial species requiring attention, including 13 on the red list. There are 56 species of brooding birds, including four on the red list.

The objectives being pursued for Lonnekerberg are focused on the one hand on restoring, retaining and optimising nature values, while on the other a possibility must be offered for recreation 'to enjoy and to appreciate the area'.

Management must address the restoration of the original hydrological situation. This includes the objective of connecting the source system on the hill to the brooks on the western and northern sides of the airport. For this restoration it is desirable to dismantle the drainage and rainwater sewers on the airport, so as to enable a seepage zone to be created again at the foot of the lateral moraine, which will feed the brook branches. Within the wooded area, the draining ditches will be dammed or closed, ensuring that the source systems are no longer tapped. Among the most promising spots, the 'forest pearls', Bergsveld is the most valuable and sizeable. Here there is a widely-branched network of sources and source brooks, which supply their water via a culvert under the runway to an ancillary brook of Jufferbeek. Similarly, the source system of Blankenbellingsbeek on the southern side of the hill is very important. This pristine source system is interrupted,



however, by the row of munitions bunkers on Oostkamp.

Landschap Overijssel is willing to examine how the rural relationship between Lonnekerberg and the airport can be improved. The management vision and the objectives do not currently provide for such harmonisation.

### 10.3 Euregion

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The Euregion comprises a large area that includes, in addition to Twente, De Achterhoek, Hardenberg and Coevorden and, on the German side, Lower Saxony and part of North Rhine Westphalia (Munsterland). Since 1958 work has been in progress on strengthening the cross-border structures through consultation and joint projects. This concerns the following fields:

- socio-cultural integration;
- socio-economic development;
- advice to members of the public;
- inter-communal cooperation;
- inter-regional cooperation.

Themes for inter-communal cooperation include public transport and traffic. As part of the cross-border cooperation, the directly involved municipalities (including Bad Bentheim) and other collaborative platforms are being kept informed of the developments and the spatial development strategy will also be made available in German.