NorVision

A Spatial Perspective for the North Sea Region
Summary Draft

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Vision Working Group with representatives from spatial planning offices from the participating countries and regions

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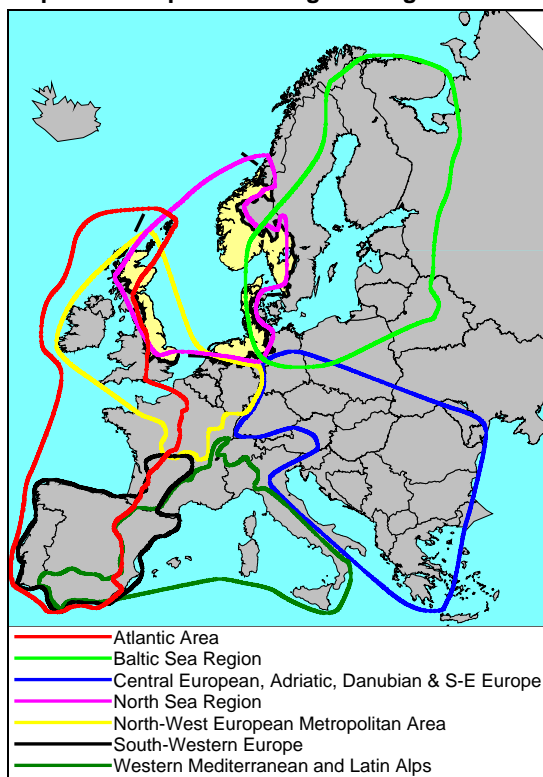## STRATEGIES

VISIONS INTO ACTIONS

INTRODUCTION

1.   The European context

This document has been prepared within the framework of the EU Programme InterregIIC promoting transnational cooperation in spatial planning - Interreg IIC. The North Sea Region (NSR) is one of a number of regions for which such programme has been set up.

**Map 1:   European Interreg II C Regions**

Source: DGXVI

The NSR includes areas from six countries (Norway, Sweden, Denmark, Germany, the Netherlands and the U.K), comprising local authority areas which border, or are close to, the North Sea, sharing common potentials and concerns.

2.   Common interest and identity of the NSR

The North Sea provides a cheap means of transport, is a source of substantial resources (fishery, energy), has significant impact on the climate, offers wide po-

tential for coastal tourism, is rich in bio-diversity, and is increasingly the object of common environmental concern.

Map 2:   The North Sea Region
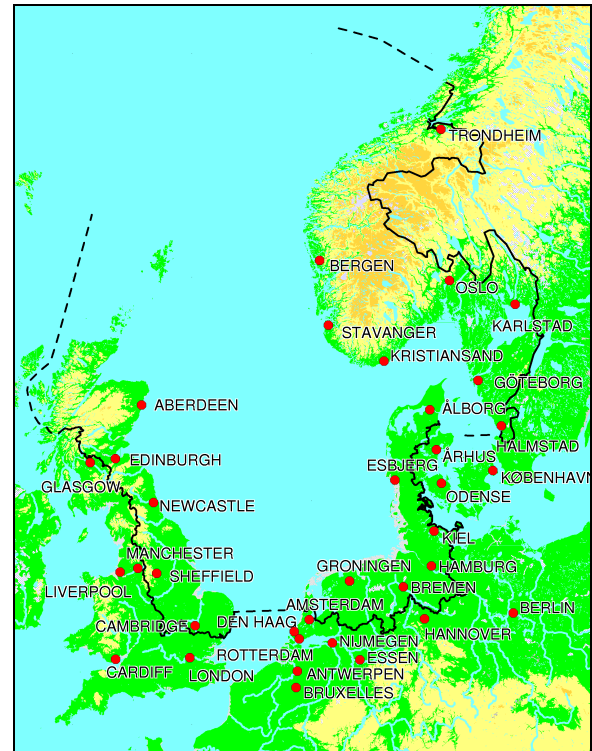
Source: Planco

The North Sea has shaped spatial development in its coastal areas, with port cities, fishery harbours, shipbuilding industries, later then of oil and other raw material processing industries, and, more recently, growing economic significance of logistic services and tourist industry.

Several port cities in the NSR offer the potential of 'gateway cities' in accordance with the ESDP concept, to spread economic development beyond large metropolitan regions.

In spite of these joint interests, the NSR is more characterised by integration into the *wider* Europe where internal and external cohesion run together. It is shaped by secondary cities, depending largely on decisions taken elsewhere, and major transport hubs outside the region.

The NSR is not burdened with border or other potential conflicts. It is an element of stability combined with long-standing experience with structural change.

The NSR is an area of <u>easy communication</u>, with little language barriers and closeness of cultures and traditions. It has become a <u>knowledge centre</u> for marine and off-shore technologies, coastal zone management (with its unique Wadden Sea), and more recently for electronics industries and services, for logistics and aircraft industry, to name just a few.

Major <u>threats</u> are the rising sea level (particularly affecting wetland areas in the Netherlands, Germany and Eastern England as well as the cities along rivers), sea pollution from shipping, urban and industrial wastes, soil and groundwater pollution from intensive agriculture. Some coastal areas experience erosion and urban encroachment. Coastal economies suffer from the decline in traditional maritime or port-induced sectors (ship-building, fishery, raw material processing heavy industries).

3.   Spatial, regional policy & planning

Spatial policy comprises (land use) planning and development promotion (regional policy). It is conceived by the project as a cross-sector co-ordinating activity conducted in a transnational context to gain synergy from co-operation. Sector policies often influence spatial development.

4.   Why a Vision?

The purpose of *N o r   V i s i o n* is to:

- Identify potentials for gaining added value through transnational co-operation;

- Provide an input to the formulation of a new Interreg programme (III) to come and beyond;

- Serve as a reference and inspiration for regional planners as regards overall spatial policies that may have an impact on regional development,

- Promote cross-sector co-ordination (at international and national levels) by providing sector planners with an integrated view on future development of the NSR.

The ***vision*** describes the direction future changes in spatial structures should take. ***Strategies*** identify feasible ways how to bring about these spatial changes. Visions and strategies provide the framework for ***action*** proposals.

Vision, strategies and recommended actions respond to perceived problems and potentials. These are shaped by *global trends* in the social, political, economic and technological environment for development, many of them closely interrelated, namely:

➢ *globalisation and economic growth,*

which increase interregional interdependencies and transport volumes;

➢ *advances in the information technology*

which accelerate the economic restructuring process and change the rules for interregional competitiveness;

➢ *transition to a knowledge society*

which reduces the transport cost disadvantage of peripheral regions, but increases the importance of high education and information - communication levels for interregional competitiveness;

➢ *mobile society*

with ever-increasing traffic volumes creating conflicts between individual and society's strategies towards quality of life – but also with the potential to improve accessibility to services, education, culture;

➢ *changing life-styles*

which tend to increase the demand for 'urban' land uses in valuable natural and cultural landscapes; they call for more differentiated spatial development, and require sharpened attention to maintain social cohesion;

➢ *progress towards equality among sexes*

which demands new perspectives in all sectors (mainstreaming), time-flexible jobs at short distance, and good public transport links from residences;

➢ *environmental degradation*

which calls for longer-term, cross-sector concepts towards quality of life and for the efficient supra--regional management of disasters for the environment;

➢ *growing conflicts between short- and long-term objectives*

which stress the concept of sustainability in planning processes;

➢ *changing relationship government – individuals or groups of individuals*

calling for more participation of the affected and bottom-up approaches in planning processes, without losing track of integrative considerations.

N o r V i s i o n contributes to the operationalisation of the European Spatial Development Perspective (**ESDP**). It is an advisory document which is hoped to influence spatial planning in the North Sea Region. It is expected that projects to be developed under INTERREG III will include measures which conform to the vision and which seek to put it into practice.

Priority 3:	Natural Resources and Cultural Heritage
Measure 3.1	Promotion of Integrated Coastal Zone Management
Measure 3.2	Protection of Valuable Natural Areas and Wise Management of Natural Resources
Measure 3.3	Promotion of Cultural Tourism
*) approved by the European Commission in Dec. 1997	
approved by the member countries in June 1997	

5. The Operational Programme of InterregIIC

The OP-NSR preparing for InterregIIC has defined priority areas where local and regional authorities as well as private institutions were called to propose transnational co-operation projects.

Priority topics of the Operational Programme for Interreg II C in the North Sea Region*)	
Priority 1:	**Urban and Regional Systems**
Measure 1.1	The Development of the Relationship between Urban and Rural Areas
Measure 1.2	The Development of Towns and Cities
Measure 1.3	Urban Networks
Priority 2:	**Transport and Communications**
Measure 2.1	Improvement of North Sea links
Measure 2.2	Promotion of multi-modal Transport Centres
Measure 2.3	Information and Communication Technologies to Enhance More Regionally Balanced Development

The development of a spatial vision and strategy for the NSR is one of the projects contained in its OP, binding other more specific projects together. Ideas from other ongoing InterregIIC projects have been used when developing this vision document.

6. Process

This document has been prepared by a Vision Working Group (VWG) of officials from national and local governments from each participating country. Denmark took responsibility of lead partner The North Sea Secretariat was closely involved. An external consultant has moderated the joint work and drafted the reports. Further public discussion is launched now to gather comments and new ideas. The consultation phase will last until mid of 2000. The VWG welcomes suggestions from all interested parties.

THE VISION

1. What does the Vision stand for?

Spatial development policy seeks to achieve 'spatial quality'. Visions specify the attributes of spatial quality. They do not describe a final situation, but rather a wanted change direction. They are not to be misinterpreted as dreams: They are the foundations on which to build strategies and action planning.

2. Basic values reflected in the Vision

Spatial Visions reflect basic values which govern the way how our societies are organised. The countries around the North Sea – and beyond -subscribe to a set of core values, namely:

- freedom (liberty) – democracy,
- equality – justice – solidarity,
- diversity /Identity,
- welfare, and
- nature and cultural landscapes.

Their significance for spatial policies may be summarised as follows:

Basic values and spatial principles

Basic value	Spatial development principles
Freedom, democracy	Spatial planning processes based on: participation, subsidiarity, cooperation
Equality, justice, solidarity	Spatial balance, economic and social cohesion, competitiveness, sustainability
Diversity	Identity, subsidiarity, sustainability, competitiveness, cultural and architectural heritage
Welfare	Development orientation, market efficiency, initiative-responsive, flexibility,
Nature and cultural landscapes	Ecologically oriented spatial planning integrating and safeguarding natural assets

3. Vision Statements

The proposed vision for the NSR has been expressed in ten statements, each of them describing a specific aspect of spatial quality.

They refer to *the NSR as a whole*, *urban regions*, and *rural areas* as is shown below.
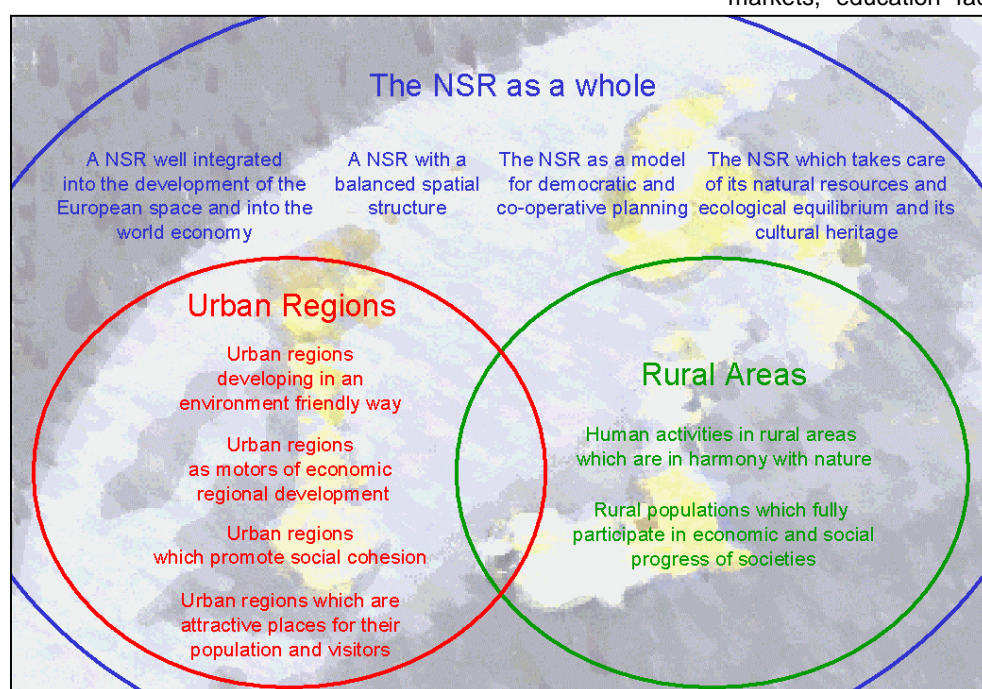
3.1 The North Sea Region as a whole

VISION Statement 1

A NSR well integrated into the Development of the European Space and into the World Economy

Main **aims** are:

➢ High-quality access to knowledge allow all parts of the NSR to join knowledge-based developments.

➢ High-quality transport infrastructure and services link the NSR with other regions.

➢ Good internal transport links within the NSR ensure that all parts of the region share the benefits from external integration.

➢ Co-operation across regions and countries enhances the effectiveness of spatial policies.

➢ The NSR's common interests are effectively brought forward vis-à-vis national and international bodies.

VISION Statement 2

A NSR with a balanced spatial structure

Main **aims**:

➢ Reasonable accessibility for populations in all parts of the NSR to differentiated employment markets, education facilities, cultural activities, and information is ensured.

➢ Cross-sector co-ordination at all levels helps to make sector policies instrumental (in addition to sector objectives) for spatial policies.

➢ Large single or multi-sector projects are located and designed so as to support wider spatial development objectives.

PLANCO Consulting GmbH

December, 1999

VISION Statement 3

The NSR - a Model for Democratic and Co-operative Planning

Main **aims**:

- ➢ Improved communication between the elected and the electorate minimises barriers.
- ➢ Improved tools for effective participation applied.
- ➢ Transnational consultation on plans having transnational impacts is practised.

VISION Statement 4

The NSR, which takes care of its Natural Resources and Ecological Equilibrium and its Natural Heritage

Main **aims** are:

- ➢ Planning systems are directed towards sustainability.
- ➢ Management of ecological, natural and cultural heritage is effective.
- ➢ Natural resources are restored and developed in a sustainable way.
- ➢ Environment friendly forms of energy production are more widely used.
- ➢ Spatial policy tools contribute to the protection of the North Sea ecology.

3.2 Urban Regions

VISION Statement 5

Urban Regions Developing in an Environment Friendly Way

Main **aims** are:

- ➢ Disadvantages from vehicular traffic are reduced.
- ➢ Land consumption for urban expansion is limited.
- ➢ Land use pressure on valuable areas is minimised, seeking other ways to satisfy new housing, recreational and business area demand.

VISION Statement 6

Urban Regions as Motors of Economic Regional Development

Main **aims** are:

- ➢ Urban regions are strengthened by networking.

- ➢ Good accessibility to and within urban regions supports regional economic development.
- ➢ Regional centres, including intermediate cities and towns, make effective use of their potential for new economic activities.

VISION Statement 7

Urban Regions which Promote Social Integration

Main **aim** is:

- ➢ Integrated urban development is sensitive to social diversity and inclusion.

VISION Statement 8

Urban Regions which are Attractive Places for their Populations and Visitors

Main **aims** are:

- ➢ Urban structures respond increasingly to the needs of quality of life.
- ➢ Urban regeneration is widely practised.
- ➢ Buildings and ensembles provide diversity and have an attractive design.
- ➢ Urban development management has been introduced.

3.3 Rural Areas

VISION Statement 9

Human Activities which are in Harmony with Nature

Main **aims** are:

- ➢ Human activities are harmonised with strategies for protection of the environment.
- ➢ Environment friendly forms of tourism have been widely introduced.

VISION Statement 10

Rural Populations participate fully in Economic and Social Progress

Main **aims** are:

- ➢ Service functions in rural areas are supported.
- ➢ Rural economies have been promoted.
- ➢ Information technology and innovation support the development of peripheral, non-agglomeration, regions.

SPATIAL CHARACTERISTICS

1. The North Sea

About 300 km^3 of fresh water are discharged annually into the North Sea from rivers comprising a catchment of appr. 850,000 km². The size of this catchment area goes far beyond the Interreg definition of the NSR.

Main economic functions of the North Sea include shipping, fishing, aquaculture, offshore mining, tourism and cheap disposal of wastes.
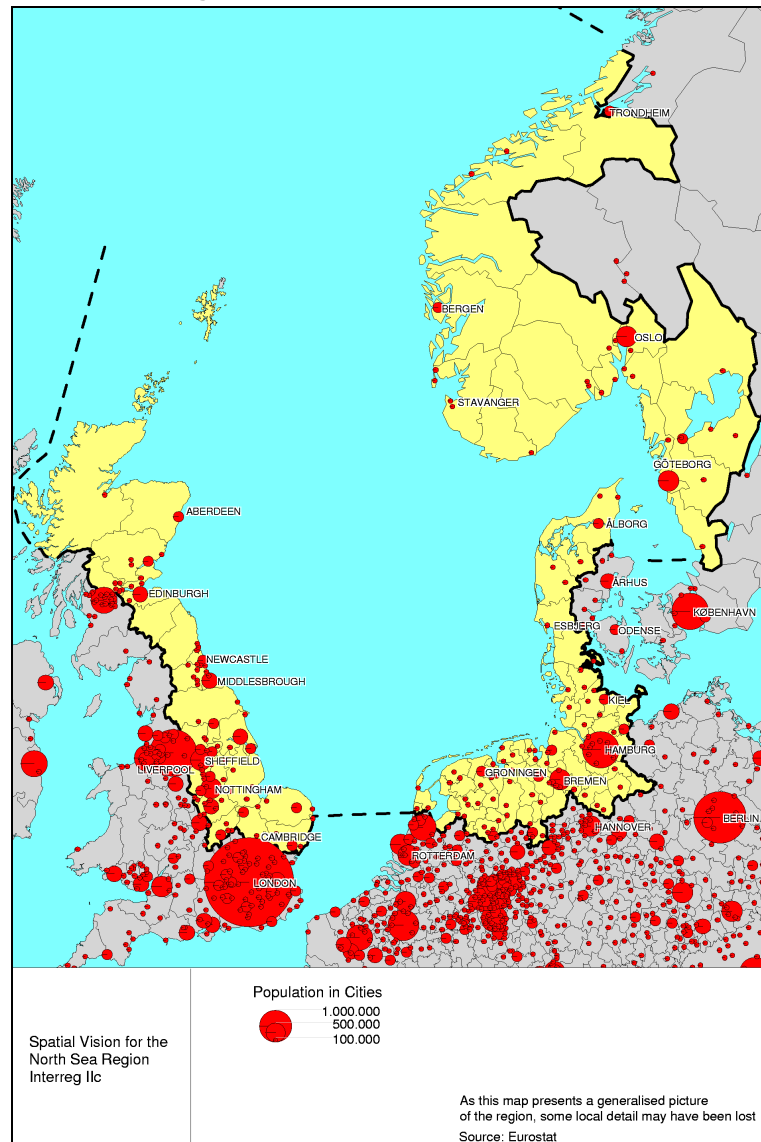
Demands to use the coastal areas for tourism, fishery, gas and oil exploration and exploitation, wind energy and dredging of estuaries to accommodate increasing sizes of ships, have effects on the water quality, sediments and marine habitats. The expected rise of the sea level is going to change conditions.

Rivers of the Wadden Sea catchment area discharge yearly 60 km^3 of contaminated water into the Wadden See. Over the last two decades the concentration of pollutants decreased. But still sewage effluents are discharged from coastal towns into the North Sea in quantities.

The North Sea and its adjoining coastal regions contain some of the richest wildlife habitats in the world. Many North Sea areas receive protection as conservation sites of national or international importance.

cities (Germany: Hamburg, Bremen/ Bremerhaven, Wilhelmshaven; UK: Felixstowe, Hull; Sweden: Göteborg). Other NSR ports rely on transhipment via intercontinental ports outside the NSR in the same country (England: e.g. Southampton; Netherlands: Rotterdam, Am-

Map 3:   Existing Urban Settlements

Population in Cities
1.000.000
500.000
100.000

Spatial Vision for the
North Sea Region
Interreg IIc

As this map presents a generalised picture
of the region, some local detail may have been lost
Source: Eurostat

2. Urban system

The NSR's urban system comprises numerous regional centres. Main national centres are outside the NSR. The NSR includes major international sea port

sterdam; Denmark: København) or in neighbouring countries (Hamburg, Bremen/ Bremerhaven, Rotterdam, Antwerp).

3. Rural areas

Rural areas are of diverse nature. The following major types may be distinguished:

a) *Areas which are important for wildlife, landscape, recreation, water supply.*

Such areas exist in all parts of the NSR. They shall be maintained in their natural quality. Infrastructure links to urban centres shall guarantee accessibility for recreation without harming their natural values.

b) *Predominantly agricultural areas, close to urban concentrations (frequently intensive, including advanced green-house, agricultural production).*

These are found around agglomerations such as Hamburg, Oslo, Edinburgh, in East Anglia and around Leicestershire, and in the south-western parts of the Dutch NSR (links to the Randstad).

They do not suffer from the traditional rural-urban income disparity. They serve for recreation of urban populations. Key features are intensive commuting and financial interdependencies with cities. They need integrated development, with urban and rural authorities working together.

c) *Areas, also dominated by agriculture, (sometimes very) distant from major urban centres beyond reasonable commuting distances, but with secondary cities having the potential to develop rural-urban entities similar to those of the preceding category.*

Such areas exist in the vicinity of, for example, Groningen (NL), Emden, Flensburg, Osnabrück (D), Skövde (S), Stavanger (N), Esbjerg or Ålborg (DK), and Newcastle, Aberdeen or Dundee (UK).

They need differentiated approaches depending on local potentials. Objectives are to strengthen urban centres by new types of economic activities in order to provide their populations with the possibility to maintain residence instead of migrating to major urban centres elsewhere.

d) *Sparsely populated areas dominated by, often extensive, agriculture and/ or forestry, with smaller urban centres, far from major towns.*

Major parts of Norwegian, Swedish and Scottish NSR areas fall into this category. In other parts of the NSR, rural areas frequently are somewhere between categories c) and d)- Germany: north-western parts of Lower Saxony and northern Schleswig-Holstein (D); Denmark: northern and north-western parts of Jutland.

They used to have insufficient employment potential to absorb populations not sustained by agricultural activities on the retreat or, at least, not expanding.

They require measures to sustain a reasonable level of public and private services supplies, and adequate infrastructure links to major urban centres. The economic potentials of these areas are limited, but may be developed in such fields as ecological farming and rural tourism.

A worrying trend for rural areas is the concentration of services in larger cities, withdrawing functions and services from smaller towns.

Negative trends affect particularly rural areas with a decline of job opportunities in agriculture (sometimes in spite of growing production). This is observed in some coastal rural zones in the U.K., at both sides of the German-Dutch border, and in the triangle Hamburg – Bremen - Hannover (Germany). Rationalisation in forestry has led to the same effects in the Swedish areas of Dalsland and Värmland.

4. Nature areas, cultural heritage and tourism

Large unspoilt natural areas exist in Scotland, Norway and Sweden. The remainder of the NSR is predominantly a cultural landscape shaped by human needs, including different old farming landscapes, especially in Scotland and in the Netherlands.

Many areas in the North Sea Region are important stepping stones for bird migration, especially along the entire coastline and in the coastal wetlands of the Netherlands and Germany as well as the inland wetlands of Sweden.

The North Sea Region has a rich and colourful cultural heritage important for the development of tourism. The cities of Edinburgh (Scotland), Lübeck (D), Bergen and Røros (N) as well as the rock carvings of Tannum (S) are classified as world heritage sites.

Most coastal areas of the Netherlands, Germany, Denmark, Sweden and the southern part of Norway, as well as interior lands in the UK, Sweden and Norway are areas with high concentration of tourist facilities. Tourism has become an important sector for income generation.

Most visitors come by car. Some islands on the German coast have prohibited the use of private cars with positive marketing impact.

Coastal defence works are sometimes competing with tourism developments. The protection of sand dune areas requires the installation of specific foot paths, reducing the attraction to walk through the

Map 4: Nature Potential Areas, World Heritage Sites According to UNESCO, and Main Tourism Areas
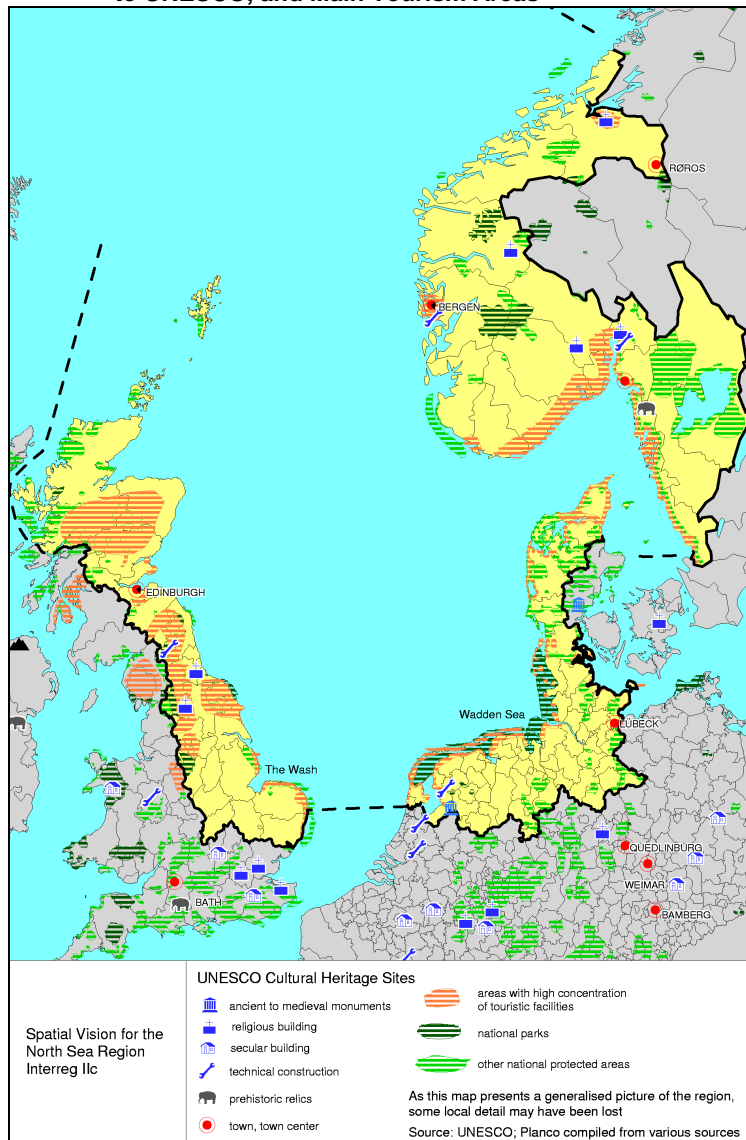
dunes. Increased sewage and solid waste produced by tourists requires heavy treatment investments.

5. Transport Infrastructure

Most of the EU's largest ports at the North Sea coasts and rivers are *not* within the NSR. Universal ports *within* the NSR include Hamburg, Bremen/ Bremerhaven, Felixstowe, Tees and Hartlepool, Tyne, Göteborg and Oslo. They function as transhipment points between land and maritime transport. Specialised ports such as Wilhelmshaven (Germany) or Bergen (Norway) serve as terminals for bulk import or export, other smaller ports serve as feeder ports and for intra-North Sea shipments. Road-rail and sea vessel – road/ rail/ inland vessel intermodality are the most common types of intermodal transport.

Main international airports in the NSR are Oslo and Hamburg. Other major national hubs connecting regional airports with the international air travel network are outside the NSR. But many medium-sized airports operate international flights.

In peripheral NSR regions in Norway or Scotland small regional airports play an important role for the accessibility of the regions.

In spite of apparent congested corridors, among the TEN projects identified by the EU Commission as 'priority projects' only few run through NSR area. More attention must be paid to the improvement of port hinterland links.

6. Energy

The NSR possesses major energy production resources, both renewable and non-renewable. Mineral oil and gas fields, mostly off-shore, with pipeline and terminal infrastructures have been developed particularly in UK, Norwegian and Dutch parts of the North Sea.

Wind power generation is common in coastal areas of the Netherlands, Germany and Denmark. Norway has an abundance of hydro-energy, leaving surplus for export.

Pipelines generate little or no benefit to regions transited by them. The Interreg II C project "Benefits of Pipelines" attempts to identify possibilities to reverse this situation.

Bio-energy is used in many parts of the NSR. The Interreg II C project "North Sea Bioenergy Network" intends to develop new method of integrated resource planning at the local level.

Map 5:   Major Nodes and transportation networks

Spatial Vision for the
North Sea Region
Interreg IIc

Intermodal Terminals

- ○ inland waterway
- ◆ rail/road
- ● sea

┼┼┼ main railway axes
─── roads
- - - ferry lines
⚓ ports

As this map presents a generalised picture of the region,
some local detail may have been lost
Source: Planco; Eurostat
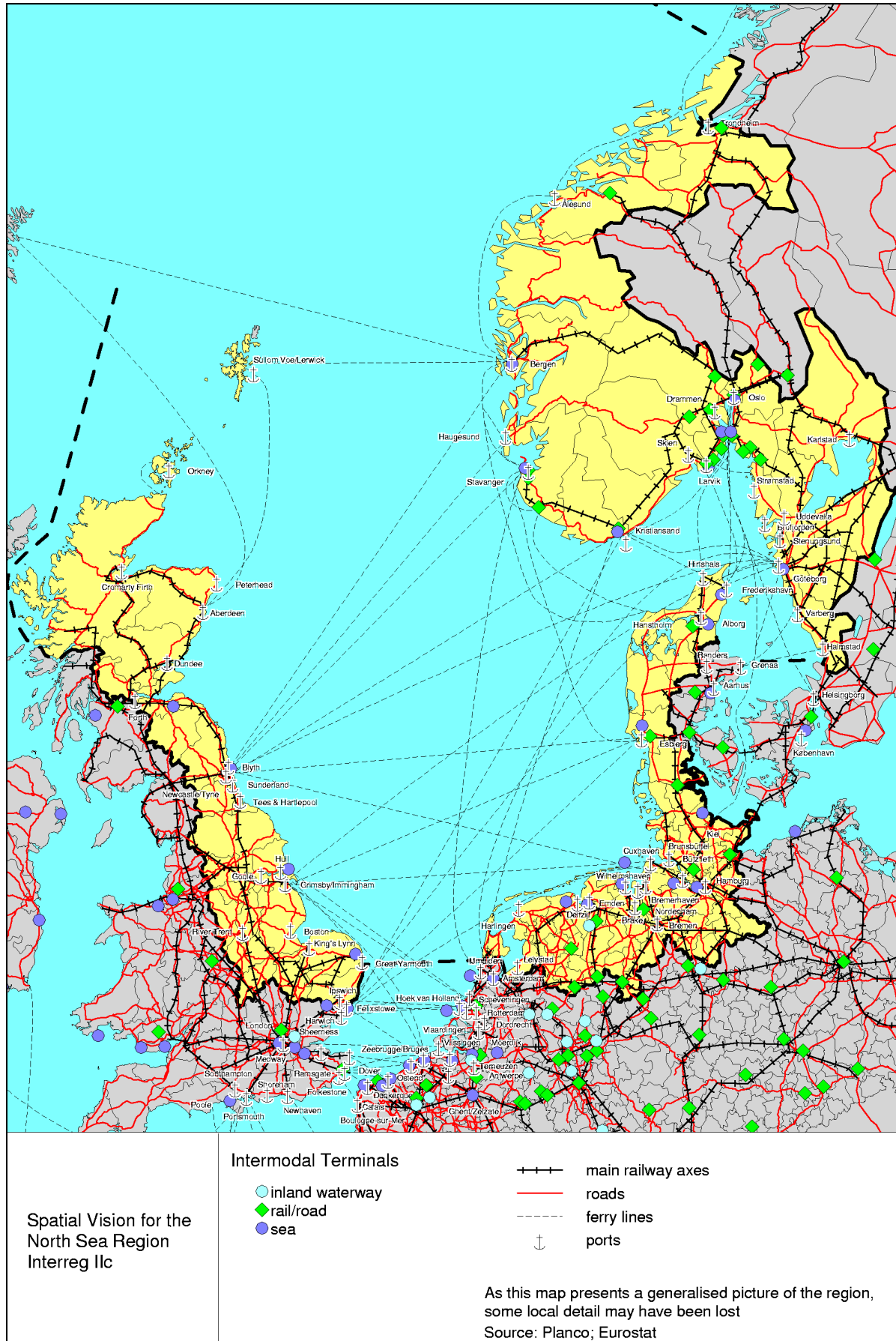
STRATEGIES

The report discusses in detail possible strategies for each aim defined under the visions.

1. Strategies for the NSR as a whole

Vision Statement 1

A NSR well integrated into the Development of the European Space and into the World Economy

| 1.1 | **High-quality access to knowledge allows all parts of the NSR to join knowledge-based developments** |

Economic potentials of improved access to knowledge shall be given more attention. They are not limited to peripheral regions, but may also strengthen secondary cities in their competition with major cities.

Strategies

♦ Identify economic potentials resulting from IT for different types of cities and regions

♦ Develop IT links that favour peripheral areas, technically as well as financially

♦ Develop further existing co-operation networks, inter-city, cross-border and transnational

♦ Enhance "media competence" in disadvantaged as well as in privileged regions.

| 1.2 | **High-quality transport infrastructure and services link the NSR with other regions** |

More active promotion of short-sea shipping (SSS) is required. Various projects are already dealing with SSS, but need for a broader approach. The Interreg programme is particularly suitable to this, in close consultation with existing programmes from DGVI.

Strategies

♦ Promote an improved integration of NSR infrastructure into the TEN network.

♦ Port regions co-operate to take a leading role as intermodal junctions in the promotion of short-sea shipping, involving actors responsible for port hinterland infrastructure, shipping companies, shippers and forwarders.

♦ Port regions develop their lobbying power towards SSS promotion, including strong involvement in pertinent EU programmes.

| 1.3 | **Good internal transport links in the NSR ensure that all parts of the region share the benefits from external integration** |

Two main issues should be promoted: linking axes (a) between economically powerful, though not of European agglomeration status, NSR regions, and (b) between peripheral regions and

Strategies:

♦ Identify, with regions' participation, priorities to develop efficient regional transport systems, and promote identified priority axes vis-à-vis national governments and EU bodies.

♦ Improve transport links of peripheral regions including islands, taking into account air and ferry transport and the further development of corresponding infrastructure facilities.

| 1.4 | **Co-operation across regions and countries enhances the effectiveness of spatial policies** |

Co-operation concerns joint cross-border and inter-regional urban development. First experience from projects of the InterregIIC programme.

Strategies

The NSR subscribes to the strategies (policy options) identified in ESDP:

♦ Promote integrated spatial development strategies for city clusters within the framework of transnational and cross-border co-operation, including corresponding rural areas and their small cities and towns.

♦ Promote co-operation at regional, cross-border and transnational level of towns and cities in the NSR.

1.5   The NSR's common interests are effectively brought forward vis-à-vis national and international bodies

The lobbying for common interests of the NSR is a legitimate aspiration. It requires co-operation among different existing transnational initiatives.

Strategies

♦   Make more systematic use of joint cross-North-Sea initiatives and programmes (e.g. protection of the Wadden Sea, development of North Sea energy or fishery resources, coastal zone protection).

♦   Continue with the identification of common interest.

♦   Promote experience exchange between the different Interreg regions on issues of joint interest.

VISION STATEMENT 2

A NSR with a balanced spatial structure

2.1.   Reasonable accessibility for populations to differentiated employment markets, education facilities, cultural activities, and information is ensured

An unbiased evaluation is required as regards success potentials for, and the desirability of, policies to maintain present settlement structures in peripheral areas against current trends, the role local policies can play, required cross-sector national support. Peripheral regions are called to discuss different options for their future, instead of remaining the object of sometimes unclear national and transnational spatial policies.

Strategies

♦   Differentiate support measures to peripheral regions depending on their individual potentials;

♦   Seek agreement with individual peripheral regions on specific, instead of uniform, development objectives;

♦   Set up a priority programme for improved accessibility to and from peripheral regions, based on such agreements.

2.2.   Cross-sector co-ordination at all levels helps to make sector policies instrumental (in addition to sector objectives)

Regions are called to identify perceived negative impacts from insufficient co-ordination.

Strategies

♦   Involve regions in the clarification of spatial impacts of EU and national sector policies and in recommendations for their early consideration

♦   Develop improved inter-sector co-ordination *procedures* across borders (not limited to the immediate border zones, e.g. of Euroregions) at regional and local levels.

2.3.   Large single or multi-sector projects are located and designed so as to support wider spatial development objectives

Operational tools for quick first assessment of large projects' spatial impacts are required to promote the receptiveness of sector planners for this particular tool. More systematic execution and cross-project evaluation of territorial impact studies shall be supported. International exchange of experience may facilitate this ambition.

Strategies

♦   Identify priority projects where the combination of different sector measures is expected to promote regional development

♦   Promote territorial impact assessment (TIA) as an instrument for spatial assessment of large projects (particularly: in the transport and energy sector, but also for major business, residential or retail districts).

♦   Create standardised 'quick-assessment' tools for TIA.

♦   Document and analyse the experience with TIA.

VISION STATEMENT 3

The NSR as a Model for Democratic and co-operative Planning

3.1   Improved communication between the elected and the electorate minimises barriers

New IT instruments provide an opportunity to reduce the information imbalance preventing from effective participation. There is still little experience how such

instruments can be effectively used and will reach the different target groups.

Strategies

♦ Experiment with the use of IT instruments to improve information and involvement of the electorate and of specific target groups.

♦ Promote the international exchange of experience on the use of such tools.

3.2   Improved tools for effective participation are applied

Effective ways for participation need to be permanently developed. Practical approaches in NSR countries at regional and local levels provide a valuable source of mutual learning. Transnational exchange of experience should be further promoted.

Strategies

♦ Promote the exchange of experience on different approaches to achieve effective participation of different population groups.

♦ Promote the identification of ways how to provide adequate technical assistance to those to participate.

♦ Promote bottom-up approaches without neglecting the needs for a comprehensive overview (top-down responsibility for adequate consideration of overall interests).

♦ Develop tools to involve specific population groups in planning processes.

3.3   Transnational consultation on plans is enhanced

Spatial development measures or large projects may have impacts across national borders. The consequences in the neighbouring country need to be taken into account.

Strategies

♦ Establish contacts between relevant planning departments among North Sea countries.

VISION STATEMENT 4

The NSR which takes care of its Natural Resources and Ecological Equilibrium and its Cultural Heritage

4.1   Planning systems are directed towards sustainable development

There is a need for more integrated planning approaches to find sustainable development paths:

- coastal zone management,
- planning with water,
- controlled protection and use of valuable natural and cultural heritage landscapes,
- promotion of sustainable mobility.

Strategies

♦ Promote integrated strategies.

♦ Integrate bio-diversity considerations into sector policies.

♦ Strengthen the early consideration of social, environmental impacts of major plans.

4.2   Management of ecological, natural and cultural heritage in non-officially protected areas is effective

Management concepts for nature and cultural heritage areas not having nature protection status require specific approaches for which only scattered knowledge exists. New co-operation projects in this field would be particularly beneficial. No InterregIIC-NSR project focuses on this issue.

Strategies

♦ Make greater use of economic instruments to recognise the ecological significance of protected and environmentally sensitive areas.

♦ Develop and implement tools for management and development of nature and cultural heritage.

♦ Develop strategies at regional and transnational levels for risk management especially in disaster-prone areas.

♦ Improve co-ordination of development measures which have an impact on landscapes.

4.3   Natural resources have been restored and are developed in sustainable ways

Spatial planning is called to contribute to the development of coherent nature area networks. Corre-

sponding planning criteria and inventory information need to be further developed.

Strategies

- ♦ Continue development of European ecological networks proposed by Natura 2000.

- ♦ Contribute spatial planning criteria for NSR-wide inventory of nature areas.

- ♦ Extend current inventory and planning approaches to include Norwegian territory.

- ♦ Identify restoration needs for valuable landscapes.

- ♦ Promote transnational and interregional co-operation for the application of integrated strategies for the management of water resources.

- ♦ Preserve and restore wetlands endangered by excessive water extraction.

- ♦ Strengthen regional responsibility in water resource management.

4.4   Environment friendly forms of energy production are widely used

Spatial policy implications of growing concentrations of wind farms, including off-shore locations are not negligible. Experience with planning and evaluation approaches exists in different parts of the NSR and should be shared.

Strategies

- ♦ Use the potential for renewable energy in urban and rural areas, taking into account local and regional conditions.

- ♦ Potential coastal areas increasingly considered for wind farms.

4.5   Spatial policy tools contribute to the protection of the North Sea ecology

The North Sea ecology is affected by human activities not only in the sea, but also on land. Spatial policies need a transnationally agreed concept how to contribute to the protection of the North Sea.

Strategies

- ♦ Make transparent impacts of different spatial policies on maritime ecosystems and identify appropriate strategies.

- ♦ Agree on spatial policy principles for protection of the North Sea ecology.

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2.   Strategies for Urban Regions

Vision Statement 5

Urban Regions Developing in a Sustainable Way

5.1   Disadvantages caused by vehicular traffic is limited

Broad knowledge with regard to sustainable urban development has already been gained through various research and co-operation projects. There seems to be a severe gap to

- Identify and deal with trade-offs between economic and environmental impacts.

- Identify the contribution spatial policies can make to strategies now mainly directed by the transport sector itself.

- Put into practise different approaches to test their impacts.

Strategies

- ♦ Enhance co-ordination of spatial development policies and land use planning with transport and telecommunications planning.

- ♦ Promote mixed land use, within environmental limits.

- ♦ Take care that the increasing use of city-city complementarities will not further increase the amount of vehicular traffic.

- ♦ Enhance the use of environment friendly modes.

- ♦ Use IT to reduce commuting.

- ♦ Promote renewable energy.

5.2   Land consumption for urban expansion is limited

5.3   Land use pressure on valuable areas is minimised, seeking other ways to satisfy new housing, recreational and business area demand

In view of the huge potential for internal urban expansion, this should receive strong support to concrete projects, accompanied by systematic monitoring.

Strategies

♦ Promote the recycling and/ or restructuring of underused or derelict urban sites and areas.

♦ Keep a clear line between urban and rural areas to avoid urban sprawl.

♦ Prepare urban development areas in sufficient volume at locations with less sensitive natural environments.

♦ Integrate the countryside surrounding large cities in spatial development strategies for urban regions.

♦ Develop major seaside leisure facilities preferably within towns and cities, rather than outside.

Vision Statement 6

Urban Regions as Motors of Economic Regional Development

6.1	Urban networking contributes to the strengthening of urban regions

A wide range of experience on inter-city cooperation networks already exists. There is a need to review the benefits from urban networking, as seen by its partners.

Strategies

♦ Promote the assessment and discussion of practical experience made with city networks.

♦ Adapt support programmes to the results of such assessment

6.2	Good accessibility to and within urban regions supports regional economic development

This is an important issue for Interreg when cities in border regions need to be well accessible across border to fulfil their functions. The delimitation of Euro-regions may not always be large enough to reflect such aspects.

Strategies

♦ Enhance accessibility within city regions through location policy and land use planning.

♦ Further improve urban transport systems to provide good access for urban as well as rural populations to services, economic opportunities, culture and education, nature and recreational facilities.

♦ Rely, where feasible for efficient goods transport on rail and water.

♦ Regional air links across the sea provide opportunities for easy travelling between non-metropolitan cities.

6.3	Regional centres, including intermediate cities and towns, make effective use of their potential for new economic activities

The issue of economic development of urban regions has not received major attention through InterregIIC projects, in contrast to rural urban centres. Approaches for cities to promote new economic activities through co-operation need to be promoted.

Strategies

♦ Develop new opportunities for urban regions based on their cultural and architectural identity, and endogenous potentials.

♦ Promote economic diversification in cities which are too dependent on a single branch of economic activity.

♦ Enhance rural-urban integration.

♦ Promote the development of knowledge centres

♦ Make more use of synergy effects between infrastructure, economic and spatial measures.

♦ Support urban regions with coastal ports which can be developed into logistical services centres.

♦ Expand the strategic role of "gateway cities".

Vision Statement 7

Urban Regions which Promote Social Integration

7.1	Integrated urban development is sensitive to social diversity and inclusion

Promoting social integration and preventing exclusion is a pressing issue. Transnational exchange of experience is regarded promising.

Strategies

The EU initiative gives a good description of strategies to be pursued:

♦ Improve *employability*, in particular for the long-term unemployed, young drop-outs, lone parents, ethnic or racial minorities.

- Ensure adequate, accessible and reasonably priced *basic services* in relation to employment, education and training (incl. 'second-chance' schools), health, energy, transport and communications, policing and justice.

- *Generate employment* especially through business start-ups.

- Improve the *physical environment* in urban areas and neighbourhoods in difficulty (urban regeneration).

- Prevent urban *crime.*

- Strengthen *local capacities* to respond to the needs of communities in deprived urban areas.

- Counteract spatial segregation trends in urban neighbourhoods.

- Provide housing locations with good accessibility to jobs and services.

- Offer adequate public transport for the lesser mobile and non-car-owner population.

VISION STATEMENT 8

Urban Regions which are attractive Places for their Populations and Visitors

8.1   Urban structures respond to the needs of quality of life

Transnational co-operation at this level is difficult. Specific actions have to correspond to the particular local situation. An exchange of different approaches among cities with similar problems and the evaluation of the transferability can be valuable.

Strategies

- Promote urban ecology and bio-diversity including green areas/ structures in cities.

- Increase awareness for the contribution of urban and spatial development policy to the cultural heritage for future generations.

- Promote public transport.

- Design environment to help reduce crime and so people feel safe.

- Anticipate more extreme climate circumstances in location decisions.

8.2   Urban regeneration is widely practised

This issue is closely linked to others already discussed, and should be given more weight in future Interreg. A large variety of best practice examples is already available. The evaluation of project results would help to identify the effectiveness of strategies.

Strategies

- Promote and revitalise the cultural and architectural identity.

- Develop new opportunities for entertainment, recreation and socialising.

- Apply differentiated policies towards different types of urban areas.

8.3   Buildings and ensembles provide diversity and have an attractive design

Again, transnational co-operation in this field is not widely practised. Although it is not a priority issues for co-operation among the North Sea countries, it is important for attractiveness and distinctness of towns.

Strategies

- Maintain and promote a creative redesign of urban ensembles worthy of protection.

- Promote contemporary buildings with high architectural quality.

- Support the diversity of urban structures and locational choices corresponding to the diversity of demand (differentiated instead of uniform development).

8.4   Urban development management has been introduced

Good town management will gain importance. Transnational co-operation shall concentrate at exchange of experience.

Strategies

- Promote the exchange of experience on the instruments for city management

3. Strategies for Rural Areas

VISION STATEMENT 9

Human Activities in rural areas which are in harmony with nature

9.1	Human activities are harmonised with strategies for protection of the environment

This vision comprises a broad spectrum of aspects largely addressed by the EU's LEADER programme, leaving little need for additional action.

Strategies

♦ Secure sustainable agriculture through the application of environmental measures and diversification of land utilisation.

♦ Protect soils as the basis of life for human beings, fauna and flora, through the reduction of erosion, soil destruction and overuse of open spaces.

♦ Preserve and develop cultural landscapes with special historical, aesthetic and ecological importance.

♦ Enhance the value of cultural landscapes in the framework of integrated spatial development strategies.

♦ Improve co-ordination of development measures which have an impact on landscapes.

♦ Restore landscapes which have suffered through human intervention, including recultivation measures.

♦ Promote sustainable coastal fisheries

9.2	Environment friendly forms of tourism have been widely introduced

Various InterregIIC projects for the NSR deal with sustainable tourism development. This underlines the importance of this issue. Current projects tend to concentrate at specific forms of tourism, such as cultural tourism. Sometimes, too high expectations seem to be put to its employment generation potential.

A major spatial policy challenge is how to deal with ordinary 'mass' tourism, particularly in seaside locations, including the rehabilitation or restructuring of derelict old tourist resorts. This is not addressed by any InterregIIC project.

Strategies

♦ Exploit the development potential of environmentally friendly tourism.

♦ Harmonise tourism development with coastal zone protection.

♦ Protect and use cultural heritage.

♦ Seek ways to restructure derelict tourist resorts towards changed tourist preferences.

VISION STATEMENT 10

Rural Populations which participate fully in Economic and Social Progress

10.1	Service functions in rural areas are supported

Many approaches have been initiated to strengthen services supply in rural areas, some of which quite promising. Close co-ordination with similar projects under the LEADER programme would be useful. Results should be awaited before launching new projects in this field, but an extension of participants to involve other NSR countries should be welcomed.

Strategies

♦ Maintain a basic supply of services and public transport in small and medium-sized towns in rural areas, particularly those in decline.

♦ Strengthen small and medium-sized towns in rural areas as focal points for regional development and promotion of their networking.

♦ Promote non-traditional public transport in sparsely populated regions (car pools, train taxi); Improve public transport and provide a minimum level of service in small and medium-sized towns.

♦ Promote changed rural-urban relationship which help to maintain local identity.

10.2	Rural economies have been promoted

Local businesses and industries need an efficient promotion. Education and training in rural areas can help to generate jobs outside the traditional rural sectors. Where this is not feasible for single regions, interregional co-operation can help.

Strategies

♦ Promote diversified development strategies, sensitive to the indigenous potentials in the rural areas.

♦ Support rural areas in education, training and in the creation of non-agricultural jobs.

♦ Promote partnership-based co-operation among small and medium-sized towns at national and transnational levels through joint projects and exchange of experience.

♦ Promote co-operation between towns and countryside aiming at strengthening functional regions.

♦ Support co-operation and information exchange between rural areas.

♦ Support coastal fisheries as economic bases for coastal communities

♦ Increase the importance of locally produced food

♦ Accentuate the role of rural areas as food provider

10.3 Information technology and innovation support the development of peripheral regions

The strengthening of rural economies is certainly one of the more difficult challenges for spatial policies and requires continued support through research, pilot projects and exchange of experience. Some practical and promising experience already exists and needs to be widely spread.

Strategies

♦ Develop IT links so as to avoid discrimination of peripheral areas: Improve the access to and use of the telecommunication facilities and the design of tariffs in accordance with the provision of "universal services" in sparsely populated areas.

♦ Enhance "media competence" in disadvantaged regions.

♦ Develop and use knowledge centres -science, education - for regional development.

♦ Support the establishment of innovation centres as well as co-operation between higher education and applied R&D bodies and the private sector.

♦ Integrate knowledge-relevant policies, such as the promotion of innovation, education, vocational training and further training, research and technology development, into spatial development policies.

♦ Develop packages of measures which stimulate supply and demand for improving regional access and the use of information and communication technologies.

Visions into Actions

N o r V i s i o n is an advisory document which, it is hoped, will influence spatial planning in the NSR. It is expected that projects to be developed under INTERREG III will include measures which conform to the vision and which seek to put it into practice.

Based on the identification of key themes for sustainable development, a number of issues for which co-operation projects are suggested, including a continuation of projects within the current Interreg IIC programme.

1. Involvement of Stakeholders

The Vision addresses itself towards a range of stakeholders important for its implementation:

• Regional and local authorities
• NSR Interreg bodies
• Ongoing Interreg IIC NSR projects
• Governmental and non-governmental national sector institutions
• National spatial planning institutions

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- Transnational spatial planning institutions (e.g. DGXVI)
- Research institutions
- Other organisations

It is intended to discuss the vision document widely, with a view to specifying problem/ potential statements, to refine proposed strategies, and to suggest further concrete action.

2. Key Themes

Key themes have been identified for which specific project proposals can be developed. Two types of key themes are distinguished:

Integrated planning and development themes: For the purpose of easier discussion, the report is generally arranged according to 10 Vision Statements related to the NSR as a whole, or primarily to urban respectively rural regions.

But the analysis of NSR spatial structures, trends and future challenges, and the discussion on potential strategies have also demonstrated the need for more integrated planning approaches, covering different vision statements and area types simultaneously.

Therefore, the VWG has identified key themes for more integrated planning approaches. These put the 'departmentalised' strategies presented before into a broader context, leading to a comprehensive sustainable development approach. It should be stressed that this list is not exhaustive:

➢ Integrated town-hinterland and inter-city development,

➢ Controlled protection and use of valuable natural and cultural heritage landscapes,

➢ Development of peripheral regions,

➢ Strengthening of rural urban centres,

➢ Promotion of sustainable mobility,

➢ Regional transport infrastructure development embedded into regional development promotion.

➢ Promotion of short-sea shipping,

➢ Planning with water,

➢ Integrated coastal zone management and planning.

Specific themes: In addition to, and as a further specification of, these integrated themes, a number of issues are proposed as priorities for further action:

Key themes for the NSR as a whole

- Improve transport links to transnational networks
- Secure access to knowledge
- Identify joint interest of NSR regions
- Prepare differentiated development approaches for peripheral regions,
- Promote participation in public planning processes, with special commitment to the youth,
- Use new media as a tool to improve information and communication flows in public planning debates,
- Differentiated development of peripheral regions.

Key themes for urban regions in the NSR

- Support a polycentric development within the NSR,
- Port town development supporting short-sea shipping,
- Sustainable waste management and promotion of ecological cycles,
- Spatial growth containment,
- Urban regeneration,
- Promotion of social integration of minorities,
- Enhance urban attractiveness in urban structures and design,
- Promote cultural heritage.

Key themes for rural areas in the NSR

- Secure economic dynamics of rural areas so as not to force people to migrate to major urban centres,
- Strengthening of, and co-operation among, rural urban centres,
- Integration of ERDF measures with local economic promotion,
- Improving knowledge on the spatial impacts from EU programmes in rural areas,
- Use of IT to offset location disadvantages,
- Tourism promotion,
- Balance nature protection with economic development with regard to valuable natural and cultural heritage areas,
- Promote renewable energy production.

3. Visions into Projects

Visions become real through projects. A number of promising project approaches have been initiated

within the framework of InterregIIC, some of which offer good potential for an extended continuation within a coming Interreg IIIB programme.

A wide range of possible projects have been identified by the VWG, classified into projects aiming at joint action, and those promoting the exchange of experience on good practise. It is hoped that these project ideas will be specified, new ones and more concrete projects be suggested during the consultation process with the stakeholders.

These projects shall as far as possible be developed in line with the above mentioned integrated planning themes.

To facilitate the discussion on the vision, project proposals are again grouped according to the 10 visions presented in chapter II, and classified into two types: projects to identify and to prepare joint action; and exchange of experience on good practice.

3.1   The North Sea Region as a Whole

VISION Statement 1

A NSR well integrated into the Development of the European Space and into the World Economy

This Vision subscribes particularly to the integrated planning themes:

- regional transport infrastructure development embedded into regional development promotion"
- promotion of sustainable mobility".

Projects should be initiated to foster the linking of all parts of the North Sea Region internally and externally. Special attention is paid to inland waterways, intermodality and rail traffic.

Access to knowledge has become an important issue for a comprehensive integration of the NSR into the European space.

Vision 1: Project Examples
Projects preparing for joint action
• Identify priorities to link NSR transport networks to national/ transnational networks, incl. links to ports
• Identify long-term concepts for the management of links and peripheral networks with a view at making most rational use of capacities before expanding these
• Identify potentials for enhancing inland waterway transport through better integration into spatial development measures

Vision 1: Project Examples
• Case studies for integrated train corridor management
• Development of car train facilities in tourist regions
• Promotion of inland waterway transport through strengthened networking among inland waterway ports
• Develop efficient and compatible multi-modal systems
• Set up a transnational higher education facility in the NSR for spatial planning (e.g. a three-month programme for students of all six countries based in one institution)
• NorVision PLUS: Dialogue of the VWG with futurologist institutions
• Encourage networking of SMEs to adapt to globalisation and enhance self understanding as partners in the NSR
Projects for the exchange of good practice
• Economically viable ways to promote sustainable rural-urban and rural-rural mobility (car pools, air links, low-cost public passenger transport, public-private partnership)
• Methods for improved cross-sector coordination for regional development

VISION Statement 2

A NSR with a balanced spatial structure

This vision calls for integrated approaches regarding coastal zone management in order to balance settlement and protection needs. It seeks to promote rural urban centres (dealt with under the spatial category "rural areas"), stresses the importance to strengthen the polycentric settlement structure and to maintain a functional diversity of service centres.

Vision 2: Project examples
Projects preparing for joint action
• Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.
• Identify priorities for regional transport links to bind NSR development poles together and to improve links from peripheral to urbanised regions
• Identify, from NSR regions' point of view, regional development impacts from EU Structural Funds and other programmes, and needs for their refinement
• Co-ordinate the preparation of regional plans in transnational regions (beyond border regions), including the upgrading of regional transport links (e.g. Amsterdam – Groningen – Emden)
• Set up plans for development of knowledge centres in smaller cities and towns of the NSR based on city networks

Vision 2: Project examples

- Co-operation of universities to find solution to specific NSR problems

- Improve access to natural and cultural sites through common routes

- Seek ways to make the sustainable development concept operational, using existing (e.g. Strategic Environment Assessment) and new methods

Projects for the exchange of experience

- Economically viable ways to promote sustainable rural-urban and rural-rural mobility (car pools, air links, low-cost public passenger transport)

- Methods for improved cross-sector coordination for regional development

Vision Statement 3

The NSR - a Model for Democratic and Co-operative Planning

The projects proposed under this vision seek to enhance public involvement in planning processes. New participation processes are envisaged with a special commitment to the youth.

New media shall be used as a tool to improve information and communication flows. Besides consultation of the people on local and regional issues, projects are proposed, which aim at the common identity for the NSR and spread information on transnational issues.

Vision 3: Project examples

Projects preparing for joint action

- Establishment of population information centres using new media to inform people what is going on in local planning procedures

- Common exhibitions on planning experience, use of web-sites

- Promote new role of museums as places of information on the NSR and public debate

- Innovative ways of citizen participation

- Compare existing systems for democratic and co-operative planning and identify best practice ideas (formal planning processes and innovative ideas)

- Identify best practice on formal planning procedures with new ideas of citizen participation with special regard to youth (incl. Youth councils)

- Establishing transparency in public administration through extended use of IT.

Vision 3: Project examples

- Assess potentials to link up citizens to the public administration through personal computers, creating easy access to legally accessible files in connection to notebook for enhancing public debate.

- Broadcasting from City Hall and County Council meetings via TV.

- Establish "Citizens' Days" prior to council meetings to enhance communication between elected and the electorates.

- Establish common procedures for cross-border and transnational public consultation and participation before and during the planning procedure.

Projects for the exchange of experience

- Ways for ensuring participative planning and implementation at local and regional levels

- Methodologies for supporting participative planning and implementation with technical assistance

- Possibilities for the use of IT as an instrument to facilitate the dialogue policy-makers – planners – population/ business

Vision Statement 4

The NSR, which takes care of its Natural Resources and Ecological Equilibrium and its Natural Heritage

The approaches "planning with water", "coastal zone management" and "sustainable mobility" are especially important for the North Sea Region. Further activities are proposed concerning natural and cultural heritage, and sustainable tourism. The issue of renewable energy production is another field, where projects are to be initiated.

Vision 4: Project examples

Projects preparing for joint action

- Concepts to promote sustainable interregional mobility in of low-density, non-agglomeration regions

- Water catchment area management, including preventive flood protection, erosion prevention, ground and surface water quality protection, integrated with regional and urban development on regional, national and transnational level

- Identify long term possibilities for networks of nature and cultural landscape protection areas

- Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements

- Designation and administrative procedures of protected areas on the seabed

- Integration of nature protection aspects into regional development plans

Vision 4: Project examples
• Demonstration project for new energy production
• Demonstration projects to improve energy efficiency of existing housing areas by external changes such as tree and shrub planting, fences/walls, earth mounding.
• Networks of cultural sites
• Develop management concepts for cultural heritage
• Develop criteria for evaluation of cultural heritage
Projects for the exchange of experience
• Best practice in sustainable management of rain water run-off from buildings and car parks
• Methodology and results of EIA and TIA (Territorial impact assessment) studies
• Standardised indicators and methods for EIA and spatial impact assessment
• Inter-municipal land management (green area pools)
• Urban planning with water
• Management concepts for valuable, but not protected nature areas and cultural landscapes
• Practise of sustainable tourism and its links to economic development
• Potentials for wave energy development

3.2   Urban Regions

VISION Statement 5

Urban Regions Developing in an Environment Friendly Way

This Vision relates to a number of integrated strategies mentioned above regarding the North Sea Region as a whole. Especially relevant is sustainable transport.

The approach of integrated town-hinterland and inter-city development is applicable for urban areas. Action is suggested to consider the total flow of matter in the urban system and to direct processes toward ecological cycles. Another important issue for proposed projects is the limitation of land use.

Vision 5: Project examples
Projects preparing for joint action
• Joint efforts of cities in border areas for water and waste management
• Compact cities and dealing with "vacant" building sites/ brownfield areas

Vision 5: Project examples
• Pilot projects for renewable energy development, incl. solar, wind, bio-energy and hydropower
• Experience with recycling systems in urban regions
• Experience with developing Eco-cycling
• Establish closer circles of agricultural production and consumption
• Assess the possibilities of developing light rail and other transport solutions for public transport
Projects for the exchange of experience
• Promotion of sustainable mobility in urban regions through spatial policy instruments
• Promotion of renewable energy production and use in urban regions
• Ways to promote inward urban growth
• Examples how to change attitudes and stimulate people to use public transport
• Implementation exchange experience with waste recycling and waste management.

VISION Statement 6

Urban Regions as Motors of Economic Regional Development

Urban regions as motors for regional development shall make use of their inherent potentials to foster economic activities. Among such potentials not satisfactorily developed in the NSR is short sea shipping. The efficient use of infrastructure and functional complementarities are a further area for the development of project ideas.

Vision 6: Project examples
Projects preparing for joint action
• Promote short-sea shipping development by joint efforts of port cities, including hinterland infrastructure and corresponding development of port regions
• Identify measures to make optimal use from major new transport links for regional development
• Inter-city co-operation to make economical use of complementarities among cities across national borders
Projects for the exchange of experience
• Integrated town–hinterland development
• "Creative Town" towards employment and innovation
• City networks – ways to make economical use of complementarities among cities, the cities' perception
• Joint marketing of regional economic potentials
• Successful promotion of economic development, which links education, industry, spatial planning and capital provision.
• Urban benchmarking

Vision Statement 7

Urban Regions which Promote Social Integration

When promoting social integration within cities, attention shall be paid to ethnic minorities. Urban regeneration needs to go hand in hand with social integration.

Vision 7: Project examples
Projects preparing for joint action
• Develop community development centres in urban problem areas
• Promote cross-sector approaches for urban regeneration/ social integration
• Create planning principles for mixed-generation and mixed-use
• Develop spatial schemes for mixed ownership in residential areas.
• Identify the relationship of health indicators and social class indicators in different regions
• Develop schemes for mixed-ethnic employment.
• Develop mixed-ethnic user groups to act as communications groups for public administration.
• Assess the development of quotation systems for ethnic and endogenous population in public housing.
• Develop procedures for decentralising authority, competence and responsibility to the citizens.4
Projects for the exchange of experience
• Ways to promote social integration and to reduce segregation through spatial policies
• Ways to disseminate Information on expected planning (local, regional)
• Working programmes for maintenance of public space
• Experience on youth parliaments and other target groups' involvement
• Examples to raise identification with the quarter and public space
• New urban layout for old high rise apartment buildings.

Vision Statement 8

Urban Regions which are Attractive Places for their Populations and Visitors

Projects in regard to this vision shall deal with the enhancement of urban attractiveness, which refers to urban structures as well as to design quality. The promotion of cultural heritage shall contribute to this end.

Projects shall work towards mixed urban structures and compact city models. The shall look for integrated approaches taking the diversity of demands to

urban space into account and finding a balance between socio-economic and ecological requirements.

Vision 8: Project examples
Projects preparing for joint action
• Develop indicators for comparative analysis of attractiveness
• Projects stimulating architectural design with water
• Joint promotion of the NSR as a tourist destination
• Find ways to promote local culture
• Set up network for the presentation and preservation of world heritage sites
• Develop spatial plans which reflect respect for architectural, urban and nature heritage.
• Develop spatial plans which reflect priority on recreation, urban nature and clean environment.
• Develop spatial plans which reflect priority on security and mix generations/ethnic background.
• Develop spatial plans which reflect priority on sustainable infrastructure, mix functions and balanced location of trade and industry.
• Develop spatial plans which mix architectural heritage and contemporal architecture of high value.
• Develop spatial plans which promote "Compact City" – concept.
• Develop plans and procedures for the transfer from present day transport system to future sustainable transport systems.
• Develop plans for reducing the overall amount of transport through relocation (station-near) of workplaces, mix urban function development, and change of transport mode.
Projects for the exchange of experience
• Experience with pilot projects for urban regeneration, and their contribution to the attraction of visitors
• Experience with conversion of brownfield areas and derelict military sites

3.3   Rural Areas

Vision Statement 9

Human Activities which are in Harmony with Nature

"Controlled <u>use</u> of valuable natural and cultural landscape" is the key issue when dealing with rural areas.

This is related to the promotion of sustainable tourism as a main field for project ideas. But other economic

activities need to be harmonised with the require-ments of nature and cultural landscape preservation as well, such as farming, fishing, energy generation.

Vision 9: Project examples

Projects preparing for joint action

- Identify implications of extended use of coastal waters for wind farming of large and small scale facilities

- Develop approaches to manage the change towards sustainable tourism

- Develop thematic tourism routes which minimise nega-tive environmental impacts

- Restoration of cultural heritage objects with common NSR identity

- Conservation and development – "ConVelopment" - of cultural landscapes

- Develop sustainable agricultural policies and related suitable instruments

- Pilot projects for the environment friendly economical use of valuable nature areas and landscapes

- Develop concepts to allow reductions in distances trav-elled by vehicles in rural areas (residents and visitors), without harming economic and social progress.

- Recreation of wetlands areas with special focus on biodiversity

Projects for the exchange of experience

- Potentials to use economic instruments for sustainable development of valuable landscapes;

- Management experience for sustainable development of valuable landscape areas

- Sustainable development of tourism, including mass tourism

- Benefits from extensive agriculture, new role of the farmer for green area management

- Best practice to reduce negative impacts of intensive farming in border areas to enhance water quality, bio-diversity, environment/ agricultural policy

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VISION Statement 10

Rural Populations participate fully in Economic and Social Progress

This vision deals with ways to secure the economic dynamics of rural areas so as not to force people to migrate to major urban centres. All integrated plan-ning themes discussed in chapter 2 are relevant from the point of view of rural welfare.

More specific project proposals are shown below:

Vision 10: Project examples

Projects preparing for joint action

- Rural tourism promotion plans harmonised with sus-tainable regional development

- Networking for lengthening the tourist season

- Establish of tele-working houses

- Providing every home in a village or urban street with a PC linked to the internet and monitoring the way in which it is used for community development, economic growth and social development.

- Regional development of peripheral areas – objectives, potentials, instruments

- Analyse the regions' perception of EU CAP and EFRE and their impact on regional development

- Develop mechanisms to involve farmers in landscape management

- Identify concepts of sustainable and bio-diverse agri-culture

- Develop tools and instruments that permits farming in cultural heritage areas

Projects for the exchange of experience

- Strengthening of services supply in rural urban centres

- Ways to promote endogenous economical potentials for regional development

- Use of IT for regional development

- Ways of improve media competence

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4. Call for contributions to specify proposed action

This document will not be complete before regions – and Interreg IIC project leaders - have made their comments and more specific proposals, particularly as regards proposed relevant themes and projects.

They are those knowing best which action is needed for their respective region. They are therefore invited to suggest further specifications:

A. Chapter III. Spatial trends

(1) Suggest specifications to the broad statements in terms of more precise examples, indication of where such issues are particularly relevant.

B. Chapter IV. Future challenges

(2) Indicate whether the statements on future chal-lenges are supported by the addressees, or should they be revised.

(3) Indicate where such issues are particularly relevant examples.

C. Chapter V – Strategies

(4) Comment whether the proposed strategies reflect adequate approaches as seen by the regions.

(5) Inform where the regions need enhanced support from national and transnational spatial development policies helping them to better perform their regional development tasks.

D. Chapter VI – Themes for enhanced integrated planning with cross-sector co-operation and other key themes

(6) Propose other important themes with a specific need and expected benefits to enhance cross-sector and transnational co-operation.

F. Chapter VI – Project proposals

(7) Propose other concrete projects towards joint action or exchange of experience on good practise.

(8) Specify relevant regions where such projects would be useful