

PROVINCIAL PLAN FOR FLEVOLAND 2006



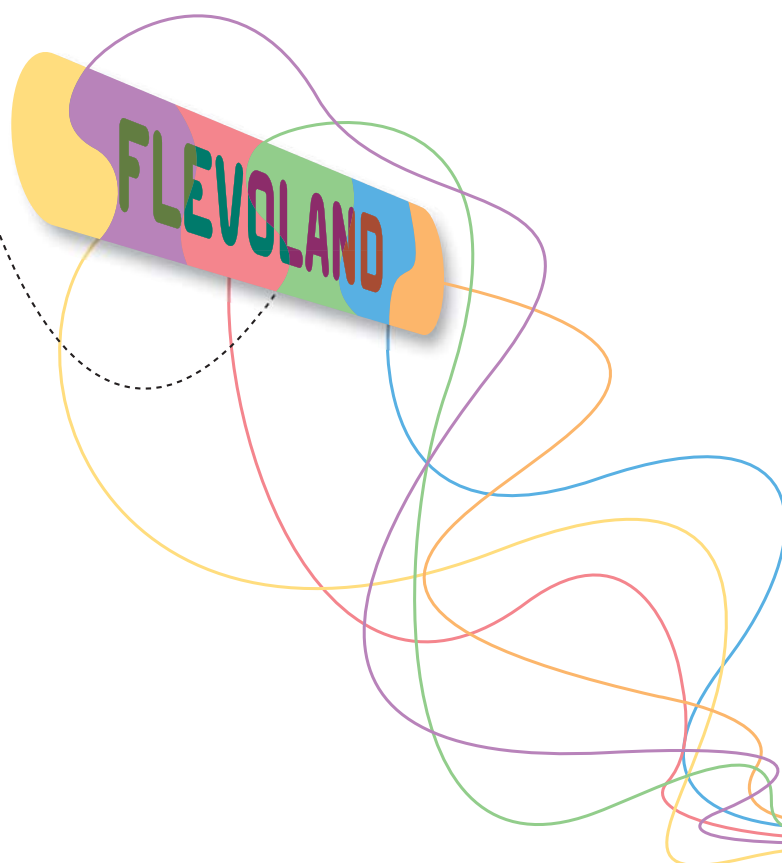
Summary



New phase in the new land

The plans for the future of our province

Summary of the Provincial Plan for Flevoland 2006





FOREWORD

This is a summary of the Provincial Plan for Flevoland. The Provincial Plan sets out the integral spatial and environmental policy for the province of Flevoland for the period 2006-2015 and also looks ahead to 2030. The Provincial Plan is a combination of four statutory plans at provincial level: the Regional Development Plan, the Environmental Policy Plan, the Water Management Plan and the Provincial Traffic and Transport Plan. The Provincial Plan also describes the broad thrust of economic, social and cultural policy. By combining these various elements in a single plan, the province of Flevoland has managed to produce a compact statement of the basic principles of its policy and ensure the coherence of its policies across the various fields.







LOOKING AHEAD

The province of Flevoland continues to develop. It is working to create a society in which all kinds of different aspects and conditions for development receive plenty of attention. If we look back at the history of Flevoland we can be justly proud of everything that has been achieved in this province, which is the youngest part of the Netherlands.

However, most inhabitants of Flevoland prefer to look forwards. This is necessary because the development of the province is as yet by no means complete. The challenge is to make Flevoland even better, even more attractive and even more enjoyable. After all, time is not standing still here and development continues apace.

The provincial authority is well aware of this and wishes to ensure the smooth and streamlined development of Flevoland in the next few decades. Careful, coordinated plans are of great importance in this connection, not only for the further growth of the province but also to tackle emerging problems.

Delays

Rapid development does, after all, have its drawbacks. Employment cannot keep pace with the high rate of population growth. Many people who live in Flevoland work elsewhere. As the number of physical connections with the 'old land' (the land of the provinces that formerly bordered the Zuiderzee) is limited, the daily flow of commuters is creating ever more traffic congestion. Improving the accessibility of Flevoland is essential for its further economic and spatial development.

However, the level of facilities is lagging behind the growth of the population. For example, there are too few health care facilities, too few police officers, too few educational establishments and too few places of entertainment. Although these community facilities are being rapidly developed, the deficits have still not been worked off.

As it is so young, the Province of Flevoland and its six municipalities have been unable to accumulate the capital that would enable them to resolve these problems on their own. Partly thanks to European Union subsidies, Flevoland has for many years topped the economic growth charts. However, these subsidies are now being scaled back.

Owing to the specific circumstances of the province, such as the immature habitat, the divergent population structure, the composition of the housing stock and the rate of growth, Flevoland does not fit in very well with the ordinary national subsidy schemes. In consequence, the province is often reliant on its own strength and innovative capacity to achieve development.

Yet more growth

In the next decades the Province of Flevoland will once again be expected to help solve a number of major national problems by providing space. While there is admittedly sufficient space for the construction of many houses, much more is needed in order to create attractive towns and villages that have a future value. In addition to



Volgende vertrek
01

Woning
Station NS
Halte
Delta

10238

CONNECTION
CONNECTION 8348
Lely Bus



more house construction, the central government and the EU are calling for major efforts in relation to water, habitat management and the environment. The deficits in amenities and facilities must be gradually reduced and not allowed to increase further. Flevoland needs new roads and railways to be sure of remaining sufficiently accessible. Employment must be boosted very substantially. And entrepreneurship is needed in order to maintain the vitality of farming and the rural areas. Owing to the rationalisation of the fishing industry new economic stimuli must be sought.

Daring and creativity

The province of Flevoland opts for development and quality. Conservation, protection and development therefore go hand in hand. Flevoland is a young province that is by no means fully-fledged. There are many possibilities for the creation of a high quality living, working and leisure environment and natural habitat.

However, the provincial authority cannot do this alone. Close cooperation between all stakeholders, such as government authorities, civil society organisations, businesses and local inhabitants, is important. They must all pull in the same direction. Flevoland needs daring and creativity. The development-oriented approach adopted in the National Spatial Strategy is therefore well-suited to Flevoland.

From now until 2015

The Provincial Council has combined the plans for future developments until 2015 in the Provincial Plan. Developments do not occur independently of one another. Often they are an extension of other plans and overlap and interact with one another. The feasibility and quality of the developments and the balance between them are modalities recorded in the plan. Under the plan, the focus of the work of the provincial authority shifts from assessment to co-development. Together with its necessary partners the province wishes to work towards achieving the joint aims laid down in the plan.

Provincial spatial framework

The spatial structure of the province of Flevoland consists of an urban structure and a 'green/blue' structure. As a connecting link between the Randstad conurbation in the west of the Netherlands and the north and east of the country, Flevoland is of national and international significance. The importance of this linking function is becoming clearer. The province is strongly oriented towards the 'old land' not only in terms of transport but also as regards the economy and facilities. Two axes that are of particular importance in this connection are the northern development axis between Schiphol Airport and Groningen and the West-East axis from Alkmaar to Zwolle. Together with the major population centres these axes form the spatial structure.

As the name suggests, the 'green-blue' structure consists of the countryside and rural areas and the waterways and lakes in Flevoland. The polders and waters of Flevoland occupy a central place in the national and international ecological structure. The main task in this connection is to develop an effective ecological corridor eastwards between the Oostvaardersplassen (nature reserve) and the Veluwe (national park).



CUIFF

foundation





Provincial themes

The framework policy can be broadly summarised by means of four principal themes: travelling, living, working and scenery. It is indicated for each municipality what improvements can be made by reference to these themes. Together the province-wide themes and the specific approach at municipal level are resulting in the formulation and implementation of the key policy aims.

Travelling

In the area of travel the province wishes, wherever possible, to help promote and create connections between the population centres in the province and the 'old land'. Good accessibility by public transport is a very important aspect of this. The construction of new railway lines and the expansion of existing railway links are of great importance both for commuting to and from Flevoland and for the role which Flevoland plays as a connecting region. The province will cooperate in these developments. It will also help wherever possible to solve the traffic congestion problem in southern Flevoland. It should, however, be noted that motorways and railways are the responsibility of central government. In addition, the province will work to improve the waterways in order to provide optimal navigation to, from and through Flevoland for commercial and pleasure craft alike. Further measures to improve road safety will form part of the traffic plans.

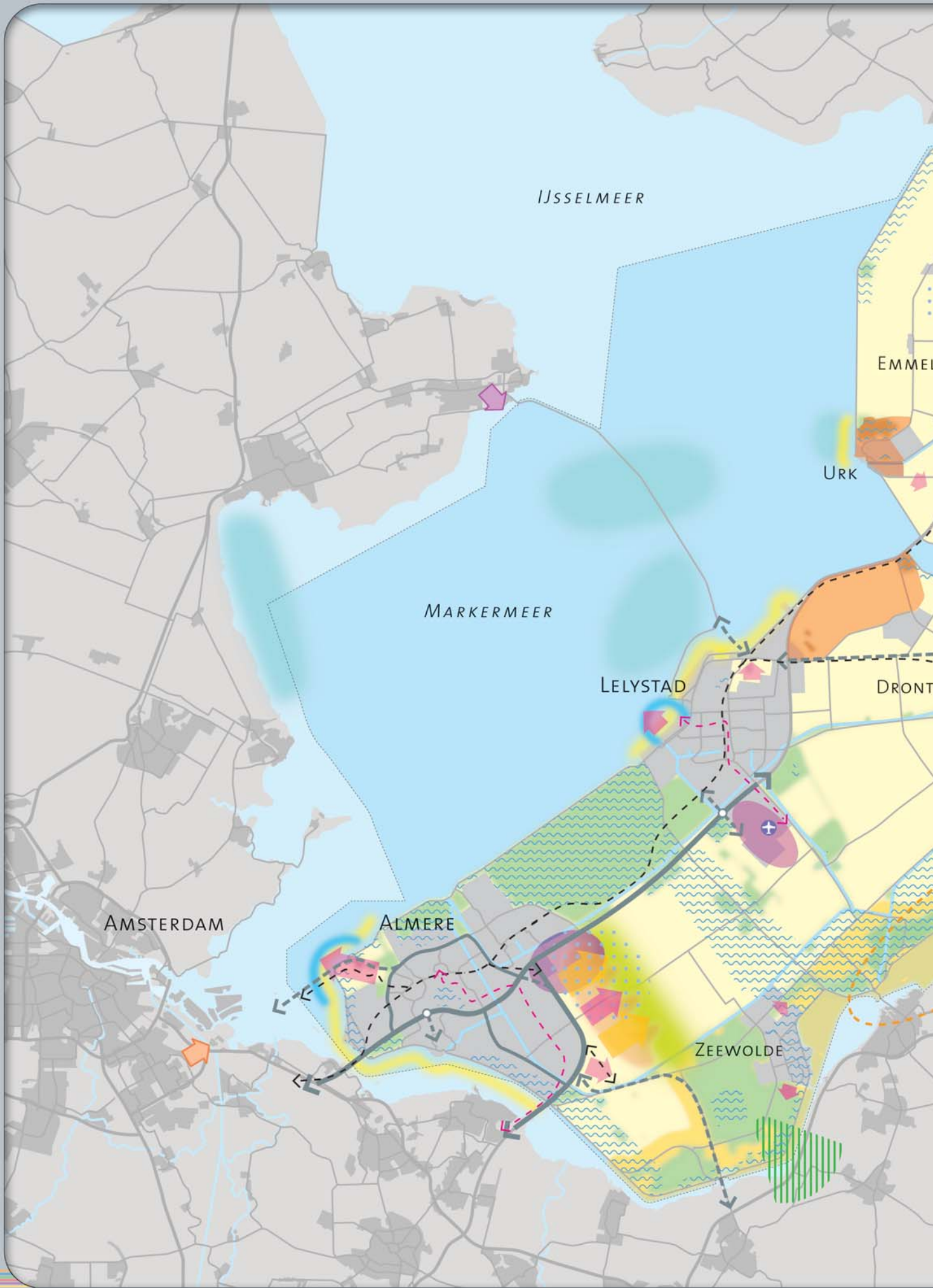
Living

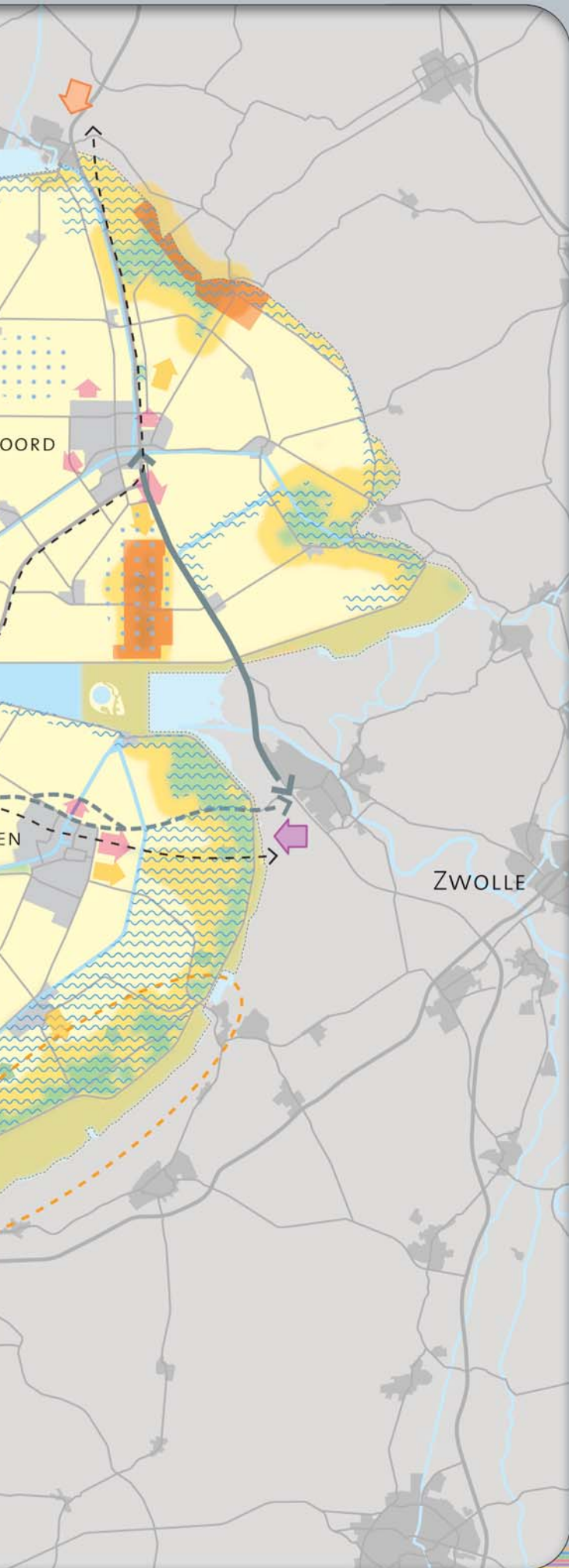
The term 'living' covers the plans to ensure that people can live pleasantly and safely in Flevoland. The plans vary from maintaining good air quality to improving the various forms of social work for which the province is responsible.

In addition, the province wishes to stimulate, direct, coordinate and subsidise developments even in fields that are not its direct responsibility. Where possible, the province of Flevoland is therefore cooperating intensively with individual municipalities on their plans for improving amenity. The basic principle is a good quality of life for everyone. Not only the home but also the living environment is important in this connection. This is about facilities, parks and gardens, leisure and recreation, safety and a clean environment. The province also intends to work to increase the level of facilities in areas where they have failed to keep pace with the sharp increase in the number of inhabitants. New urban expansion is being concentrated in existing built-up areas and their immediate vicinity.

Amenities such as culture, sport and education not only increase the quality of life in Flevoland but also promote social cohesion. The strength of this cohesion and the improvement of safety and health care are all matters that have been included in the Provincial plan.

An important facet in this connection is water management and control. Both protection against water from outside and the management of water within the polders are of crucial importance to Flevoland. Sea levels are rising and the volume of precipitation in our region is also increasing. Protection against flooding requires constant vigilance. The management and improvement of water quality is another aspect included in the province's framework plan. The provincial authority wishes to give priority to maintaining and, where possible, improving water quality, whether the water be surface water or ground water.





DEVELOPMENT VISION 2030

-  URBAN AREA IN 2015
-  NEW NATIONAL OR REGIONAL THROUGH-ROAD
-  NEW CONNECTION WITH NATIONAL THROUGH-ROAD
-  UPGRADING OF NATIONAL THROUGH-ROAD
-  UPGRADING OF REGIONAL THROUGH-ROAD
-  RAILWAY LINE (EXISTING AND NEW)
-  HIGH QUALITY PUBLIC TRANSPORT LINK
-  AREA FOR IMPROVED ACCESS BY ROAD AND PUBLIC TRANSPORT
-  SEARCH DIRECTION FOR EXPANSION OF URBAN AREA
-  LELYSTAD AIRPORT
-  SEARCH AREA FOR INDUSTRIAL ESTATES OF SUPRAREGIONAL IMPORTANCE
-  WEST - EAST AXIS
-  NORTHERN DEVELOPMENT AXIS
-  SEARCH AREA FOR COMBINATION OF NATURE, RECREATION, LIVING AND ATTRACTIONS
-  SEARCH AREA FOR COMBINATION OF AGRICULTURE, NATURE (INCL. ESTATES), HOLIDAY TOURISM AND WATER MANAGEMENT
-  ENHANCEMENT OF RECREATIONAL WALKING/RAMBLING AREA
-  COMBINATION OF WATER MANAGEMENT, RECREATION, LIVING, WORKING AND NATURE
-  PROVINCIAL ARCHEOLOGICAL AND GEOGRAPHICAL KEY AREA (PARK)
-  NATURE CONSERVATION AND DEVELOPMENT AREA
-  OOSTVAARDERSWOLD GREEN-BLUE ZONE
-  SEARCH AREA FOR ROBUST ECOLOGICAL CORRIDOR WITH PROVINCE OF GELDERLAND
-  SOIL SUBSIDENCE AREA
-  SPECIAL WATER QUALITY
-  SEARCH AREA FOR OFFSHORE COMPENSATION FOR LOSS OF HABITAT
-  WATERFRONT DEVELOPMENT
-  PROVINCIAL BOUNDARY



Working

The number of jobs in Flevoland is increasing, but is still not keeping pace with the increase in the number of inhabitants. This must change. The aim is to enable as many people as possible to work in the province and preferably in the town where they live. Getting institutes of higher education to come to Flevoland is another part of the framework plan. Higher educational facilities help to prevent the departure of young people from the region and increase their chances of finding work. The promotion of innovation in all kinds of economic areas must make and keep Flevoland attractive for the development of new businesses and the establishment of businesses that come from elsewhere both nationally and internationally.

Landscape

The last theme - the landscape of Flevoland - deserves much attention. The province considers it of the utmost importance to protect existing and introduce new ecological features and values. Natural habitat is of inestimable value for society and needs our constant attention. The province of Flevoland wishes to promote the vitality of rural areas. These areas must be developed as well as possible for agricultural and recreational use, for nature conservancy and water storage and for rural living. All these aspects can form part of the landscape of Flevoland. However, this requires commitment and understanding.

Key landscape features and the cultural heritage of the area may not be adversely affected by new developments. As the number of farms is decreasing, care must be taken to ensure that the space freed up in this way is not used in ways that could harm the landscape of the province. Space is being provided for the replacement of the existing wind turbines by wind farms that have fewer but larger turbines. A landscape plan is required for these new configurations. The present rather cluttered and untidy landscapes caused by wind turbines will thus disappear in the long run. The five designated noise-sensitive areas will be retained and noisy recreational areas will remain subject to strict rules. The province wishes to provide space and support for the current developments in both agriculture and fishing.

How this works out

What is the present situation regarding the four themes described above? How can improvements be made. What will satisfy us? And what does the province want to do for each municipality separately? The answer to these questions are set out in the table on page 13.



	Travelling	Living	Working	Landscape
What is already good?	Accessibility within Flevoland.	The air in Flevoland is clean. Relatively few inhabitants suffer from noise nuisance. Countryside, space and quiet Affordable and attractive living in sustainable, attractive and healthy homes which are future-proof. Plethora of facilities. No shortage of parking in residential areas. Flevoland is safe. Recreational and tourist attractions	Employment is rising. Sufficient space for farmers. Good climate for new businesses. Support provided for innovation and business expansion.	Flevoland leads the way in wind energy in the Netherlands. Municipalities and province work well together on climate policy. Large and varied nature conservation areas. Feeling of wide open spaces and quiet. Clean environment. Landscape, archaeological and historic values
What can be done better?	Travel to and from the province, particularly in the rush hour. More must be done to promote public transport. Noise nuisance and poor air quality as a consequence of increasing traffic must be minimised. A better network of recreational routes and trails is necessary.	Too few (varied) social and cultural amenities. A wider range of residential properties is needed. The liveability of the small population centres must be improved. One or more major attractions in Almere and Lelystad would be very desirable.	More employment is needed in order to keep pace with the growth of the population. An influx of innovative companies would be very desirable. Lelystad Airport must be allowed to expand. More university and higher professional education courses are needed.	Water storage and control must be brought up to scratch. Modified policy on wind turbines: fewer turbines + higher energy production More must be done to promote the province's young cultural heritage. Nature conservation areas must be made more robust. Variety of woodland areas must be increased. Greater biodiversity in the alluvial areas beyond the dykes. The accessibility and attractiveness of the recreational walking areas must be improved, with more recreational facilities along the eastern periphery of Flevoland. Agricultural nature management. Vitality of rural areas.
When will we be satisfied? (quality)	When the tailbacks on the motorways leading to and from Flevoland are no longer in the national Top 10. When public transport has been optimised and there is a rail service to Groningen and Zwolle. When the connecting roads in the polders have been built and road safety has been improved. When the waterways have been modified and improved. When there's a good network of recreational routes and trails.	When the air remains clean despite the building of homes, businesses and roads. When a level of amenity has been reached that is in keeping with the increase in the population. When the housing stock is suitable for all target groups, including those in need of care. When the process of urban regeneration has been successfully completed. When the recreational amenity value of the towns has been improved. When the growth in the number of inhabitants no longer causes extra problems. When the waterfront development of Almere and Lelystad is completed. When the economy of the existing towns and villages has been strengthened and Flevoland is economically interwoven with the surrounding areas.	When there are sufficient industrial estates and the existing industrial estates have been restructured. When there is sufficient economic activity based in Flevoland and there is employment for the majority of the inhabitants within the boundaries of the province. When the digital network and the Lelystad/Dronten innovation park have been completed. When Lelystad Airport has been enlarged. When the change in the use of space in rural areas has been formulated in consultation with the stakeholders	When parching, acidification, primary earth removal and groundwater depletion have been halted. When the surface waters are clean. When 50% of our energy generation consists of renewable energy and is generated by fewer but larger wind turbines. When our nature conservancy areas form a connected network that are sufficiently robust to withstand problems. When the environmental and water conditions are geared to take account of natural circumstances. When the landscape and cultural heritage features have been developed and their use has been maximised. When the rural areas are attractive for recreational use.
When will we be satisfied? (quality) What must be done before this?	Build more and better roads and improve the transport links.	Balanced development. Good application of the concentration policy. Compensation for the loss of woodland and countryside. Attract new institutions and recreational businesses to the province.	Create business location possibilities with good access. Promote the creation of workforce geared to demand. Create a climate favourable to new businesses. Attract more innovative and internationally-oriented businesses. Create new educational courses	Make nature conservation areas wetter and tackle diffuse sources. Promote renewable energy. Decommission old wind turbines and position new larger ones in such a way as to improve the quality of the landscape. Landscape design for each key aim of policy. Create recreational walking areas, recreational zone along the eastern periphery and a secure ecological corridor with OostvaardersWold. Attract larger recreational businesses. Interweaving of different functions along the edges of nature conservancy areas. Preparation of management plans for the main waterways (Natura 2000).
How are we going to achieve this?	Where the province can do this itself, it will achieve as much as possible itself (with its partners) and, where necessary, remind others (such as central government) of their responsibilities.	Focus on development. Work with partners. Promote coordination between municipalities. Define the 'no-unless-yes- because' policy in order to make the waterfront development possible.	Work on promoting, lobbying and representing interests. Study alternatives in advance, including good environmental impact assessment. Promote coordination between municipalities.	Work with partners. Define and apply a neutral netting approach to habitat. Direct, develop, promote and coordinate.
How are we going to measure this (feasibility)?	Specific targets will be set for the pace of expansion, and door-to-door journey times will be determined for major routes. Preparation of traffic policy impact assessment reports etc	Measure fine particle concentrations and noise nuisance. Study whether the housing stock meets demand now and in the future. Monitor and study whether deficits are being worked off. Report in the following publications: Milieubalans (environmental balance), Ontkoppelings-rapportage (uncoupling report), Woonmonitor (housing monitor) and Sociaal Rapport (social report).	Monitor economic activity, supply and education. Reporting in statistical publications on industrial estate and office park locations and on the economy and the labour market	Almost all impacts are measurable, for example through the national ecological monitoring network. Report on listing of ecological values, for example through the ecological monitoring network.





The municipalities

The issues and potential of the individual municipalities can be viewed in the light of the four themes: travelling, living, working and landscape. However, it does not follow that what applies to one municipality also applies to another. The main points for attention are indicated below for each municipality.

ALMERE

Motorway access, residential development beyond the dykes, residential development to the west of the town, level of educational facilities (particularly higher education), cultural amenities, sport, youth care, strengthening of the economic structure, big city problems caused by the rapid growth of Almere, strengthening of higher education, the ecological value of the Markermeer (Lake Marken), improving the quality of the 'green-blue' structure (parks and waterways) and the recreational walking area, and the creation of attractions.

DRONTEN

The construction of the N23 highway and the Hanzelijn railway, the recreational traffic to and from the eastern periphery of the province, recreation and tourism, the continued development of education, projection of the image of Dronten as an easily accessible centre between Lelystad and Kampen, a modern feel to the town, a strong position in agribusiness, the scale enlargement of farming and a greater variety of landscape.

LELYSTAD

Motorway access, the enlargement of the airport, residential development beyond the dykes, the development of youth care, education and medical care, the west-east axis, incentives for the creation of employment around the airport, improvement of opportunities in trade and logistics, the positioning of Lelystad as a multimodal hub, promotion of the ecological value of the Markermeer (Lake Marken) and the Oostvaardersplassen (nature reserve), support for the creation of museums and attractions and for archaeological projects.

NOORDOOSTPOLDER (EMMELOORD)

Motorway access and liveability, quiet and space, improvement of facilities, promotion of vitality, tourism and recreation, promotion of the creation of estates, boosting the unduly low economic growth, agribusiness, improvement of water storage, tackling the problem of soil subsidence in particular areas, municipalities designated as being of special interest in terms of cultural heritage (under the Belvedere plan) to be put on the UNESCO World Heritage List, conservation of Schokland (a former Zuiderzee island) and the general landscape, and support for archaeological projects.

URK

Provision of space for development, better general facilities and vitality, boosting the unduly low rate of economic growth, support for work in the port of Urk, strengthening the fishing cluster, expanding the economy and preserving the cultural history of the old village.





ZEEWOLDE

Motorway access, measures to boost housebuilding, the creation of a high quality living and business location environment, measures to tackle the wind turbine problem and the management, preservation and development of the peripheral lakes. Design and implementation of the 'green-blue' zone (ecological corridor) known as the OostvaardersWold.

Key policy aims

The new developments necessitate a strategy in which the province plays different roles varying from that of supervisor to developer. The guiding principle is that an integrated approach should be adopted to the area in cooperation with all stakeholders, the possibility of cooperation with private sector parties not being excluded. The province has a role to play above all in rural areas and will encourage developments there and, if necessary, tackle them itself together with its partners and private sector firms. The province will put the emphasis on implementing the seven key policy aims.

ALMERE

Almere is rapidly developing into a major city and is being asked to expand even further. This is an exceptional task for which special support is necessary from central government, the province and Almere's partners in the project to coordinate decision-making in the northern part of the Randstad conurbation. The province wishes to make a contribution based on an investment programme linked to the extra support the town receives from other government bodies and private investment. The investment programme will run until 2020 and will be defined periodically on the basis of local government priorities at the time in question. The proposed basic principles of the programme involve strengthening the economy and facilities, the quality of the green-blue framework and higher education and resolving specific infrastructure pinch points.

OOSTVAARDERSWOLD

The pressure on the area between Almere, Zeewolde and Lelystad will increase in the years ahead. The main tasks are to create a robust ecological corridor between the Oostvaardersplassen nature reserve and the Veluwe national park, tackle water-related issues, and focus on recreation, roads and cycle paths, housebuilding and industrial estates. These tasks can be successfully undertaken only as a coherent package. The OostvaardersWold must therefore provide a haven for wildlife, a foraging area for birds, water, recreation, and the possibility of living and working in and close to nature.

LELYSTAD AIRPORT

The airport has a good chance of being able to develop within the constraints of the key national planning decision (PKB) adopted by central government. The province of Flevoland wishes to promote the development of the airport and to combine this with the optimal economic development of the Larserpoort area near the airfield. This is an important opportunity to strengthen the economic structure and improve the internal and external accessibility of Flevoland. Several thousand new jobs can be created in this way.

MARKERMEER/IJMEER

The decision to scrap the plan to create the Markerwaard polder by draining the Markermeer necessitates a different vision of the use of the lake. The province considers it to be of great importance that Almere and Lelystad should be able to develop an attractive waterfront and build the connecting infrastructure. This can be done only if the existing nature conservation areas are respected. The Markermeer and IJmeer lakes have a potentially high ecological value, but the quality of the area is at present deteriorating. Efforts are therefore needed to conserve these areas and allow space for other developments. The province of Flevoland intends to lead the way by seeking partnerships that have a good chance of success and eliminating potential tensions through regional cooperation. Indeed, this approach to the Markermeer and IJmeer lakes can also be adopted in relation to the Veluwe peripheral lakes.

THE EASTERN PERIPHERY OF FLEVOLAND

On the eastern side of the province lie the peripheral lakes and many hectares of woodland and nature conservation areas. This area has unique potential for tourism and recreation. The agricultural industry too is seeking ways of achieving scale enlargement and expansion in this area. The province considers that there are good opportunities in the eastern peripheral area for combining agriculture, nature conservation, recreation, rural living and optimal water quality. However, this will require close cooperation between the parties and a clear underlying vision of spatial policy. The province will work with its partners to draw up more detailed plans for the development of the area.

THE WEST-EAST AXIS

The development of the Alkmaar-Zwolle axis means that the area between Lelystad and Kampen/Zwolle is expected to evolve in a more dynamic fashion as a consequence of the spillover from the Randstad conurbation and the development of the Zwolle-Kampen network city. This dynamic trend will be generated largely by spatial and economic developments. These will make new demands on the layout, functionality and accessibility of the area. Specific impetus will be provided by the construction of the Hazelijn railway line and the first section of the N23 highway between Lelystad and Dronten. The province wishes, together with its partners in the area and if possible private sector firms, to produce a vision of the spatial future of the area as a link between the Zwolle-Kampen network city and the economic motor of Almere. This will also involve building the section of the N23 highway connecting Dronten and Kampen. This vision is resulting in a development-oriented programme.

NORTHERN FLEVOLAND

The northern part of Flevoland, which has always tended to focus on agriculture and fishing, needs new economic stimuli if the vitality of the area is to be maintained and scope is to be created for further economic development. Creativity and daring are necessary in order to develop tourism and recreation, solve water-related problems, strengthen and utilise the special values of the landscape and provide new impetus for the urban and rural area and hence the liveability of the population centres. The phased upgrading of the N50 into the A50 will aid this process. The province wishes to facilitate and encourage this process of change in association with its partners in the area.



Our future

The future of Flevoland is largely determined by the will and commitment of its government authorities, businesses, inhabitants and civil society organisations. Intensive cooperation is of the utmost importance in order to address problems and allow successful development. This is why the provincial authority has formulated the Flevoland Framework Plan in the knowledge that sound plans and the intensive involvement of all stakeholders will ensure that the future of the province is achieved with as much expertise and passion as was its past.

Further information:

More information (in Dutch) about the Framework Plan can also be found at www.flevoland.nl/omgevingsplan. For further information about the Flevoland Framework Plan (Omgevingsplan) contact the Province of Flevoland, e-mail address omgevingsplan@flevoland.nl or telephone number +31 (0) 320 265265.



Contact Province of Flevoland, Provincial Plan Secretariat
P.O. Box 55, 8200 AB Lelystad

Telephone +31 (0)320 265 265

E-mail omgevingsplan@flevoland.nl

Website www.flevoland.nl/omgevingsplan

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