Basic Principles of Land Use Planning

Land use planning and its objectives
How to take risk into account in land use planning

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Land use planning

- Land-use plans for built-up areas and non-built-up areas
  - approval and regulation of use of land
  - basis for licensing construction and use of land, buildings, installations and infrastructure
- Based on a body of legislation
Objectives of land use planning

• Quality of living
  – Combination or segregation of activities, with mutual distances based on compatibility and accessibility

• Economic performance capability
  – Space for infrastructure, high quality locations for economic activities, etc.

• Two approaches:
  – Minimum requirements (legislation)
  – Social optimum (strategic plans and projects)
Land use planning and risk: theory

• Risk sources
  – locations (production and storage of hazardous substances)
  – infrastructure (transport of hazardous substances)

• Localised risk (individual risk)
  – limit values, safety zones, contours

• Group risk (probability of disaster/disruption of society)
  – orientation value, area of attention, impact analysis
The Dutch Experience

Important goals of land use planning:
- leverage the city as a driver of economic growth
- create centres of activity at urban transport nodes (e.g. terminals for high speed rail passenger transport)

• Focus on transport of hazardous substances (roads, railways and waterways) in urban areas
• Bottlenecks particularly in rail transport:
  - routes through high-density urban areas
  - strong growth of transport
Principles for a balanced approach

• Take measures at source and on the city side
• Take preventive measures, not just zoning
• Accommodate growth of transport
• Offer space for urban objectives
• Ensure clarity on both sides
Basic network for transport of hazardous substances (under preparation)

Optimise routes in the national railway network

– Zoning will be laid down for each transport route and included in land use plans

– A maximum usage space will be laid down for transport operators, for inclusion in
  • capacity allocation by the manager of the railway network
  • monitoring programme
  • directives for transport operators (if necessary)
Zoning in land use plans (1)
Zoning in land use plans (2)

Group risk impact analysis:
- insight into the nature and scale of the risk
- careful weighing up of spatial considerations
- basis for preventive measures

Safety zone within the contour of the localised risk:
- ban on new building
- removal of existing buildings if necessary
Unchanged policy: group risk bottlenecks in 2020

GR als factor t.o.v. de oriëntatiewaarde

- GR <= 0.3 x OW
- 0.3 x OW < GR <= 1 x OW
- 1 x OW < GR <= 3 x OW
- 3 x OW < GR <= 10 x OW
- GR > 10 x OW
Basic railway network: remaining group risk bottlenecks in 2020

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