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## **1 Introduction**

### **1.1 Objective**

The focus of these projects is on improving the quality of existing industrial estates, but also on strategies to redevelop the sites for a mix of functions, or on (re)development of infrastructure.

### **1.2 Summary of the projects**

The general themes are:

- Development of derelict mining areas and old industrial sites based on sustainability
- Limitation of risk factors which may occur during the implementation of the restructuring process
- Development of cost indicators or a general budget planning mechanism which could be applied to similar restructuring projects
- Creation of an effective project organisation which is capable of integrating the different stakeholders and their varying interests

The specific themes are:

- To make high-quality open space compatible with the constraints of subsequent commercial uses and integrate these ideas into a regional concept
- To make the subsequent uses of old industrial sites and derelict mining areas compatible with local and regional demands for business and work places
- To solve specific infrastructure problems with reference to subsequent uses
- To ensure the protection of natural resources while developing new commercial sites in old industrial areas
- To deal with contaminated sites

#### **1.2.1 The Saarland: Industrial sites**

The focus of the case studies is on redeveloping former industrial sites related to coal mining, which was one of the dominant industries in the Saarland for more than a century. Since the 1970s the Saarland has been suffering from the decline of steel and coal industries which has left large, derelict sites within the densely inhabited, former industrial region. For the ReUrBA project, three sites have been chosen as examples of former mining facilities that are in need of restructuring. These are the Fürstenhausen coking plant and the coal mines of Reden and Camphausen.

As the first part of the project an inventory of all relevant aspects and demands of the participants of these sites are taken. For example, demands are expressed for creating new jobs, implementing sustainable development, and increasing the ecological and economic level. Both the preservation of historical monuments or special aspects concerning mining activities and regulations according to the German mining and building law are to be integrated.

The second step in the process includes the definition of a future use for each site and the elaboration of spatial plans referring to these uses and respecting the various demands of the participants involved. In cooperation with an urban planner, an architect and a landscape architect, a team of project developers (GIU/SaarProjekt) is discussing these plans during several workshops. Additional participants in these workshops are representatives of the Ministry of Environment of the Saarland and the DSK (mining company and proprietor of the sites mentioned).

The development of detailed concepts concerning the three sites represents the third part of the project. Within this process the elaboration of intelligent and realistic structures of financing on the basis of economical calculation presents a great challenge. Special attention has to be paid to the demands of the potential new users (e.g. infrastructure facilities, tax level, quickly granting of building licence, authentic atmosphere, etc.)

#### **1.2.1.1 Fürstenhausen coking plant**

The Fürstenhausen coking plant – the planning area encompasses 440.000 m<sup>2</sup> – is located within sight of the UNESCO World Heritage Monument “Völklinger Hütte”. Since it was shut down in 1999, the process of cleaning the site for future uses has been underway. The central problem of the site is ground movement due to ongoing coal mining in Luisenthal, near the former coking plant. Experts expect movements of up to 12 meters in altitude during the next 12-15 years.

To keep the special ambiance of the location for future uses, preservation is proposed of some of the most important buildings on the site, such as the big gas tank, which will be used as a landmark.

For the time during the expected ground movements the concept of “temporary nature” was developed. The idea is to involve the most important buildings of the coking plant in a new kind of artificial nature.

#### **1.2.1.2 Reden coal mine**

The site of Reden coal mine, which includes an area of about 1.262.000 m<sup>2</sup>, was dominated by active mining from 1847 until 1995. Due to the poor traffic connections, an industrial use with intense traffic activities would not be suitable. Because of the beautiful surroundings, which are embossed by hills and forest, the idea of using the tourist potential of the site has arisen. As two shafts must remain open for organising the underground water system, that could be the precondition for a tourist coal mine. The governmental study puts forward similar proposals. It was decided that the architectural planning should focus on the former “bathroom” building – one of the most remarkable buildings of the site. Besides, parts of this building have been classified as historical monuments. The integration of the urban concept and the landscape concept as well as the architectural ideas was the last step in the workshops. That means the second step of the process concerning Reden coal mine is completed. A first rough concept for restructuring Reden coal mine (third step) has been worked out and has to be elaborated in an extensive way. This includes harmonization of the planners’ proposals with local demands, as local authorities are mainly responsible for local planning in Germany.

#### **1.2.1.3 Camphausen coal mine**

The small area – ca. 40.000 m<sup>2</sup> – of the Camphausen coal mine was affected by active mining from 1871 until 1990. A new use as a classical light industrial area for local businesses fits well in this place and can be realised quite easily due to the small size of this area, relatively minor problems within the site and the good traffic infrastructure. After the first meetings with the mining company DSK, it is becoming more and more certain that all buildings (including the historical monument Malakow-Tower) and their surroundings will either be used for mining-related activities for the next few years or will be demolished according to the rules of German mining law. The planners will take these requests into account, but they will also decide about alternative ideas of restructuring the site, such as preserving and reconstructing buildings or relocating the mining-related use within the site and using the vacant edifices. In February 2001 an “urban development concept for the new utilization of the Camphausen coal mine” was presented.

### **1.2.2 Utrecht: Spoorlan, Cartesiusweg, Cartesiusdriehoek**

The city of Utrecht is the 4th biggest city in the Netherlands. It is situated almost exactly in the geographical middle of the country and is a major hub in rail, road and water infrastructure. The economy is driven by steel and rail industries. Although the economy is flourishing, Utrecht still has its share of deprived living areas and malfunctioning business sites.

Nowadays the city's main economic activities are financial services, ICT, and nonprofit services. Utrecht has a flourishing economy, which puts high pressure on the real estate market and causes serious traffic congestion problems.

The city is expanding rapidly because of the "Leidsche Rijn" development to the west of Utrecht. Leidsche Rijn is the largest building location in the Netherlands: it will contain 30.000 houses for 60-80.000 people, 700.000 m<sup>2</sup> office space and 220 gross acres of business sites.

Another major development is the revitalisation of the area around the central railroad station. This is the redevelopment of the central business district, located on both sides of the central station, linking the old city with the new one. Many new houses and offices will be built.

One of the key problems facing redevelopment is that "free riding" of private landowners and businesses could undermine the joint effort for better infrastructure and better quality of space. This can occur either directly, by lack of financial support from these stakeholders, or indirectly, by undermining the will of companies that are willing to cooperate. There are laws to prevent free riding, but these are very complicated.

In general, complicating factors are the large scale of the project, the mixed and scattered landownership, the high costs of infrastructure, relocation of businesses and soil sanitation, and, last but not least, the long-term scope of the project, which makes it less attractive for businesses and investors to participate.

The major opportunities for redevelopment are:

- The booming economy
- High and steadily rising land-rents
- The urge for new infrastructure from outside the area; the infrastructure might pass through, creating opportunities
- The strategic "place in space" the area has

The areas on which the REURBA project focuses are 3 older industrial sites, located at the northwestern side of the city of Utrecht.

#### **1.2.2.1 Lage Weide**

Distinguishing characteristics:

- (Together with Cartesiusweg 100 net acres) 100 gross acres, 514 businesses (distribution, production, wholesale, waste industry), employment for 10.000 persons
- heavy, large-scale industries
- eccentric and isolated location to the northwest of Utrecht
- almost all areas entirely used
- mixed land ownership
- problems with air and soil pollution, noise.

#### **1.2.2.2 Cartesiusweg**

Distinguishing characteristics:

- Together with Lage Weide 100 net acres, 514 businesses (distribution, production, wholesale, waste industry), employment for 10,000 persons
- heavy industries as well as small industries, services and leisure
- central location in the northwest of Utrecht
- all areas entirely used
- mixed land ownership, somewhat more public possessions than in Lage Weide
- problems with air and soil pollution, noise.

### **1.2.2.3 Cartesiusdriehoek**

Distinguishing characteristics:

- ± 30 gross acres, 20 businesses (rail, distribution, storage), employment for 450 persons
- location close to the city centre, but badly accessible, the railroads acting as barriers
- amounts of wastelands available
- single-handed private ownership
- locally very polluted soil.

## **2. The policies**

### **2.1 The Saarland**

In the Saarland the revitalisation of derelict coal, iron and steel industry sites, is a generally acknowledged and cited political objective, and is considered an important contribution to the needed structural changes and modernizing of the Saarland economy. Especially within recent months the state parliament has proclaimed a socially compatible phasing out of coal mining as a goal of economic policy. Within the next years therefore substitute workplaces in other sectors are to be created, with financial means also coming from subsidies of phased-out coal mining and from sites that are no longer covered by mining law.

This new economic structure, the sites that are made available for it and the new workplaces, are not intended to break ties with the long industrial past, since coal mining as well as the associated steel industry in the Saarland are characteristic of the landscape and are important to the cultural history. Derelict sites of the coal, iron and steel industry should therefore be allowed to testify to past uses and thus embody a characteristic which can be valued as a positive site factor by potential investors.

### **2.2 Utrecht**

The planning area is currently used and impeded by businesses that strongly impact the environment (waste disposal, power generation). The desire exists there to resettle these businesses, since they impair both the development of the commercial site and also because they are situated in the immediate neighbourhood of the Leidsche Rijn, which negatively influences the residential area that is being constructed there. Spatial development plans are currently being discussed there. A catalogue of measures for implementation does not yet exist.

Especially in regard to the development of traffic and traffic infrastructure, differences of opinion exist between local authorities and the national government. The Dutch government refuses the expansion and new development of traffic infrastructure. It is instead desired that traffic volume be reduced by appropriate planning measures, amongst other measures. Examples for these include basic guidelines of a site policy for workplaces and central facilities according to certain accessibility criteria (ABC site planning).

At the local, that is, municipal level, the situation is viewed differently. Here the realisation of modern infrastructure is one of the most important topics. In the centre of the planning stands the connection of the city centre to the highway with an efficient street. From that, positive effects are expected, apart from a better connection of the inner city to the inter-regional street network, for the three industrial areas at the northwestern city border.

Aside from the new construction of streets, the realisation of a highspeed train as well as a high-quality bus routes are also planned.

### **3. Financial Aspects**

The question of financing is one of the core problems in the revitalisation of formerly used sites, and may be a central hindrance to development. All possibilities for financing have to be exhausted and coordinated. From the public sector, the following means are available: 1. EU support, 2. EU subsidies, 3. state subsidies, 4. municipal participation.

Since today no more direct subsidies can be granted, the instrument of regional economic policy and indirect support becomes more important. That means financial aid for investments of the commercial industry and aid for the improvement of infrastructure.

#### **3.1 The Saarland**

The project in the Saarland should be (co-)financed within the scope of a statewide industry historical initiative for area revitalisation and modernisation “Industry Region Saar”. The development of an industry culture of the Saarland takes a central position in this, which is, amongst others, defined via relics of industry culture and monuments at these three project sites. From 2000 to 2010, approximately DM 390 million are intended to be spent Saarlandwide on this.

For the Reden site, DM 60 million are intended. The two other projects, “Fürstenhausen coking plant” and “Camphausen coal mine”, are as single projects only partially enumerated. Thus the maintenance measures alone for the Fürstenhausen are calculated to be DM 270.000 annually. The creation of gravel terraces at this site is calculated to cost DM 1.085.000.

An important principle of this approach to economic renewal is: “The financial requirements of the industrial culture in the Saarland must be arranged to be financially neutral for the public budget of the state and municipal authorities”. That means that the financial means must be made available by reallocation within budgets or by an appropriate setting of priorities within existing promotional programs. Essential sources are:

- Means from the structural assistance funds of the European Union, ERF and ESF, including counterfinancing by the state
- Means for city development assistance, environmental policy and assistance for economy of the state, including cofinancing by the federal government

Financing sources should also be opened up for the ongoing financing need of the industry culture in the Saarland. For that the establishment of a foundation “Industry Culture Saarland” is planned. It should solicit private contributions. The establishment of a game of chance, for example a lottery, is also being considered.

According to legal regulations, former users of an area also must contribute financially. Thus, for example, as the former plant administrator, DSK is obliged to dismantle or demolish closed installations. To that end, financial reserves were set up during the operational phase.

#### **3.2 Utrecht**

Financing aspects play a decisive role here as well, according to their own statements. A public-private partnership is important for making financial means available, since the municipality is not capable of financing the required measures from their budgets alone, and the private sector profits especially from increased land values that result from the restructuring measures.

The strived-for resettling of businesses with high emissions also requires financial engagement, since the businesses do not see a reason to leave these sites that have a permit for operation of their businesses without obtaining a financial advantage.

In Utrecht the expansion of the traffic infrastructure is considered a central task for integrating and restructuring the old-industry areas. The costs that must be budgeted for that are very high, though, and the national government refuses to support this plan with public funds.

#### **4. Environmental aspects**

The operation of old industries on old sites and the restoration or revitalisation of derelict sites, as well as the new utilization by industry and commerce, go hand-in-hand with impacts to the environment. The zeitgeist and desire for greater quality of life and environment, as well as public (environmental) awareness and ever-stricter environmental laws, do not allow the kind of pollution of the environment that in the past was acceptable.

##### **4.1 The Saarland**

The coal, iron and steel industry has contributed greatly to an enduring negative image of the state due to massive disruption of the landscape that is visible from afar, such as

- heaps of waste-stone by-product
- sink ponds
- coal mining subsidence on buildings and streets
- landmark industrial buildings such as mining towers, cooling towers, extensive plant facilities, etc.,

as well as due to manifold environmental impacts during plant operation such as

- air pollution
- noise
- water pollution
- soil pollution or contaminated sites, etc.

The revitalisation of areas where the coal, iron and steel industry have fallen idle thereby offers an opportunity to improve the image of the region regarding the quality of environment and quality of life by repurposing sites to be more environmentally compatible, and to secure or remove environmentally damaging or threatening contamination.

##### **4.1.1 Fürstenhausen coking plant**

In 1957, the Fürstenhausen coking plant, with its attending railway installations, was established in a former green area, despite strong protest from citizens. The Fürstenhausen site was chosen because of the good possibility of exploiting an energy and raw materials partnership with the neighbouring Luisenthal mine, Klarenthal refinery and the Völklingen steel mill. Existing environmental pollution was worsened by the running of the coking plant.

The settling activities of Fürstenhausen were stopped with the erection of the coking plant. Out of a formerly agricultural-rural village with good living quality became a highly burdened city district of Völklingen. After the closure of the plant, dangers to the environment are coming from (suspected) contamination.

In the revitalisation of the areas, nature and environmental aspects of the area also play a role. The existing development concept, based on the idea of “temporary nature”, shows the step-by-step conversion of a changing “green” landscape into an industrial and commercial area. This approach is forgiving of mistakes. In the case of a reluctant or weak commercial development, parts of the area can be put to use without giving up the entire system.

#### **4.1.2 Reden coal mine**

During operation the charging of the heaps of waste-stone by-product and sinking ponds caused environmental strain: traffic noise (transport) and air pollution through exhaust fumes, and scattering by wind. After the closure and the associated reduction of the mining operation, the situation has improved. Environmental impairment is not an important subject.

The sink ponds, the entire heap landscape, as well as the connections to the railway tracks, are intended for conversion into a recreational and leisure landscape. To that end the following should be done, amongst other measures:

- careful creation and organisation into attractive landscape elements, such as ponds, flatwaters, reed areas, thicket and grassland areas
- supplementation of the existing trail network and
- the construction of a new, interesting stairway on the former trolley tracks directly up to the heap summit.

Apart from that the natural progression of nature should also contribute.

#### **4.1.3 Camphausen coal mine**

Here also, the operation phase affected the environment only minimally. The impacts resulted from the charging of the heaps of waste-stone by-product and sinkponds, traffic noise (transport), as well as air pollution by exhaust fumes and scattering by wind.

The revitalisation concept addresses environmental aspects only minimally. It cites “greening” measures in the direction of the town to improve the outer appearance of the site. Harmonized integration of the new utilization forms into the natural landscape conditions is considered important.

### **4.2 Utrecht**

Air and soil pollution are serious problems in the area. Problems are:

- The polluting heavy industries and waste-industries.

The local and regional governments do not want these businesses to grow and thus cause pollution levels to rise. Increasing pressure comes from committees of nearby residents. The future “inner city” location of Lage Weide will undoubtedly make these problems more serious. If future developments create offices and high-standard business parks in Lage Weide, the pressure will rise further. Relocating the large-scale, extensive and polluting industries will be very expensive, if possible at all.

It is not likely that other sites can be easily found for those businesses that must move out in order to realise the chosen spatial vision, because these are the most polluting businesses and other local authorities usually do not want to house these industries either.

- Soil pollution levels are not known for the entire area, but are expected to be very high. Development of offices and living quarters will thus be more costly.

Problems of soil and air pollution need to be addressed, possibly by relocating some of the large-scale polluting industries. Environmental problems (noise and exhaust) also result from traffic and daily traffic jams.

## **5. Aspects of Infrastructure**

### **5.1 The Saarland**

The Saarland is equipped with good internal traffic infrastructure. The connection to surrounding regions is not as good. It is still missing, for example, an efficient highspeed train connection; the highway to Luxembourg is also unfinished.

#### **5.1.1 Fürstenhausen coking plant**

The traffic connection of the area is good and suitable for new uses. The Fürstenhausen coking plant is linked at several spots to the local street network. The connection to the rural road L 163 also offers a direct link to the highway connection at Luisenthal. The area is connected to the existing railway network via extensive railway tracks.

Internal development is accomplished via ring developments, which enable access to the various parts of the area, as well as by a plant road running in an east-west direction.

#### **5.1.2 Reden coal mine**

Landsweiler-Reden is connected via the B41 with highway 8 (BAB 8, Neunkirchen/Spiesen connection). Via the A8, Saarlouis and, further on, Luxembourg to the west, and Zweibrücken/Pirmasens to the east, as well as the A6 direction Mannheim or Paris, can be reached.

Local mass transit connections exist via buslines and the Landsweiler-Reden train station.

The site is situated at the border of a rurally characterised and sparsely populated area, approximately 20-40 km away from the larger cities of Saarbrücken, St. Ingbert and Neunkirchen. The traffic connections need to be improved. The planning area, therefore, will be connected to the inter-regional street network by expanding the forestry road.

#### **5.1.3 Camphausen coal mine**

Corresponding to the terracing of the area in three sectors, there are three connections to a rural road that is linked to a highway. Still, development of parts of the area need improvement, since the connection to the streets and the layout of the streets is in part poorly arranged.

### **5.2 Utrecht**

One of the key problems facing redevelopment is the question of who will pay how much for exactly which infrastructural elements.

Although in general the area will become more accessible, not all businesses profit equally from better infrastructure, while others simply don't require better infrastructure. A lot of negotiation will be required to discover who will most benefit from improvements.

Because of traffic congestion inside the area and around the city, it is necessary that new infrastructure be built. Exactly how and where new roads will be built is not yet decided. The local elections of November 2000 have changed things and the “Sporlaan” road planning activities are terminated.

It is very likely that Lage Weide will have its own railway station in the near future. This would create opportunities for development, new functions and more intensive use of space.

The realisation of a modern infrastructure is considered one of the essential tasks in the restructuring of the old rundown, formerly industrially used areas, as well as with the integration of these areas into the city.

The areas are presently located on the northwestern fringe of Utrecht, but will eventually become more centrally located as a result of major new developments further to the west of the city. The construction of a new road, the Sporlaan, linking the A2 highway to the city centre, will also attract more development to the western districts.

## **6. The planning process**

### **6.1 The Saarland**

A general problem is the often unclear legal situation for planning, as well as aftereffects of underground mining or ongoing utilization of parts of an area, which doesn't allow unlimited new utilization of the area in the short-term. The resulting delays can lead potential investors to give up on, or not even consider, the establishment of a business.

#### **6.1.1 Fürstenhausen coking plant**

The development concept for the former Fürstenhausen coking plant should define and describe a development objective for the area of the former coking plant as well as for the adjunctant refinery area. Since an economic use of the area is only possible after approximately 15 years due to mining effects, a development in stages is planned. Parts of the area can perhaps be used earlier. Until 2015, approximately 60 ha of area with potential for industrial or commercial use will remain idle.

#### **Development stage 1**

First, building fields outside the subsidence area are developed. The vegetation of the different fields is supported and formed by maintenance measures. In the area of the former refinery, the first building fields for industrial and commercial use can be made available.

#### **Development stage 2**

The building fields that were developed in Stage 1 are settled. Depending on mining influences a further use of areas in the north of the site takes place. For that, only minor development measures (building of streets) are necessary. The vegetation of the area is further developed by maintenance measures.

#### **Development stage 3**

Once negative mining influences subside, the areas of the coking plant and of the refinery can be completely settled as a commercial and industrial site. Especially the areas with coking plant relics may, due to their special constellation, be settled on a smaller and higher-quality scale (services, craft shops courtyards, high-quality small businesses).

#### **6.1.2 Reden coal mine**

The model is the preservation of the special characteristics of the site with its experientable signs of past

industrial culture. It is expected that this uniqueness compensates for inconvenient access to the site for new kinds of businesses, thereby rendering the site a marketable address. For that the elements of industrial culture must be made valuable. The entire area has to be consciously formed and organized to make this valuation clear.

The objectives are intended to be realised in 3 stages (immediate and short-term, medium- and long-term.)

### **6.1.3 Camphausen coal mine**

The Camphausen coal mine with its mining tower characterizes the valley situation of the “Fischbachtal” (Fish Creek Valley). For production reasons and due to the spatial effect, the mining towers must be preserved. Parts of the area are suited – partly also with an inclusion of the existing buildings – for reutilization by commerce.

The coal mine shall be restructured and a new sustainable utilization achieved in the short- and medium-term without negating the historical identity of the site, due to its special site qualities, such as

- favourable traffic conditions
- high quality as nearby recreation area
- integration into the town district Fischbach
- can be utilized relatively independent from the immediate environment, valuable building substance.

## **6.2 Utrecht**

The current urban-fringe land-use allocation is no longer considered appropriate for future plans. In Utrecht, there is a high demand that needs to be met for offices, houses and high-profile business locations. Therefore, a revised spatial vision will be developed to accommodate the new sites available in the city and meet the social and economic demands of the 21st century.

Out of 3 different use scenarios, a vision for future area utilisation was developed, which is currently being discussed in Utrecht.

## **7. The implementation strategies**

### **7.1 The Saarland**

In the Saarland the industrial culture shall receive a new importance through a chain of projects, including the three REURBA projects. Sustainable concepts should be developed for the development of various (formerly used) sites with (old) industrial culture as well as for dealing with pronounced industrial monuments such as the World Cultural Heritage Monument “Völklinger Hütte” (Völklingen Steelworks).

The commission “Industrieland Saar” (Industry Region Saar), charged with developing these concepts, orientates itself on the positive experiences and practical realisations of the successful model IBA Emscher Park.

The emphasis of a unique character is also seen as an essential way to create interest for revitalised economic sites in the Saarland among young innovative companies from the New Economy, and to effectively polish up the widespread negative image of the dark coal and steel district.

#### **7.1.1 Fürstenhausen coking plant**

Preservation of landmarks plays an important role. If the goal is reached at the coking plant area of preserving single buildings and constructions, such as the gasometer, cooling tower, coking oven battery, and administrative buildings, then these landmarks stand in line with other constructions (cooling towers, chimneys) as well as the

blast furnace installation and the heaps of the World Cultural Heritage Monument “Hermann und Dorothea” in Völklingen, at the edge of the Saar valley.

### **7.1.2 Reden coal mine**

By preserving the special characteristics of the site with its experientable signs of past industrial culture, it is intended to create an extraordinary investment site for businesses seeking a unique location with extraordinary ambiance.

### **7.1.3 Camphausen coal mine**

Essential for the realisation of the concept for rebuilding and repurposing the “coal washing” facility is the attractive development of the surroundings. The commercial area should receive a special set of features that can motivate qualified enterprises to establish there.

## **7.2. Utrecht**

In order to redevelop the three case study areas into high-quality business areas, the functional and aesthetic qualities need to be improved. The Municipality of Utrecht wants to involve businesses actively in the area in the development of their spatial vision. They have a lot of knowledge about the area and have a significant interest in future economic, social and environmental development taking place in the city. Conflicts of interest between those companies, landowners and residents on the one hand, and the municipal government on the other, will have to be resolved. Because public funds are insufficient to cover all of the measures to be taken, developing strategies to attract investments from other sources will be an important part of the case study.

Of great importance is public-private-partnership, because the direct financial benefit of new infrastructure is the rise of land-rent values. These can only be incorporated into the project if the businesses owning and or occupying these lands cooperate in the project.

Utrecht wrote in the questionnaire: “We think the approach will be successful because of the public-private-partnership (“ppp”). This means that the companies are willing to cooperate and to look for solutions for their own company but also for the whole area. In the meantime they are willing to invest in the new infrastructure and the upgrading of the public space. The new infrastructure can be (financially) realised, if the ‘ppp’ is successful. Simultaneously the area will be upgraded and become a real entrance of the town.”

## **8. The state of affairs**

### **8.1 The Saarland**

At the moment the involved bodies are waiting for a decision by the government of the Saarland about strategies for reusing former industrial areas of the Saarland. A main idea within this topic is the governmental study “Industrial culture Saar” that was published in September 2000. This study expresses ideas about reusing the three sites and financing the restructuring measures.

### **8.2 Utrecht**

The project group of the department of urban development of the city of Utrecht finished its studies of scenarios for long-term spatial vision that could be realised in 2030. Three separate visions have been developed and were incorporated into one plan, which is thought to have the best chance for realisation.

The short-term project, i.e. the development of new infrastructure, will probably not start before the end of the REURBA project. The next step is to achieve an insight into the opportunities and threats of redevelopment of these kinds of industrial sites.

## **9. Future development**

### **9.1 The Saarland**

The state concept looks at a time period of 10 years. Single projects are laid out for longer periods. In general, none of the REURBA sites are expected to fulfil all measures in the short term, but an adapted, slow, evolving and growing of the sites is striven for.

#### **9.1.1 Fürstenhausen coking plant**

In the structural concept, areas and utilizations are only roughly determined. The differentiation into zones of various utilization-informing intensity needs further thought and should be decided at a later time. After the subsiding of coal mining subsidence, a commercial use appears to make sense.

#### **9.1.2 Reden coal mine**

The core point of the model for the Reden coal mine is that the site is made valuable and its character preserved for uses that are not yet foreseeable. The long-term development is not yet concretized. Worthy of consideration is a development with emphasis on leisure and recreation in conjunction with meetings and conferences, as well as the establishment of development departments of private industry institutes with an emphasis on technology or ecology. For both developments the existing railway connection could again become interesting.

#### **9.1.2 Camphausen coal mine**

The buildings of the heating power plant and the mining house in the south of the planning area are already commercially used. The new commercial use of new commercial areas in the north and the repurposing of the middle building and rotary converter building at the main access road can be realised immediately. The same is true for new commercial utilization at the south access road of the former motor vehicle hall. Office and hotel utilization in the building complex of the coal washing installation can only be realised in the midterm, depending on the market situation, with respect to decisions of an investor.

The uses with a public character can only be realised after the coal mining utilization has stopped, that is, in 10 to 15 years.

### **9.2 Utrecht**

In anticipation of future developments in the area, the monitoring of the area continues. Opportunities or threats caused by individual enterprises can be recognised and action can be taken at an early stage.

## **10. Summary and Recommendations**

Behind the projects in the Saarland stand a statewide integrated concept “industrial culture”. It is mainly founded on the economic need for structural change. It is hoped thereby to create a suitable surrounding and consciousness in the Saarland for the restructuring and rearranging of the economy and its sites, which should be done without breaking with the past.

This approach helps comply with the limited financial possibilities of the state and its municipalities as well as offering the chance at the same time to turn the characteristics of the state (monostructural coal and steel, environmental pollution due to high degree of heavy industry) which often create an overall negative impression, into site factors with a positive effect (industrial culture).

The Utrecht restructuring project is a geographically limited topic but with an almost prototypical starting situation and question. Three old industrial sites, some laden with plants that heavily impact the environment,

are to be transformed into attractive, modern industry and commerce areas. A rather negatively viewed outer area is to become an attractive address that serves as a portal to the city of Utrecht.

There, an individual approach to the task is looked for. Especially helpful in this regard would be the development of the traffic infrastructure, which should contribute to better integrating the formerly remote city border into the city area. The three older industrial areas at the outskirts of the city offer a great potential for the entire city development and the economic structural change.

## 11. Sources

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