

DEVELOPMENT OF PASSING PORT AREA BOCHOLT (B)

PARTNERS

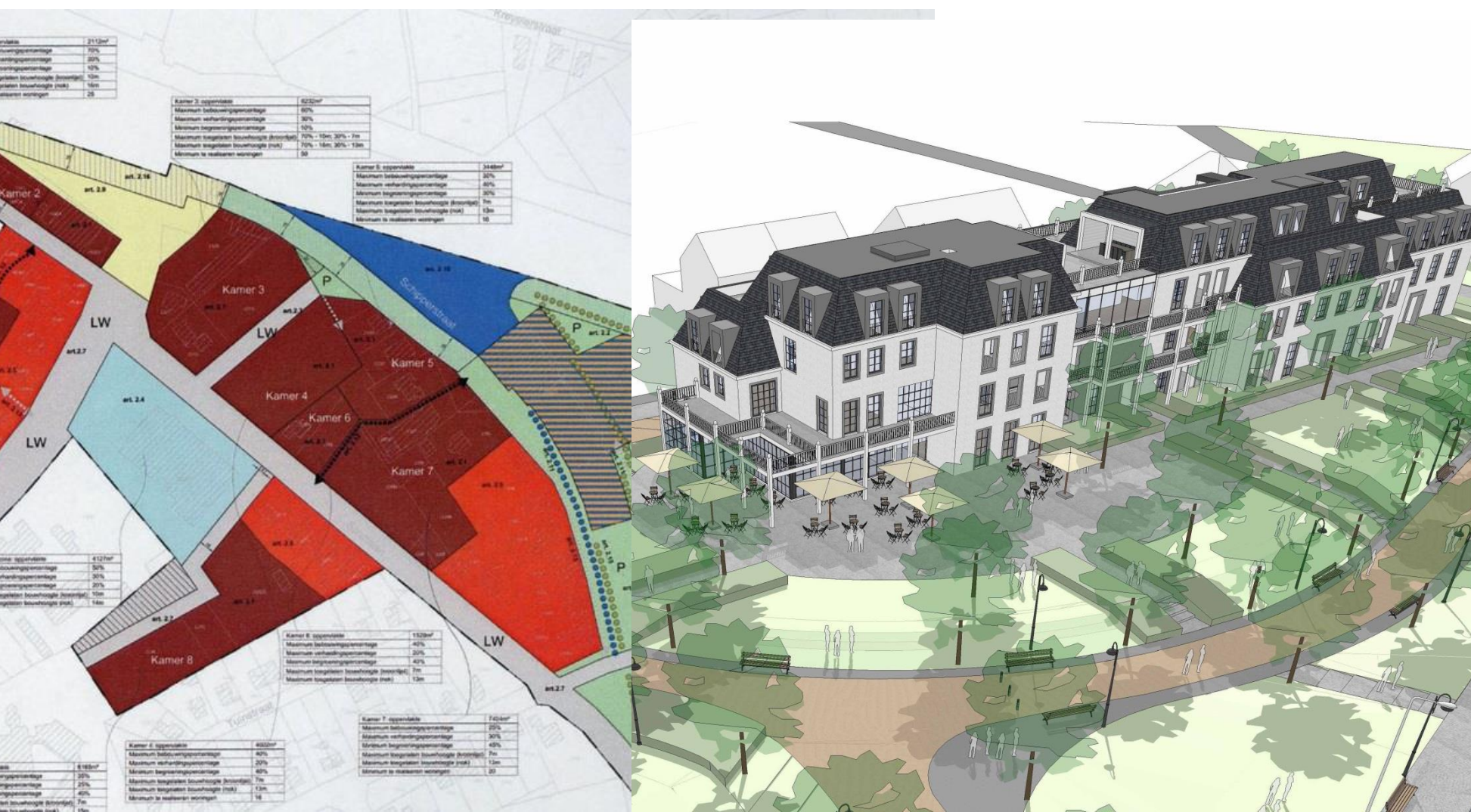
- Town of Bocholt
- nv De Scheepvaart (plc) – Governmental organization for canal management
- Vlaamse Vereniging Watersport vzw (npo) exploitation/construction of marina
- Private partners:
 - KZW – Family business in the sand industry
 - IHFS - Project developer

DESCRIPTION

Transforming an old shipyard, warehouses, offices and a large beverage distributor business into a pleasant residential area, marina, mobile home parking and green area connected to an existing recreational park as well as resolving a missing link in cycling paths.

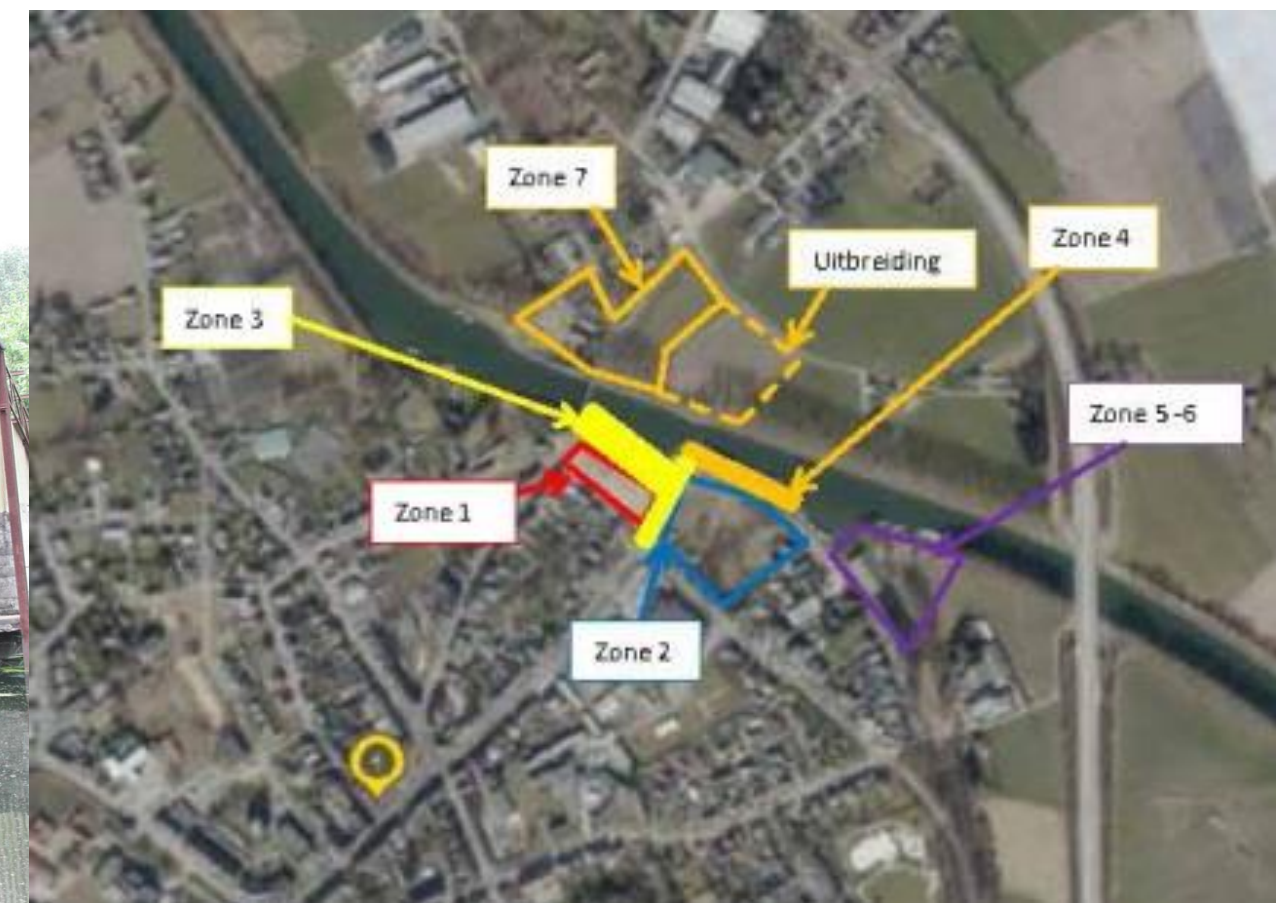
1. INSTITUTIONAL SETTING:

- Development of a ‘brownfield’ on the peripheral area of Bocholt – theme: **Living by the water**
- Start 2009 – Spatial Implementation Plan – SIP [image 1]
- Preparation of a PPP (Public Private Partnership 2010-2011) – Contact with landowners (KZW and IHFS)
- Creation of construction plans by developers
 - KZW – 23 apartment units with commercial space [image 2] (2012-2013)
 - IHFS – 76 apartment units [image 3] (2012 - present)
- Conversion of a passing port (15 yachts) into a marina with 65 docks.
- Creation of a global vision (residential area - squares – green area and marina) by Consultancy firm “Antea”.



2. STARTING POINT:

1. Abandoned site (Convert an old beverage distributor warehouse and shipyard with buildings into a pleasant residential area [Image 1, 2 & 3])
2. Large area of more than 250.000 m² [Plan areal picture – image 4]
3. Combination of a residential area with multifunctional squares, development of the marina and integration of the mobile home parking, creation of a green area and cycling paths and connection to an existing recreational park
4. Many actors – public authorities as well as private companies => many agreements to conclude
5. Bundling all actors' expectations into one global vision
6. Consultation of local public => participation and inclusion



3. APPROACH:

1. Preparation of a Spatial Implementation Plan in which the broad terms of development are defined
2. Achievement of a politically supported development plan (all political groups)
3. Consultation of local inhabitants (neighbourhood residents)
4. Negotiation with private partners – Landowners KZW and IHFS – in order to achieve a PPP (Public Private Partnership) approved by the municipal council
5. Set up of a timing with the private actors and higher authorities
6. Selection of a consultancy firm to achieve one global vision for the layout of the entire area



4. OUTPUTS:

1. Demolition of old abandoned buildings [image 1]
2. Removal of boats from the canal [image 2]
3. Construction of first building is ongoing – Date of completion March 2018
4. Development of plans for a multifunctional square are ongoing
5. Expansion of passing port to marina is ongoing [image 3]
6. Construction of a second series of apartments – Date of commencement mid 2017



5. LESSONS:

1. Too many actors complicate work
2. Long duration: Plans, higher authorities, developments, land acquisition. Commencement date of this project: 2009...
3. Complicated regulations by higher authorities
4. Finding sufficient support from local population(= successful)
5. Finding financial means: contribution from the municipality, private partners, subsidies



6. FOLLOW UP:

1. Timing and speed of the development are dependent on the market... The faster we can sell, the more development.

Is this the case everywhere?

2. The municipality currently needs to invest a lot. The return on investment (more inhabitants – more taxes) is long-term.

