

‘Think globally, act locally’: North and South working together on a sustainable urban development strategy. Experiences from: ‘Citylink Antwerp – Paramaribo’

Introduction

This paper is based upon the master thesis of Sigrid Heirman and Iggino Stuyck, which will be presented in September 2007, with the working title “Towards a development strategy for the urban fringe of Paramaribo, case Weg naar Zee”.

The research of the thesis was a field research in Paramaribo, which lasted four months, and literature study upon urban sprawl and sustainable urban growth. These two researches led to a development strategy for area specific planning processes in the urban fringe of Paramaribo, with the focus on the development of a vision. In addition strategies for the development and application of three spatial instruments, to implement the vision, complete the research.

This paper focuses on the context of the research and the development strategy for a long term vision on the urban fringe of Paramaribo.

Citylink Antwerp – Paramaribo¹

Citylinks in general start from the basic philosophy of exchanging knowledge between cities in a atmosphere of equality. Citylinks are not based upon the financial support for the realisation of projects. Their main goal is capacity building by co-production.

Antwerp and Paramaribo have a link since 25 March 2002. The cities chose to co-operate because of the geographical and linguistic resemblances: their location next to a river, their role as harbour cities, the Dutch language,...

One of the tracks the link works on is urban development. After an orientation, the scope was set on two pilot projects that would show the potentials of area specific planning within the city. The first project is the innercity and the other one is a part of the urban fringe: the resort ‘Weg naar Zee’. By choosing these two very different projects, the main scopes of the urban planning in Paramaribo were covered: the decline of the centre, the sprawl of the fringe – both related to each other – and non sustainable urban development in general.

The development options, translated in a long term vision and an action plan, were to be achieved by an area specific planning process.

Research set up

Focus of the research

This research focuses on the urban fringe in general and Weg naar Zee specifically. In this case urban sprawl and non – sustainable development in the urban fringe are spatially the main issues.

These issues are caused by the absence of a spatial vision, the insufficient planning capacity, the gaps in the law, the lack of formal plans, the insufficiency of the instruments, the absence of sanctions for illegal parcelling.

Goal of the research

As the introduction proposes, the goal of the research was to develop a strategy for the urban fringe, which makes sustainable development possible in the short term and on the long run.

A sustainable strategy works on several tracks. The two main tracks are to stop the drift from the centre to the fringe and to build on a sustainable development. In this research only the second track is explored.

Approach of the research

To reach a development strategy, different research scales, process steps and research methods were used.

First of all, the field research had three different scales: Weg naar Zee, the urban level –with a focus on the fringe and smaller zones within Weg naar Zee. The use of these three scales is an important part of the strategy.

Within the research of the thesis two extra levels were introduced: the level of Paramaribo and the global level. The experiences in the other cases, theories and approaches fed the development strategy.

As structure planning implies, different planning tracks were followed. Data research, data analysis, vision development and design happened within a process where all tracks were explored at the same time and influenced by each other.

To reach the strategy different research methods were used: applied research, theoretical research, participative research and research by design.

Approach of the paper

This paper is built upon three parts: the local context, the global context and the field research as a case to demonstrate the strategy.

The local context is a brief explanation of Surinam and Paramaribo: the geographical, historical, social, economical, institutional and the spatial appearances of Paramaribo.

The global context explains urban sprawl as a global pattern and sustainable growth as a global goal.

The strategy uses all these perspectives to build an approach for area specific projects in the urban fringe of Paramaribo, illustrated by the case of the field research, so urban fragmentation and ad hoc policy changes into sustainable development.

Local context: Surinam – Paramaribo

Geografica²

Surinam is located in South America, between French Guyana, British Guyana, Brazil and the Atlantic Ocean. The country has a surface of 163.820 km², 80% is occupied by dense rainforest.

Most of the villages and inhabitants are located in the coastal zone. The capital, Paramaribo, is located in the centre of this zone.

Paramaribo is located on the left bank of the Suriname river and has a surface of 75km², which makes it the largest city of the country. It has a population of 242.946 inhabitants. In comparison of the 492.829 inhabitants of the entire country, almost half of them lives in the capital.

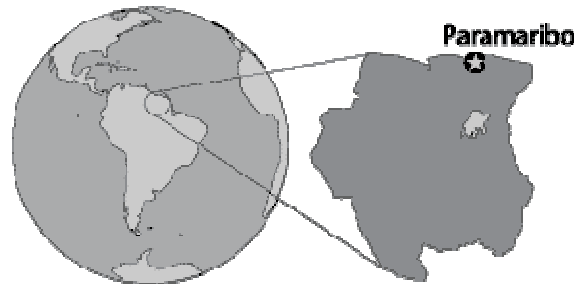


Fig. 1 Position of Surinam in Latin America, **source:**
<http://www.heritage.org/research/features/index/country.cfm?id=Suriname>

Historical⁹

Until 1613 the area now known as Surinam, was inhabited by Indians. They had a nomadic life style and moved along the coastal zone.

In 1613 the Dutch started to colonise the country. Their main goal was to build plantations to grow sugar and tobacco. Briefly after the Dutch started their plantations, the English came and concurred 'Surinam'.

Until 1667, Surinam was alternately in Dutch and English possession. At last, England and the Netherlands traded Surinam for New Amsterdam (which is now New York). From that date until 1975 Surinam was colonised by the Dutch. During the colonisation Surinam had a vivid plantation economy. At the end of the colonial times, the plantations declined and the reclamation of bauxite by multinationals became more important.

During the colonisation, Paramaribo was the capital and the only city in the country. It's harbour exported all the products from the plantations to the Netherlands and imported all the proceeded products from the Netherlands. The whole country was orientated towards the capital and through Paramaribo oriented on the Netherlands.

Social[†]

Surinam is a socially divers country, both on ethnicity and the spatial separation of social groups.

The ethnical situation, is rooted within the plantation history. At first the native population, the Indians, were forced to work on the plantations. When it turned out that they were not willing to participate, the Netherlands started to import slaves from Africa.

When slavery was prohibited in 1863, they attracted Javanese and Hindustani contract labourers to take over the work at the plantations.

Later on Libanese and Chinese arrived on there own initiative. Last century, the already very divers population was enriched by the immigration of the Brazilian and the Guyanese.

Spatially there's an ethnical separation. The rainforest is mainly inhabited by Indians and Africans, who live in small villages along rivers and roads. Within the coastal zone, the ethnical separation is rooted in the plantation economy, by which each ethnical groups dominates a certain regions.

Within Paramaribo, spatial division is economically and ethnically based. In the centre of the city, economical activities dominate the residential function. Around the centre, old poor neighbourhoods are mainly inhabited by the Creole (black people, with roots in Africa). The southern and western neighbourhoods are mostly inhabited by the middleclass and upper-class citizens. These neighbourhoods are ethnically very mixed. The south of the city is mainly occupied by poor neighbourhoods, which are populated by Indians and Creoles.

Economical

Today's economy is very different from the colonial times. Plantations are rare, agricultural activities are now mainly led by private companies. Internal market has become more important, export has declined on agricultural products. The reclamation of bauxite, gold and oil are the main economical forces.⁵

The exclusive orientation towards the Netherlands has changed. Although the Netherlands and there financial support is still very important, other relationships are built. Regional relationships with other Latin American an Caribbean countries and organisations, like Caricom, are made. Other financial help comes from IDB, Worldbank, UN, IMF, European Development Funds... The relationship between Surinam and, mostly American, multinationals is also important, because they dominate the natural resources economy.⁶

The government is the largest provider of work. Nearly half (41,9%) of the working population is employed by the government. The second largest employment sector (15,6%) is trade, restaurants and bars. The industry and the mining together provide 11,4% of the employment. Agricultural activities remain quite important for employment (11,2%).⁷

When we put Surinam on the global charts of poverty, corruption, human development,... it shows that it is a poor country, that has to deal with a lot of corruption and a growing informal economy . A lot of problems were created in the past, by mismanagement and political instability. Currently the country is slowly developing, but a lot needs to be done to decrease the poverty.⁸

Institutional - juridical⁹

After the independence, Surinam became a republic, ruled by an extended parliament and a president.

Urban planning is divided in to several ministries which have overlapping responsibilities. For example policy made on national and on urban level is now done by different ministries that have few cooperation.

Juridical urban planning is based on two laws: Planning law (1973) and the Urbanisation law (1972). The law subscribes structural planning, but until now no structure plan that is presented is approved. In 2005, a structure plan was made with funds of IDB, but none of the ministries has approved it yet. So there is no formal vision for the development of the city.

The parcelling permission is the only instrument to steer urban development. The judgement of these permissions is difficult, not only because there is no vision, but also because there are no other conditions to build the judgement upon. Also a lot of illegal parcelling happens.

Spatial appearances of Paramaribo¹⁰

On world scale, Paramaribo is a rather small city - with a low density. For the country it is the most dense and most urbanised area and is the centre of the country. This central function is: economical because a lot of businesses are located in the centre of the city, because of it's harbour and the location of the national airport. It is governmental, because all of the ministries have there location in the capital. It is residential, because half of the population lives there.

This central function results in an immigration flow from all of the country towards the city. This is one of the reasons way the fringe is growing so fast. Also suburbanisation within the city makes the fringe grow. Most of the residential areas in the fringe were build the last 25 years.

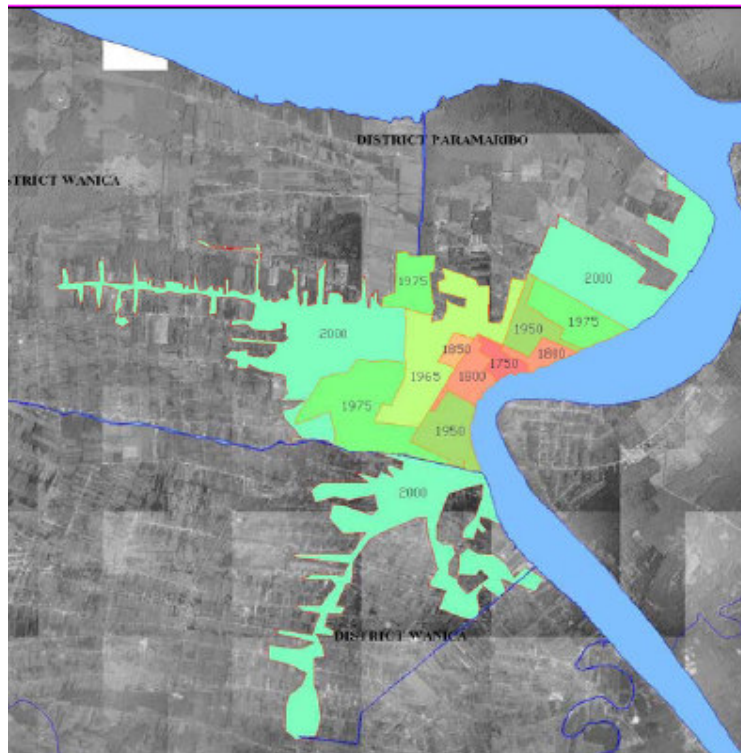


Fig. 2 Historical growth of Paramaribo, **source: Blufpand, Yves, (2006), *Paramaribo op orde: structuurvisie Paramaribo 2020*, s.e., Delft.**

These new areas have a very low building density by which it is no longer possible to provide an adequate infrastructure and services level for the city. The low density and the monofunctional residential neighbourhoods cause a lack of public services and basic needs: which makes the fringe depended from the centre. The low density expansion, the lack of services and poor public transportation make Paramaribo a car oriented city. Because of this the roads are dilapidating really fast and congestion makes the urban environment decline. In addition to the road, the water waste system can not catch up either; floodings appear frequently.

As explained in the former point, urban policy and parcelling permission policy is not adequate enough to prevent these urban evolutions.

Global context

Urban sprawl

“too frequently a gallon of gas is used just purchasing a gallon of milk”¹¹

The sprawl of Paramaribo is not a unique phenomenon, all over the world similar processes occur. The definition of sprawl does not have a consensus, a lot of different definitions rule the discourse. Though an exploration following definition is used within the research: “Urban sprawl is a spatial phenomenon in which the city and her fringe sprawl upon the rural surroundings. Open space is urbanised, in a uncontrolled and discontinue way, with as result the occurring of fragmentised spaces with al low density and not developed agricultural enclaves.”¹²

Urban sprawl also has a few universal characteristics:¹³

- low density developments

- lost of open rural space
- the development of monofunctional residential areas
- cardepended societies
- spontaneous, uncontrolled and incoherent developments

In general there is a difference between sprawl in northern cities and those in the south. The northern sprawl is described above. Southern sprawl are often mega cities, with around the sprawl as described above, large squatter settlements for the urban poor.

Although Paramaribo is located in Latin America, it has the sprawl pattern of the north. To analyse and select the drivers of sprawl in Paramaribo, northern sources were tested on the urbanisation pattern of Paramaribo:

Drivers for Paramaribo:	Consequences for Paramaribo:
Macro-economical drivers - o Economical growth - o Scale enlargement of the agriculture	Urban sprawl causes the lost of public services in the fringe
Micro-economical drivers - o Prices of lots and buildings changing - o Availability of agricultural lots	Sprawl undermines the maintenance of the existing roadinfrastructure
Demographical drivers - o Demographical growth - o Downsizing of the families	Sprawl causes an increase of mobility costs for the society
Changes in living preferences	Sprawl consumes more natural resources then other development patterns
Problems in the inner-city - o Noise pollution - o Safety problems - o Lack of open and green spaces - o Dilapidation - o Congestion - o Lack of parking space	Sprawl causes, long travel times and result in a lack of time
Mobility - o Increasing car possession - o Unattractive public transportation	Sprawl causes water waste problems
	Sprawl results in the permanent change or destruction of natural habitats

Sustainable growth ¹⁴

Now the definition, the drivers and the consequences of urban sprawl are defined, the strategy to create a solution fitting for Paramaribo can be started.

To find a strategy we base one hand upon the basics of the citylink, which is very much related to sustainable development as described in LA21. This organisation is broader and more experienced, so its lessons can be used for the strategy. On the other hand the strategy is based upon the adaptation of Smart Growth as a specific strategy to shape the content of sustainable growth in the urban fringe of Paramaribo.

“Think globally, act locally”

On the conference of the UN in Rio de Janeiro, 1992, the Agenda 21 was shaped. Of a very broad document following elements are relevant for this study:

- Promote planning and management for sustainable landuse
- Promote sustainable transportation systems in human settlements
- Promote planning and management of human settlements in areas that are sensitive to disasters
- Promote sustainable building

- Promote the education and capacity building for the development of human settlements

To promote the implementation of these objectives, the Agenda suggests that the local level is essential. This level is the closest to the population, by which it is more evident to create a process that is based upon consideration and cooperation between different actors and stakeholders. This level is also ideal to consult the local knowledge and experience. This local approach of the Agenda 21, is called Localising Agenda 21 (LA21). The LA21 program had as main goal to start planning processes that are based on co-production of policy: the citizens and the local authorities work together and share responsibility for the policy plans and – implementation. In this program, sustainability in planning urged for a new approach. The global goal of sustainable growth is implemented on a local level, by which “think globally, act locally” was formed.

To translate this approach to a planning process, following principles were developed and are being used:

- Strategic structure planning is to be used, because it is impossible to deal with all the problems of a city at once. By identifying key issues and strategical projects, it is possible to anticipate on the most urging problems. The goals are located on the long term and in the short term.
- Strategic projects are not megalomaniac but are strategic interventions that increase the liveability of the city.
- Because planning is a process on the long run and different steps need to be taken, formalisation of the outcome of different steps and projects, is needed to formalise the outcome of the different steps, to secure the process and to secure the implementation of different projects. This formalisation is done by dynamic and result orientated urban pacts, which are created upon consensus of the different parties included in the process.
- To realise this approach local authorities have a great responsibility. To be able to manage this responsibility, capacity building is needed. As approach, ‘learning by doing’ is suggested. International planners support the local authority during their planning process, by using methods as: workshops, field research, consultations and pilot projects.
- Within the dimension of structure planning and working on the local level, sustainable development implies the integration between different policy sectors. Cooperation between different authorities is essential in this approach. The urban planning administration is the director of this process and the cooperation.

As said a lot of these approaches are used within the Citylink Antwerp – Paramaribo: strategical planning, strategic interventions, capacity building, learning by doing and integrated processes. What is currently not often used are the urban pacts; so this needs to be integrated in the strategy.

*Smart Growth*¹⁵

Now the local context, local problems and the glocal approach is set out, the only thing that is needed to form the strategy is a content for sustainable development, fitting for the fringe of Paramaribo. During the field research this was not explicitly used and was proved a lack of the research. Later literature study helped to overcome this void.

Smart Growth is the implementation phase of Growth Management, the approach of Northern America, to combat sprawl. Growth Management is not against urban growth, it wants to accommodate growth in a way that is contributing to the sustainable future of a city.

Because Smart Growth also works on smaller entities in the urban fringe, with processes initiated by local authorities, it was proven fitted to the problems, scale and approach as used in this research.

Smart Growth is a clear and easily transferable approach, that aspires to reach sustainable urban development in the urban fringe by applying 10 principles in their local planning processes.

Because Paramaribo is not Northern America, a research based upon the experiences from the field research translated the approach of Smart Growth in one fitting for the context of the fringe of Paramaribo. Following principles were selected:

1. Mixed land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighbourhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development choices predictable, fair and cost effective
10. Public – private cooperation
11. Public cooperation, between different authorities
12. Neighbourhood and stakeholders participation

Strategy of Case Paramaribo – Weg naar Zee¹⁶

The research outlined the problems, the goal, the approach and the principles for the content. The field research used all these elements in an area specific planning process, that resulted in a vision and a desirable spatial structure. The strategy uses the elements of the case to demonstrate its content and its approach.

Phase 0 - general

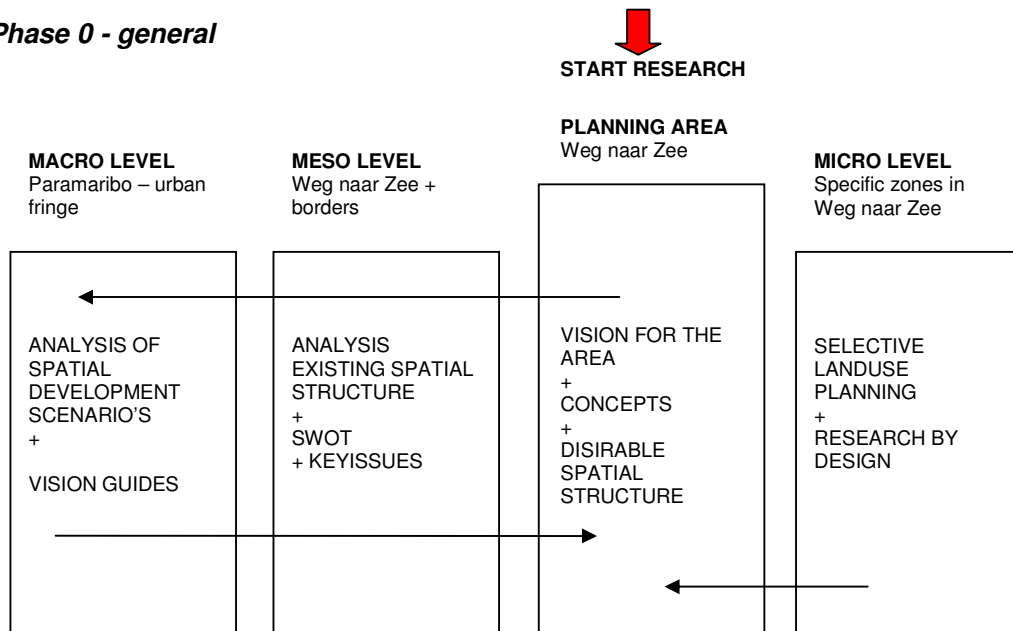


Fig.3 process sketch, source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.*

The strategy starts with an approach to handle the different levels within the planning process. As the scheme above shows, the research starts from Weg naar Zee - which is positioned on the map below. To be able to analyse the research area within the nearby surroundings, the borders are taken in account during the analyses phase. When the existing spatial structure is detected, the SWOT is made and key issues are selected, the research is taken on a higher level – to avoid ad hoc planning and spatial fragmentation. The key issues are analysed on this level by choosing desirable development scenario's. These scenario's are translated in concepts and guidelines which are used, when the research returns to the planning area of Weg naar Zee. On this level, concepts are designed and a desired spatial structure is formed to translate the vision on the development of the research area. To implement this vision, instruments are formed – these were 'a selective land use plan' and 'research by design'.

Although this scheme seems very linear, in reality it is based upon strategical planning, so several tracks will be explored at the same time. For the clarity of the scheme, only the main planning action is shown, although the other tracks are explored in the sideline of the process step.

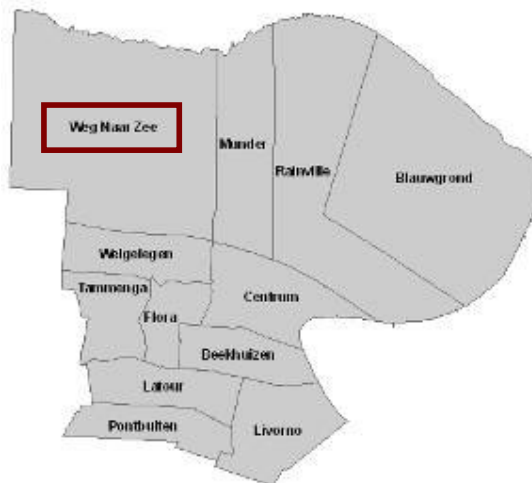


Fig.4 research area, source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.*

Phase 1 – introduction

The introduction of the urban planners in the local environment and local partners is the first and very important step. Experience from the fieldwork and the analysis of LA21, show the great importance of the commitments made during this first meeting. Bad introductions lead to misunderstanding, false expectations and the decline of the trust in the planners.

The meeting is divided in two parts: the first part is the introduction of the project (problem – focus – goal of the project), the indicative progress of the process and the assumption of the used methods – all of them will need steering through the expertise of local partners. Through a clear explanation the mission of the project is clarified to the local partners. The second part of the meeting contains the practical agreements: tasks, technical support, work material, different types of consultation and participation moments,... From the experience of the fieldwork, the arrangement of a central workspace is crucial for the possibility of sharing experiences and informal contacts improve the capacity of the local planners and the insight of the researchers. The agreements are formalised in a contract.

Phase 2 – GIS course and support through the planning process

Because most of the data is analogue, widely spread and datasharing is not common: a gis course helps to build capacity to create digital data, to be able to exchange data and to discover the advantages of data exchanging through the analysis, potentials and the possible insights when sharing takes place.

The gis track is very important for the citylink. In former missions, training helped to create the base of the capacity building as mentioned above. Besides an introduction course, a constant support of a gis expert makes it possible to anticipate on questions rising during the process. This is an application of 'learning by doing'. Capacity building starts in a classroom but is mainly achieved during the planning process itself.

Phase 3 – exploration with local partners

The exploration of: the field, the actors, the required data and the existing data, needs to be done with the local partners so their expertise can be used. Their local network of contacts within the other authorities, made the fieldwork more easy and provided a better entrance to data.

Phase 4 – data gathering

The gathering of data is a search for charts, figures, sources that clarify the context, visions and policies for the urban development.

A lot of bilateral meetings with actors and stakeholders, formal and informal communication with local partners is needed to gather all the information. This is one of the reasons why the process works on several tracks at once. Waiting for all data to be gathered would resolve in waiting in vain and the end of the process.

By gathering all data with the local partners, a lot of informal moments occur so trust and connections are built between the local partners and the researchers.

Phase 5 – data processing and analysis

This phase has two main methods, one is reading all the plans, policies and proposals gathered during the past phase. The other one is digitalising, geo – referencing, linking figures to maps, analysing digital maps individually and together.

Both methods bring great insight in the context and the local situation of the planning objective. This is very important to be able to frame the research within: its context, the history of the city, the spatial situation and the society.

Towards capacity building, the case showed that progressing the data together, helps for the insights of the use of gis, which is very important for the local planning capacities. It also shows the advantages of bringing information from very different actors and partners together, because it gives different and more profound insights than with sectoral approaches. These insights create a public support for this approach. The result of this analysis are the detection of different structures, like: natural structure, agricultural structure, transportation structure, water structure, structure of settlements...

Phase 6 – existing spatial structure

The syntheses of the different structures is the existing spatial structure in which the land use and the spatial relationships are brought together.

This is the first product of the planning process and needs to be communicated and formalised as such. This formalisation confirms the content of the product and the progress of the process.

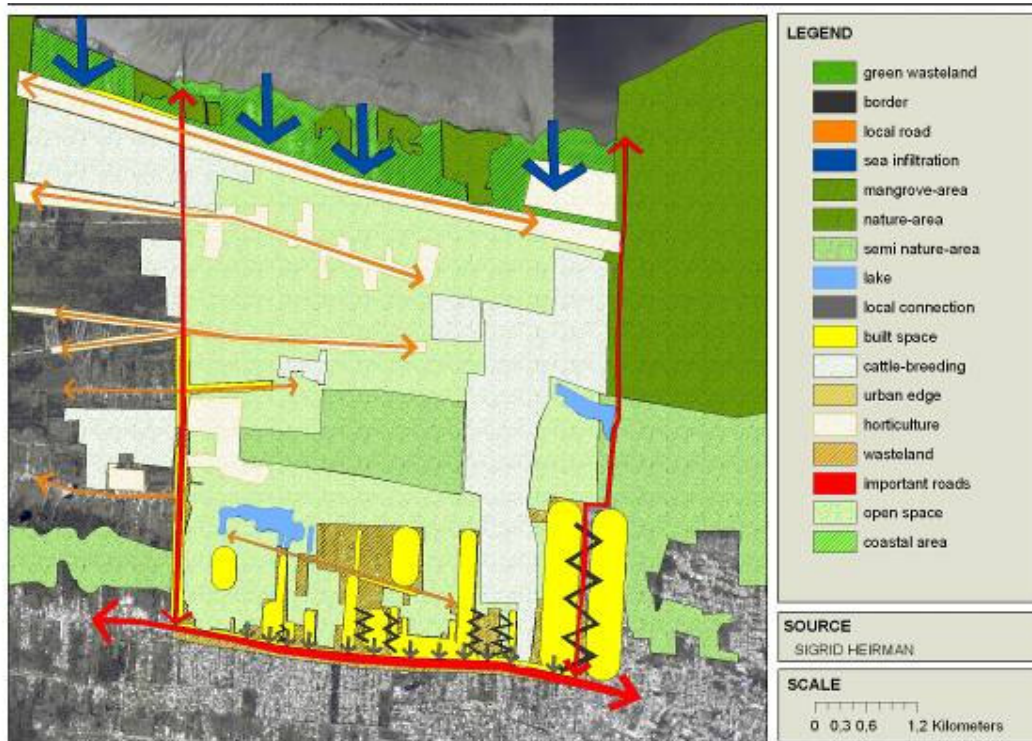


Fig.5 existing spatial structure, **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.***

Phase 7 – SWOT

The SWOT detects, as in every strategic planning process, the strengths, weaknesses, opportunities and threats of a planning area. In this step, the local expertise is very much needed. The participative track of the fieldwork showed a great importance of the SWOT within the process: not only for the insights in the local situation but also for the creation of public awareness and support for the process, it's approach, the used methods and the content.

The SWOT was made through a workshop with the local partners. In which discussions occurred and opinions were critically evaluated. The way a participation moment is organised, differs in every project – because none of the situations is exactly the same - so generic rules for participation are hardly possible. At the end of the participation moment, a syntheses must be made and brought again to discussion with the local partners. In this way, no wrong conclusions are made or false interpretations are carried through in the process.

Phase 8 – key issues

Because the SWOT is a very extended matrix, it's impossible to invest in every issue. That's why the most strategic issues must be selected: so the capacity can be used strategically. This selection must be made in consideration with the local partners, so the local expertise can be applied.

To avoid urban fragmentation and ad hoc policy, the principles selected through the local translation of Smart Growth for the urban fringe of Paramaribo can be used as a reference frame to select the key issues.

Local expertise and the application of the principles try to make the selection of key issues locally fitting and spatially related to the entire fringe.

The key issues selected in case Weg naar Zee:

- fast and incoherent suburbanisation
- deficiency of the water waste system, that leads to flooding
- the chaotic and inefficient the traffic situation
- the uneven spread of public and private services
- the lack of acknowledgement and exploitation of the ecological potentials of the fringe
- the unsure future of agricultural activities in the rural areas nearby the fringe

Phase 9 – research on city level (urban fringe)

As explained in phase 0, a link must be made with the urban level, so spatial fragmentation and ad hoc policy can be avoided within area specific planning processes. The projection of the key issues on the urban level and the use of the general principles for sustainable development in the fringe of Paramaribo, help to in the search for the desired developments for the entire fringe. To guide this search, the use of development scenario's can be useful. The most preferred scenario's, which can be the combination of several evaluated scenario's, are translated in graphical concepts and guidelines.

The guidelines of one area specific process can be evaluated, adapted and used in a following process. As such a vision and a generic policy for the entire fringe can be developed.

From the case of Weg naar Zee, we have learned that the purpose of the linkage with the urban level must be communicated explicit, otherwise the local partners interpretate this as a radical change in the process, by which the coherence of the research process seems gone for the local partners.

An example of concepts and guidelines from the planning process of Weg naar Zee:

- Complete the urban fringe

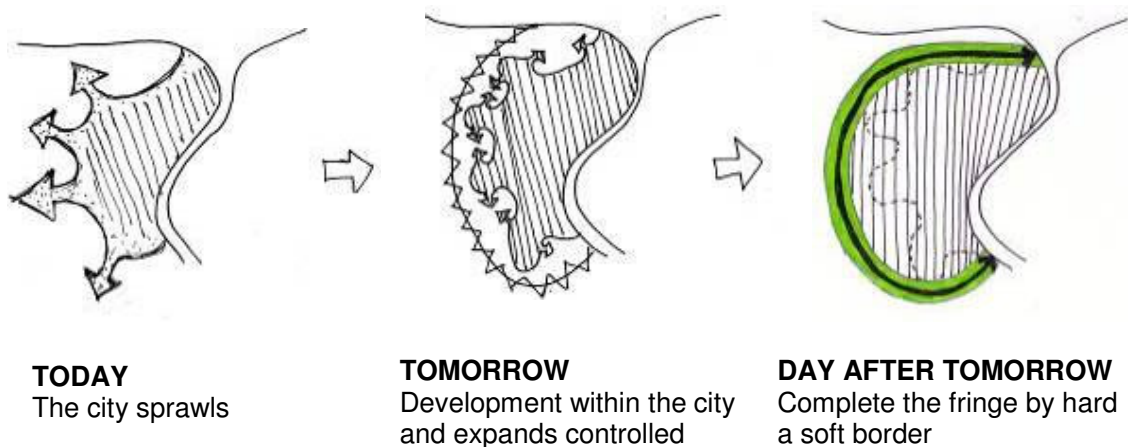


Fig.6 guidelines for the fringe of Paramaribo, **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.***

Phase 10 – vision on the study area

In this phase, the research returns to the level of the objective of the area specific planning process. (Weg naar Zee in the case)

This vision premises the role that the area is going to fulfil within the entire fringe and the internal role the elements of the area are going to fulfil.

To describe this external en internal role, the planners use the existing spatial structure, the keyissues, the guidelines for the fringe and the principles for sustainable development in the fringe of Paramaribo. This moment brings al the vision elements together that were formed during the process in the sideline. The application of the several tracks of structural planning need to be explicated again towards the local partners, so they know why and how this phase is formed.

Very brief - vision for Weg naar Zee:

To bend the current problems and threats to desired developments, the vision chooses to exploit the potentials and the use of opportunities. The current dual character (urban – rural) is seen as a strength, in which the both parts have to be strengthened and brought in a positive relation with each other. This vision must lead to an improved coastal (rural) zone and a liveable urban tissue in the fringe. In which each zone respects and supports each others strengths and to help overcoming their weaknesses, and avoiding their threats - so a coherent and qualitative space is created. Where it is a comfortable place to live, work and stay. To achieve this vision the coastal zone must protect the city from the rising sea level and the ecological elements must be used to create urban, green and recreative space. The fringe must provide a qualitative living climate for the city. The nearby green structure can create a unique living environment within the city.

This approach implies a strategic input in the undeveloped parts of the fringe, with small interventions in the existing urban tissue. This attitude prevents that the achievement of desired spatial structure is based upon megalomaniac projects.

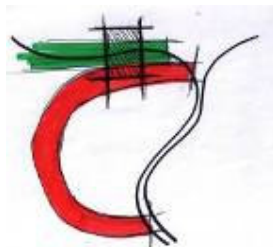


Fig.7 vision sketch, **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.***

Good participation from the local partners in this phase of the process, made that the researchers achieved insights by local expertise and the local partners gained capacities for the formulation of visions.

Phase 11 – abstract concepts

To translate the vision in a spatial organisation, structure planning suggest the use of abstract concepts. In the planning practice of Surinam such concepts are not used. The translation of key issues, guidelines and the vision into concepts was very difficult to understand for the local partners. That's way an extra phase was added to the process.

Example of an abstract concept:

- concentrate development in enclosed spaces in the fringe instead of realising expansion by growth

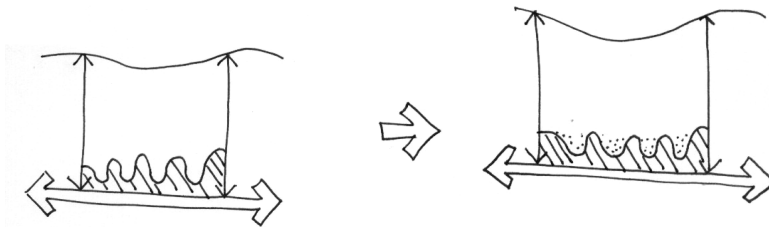


Fig.8 abstract concept development zones, **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee*, s.e., Antwerpen.**

Phase 12 – projected concepts

This is the extra phase in the process, that was developed during the process of Weg naar Zee, because the local partners didn't understand the concepts and weren't able to give their expertise and opinion on them.

In a next process, the abstract concepts and the projected ones should be developed in relation with each other. So the feedback of the local partners can be integrated in the abstract concepts.

Example of projected concepts of Weg naar Zee:

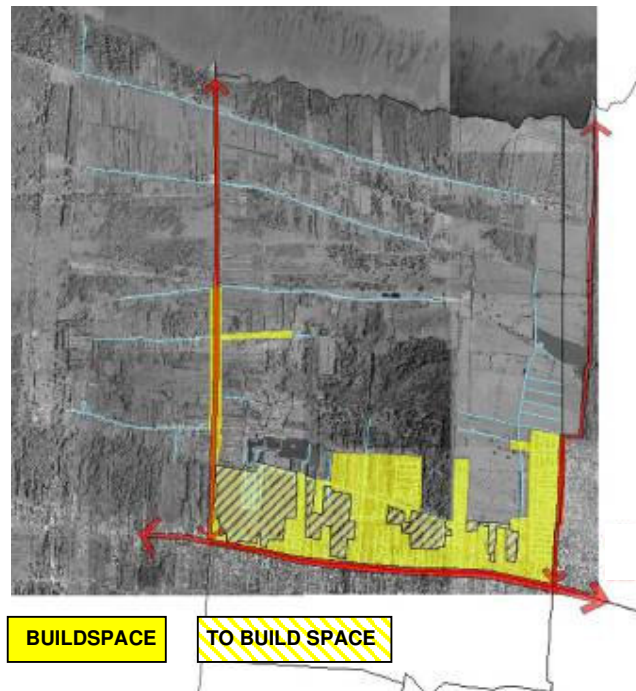


Fig.9 projected concept: development zones, **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee*, s.e. Antwerpen.**

Phase 13 – workshop with actors and stakeholders

Because the actors and stakeholders are only bilaterally approached and this mainly to gather information. For feedback and the possible development of public support, it is necessary to have a broad participation moment with all actors and stakeholders. The concept of this moment depends from the circumstances of the process.

In the Weg naar Zee process, it was a workshop in which the actors gave their opinion on the favourability of the suggested development scenario's. This by handing out red and green cards.

This feedback is needed on the one hand to integrate the expertise of the stakeholders and actors and on the other hand to create public awareness and support for the planning process. The expertise can help the researchers and local partners to detect voids, false assumptions, less preferred options... The awareness contributes to a broader public support for the application of area specific strategic planning processes.

For the explanation of the insights, visions, guidelines, concepts and scenario's, GIS is a really good tool to visualise the analysis and design conducted during the process.

Phase 14 – workshop with the entire local authorities of partners

Because only few of the staff members from the local partners are permanently included in the process, a review for all staff members is accurate in this phase. Also local expertise can be used and public awareness and support can be created by this participation moment.

In the case of Weg naar Zee, this moment led to a great enthusiasm and interest in the ongoing planning process.

Phase 15 – feedback and adaptation

Because the two workshops in the case of Weg naar Zee, brought a broad spectrum of aspects that needed revision and detected voids, feedback and adaptation of the insights, vision and planning products were needed. This phase shows the cyclical character of strategic planning.

Towards the local partners, this step showed that an integrating approach leads to insights, that would not be reached by a sectoral approach.

Phase 16 – desired spatial structure

The adapted vision and concepts are synthesised in one clear image which shows the desired spatial organisation and relations.

This image is not to be seen as a land use plan, but as a vision that forms a frame for the development of instruments like selective land use plans, generic guidelines, the support of private initiatives, development of projects,...

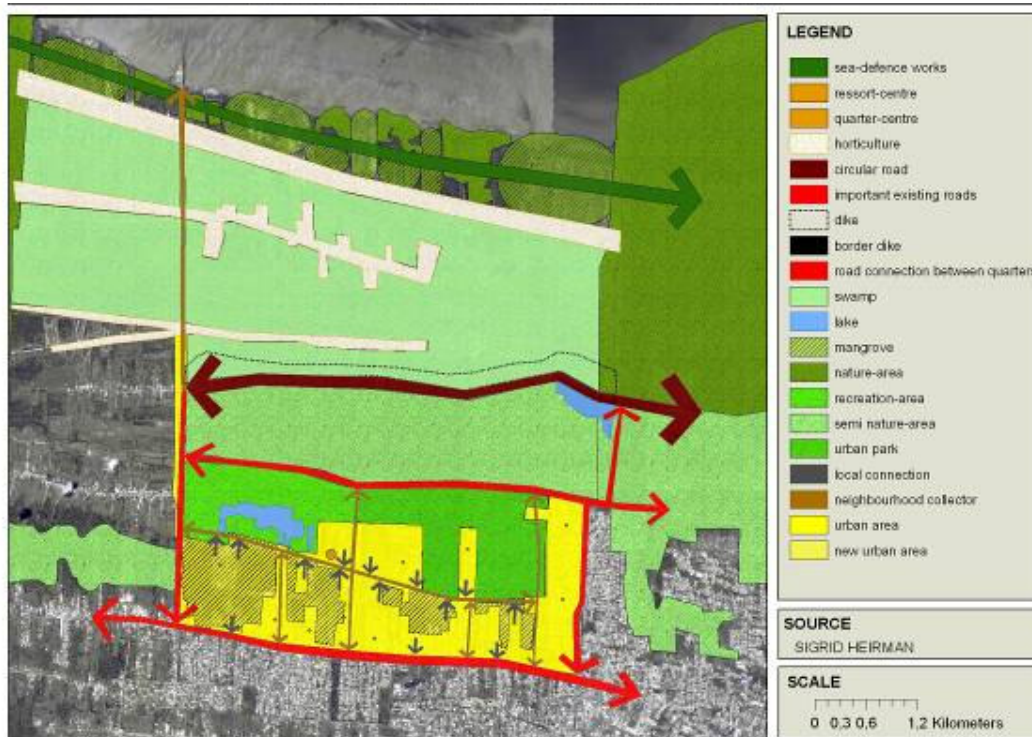


Fig.10 desired spatial structure , **source: Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee, s.e., Antwerpen.***

Phase 17 – feedback to local actors

This is the final phase of the vision development in an area specific process. Same as the existing spatial structure, the desired spatial structure is a product of the process. Within the case this point was communicated by explaining the process and the products of the process. This explanation achieved a great enthusiasm among the local partners, actors and stakeholders towards the approach, process, used methods, exchange of data and the formulated vision.

In the case of Weg naar Zee, this enthusiasm was not used to formalise the vision or to entail a process for the development of instruments to operate the vision. In latter processes there must be guarantees towards continuation of the initiative, otherwise local partners lose trust and believe in the credibility of our research team and the citylink.

Conclusion

This paper is a brief overview of how a generic approach as ‘think globally, act locally’ can be used to create a development strategy for a spatial vision within a area specific planning process.

The research shows that other approaches, theories and a profound study of the local context can be entailed to create a vision for a small urban area, without stimulating urban fragmentation and ad hoc policy.

The strategy as explained here, is just a start to create capacity building for strategic planning processes, data exchange, use of gis and sector integrated planning. The strategy itself needs to be assayed, adapted and needs to be further developed through other area specific planning processes in the urban fringe of Paramaribo.

To implement the strategy in the local planning policy and practice the citylink needs to formalise the processes and the products in urban pact. The application of the formalised strategy requires more capacity, further co – productive planning processes within the citylink can be use to build this capacity.

¹ De Wever, Hardwin, (2004,2005), *Verslagen Stedenband Antwerpen – Paramaribo*, oktober 2004 en januari 2005, s.e.

² Noordergraaf Wim en Van Grunsven, Marie –Annet, (1993), *Landenreeks: Suriname*, KIT – uitgeverij, Nijmegen.

³ Bakker, Eveline, et.al., (1998), *Geschiedenis van Suriname: van stam tot staat*, Walburg Pers, Zutphen.

⁴ De Bruine, A.G. en Schalkwijk, A., (1997), *Van Mon Plaisir tot Ephraïmszegen: welstand, etniciteit en woonpatronen in Paramaribo*, s.e., Paramaribo.

⁵ Monsanto, A. (1987), *Ruimtelijke ordening in Suriname*, s.e., Eindhoven.

⁶ Buddingh, H. (2006), *25 november 1975: Suriname Onafhankelijk*, s.e., Paramaribo.

⁷ Blufpand, Yves, (2006), *Paramaribo op orde: structuurvisie Paramaribo 2020*, s.e., Delft.

⁸ www.unitednations.org

⁹ Muskiet, Mariska, (2003), *Syllabus ruimtelijke ordeningswetgeving*, s.e., Paramaribo.

¹⁰ Blufpand, Yves, (2006), *Paramaribo op orde: structuurvisie Paramaribo 2020*, s.e., Delft.

¹¹ Gore, Al, (1999), *Quote from speech: 'War on Sprawl'*, s.e., s.l..

¹² Harvey, R.O. and Clark, W.A.V., (1971), *Internal structure of the City: The nature and economics of urban sprawl*, s.e., s.l..

¹³ Beck, R. (2003), *Outsmarting Smart Growth*, s.e., s.l..

¹⁴ UNHABITAT, PGCHS, K.U. Leuven, (2004) *Urban Dialogues: visions, projects, co-production, Localising Agenda 21*, Die Keure, Brugge.

¹⁵ Smart Growth Network, (2002), *Getting to Smart Growth: 100 policies for implementation*, IMCA, California.

¹⁶ Heirman Sigrid, Stuyck, Iggino, (2007), *Naar een ontwikkelingsstrategie voor de stedelijke rand van Paramaribo – Case Weg naar Zee*, s.e., Antwerpen.