

Marcin ŚWIETLIK – Mazovian Voivodeship PL

COMPARISON OF SPATIAL PLANNING SYSTEMS IN THE EU IN THE CONTEXT OF AIRPORTS CATCHMENT AREAS (AIRPORT CITIES) DEVELOPMENT



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PREVAILING ADMINISTRATIVE AND SPATIAL PLANNING STRUCTURES IN THE EU COUNTRIES

(11 countries evaluated)

ADMINISTRATIVE STRUCTURE	SPATIAL PLANNING STRUCTURE
Country	National Development Plan <i>and/or</i> Sectoral Programmes
Region	Regional Plan <i>obligatory or optional</i>
<i>none or</i> Province / County	<i>no spatial development plan</i>
Commune / Municipality	Master Plan <i>and</i> Detailed Plans

EXAMPLES OF THE SPATIAL PLANNING SYSTEMS

Source: Gerhard Larsson „Spatial planning systems in Western Europe”

COUNTRY	NATIONAL DEVELOPMENT PLAN	REGIONAL DEVELOPMENT PLAN	MASTER PLAN OF COMMUNE/ MUNICIPALITY	DETAILED PLANS OF AREAS
FRANCE	Development guidelines	Optional	Directional plan	
FINLAND	Development guidelines		Substitutes regional plan	
HOLLAND		-Optional -Multi-scale	Optional	Non-residential
IRELAND				Action area plan
PORTUGAL				
POLAND			Directional study	



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AIRPORT CITY BENEFITS, DISADVANTAGES AND RESPONSIBILITIES

- Supra – local economical and social influence of Airport City (*more than local and less than regional*)
- No statutory administrative body responsible for creation and management of the Airport City
- **Region and/or province the most benefited** (*pole of growth*)
- Communes the most affected (*pollution and limitation of land – use*)
- Conclusions:
 - special measures of planning, implementation and management desired
 - **region as the driving force**
 - recovery of damages for communes



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AIRPORT CITY PLANNING AND IMPLEMENTATION

REGIONAL DEVELOPMENT COORDINATION BODY

- Methodology of planning – Common Template
- Airport City Master Plan
- Roadmap



REGION'S COUNCIL

- Annex to the Regional Spatial Development Plan



COMMUNES' COUNCILS

- Annexes to the Communes' Master Plans
- Action Area Plans



REGION'S DEVELOPMENT AGENCY

- One-stop Shop
- Coordination of implementation



PRIVAT AND PUBLIC INVESTORS



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airLED METHODOLOGY

10 major steps to start construction of the Airport City

STAGES OF PLANNING WORKS	APPROVALS
1 – Basic development assumptions	RDCB
2 - Delimitation of the Airport City Zone	RDCB
3 – Status quo analyses	RDCB
4 – Evaluation of the Airport City areas	RDCB
5 – Master Plan of the Airport City	RDCB
6 – Roadmap	RDCB
7 - Annex to the Regional Plan	Region's Council
8 – Annexes to the Master Plans	Commune / City Council
9 - Detailed Plans	Commune / City Council
10 - One-Stop Shop	RDA



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COMMON TEMPLATE

i. Diagnostic:

- external conditions
- internal conditions – 3 thematic pillars:
 - 1 - logistic and transport
 - 2 - spatial development, environment and architecture
 - 3 - business and investment development

ii. SWOT Analysis

iii. Development part:

- development priorities
- master plan
- action area plan(s)

iv. Implementation:

- branding creation of area
- key projects
- topics of development for ESPON research
- introduction of entries to the regional and local documents
- funding sources



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MAJOR CONCLUSIONS

- The airLED methodology is coherent to the planning systems in the most of EU Countries
- Depending on the rank of the airport, the Airport City Master Plan should be included to the Regional (or National) Spatial Plan and/or to the Communes' Master Plans
- The right implementation of the Airport City desires completion of the Detailed Spatial Development Plan(s)
- **The solutions worked out by the Partners of the „airLED” Project should be the case study for the other EU Countries**



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FINAL RECOMMENDATIONS

1. **Be patient!**
(creation of the Airport City takes tens of years)
2. **Establish or extend Regional Development Agency**
(coordination of other stakeholders' activities focused on the Airport City)
3. **Tighten cooperation with main stakeholders!**
(region – province - communes – airport authorities – entrepreneurs – NGOs)
4. **Be flexible in planning!**
(future is unpredictable)
5. **Be active in marketing!**
(remember of competition)



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THANK YOU FOR YOUR ATTENTION!

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