Michał Beim, Bogusz Modrzewski

A Vision of Sustainability, or Spatial Chaos?

Polish Spatial Planning and Arrangement Policy Dilemmas in Contemporary Theory, Legislation and Practice
Poland:
- Population:
  - total – 38 192 000
  - density – 120 p./km²
Cities and towns:
- +400k - 7 cities
- 200k-400k - 10 cities
- 100k-200k - 22 cities
Urban population: 61%
GDP per capita
- PPP - 13 300 EUR
- nominal - 8 600 EUR

Polish cities > 20 000 inhabitants
source: Pancerola
EU Structural and Cohesion Funds investments throughout Europe can either drive sprawl or support its containment. Investment in new motorways and other road connections readily attracts new development along the line of the improved transport links, frequently exacerbating urban sprawl.

(EEA Report, 10/2006 p. 18)
Polish planning law

- Conception of national spatial arrangement
  - Main directions cannot be disjunctive
  - Mandatory for the entire country, but not a nationwide law

- Regional land use plans
  - Main directions cannot be disjunctive
  - Mandatory for entire regions, but not a regional law

- Studium
  - Collection of land use conditions and concepts
  - Main directions must be conjunctive
  - Mandatory for communes, but not a local law

- Local land use plans
  - Not mandatory for communes but a local law

Own compilation

SWPS Campus in Poznań

Bogusz Modrzewski
Investment procedures in Poland. Source: Own compilation.
Practice of investments

In Poland 2007 was:

- about 30% of the development permissions were issued according to local plans,
- about 60% according to planning permission,
- over 10% as permission for special public investments.

Example – city of Poznań

Source: A. Radzimski (2009)
Planning permission in practice

An example of the misuse of “the good neighborhood rule”. Source: Own compilation.
Planning permission in practice

An example of the “good neighborhood rule”. Warsaw, Politechniki square. The building is still under construction. Photo: Michał Beim
The lack of common planning in metropolitan areas

Unusual situation of specific local development competition between suburban communes: new inhabitants, higher incomes… but no responsibility for infrastructure.
The role of transport

- Inversed urban logic: high priority of projected transit transportation needs excludes the investments in real urban infrastructure („we need another huge power plant, but we do not intend to save energy instead”)

- The urban design have been converted into (individual) transportation problem

- At the lack of the strong urban planning law, the investments in transport infrastructure decide on land use and on the placement of new investments (urban potential)

Own compilation based on GUS
Motorisation level:
- in Warsaw 536 passenger cars per 1000 inhabitants,
- 515 in Poznan,
- 464 in Krakow.
- 463 in Bydgoszcz.

More than Berlin, Hamburg, Vienna or Paris!
Spendings on transport in Poland

Own compilation based on Polish Railways Network and General Management of State Roads and Motorways
Spendings on transport in Poland – EU money

EU Programme "Infrastructure and Environment" in billions (10^9) EUR

Own compilation based on Ministry of Regional Development
What to do?

Two ways of new urban planning law:

- **Incentives system:** tax and reward promoted development within (not without) clearly designated and priority urban areas (necessary institution of urban border and regional policy of coordinated infrastructure distribution) i.e. transferred development rights, regional TOD corridors etc.

- **Penalties system:** strict open space management law, with unnecessary investments outside urban areas or esp. inside protected, prohibited or endangered natural zones.

Mapping development priorities as well as rural reserve and PRESERVE (regional plans) must be essential.
Thank you for your attention!

Dr. Michał Beim
michal.beim@imove-kl.de, +49 631 2053813
imove - Institute for Mobility & Transport
Kaiserslautern University of Technology
Paul-Ehrlich-Strasse 14, D-67663 Kaiserslautern
Fax +49 631 2053905, http://www.imove-kl.de

Dr.-Ing. Bogusz Modrzewski
b@message.pl, +48 505 921830

WSPS - Warsaw School of Social Sciences and Humanities
Campus Poznań
ul. gen. T. Kutrzeby 10, 61-719 Poznań
http://www.wspsl.pl