



# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION

## INFORMATION BROCHURE



Szczecin 2012





REGIONAL OFFICE FOR SPATIAL PLANNING OF  
WESTPOMERANIAN REGION IN SZCZECIN

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*Ladies and Gentlemen,*

*The update of the Master Plan for the Westpomerania Region is a natural consequence of political and socio-economic changes in Poland and Europe in the first decade of the 21<sup>st</sup> century. The new Master Plan, adopted by the Regional Parliament on 19<sup>th</sup> October 2010 covered Poland's accession to the European Union, North Atlantic Treaty, Schengen Area as well as reflected the completion of the transformation process and rapid socio-economic growth after the year 2000. The scope and speed of changes and relevant development conditions required a new national and regional framework for development strategies, not mentioning relevant improved spatial development tools.*



*The implementation of the Regional Master Plan aims at sustainable spatial development contributing, among others, to integration of regional space with that of the country and Europe, shaping spatial policy in the region, enhancing competitiveness of the region, improving standard of living, as well as providing basic information about the region.*

*According to the Master Plan increase in the maritime sector potential based on seaports will have a major impact on the economic growth in the region. The Plan includes building an external basin in Świnoujście with an LNG terminal. This should significantly increase the potential of ports on the estuary of Oder. Another very important growth factor is tourism, including marine and coastal tourism. The region is particularly predisposed to develop the latter.*

*The development of transport infrastructure in the entire region focuses on strengthening links between seaports with their hinterland, and finally improving their accessibility. It is not a coincidence that the building of S3 expressway, which is an element of the Central European Transport Corridor, has been the priority project in the region; however it now should focus on building stretches of the road beyond boundaries of the region.*

*A number of other investment projects, included in the Plan or already in progress, are related to using the most precious assets of Westpomerania, namely its seaside location and maritime sector potential available in the region.*

*I hope that the information brochure will facilitate your understanding of certain issues defined in the Master Plan which implementation period until 2020 coincides with that of the Regional Development Strategy.*

A large, stylized handwritten signature in blue ink, belonging to Olgierd Geblewicz.

Olgierd Geblewicz  
Marshal of Westpomeranian Region

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*Presented brochure is an informative material and a summary of the Spatial Management Plan of Westpomeranian Region (Zachodniopomorskie Voivodeship) and cannot be considered as a document adopted by the Regional Parliament of Westpomeranian Region. Original text of the Spatial Management Plan was published in the Official Journal of Westpomeranian Region No. 136 item 2708 of 31 December 2010.*

# 1 OBJECTIVE AND ROLE OF THE SPATIAL MANAGEMENT PLAN

The Spatial Management Plan of Westpomeranian Region (Zachodniopomorskie Voivodeship) has three major purposes:

- providing information about the region, in particular its spatial conditions and directions for development,
- determining the spatial policy of the region, in line with the national and regional development strategies, and
- coordinating elements of spatial development resulting from international obligations, as well as national, regional and local planning.

The Plan defines goals for management of space in the region and development rules, and determines long-term directions for spatial policy. It is a basis for elaborating regional operational programmes and conclusions pertaining to the regional spatial policy. Such conclusions are then forwarded to central, regional and other institutions. For local governments and investors, the Plan is a source of information about good practices that should be applied while managing their space.

The Plan is not a local law and does not restrict local government rights in the area of spatial planning. However, local governments need to take into consideration provisions of the Plan in their planning practice regarding public purpose investment of more than a local scale.

Since the Plan is closely linked with the Development Strategy for the Westpomeranian Region, the same time framework of the year 2020 was adopted for both documents.

A legal basis for the Plan includes the following laws: the Law on Regional Government of 5th June 1998 and the Law on Spatial Planning of 27th March 2003.

The Spatial Management Plan of Westpomeranian Region was developed based on Resolution of the Regional Parliament of the Westpomeranian Region no. XXVIII/332/06 of 27th March 2006, amended with Resolution no. V/57/07 of 24th April 2007 and adopted with Resolution no. LXV/530/10 of 19th October 2010.

The Plan adopted by the Regional Parliament amends the Spatial Management Plan of Westpomeranian Region of 2002.

**Resolution no. LXV/530/10 of  
The Regional Parliament of Westpomeranian Region  
of 19th October 2010  
on adopting the amendment to the Spatial Management Plan of Westpomeranian Region  
of the Westpomeranian Region**

Based on Art. 18.3 of the Law of 5 June 1998 on the Regional Government (JoL of 2001 No. 142 item 1590 as amended), Art. 42.1, 2 and 3 of the Law of 27 March 2003 on Spatial Planning (JoL of 2003 No. 80 item 717 as amended), in relation to Resolution no. XXVIII/332/06 of the Regional Parliament of Westpomeranian Region of 27 March 2006 on commencing the development of amendment to the Spatial Management Plan of Westpomeranian Region amended with Resolution no. V/57/07 of the Regional Parliament of Westpomeranian Region of 24 April 2007.

The Regional Parliament of Westpomeranian Region has adopted as follows:

**§ 1**

An amendment is adopted to the Spatial Management Plan of Westpomeranian Region adopted with Resolution no. XXXII/334/02 of the Regional Parliament of Westpomeranian Region of 26 June 2002, hereinafter referred to as the Spatial Management Plan of Westpomeranian Region.

**§ 2**

The Spatial Management Plan of Westpomeranian, referred to in § 1, consists of the following:

- 1) text, included in Appendix no. 1 to this Resolution,
- 2) Development Directions' map, scale 1:100 000, included in Appendix no. 2 to this Resolution.

**§ 3**

Appendix to Resolution of the Regional Parliament of the Westpomeranian Region XXXII/334/02 of 26 June 2002 on adopting the Spatial Management Plan of Westpomeranian Region is now waived.

**§ 4**

The implementation of the resolution is vested in the Board of Westpomeranian Region.

**§ 5**

Resolution should be published in the Official Journal of Westpomeranian Region.

**§ 6**

The Resolution becomes effective on the day it is adopted.

*Olgierd Geblewicz*  
**Chairman of Westpomeranian  
Regional Parliament**



## 2 THE ELABORATION OF THE SPATIAL MANAGEMENT PLAN



Phot. 1 Scenic pavillions and Voivodeship Office in Wały Chrobrego (Chrobry Embankment) in Szczecin (Wilhelm Meyer-Schwartau's urban project, erected in 1902-1921)

Work on amending the Spatial Management Plan of Westpomeranian Region of 2002 started in 2007. Announcements on the commencement of work to amend the Plan were published in local press and notifications sent to local governments, counties, Governor's Office and other institutions. After collecting contributions the Regional Spatial Planning Office of Westpomeranian Region defined the following objectives for the Plan and started developing its diagnostic part.

The Concept of Spatial Development of the Westpomeranian Region preceded a draft Spatial Management Plan of Westpomeranian Region. Although the Concept was not a planning document, it was a planning proposal, defining conditions and directions for spatial development of the region. In January 2010, the Concept was sent out to all local governments, LG institutions in the region, state administration, boards of neighbouring regions and presented to the Regional Urban and Architecture Committee. Comments filed were examined and used while developing the draft plan. In March 2010, the Regional Parliament of Westpomeranian Region accepted the direction of working on the Spatial Management Plan of Westpomeranian Region.

The elaboration of the Plan, involving external experts, proceeded in April, May and June 2010. In June, a draft environmental impact assessment was presented. In July 2010, a draft plan received a positive opinion of the Regional Urban and Architectural Committee, and then it was adopted by the Board of Westpomeranian Region and directed further to obtain mandatory consents and opinions.

The consultation procedure for the draft plan ended on 27th September 2010. On 5th October 2010, the Board of Westpomeranian Region adopted the draft plan and directed it to the Regional Parliament of Westpomeranian Region. Then, the Regional Parliament adopted the Spatial Management Plan of Westpomeranian Region Resolution.



Phot. 2 Wolin - town centre with St. Nicolas collegiate church from 18<sup>th</sup> century.

## 3 THE WESTPOMERANIAN REGION IN POLAND AND EUROPE

The region occupies 22,892 km<sup>2</sup> (7.3% of Poland's area), is inhabited by 1,692 thousand people (4.5% of national population). Nearly 70% of the total population of the region lives in cities. The majority of 63 cities in the region are small cities; only three have population in excess of 50 thousand. The natural environment consists of a lot of forest (35% of region's total area), inland water (5.7%) and protected areas (47%).

The settlement structure includes two major agglomerations: Szczecin and Koszalin. Szczecin is the region's capital and the largest city in the region. Together with neighbouring municipalities, it comprises a potential metropolitan region having its impact on German border area. It has all functions typical for a large city, including services, culture, education, and business. It is also the main transport node of the region, accessible for all modes of transport. Ports of Szczecin and winouj cie are considered to be crucial for the national economy and are main elements of the Central European Transport Corridor.

The economy of the region, with such major sectors services, industry, tourism and sea transport, generates 4% of the GNP. The level of socio-economic development varies in

The main spatial factors of the Westpomeranian Region determining its directions of spatial development and regional policy include: geographic location in the Baltic Sea Region, on the Baltic Sea and close to the border with Germany.



the region; it is the largest in the agglomeration of Szczecin and on the Baltic coast and the lowest in the central part of the region.

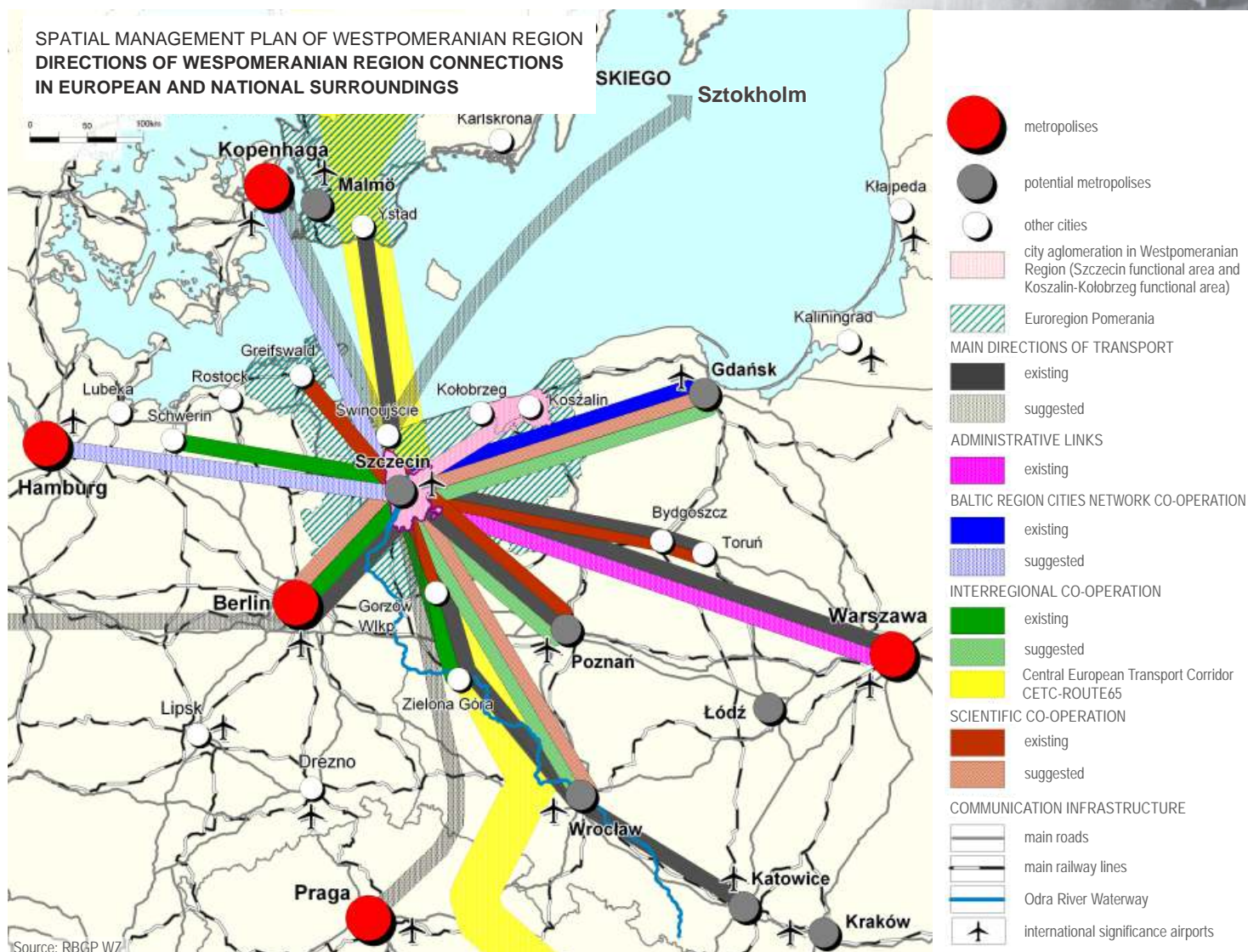
Favourable geographic location in the Baltic Sea Region facilitates cooperation of Westpomerania with German and Swedish regions, and the potential cooperation with other regions on the Baltic.



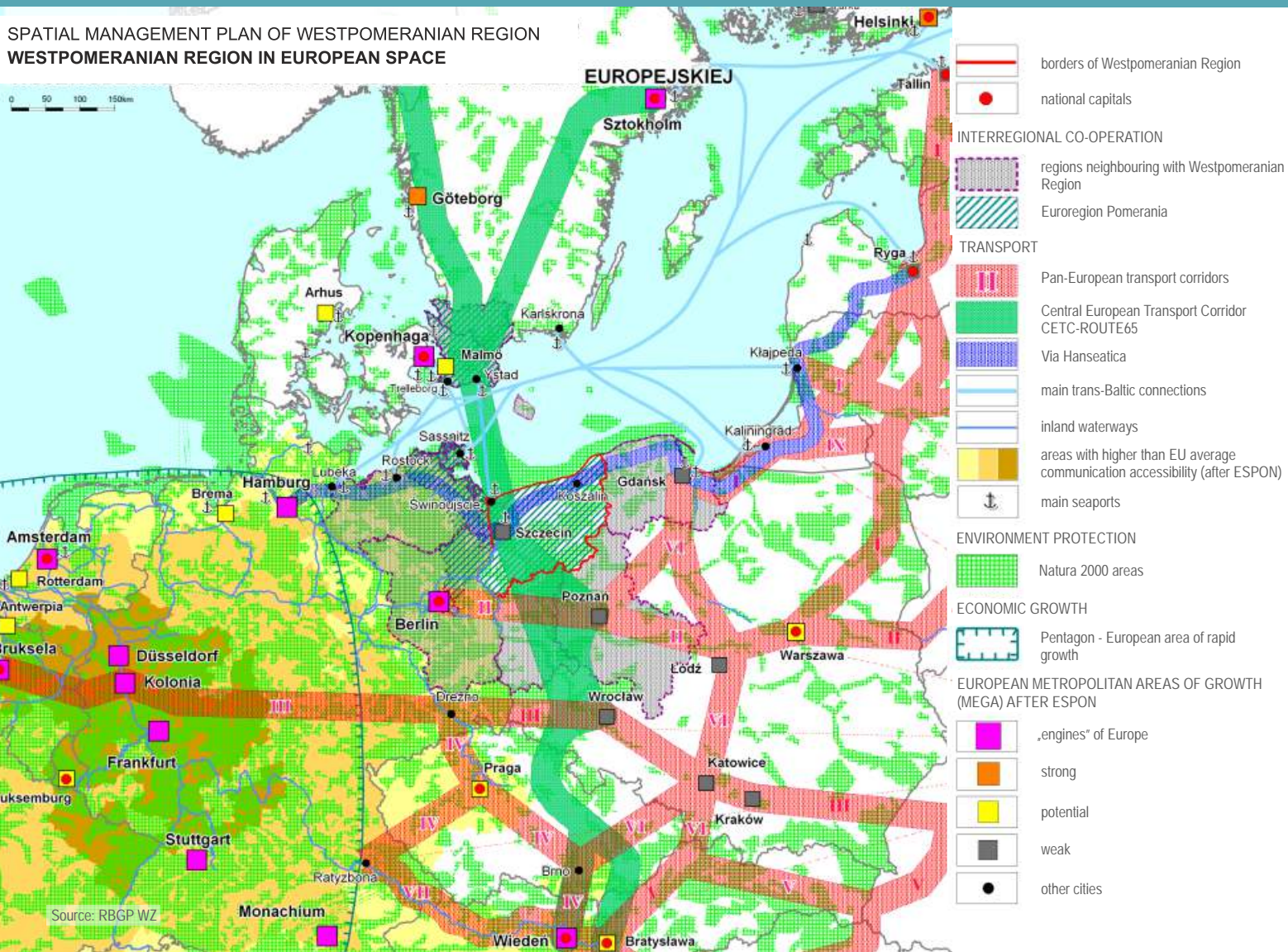
Phot. 3 Śródmieście Islands in Szczecin (from left: Kępa Parnicka, Jaskółcza Island, Łasztownia, Grodzka Island)



Phot. 4 Approach fairway to Szczecin-Swinoujście port near northern turnable on Świna River estuary







Phot. 5 Construction of S3 road close to Gardno.

The border location attracts a lot of transit cargo to the region with its cross roads of international north-south routes (from Scandinavia to Southern Europe) and East-West (from Western Europe to Baltic countries and to Asia).

Political initiatives and international projects, such as the Central European Transport Corridor CETC-ROUTE65 linking Scandinavia with the south of Europe by roads, railway lines and waterways in the western part of the region, contribute much to the development and integration of transport. International road E65, which starts in Malmö, Sweden, and ends in Chania on Crete, Greece, is the backbone of the corridor. CETC-ROUTE65 links three very important transport axes from west to east: Via Hanseatica, Via Baltica, and 3rd Pan-European Transport Corridor.

Transport links within the CETC strip are of particular important for the region. The CETC initiative fits into the current EU guidelines on developing transport. CETC regional government promote environmentally friendly transport. The development of the corridor contributes to the realisation of the overall EU objective which is sustainable economic and spatial development.

Western Pomerania is situated at the cross roads of several important and strategic European air transport corridors from north-west to south-east (B45) and from southwest to north-east (W71/B56).



## 4 OBJECTIVES AND DIRECTIONS FOR SPATIAL DEVELOPMENT OF THE WESTPOMERANIAN REGION

### 4.1. Strategic objective

A strategic objective for spatial development of the Westpomeranian Region is to promote sustainable spatial development contributing to regional spatial integration with European and national space, internal cohesion of the region, improvement of competitiveness and level and quality of living up to the average level of the European Union.

- The implementation of the strategic objective requires:
- deepen integration of the Westpomeranian Region with the national, European and BSR space, contributing to improved competitiveness of the region,
- protect the environment and its values, implement rational management of natural resources, fossil fuels, waters, soil and forests,
- protect cultural heritage, historical monuments, and contemporary culture and landscape,
- influence the region's polycentric settlement network with growth poles in Szczecin and Koszalin, strengthen links between those cities,
- develop and strengthen metropolitan functions of Szczecin while aiming to reach supra-regional and cross border significance,
- develop social infrastructure that meets needs pertaining especially to housing, healthcare, and education,
- strengthen academic and scientific potential of the region,
- stimulate economic development based on existing economic potential, staff and natural resources and support knowledge based and innovative sectors,
- develop a transport system integrated with the national and European system of transport to ensure internal cohesion of the region,
- develop systems of technical infrastructure ensuring relevant standard of living and protection of the environment,
- support transformation of rural areas to promote non-agricultural activity among inhabitants and transform the former settlement system based on state owned agricultural enterprises, and
- eliminate development problems in stagnation areas and create new areas of growth.

Spatial development of the Westpomeranian Region should be based on four categories of measures:

- 1) decisions regarding measures and rules defined in spatial planning documents developed in the region, such as studies of conditions and directions for spatial development in municipalities and Local Zoning Plans required by the law to comply with the Spatial Management Plan of Westpomeranian Region and national and international documents pertaining to the space in the region;
- 2) proposals regarding measures and rules which are not binding but indicating ways of implementing goals and directions of spatial development. These should be taken into consideration while developing spatial planning documents as well as national and international documents pertaining to the space in the region;
- 3) projects, or proposed study papers, planning and strategic documents in the field of spatial development of the region applicable to new activities or activities that have not been sufficiently implemented;
- 4) recommendations, including proposed rules (e.g. legal norms) or measures concerning spatial development of the region addressed to relevant institutions outside and inside the region.



Phot. 6 Centre of Barlinek - bird's eye view



Phot. 7 Choszczno - bird's eye view



Phot. 8 Golczewo, Okonie Lake and Szczucze Lake



Phot. 9 Wheat-growing near Chojna

The Plan defines 14 specific goals:

- 1) Developing of a functional spatial structure of the Westpomeranian Region.
- 2) Strengthening of external links with the region.
- 3) Protecting and developing of the natural environment.
- 4) Developing of demographic potential .
- 5) Transformation of settlement network.
- 6) Protecting of cultural heritage and landscape.
- 7) Developing of social infrastructure.
- 8) Promoting of economic growth.
- 9) Extending of transport infrastructure.
- 10) Extending of technical infrastructure and developing of renewable sources of energy and electronic services.
- 11) Eliminating of development barriers in difficult areas .
- 12) Metropolitan development of the Szczecin functional area.
- 13) Developing of versatile functions in rural areas.
- 14) Developing of defence and state security infrastructure.



Phot. 10 Drawno and Dubie Lake - bird's eye view

A general rule followed by the Plan is that all measures need to take into account environmental protection requirements and investment projects and other transformation of the regional space need to be implemented inline with environmental protection requirements and ensure full compensation of any possible damage to the environment.

## 4.2. Specific goals and directions of spatial development

Although the strategic objective is reached by implementing specific goals pertaining to particular spatial development areas, while implementing those goals, directions for spatial development should be observed according to decisions, proposals, projects and recommendations defined in the Plan.

### 4.2.1. Developing of a functional spatial structure of the Westpomeranian Region

**FUNCTIONAL ZONES.** The Plan indicates five zones encompassing the entire area of the region:

- Oder Zone, with prevailing economic and transport function; the Szczecin functional area is situated within the zone;
- Coastal Zone, with prevailing tourist function and to a large extend maritime economy; Koszalin and Kołobrzeg functional area is situated within the zone;
- Central Zone, with prevailing tourism and to a lesser extend agriculture;
- Choszczno and Wałcz Zone, with prevailing nature conservation, forestry, tourism and to a lesser extend agriculture;
- Szczecinek Zone, with prevailing agriculture, forestry and tourism.

In each zone, it is necessary to define regional policy measures contributing to specific functions as a basis for spatial development and growth stimulation.

### 4.2.2. Strengthening of external links with the region

The goals should be implemented by developing contacts in the field of spatial planning and regional policy in the Baltic Sea Region and cross border Polish-German contacts, as well as developing infrastructure strengthening internal links within the region.

**THE BALTIC SEA REGION.** As regards the BSR, the Plan contains provisions on integrated spatial planning on maritime areas and recommends cooperation between the region and cities and regions on the other side of the Baltic Sea. Cooperation with Denmark and other Baltic countries as well as the development of cooperation between Baltic cities are particularly important. In order to develop metropolitan functions of Szczecin it is recommended to promote active cooperation between the region's capital and Copenhagen, Øresund Region and other cities and regions in Scandinavia.



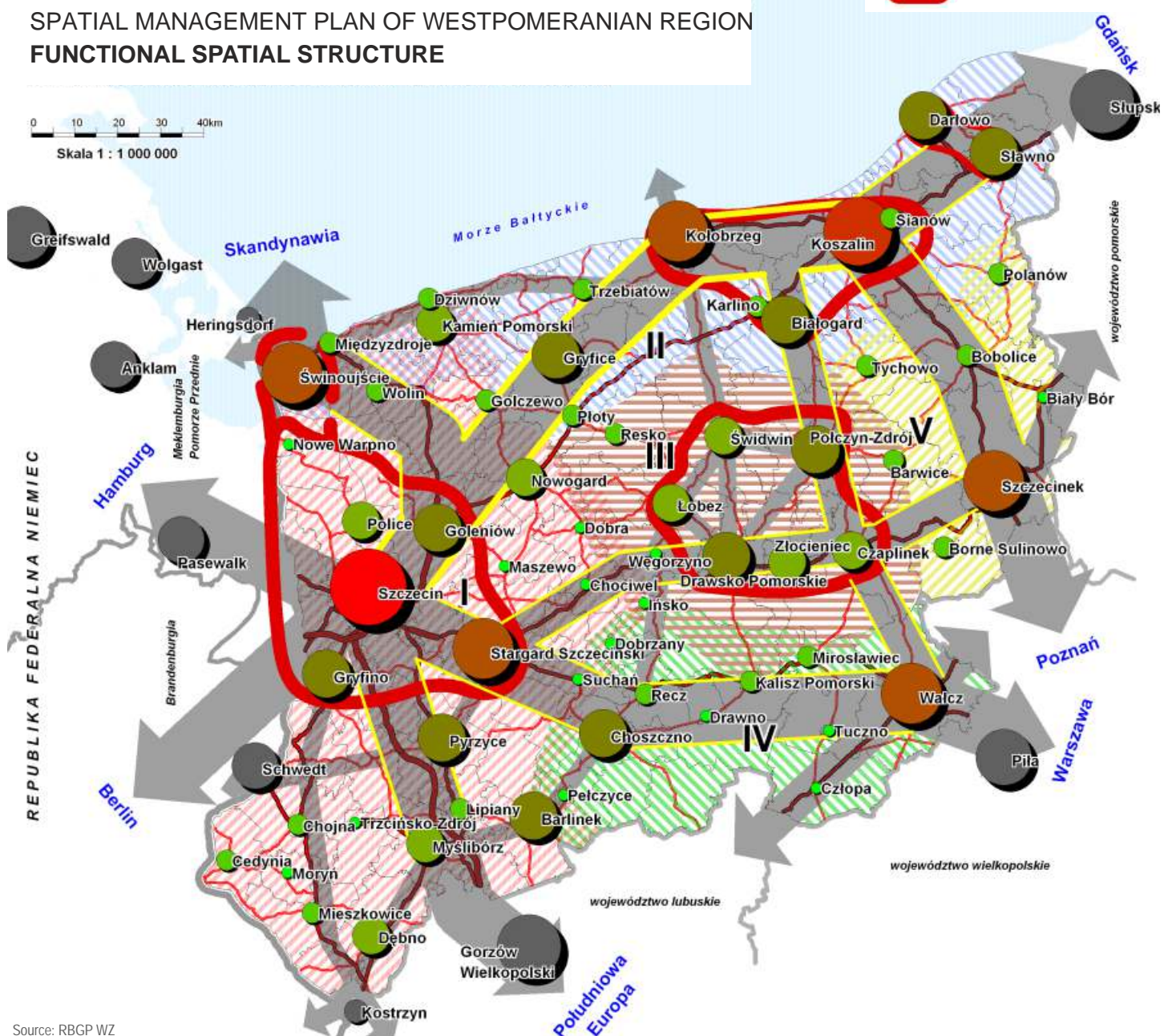
**CROSS BORDER POLISH-GERMAN COOPERATION.** As regards contacts with German federal states, the Plan indicates a need to develop and intensify previous cooperation between Szczecin and Berlin, as well as cooperation with Mecklenburg-Vorpommern and Brandenburg in the field of environmental protection, development of tourism, spatial information systems and the elaboration of the Polish-German cross border study for the metropolitan region of Szczecin. It is also recommended to strengthen favourable cross border transport links.

**EXTERNAL INFRASTRUCTURE LINKS OF THE REGION.** The extension of external infrastructure links includes promoting two major transport directions in the region (N-S and W-E) and improving accessibility of seaports. Therefore, the Plan refers to promoting and developing the Central European Transport Corridor CETC-ROUTE65 as well as extending and modernising Via Hanseatica. The Plan recommends extending and modernising inland transportation networks leading to seaports, modernising the Oder Waterway, and recognises the need to develop the network of metropolitan cities.

The Plan includes recommendations for regions situated along the Oder and for the Council of Ministers pertaining to, among others, modernisation of the Oder Waterway and design of the Oder-Danube Canal.



## SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION FUNCTIONAL SPATIAL STRUCTURE



Source: RBGP WZ

### 4.2.3. Protecting and developing of the natural environment

The goal applies to all elements of the environment, including landscape, water resources, soil, forests, fossil fuels, protected areas, climate and air. Measures in the area of spatial planning should focus on preserving natural values, protecting the environment and rational use of resources.

**LANDSCAPE.** The Plan stresses the need to preserve diversity of the landscape. On areas of strong anthropological pressure (estuary of Oder, coast, lake districts), the landscape should be particularly protected. The Plan defines landscape units in the region, which differ regarding their physiography. Those units are predisposed to play different functions in the regional space:

- Coastal zone of the Baltic, with tourism, where investment should be limited;
- Coastal highland, planned as tourist hinterland for the coastal area;
- Central coastal highland, covering the largest areas of the region with mainly agricultural function;
- Head-moraine zone, landscape enclaves with attractive landscape predisposed to develop tourism and agri-tourism;
- Sand plain zone with forests, to a large extent protected;
- alluvial plains zone, chiefly situated on the estuary of Oder and Szczecin Lagoon, where sustainable development rules should be particularly preserved;
- glacial lakes zone, including catchment of lake Miedwie, which require particular protection.

The Plan highlights a need to create conditions promoting ecological corridors and adjusting spatial development in recreation and leisure areas to conditions and status of the natural environment, among others by preventing excessive concentration of settlement structures and developing green zones between those areas.

**WATER.** As regards protection and rational use of surface and ground water, the Plan provides for the implementation of the small retention programme. It recommends using physiographic conditions to create water systems, protect their diversity and cleanliness of water.

**SOIL.** According to the Plan, soil in the entire region should be protected by improving water balance and planting trees in the middle of fields. High quality soil at the Baltic coast, Pyrzyce Plain, west of Szczecin and close to Cedynia and Mieszkowice should be protected against non-agricultural use.

**FOREST.** The Plan provides for the implementation of the National Forestation Programme aimed at increasing the forest area. The Plan recommends gradual transformation of the tree stand to adjust its structure to existing conditions and preserve diverse and multiple-function nature of forests. It is also recommended to protect coastal buffer forest in municipalities situated on the Baltic Coast.

**FOSSIL FUELS.** The Plan determines that the open mine extraction of fossil fuels need to be preceded by elaborating a landscape study as an element of the Local Spatial Management Plan of Westpomeranian Region to reduce negative impact of economic activity on the landscape and water relations. Areas removed from such operation should be reclaimed and regenerated and any illegal sites eliminated.

**SYSTEM OF PROTECTED AREAS.** The Plan imposes obligation on local governments to include in their spatial policy two landscape parks and 28 protected landscape areas. It is recommended that the regional government should be involved in developing nature protection plans of Natura 2000. It is also recommended to reach spatial cohesion between forms of nature conservation with neighbouring regions.

**CLIMATE CHANGES AND EMISSION TO AIR.** In this area, the Plan imposes obligation on local governments to implement air protection programmes for County of Gryfino, City of Koszalin and agglomeration of Szczecin and a noise abatement programme for the Municipality of Goleniów. The Plan further recommends using relevant noise abatement solutions in spatial planning and reducing emission to air due to coal combustion.

## SPATIAL MANAGEMENT PROTECTION OF THE



Source: RBGP WZ



**województwo pomorskie**

**województwo wielkopolskie**

**AREAS AND OBJECTS PROTECTED BY LAW**

- national system of protected areas
- European system of protected areas Natura 2000
- forests, including protected forests
- promotional forest complexes
- wheat complex, very good and good
- spa resort protected areas
- coast line
- high quality water catchment basins

**OTHER ELEMENTS OF LAND USABILITY**

- area especially exposed to nitrogen oxides from farming sources
- main underground waters reservoirs
- indirect protection areas of protected zones of bigger underground waters intakes
- indirect protection areas of protected zones of bigger surface waters intakes
- reservoirs storage
- flood embankment
- flood polders
- surface waters

**ADMINISTRATIVE BORDERS**

- communal
- regional
- national
- Polish territorial sea with the roadstead of Szczecin - winouj cie seaport



#### 4.2.4. Developing of demographic potential

To strengthen the demographic potential of the region and enhance standard of living, the Plan recommends improving availability of housing in cities by planning the structure and intensity of development. Other measures in this area include ensuring accessibility of the pre-school education system, promoting distant work and economic development in the central part of the region based on existing infrastructure and natural conditions, as well as moving military units near the Drawsko Training Ground.



Phot. 11 Seaside promenade in Międzyzdroje (rebuilt in 2011)



Phot. 12 Old Town Square in Stargard Szczeciński, in the background St. Mary's Collegiate Church (13th-15th century)



Phot. 14 Dense urban tissue of the downtown of Szczecin

#### 4.2.5. Transformation of settlement network

Directions for transforming the settlement network defined in the Plan aim at initiating or expediting socio-economic development in the region based on the existing settlement network and spatial structures around large cities.

**FUNCTIONAL AREAS OF SZCZECIN AND KOSZALIN-KOŁOBRZEG.** The Plan supports external links between two main cities in the region: Szczecin and Koszalin. Recommended measures include creating development policy zones in those cities focusing on their modernisation. Local centres in the two areas should focus on developing basic services. The areas should be covered by integrated planning which includes public transport.

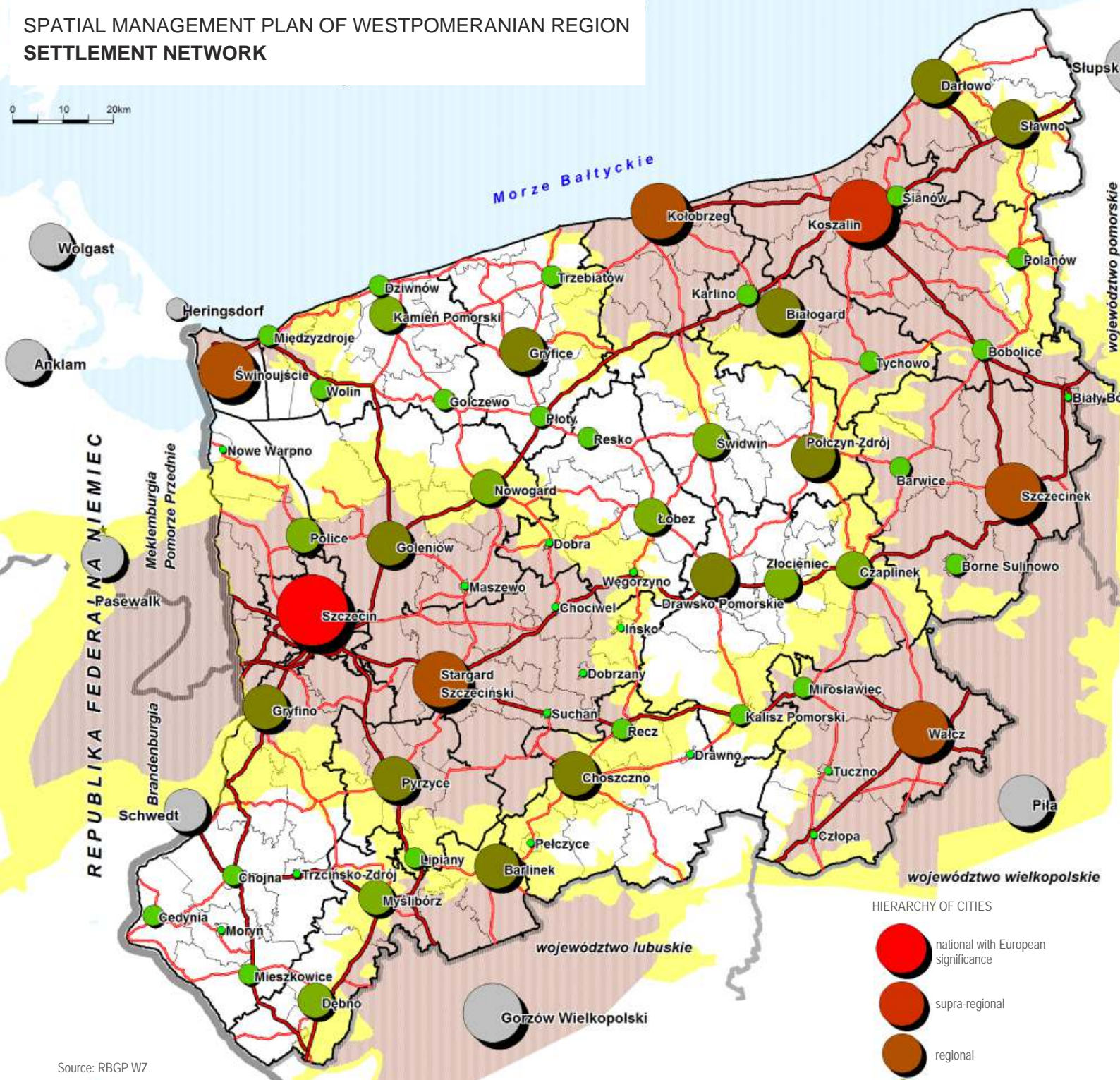
**POLYCENTRIC SETTLEMENT NETWORK.** The Plan aims at improving links between the central part of the region and Wałcz and Szczecinek with Szczecin and Koszalin by building and modernising transport infrastructure. In general, the Plan focuses on improving accessibility of main cities in the region from peripheral areas, supporting regional growth centres (Darłowo-Sławno, Kołobrzeg, Stargard Szczeciński, Szczecinek, winouj cie, and Wałcz) and cities in the central area, and implementing a development programme for small and medium-sized cities. This should create favourable economic effects, as well as general improvement of the attractiveness of cities in the region.



Phot. 13 East Odra River (Regalica) nearby Gryfino



# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION SETTLEMENT NETWORK



Source: RBGP WZ

**NEW GROWTH CENTRE.** The Plan includes a proposal for creating a bipolar centre of Drawsko Pomorskie - Złocieniec in the centre of the region. Activity should aim at integrating those and other cities in the centre of the region, including Czaplinek, Łobez, Połczyn-Zdrój and Swidwin. It is proposed to establish a higher education school in one of those cities.

According to the Plan regional and local governments should lobby for moving military units from central Poland to the Drawsko Training Ground.



## 4.2.6. Protecting of cultural heritage and landscape

Yet another goal of the Plan is to protect cultural heritage by extending protection areas, covering contemporary culture, and establishing rules for developing spatial order as a precondition of efficiency in this area.

**CULTURAL HERITAGE.** The Plan includes a number of provisions and proposals. It indicates the need to establish 44 new cultural parks in the region, requires local governments to include those in their spatial policies. The Plan also defines internal arrangement of cultural parks, including rules of spatial and architectural composition, protection of specific elements of culture, preventing elements and forms that are detrimental to the landscape. Local governments need to include those elements of cultural heritage in their local plans, and generally in their spatial policies as guidelines of the Regional Historical Monument Protection Plan.

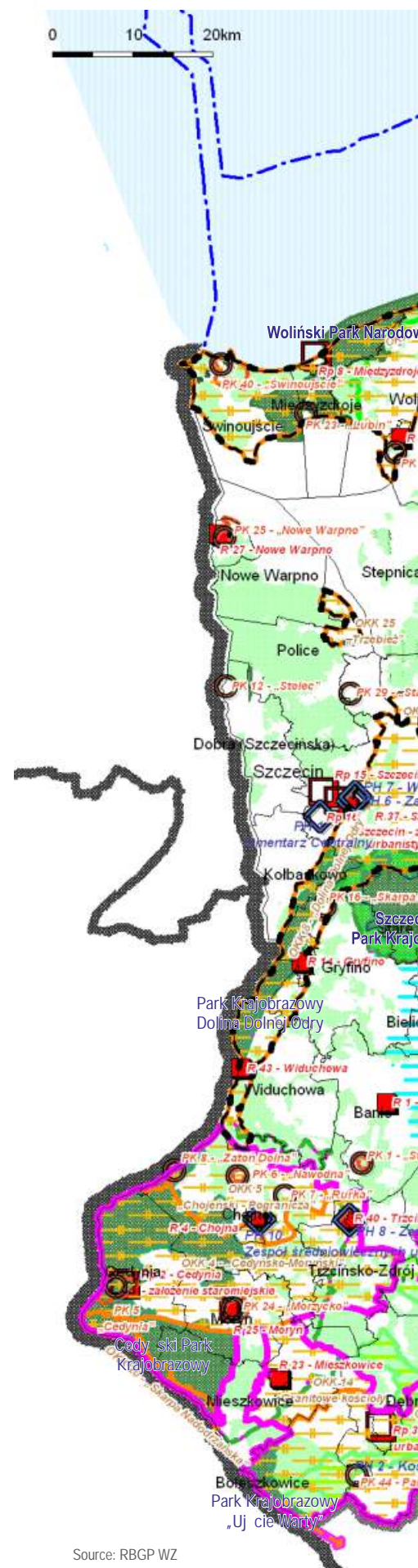
The Plan includes proposal for establishing 30 culture-landscape areas and covering them with spatial policies at the local government level. These areas should preserve culture and landscape heritage features by joint application of laws on protecting historical monuments, landscape, natural environment and preventing dilapidation of the landscape. The Plan recommends protecting and regenerating historical urban and rural structures, manor house complexes, and green along roads. At the same time, it proposes to elaborate historical-landscape studies for particularly valuable areas and projects of revitalising dilapidated historical monuments.

The Plan refers to 10 facilities that are recommended to receive the monument status assigned by the President of Poland. In case the status is not assigned, relevant municipalities should establish cultural parks. The Plan recommends to the Regional Conservator 17 historical facilities to be listed.

**CONTEMPORARY CULTURE.** The Plan indicates 34 facilities (buildings, monuments, urban arrangements, pieces of art and others) to be protected and imposes obligation on local governments to adopt relevant provisions in their studies of conditions and directions for spatial development. The list of contemporary culture facilities can be further extended in the future.

**SPATIAL ORDER.** The Plan requires local governments to implement provisions included in planning documents aimed at developing cohesive image of towns. Municipalities situated in the vicinity of Szczecin and Koszalin and other towns in the region, as well as major cities themselves are recommended to develop local zoning plans for suburbia. The plans should include limitations to unjustified dispersion of residential buildings and links the development of those areas with plans for developing the public transport network and creating multiple-function public space. Recommendations of the Plan also apply to the spatial development in cities, including revitalising multiple-function city centres, regeneration of dilapidated urban areas (post-military and post-industry), development of city green areas, underground car parks, and protecting skylines of cities and villages. It is advisable that planning documents determine location and appearance of outdoor advertisements. Landscape studies should be developed for large building and infrastructure facilities to assess their impact on the cultural and natural landscape.

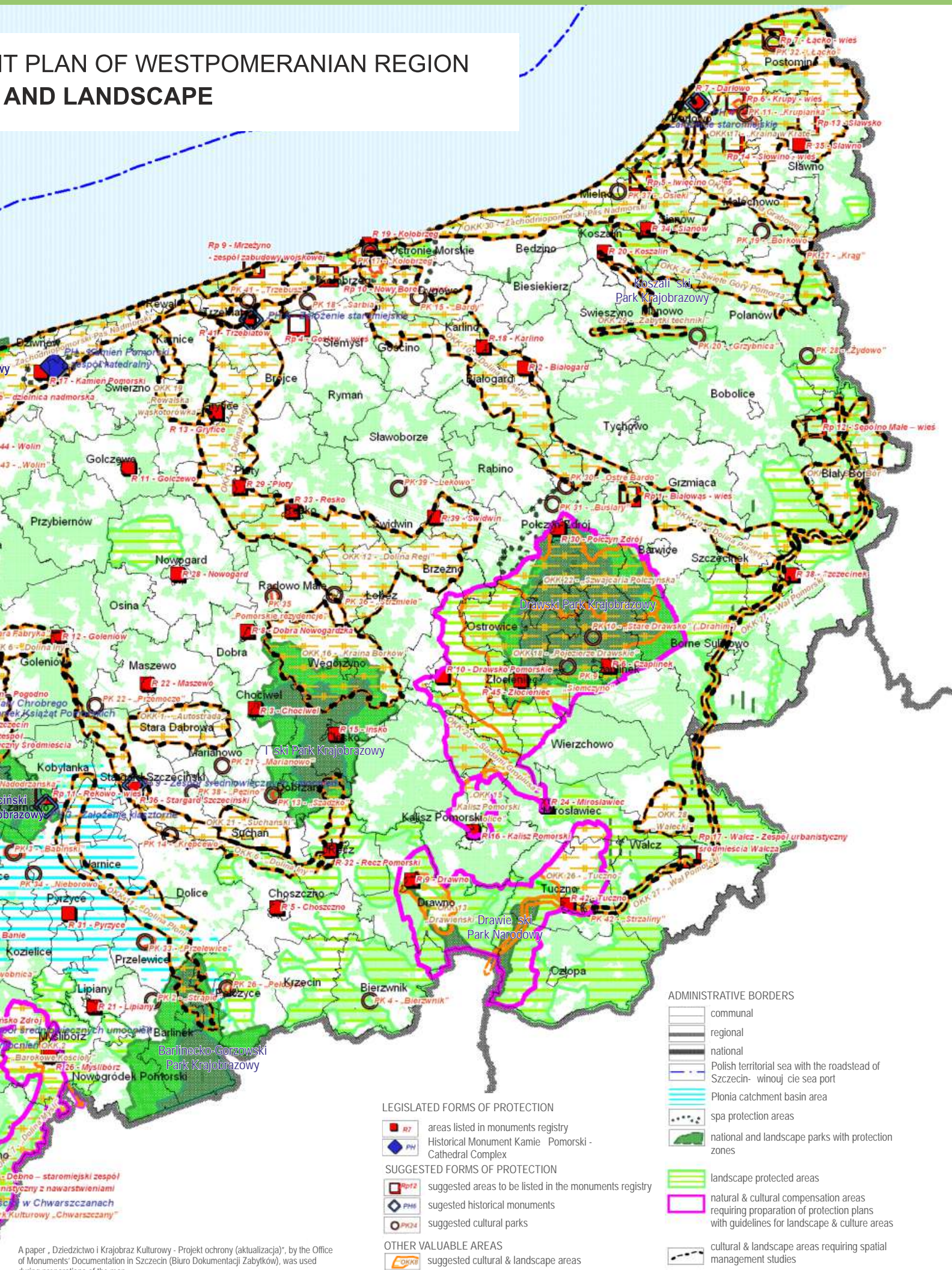
## SPATIAL MANAGEMENT OF CULTURAL HERITAGE



Source: RBGP WZ



## IT PLAN OF WESTPOMERANIAN REGION AND LANDSCAPE





## 4.2.7. Developing of social infrastructure

**HOUSING STOCK.** The Plan recommends measures aimed at revitalising housing stock, improving attractiveness of residential areas in cities and creating public space.

**EDUCATION AND RESEARCH AND DEVELOPMENT.** The Plan aims at quantitative and qualitative development in the sphere of education at various levels while taking into consideration demographic changes and socio-economic conditions in the regional space. The Plan includes a proposal to establish a research institute in Szczecin to focus on Scandinavian studies, maritime sector, and Baltic cooperation.

**HEALTHCARE.** The Plan aims at maintaining existing hospitals and optimising accessibility of inhabitants of the region to major specialist medical aid. At the same time, the Plan provides for developing long-term care, rehabilitation and psychiatry and oncology, as well as establishing a complete network of hospital emergency wards. According to the Plan, it is recommended to develop a medical aviation service based on airports in Goleniów and Zegrze Pomorskie as well as a system of helipads.

**SPA RESORTS.** The Plan aims at preventing negative impacts on spa resorts, and their spatial arrangement and climate. Municipalities and investors need to comply strictly with building requirements set for protected areas in spa resorts. The Plan also includes a proposal to establish new resorts in Borne Sulinowo and Trzcińsko-Zdrój.



Phot. 15 The beach in Świnoujście



Fot. 16 Surgical ward in Independent Public Regional Hospital in Szczecin



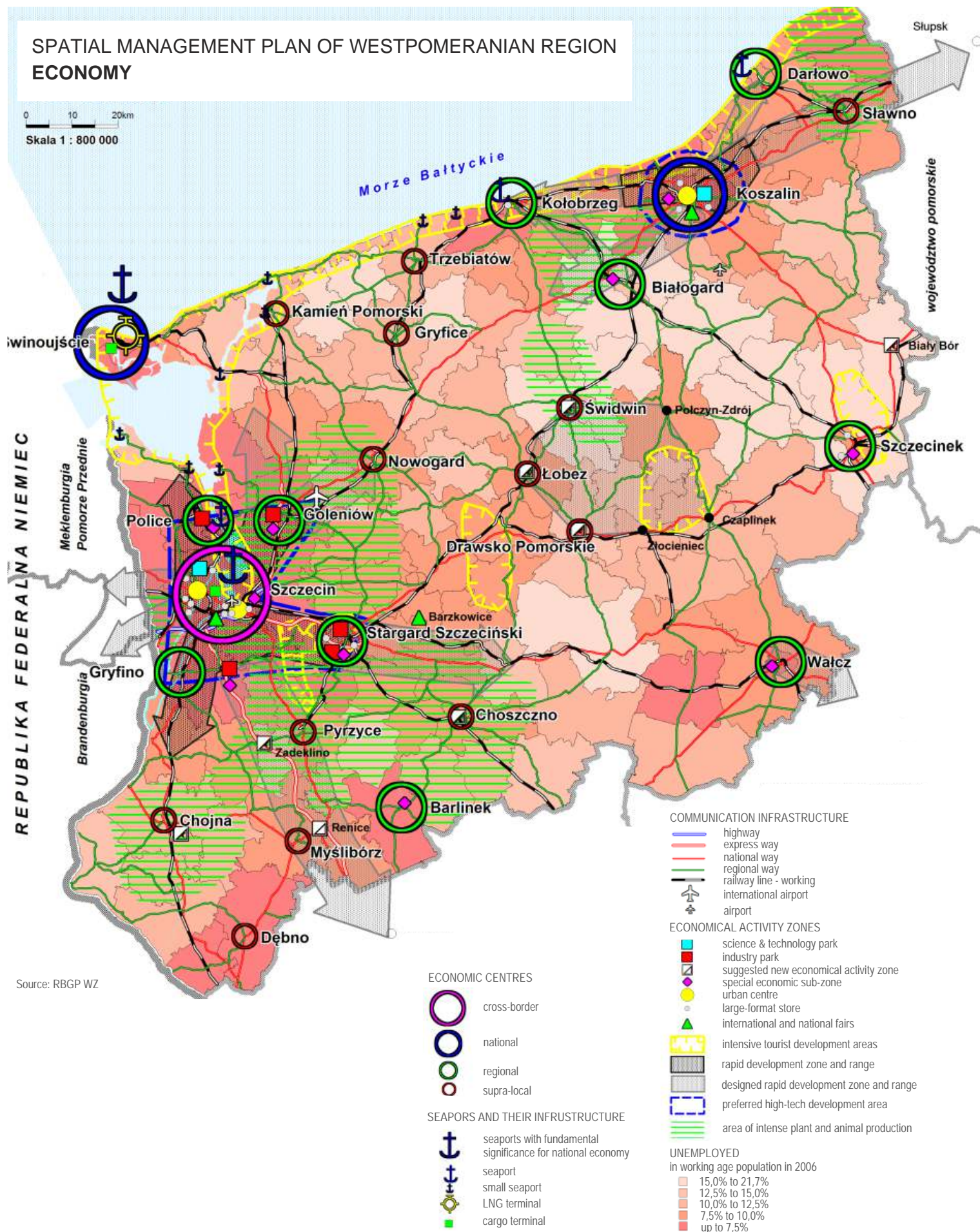
Phot. 17 Cycle path in Świnoujście



Phot. 18 Trzcińsko Zdrój and Miejskie Lake

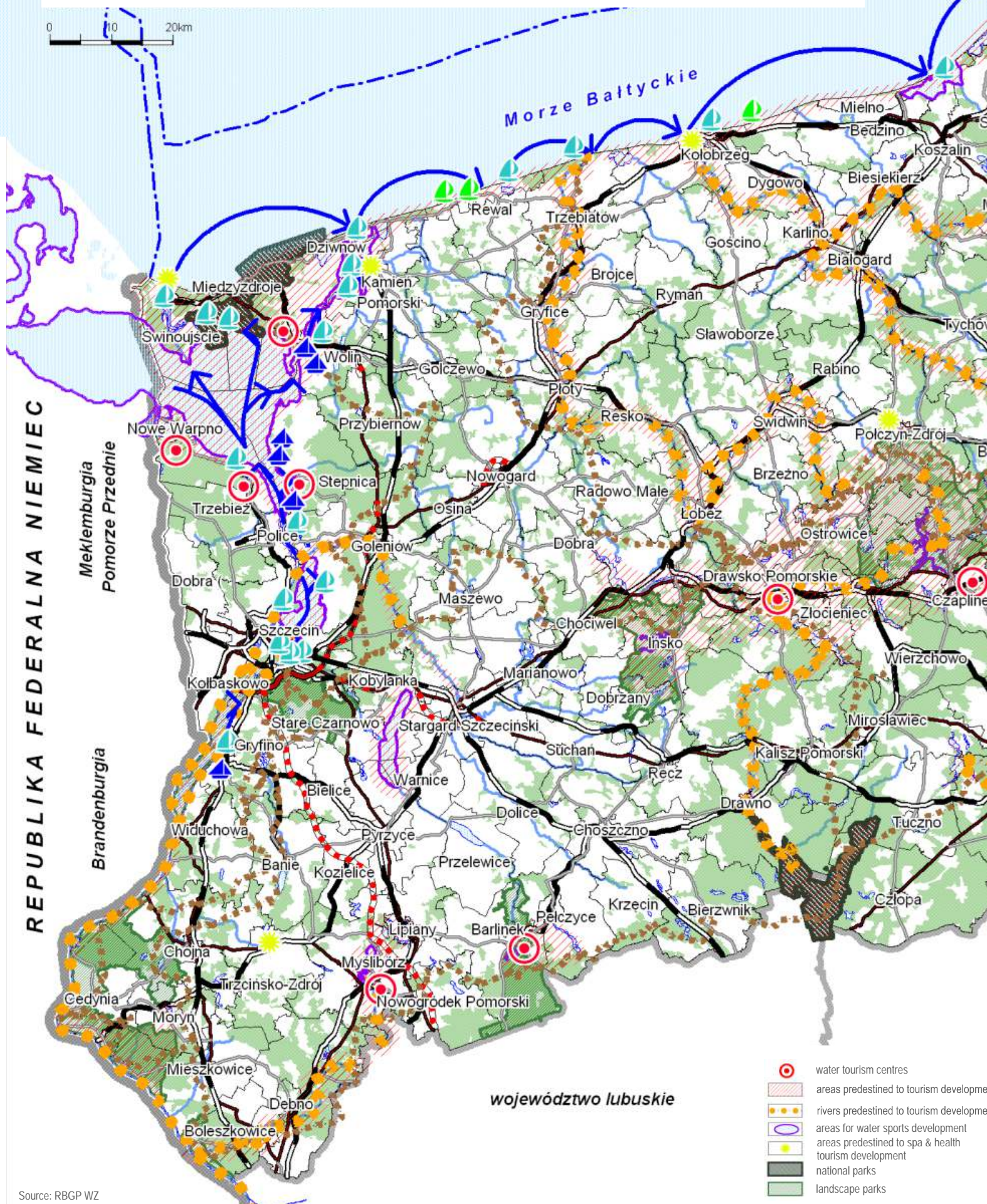


## 4.2.8. Promoting of economic growth





# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION TOURISM DEVELOPMENT



Source: RBGP WZ





Spatial planning in the economy covers all sectors in the region, including services, industry, maritime sector, agriculture, forestry and tourism. These sectors should use external support and existing economic, natural and demographic potential to improve competitiveness of the region against neighbouring regions and enhance quality and standard of living.

**BUSINESS ACTIVITY AND INNOVATION.** The Plan covers the development of assets and staff aimed at implementing modern technologies and services in the Szczecin Functional Area, transforming brown field into multiple-function areas with a possibility to preserve business activity and developing existing industrial parks, science and technology parks and special economic zones. Additionally, the Plan recommends supporting industry and services all over the region with the use of regional policy instruments. The Plan indicates areas of poor business activity that need to be prioritised while using support instruments. Preferential treatment should be applied in the case of innovative sectors of industry and services and new forms of business activity, including the use of ICT.

The Plan recommends to the Board of the region to lobby for attracting decision making centres of large domestic and European corporations to Kołobrzeg, Koszalin, Szczecin and winouj cie.

**MARITIME SECTOR.** Provisions of the Plan cover investment projects, already planned or conceptualised, including building of the external basin in winouj cie, establishing a post for servicing large passenger vessels in Szczecin, building of a sea terminal in Kołobrzeg and extending of ferry terminal infrastructure in winouj cie, extending the Port of Police, restructuring fishing ports and marinas. Recommendations include measures aimed at strengthening cargo handling potential in ports, including extraction of geological marine resources, as well as preferences for developing shipbuilding and hi-tech industries within industrial land in large coastal cities.

**AGRICULTURE.** The Plan recommends expediting, restructuring and privatising of the stock managed by the State Treasury Agricultural Property. Agriculture and animal husbandry focus on meat animals and simultaneously breeding of milk animals. It is recommended to reduce the number of new large animal farms within lake districts and protected catchments. The Plan promotes energy crops and ecological farming. The Plan supports establishing producer groups and developing staff and advisory services.

**TOURISM.** In the field of tourism, the Plan refers mainly to the use of sea and inland water bodies for the development of the sector. The Plan requires coastal municipalities to develop tourism in seaports and fishing harbours. The main spatial project in this field is the building of the Westpomeranian Sailing Trail encompassing marinas from Gryfino to Darłowo. The Plan refers to development projects in sea water trails and bodies, accessibility of the Middle Oder Area for tourism, as well as development of tourist infrastructure along berths in waterfront towns and ensuring public access to river banks and lake shores. While developing certain forms of tourism, the Plan recommends applying measures which should prolong the tourist season. The Plan highlights the need to develop agri-tourism and active tourism in rural areas. It also suggests implementing joint cross border projects in the field of tourism together with Germany.

While addressing the Board of the Region and tourist organisations, the Plan recommends supporting water tourism as a regional tourist product.



## 4.2.9. Extending of transport infrastructure

The goal includes the development of transport systems linking the region with national and European transport systems, extending internal transport links as well as organisation and logistic measures facilitating the functioning of transport systems. Because of the location of the region in the national and European space and the status of transport infrastructure, meeting those needs is crucial for spatial as well as socio-economic development of the region.

**SUPRA-REGIONAL AND CROSS BORDER ROAD LINKS.** The Plan provides for extending stretches of national roads in the region and adjusting them to the expressway status. This applies to road no. 3 (to Świnoujście), no. 6 (to Gdańsk), and along new route between Płoty, Kołobrzeg, and Koszalin), no. 10 (to Bydgoszcz), no. 11 (from Kołobrzeg and Koszalin to Poznań). The Plan also includes building of the western bypass of Szczecin including a crossing between Police and Międzyzdroje, building a road link between islands of Uznam and Wolin, building of bypasses on roads no. 13, 20, 22, 23, 26 and 31. Recommendations of the Plan refer to the need of gradual improvement of national roads and road safety.

**REGIONAL ROADS.** The Plan provides for modernising numerous stretches of regional roads within the coastal strip, roads linking southern part of the region with the rest of the country and lake districts and the Baltic coast, roads leading to the border with Germany, roads of major economic function and those ensuring important connections. Provisions of the Plan provide for rebuilding of regional roads in certain cities. Similarly, while referring to national roads, the Plan recommends verifying planned bypasses in relation to city centres and service areas as well as nature and landscape qualities.

**RAIL.** The Plan provides for modernising international railway lines of E59 (Szczecin-Poznań) and CE59 (Szczecin-Wrocław) and line 202 (Stargard Szczeciński-Gdańsk), border station of Szczecin Gumieście and the Station of Szczecin Zaleskie Łąki as well as building another western bypass of Szczecin. Additionally, it is recommended to restore railway services on unused lines, including their rebuilding or preserving their routes for future use. It suggests revitalising four stretches of a narrow gauge railway lines and adjusting them to service tourist traffic. The Plan also proposes building railway lines from Kamień Pomorski to Dziwnów and Rewal.

**SEA TRANSPORT.** The Plan provides for modernising and deepening of the Świnoujście-Szczecin fairway to 12.5 m and building of port and transport infrastructure for the external basin in Świnoujście. Recommendations refer to modernising of infrastructure, including roads and railway lines contributing to the development of ports.

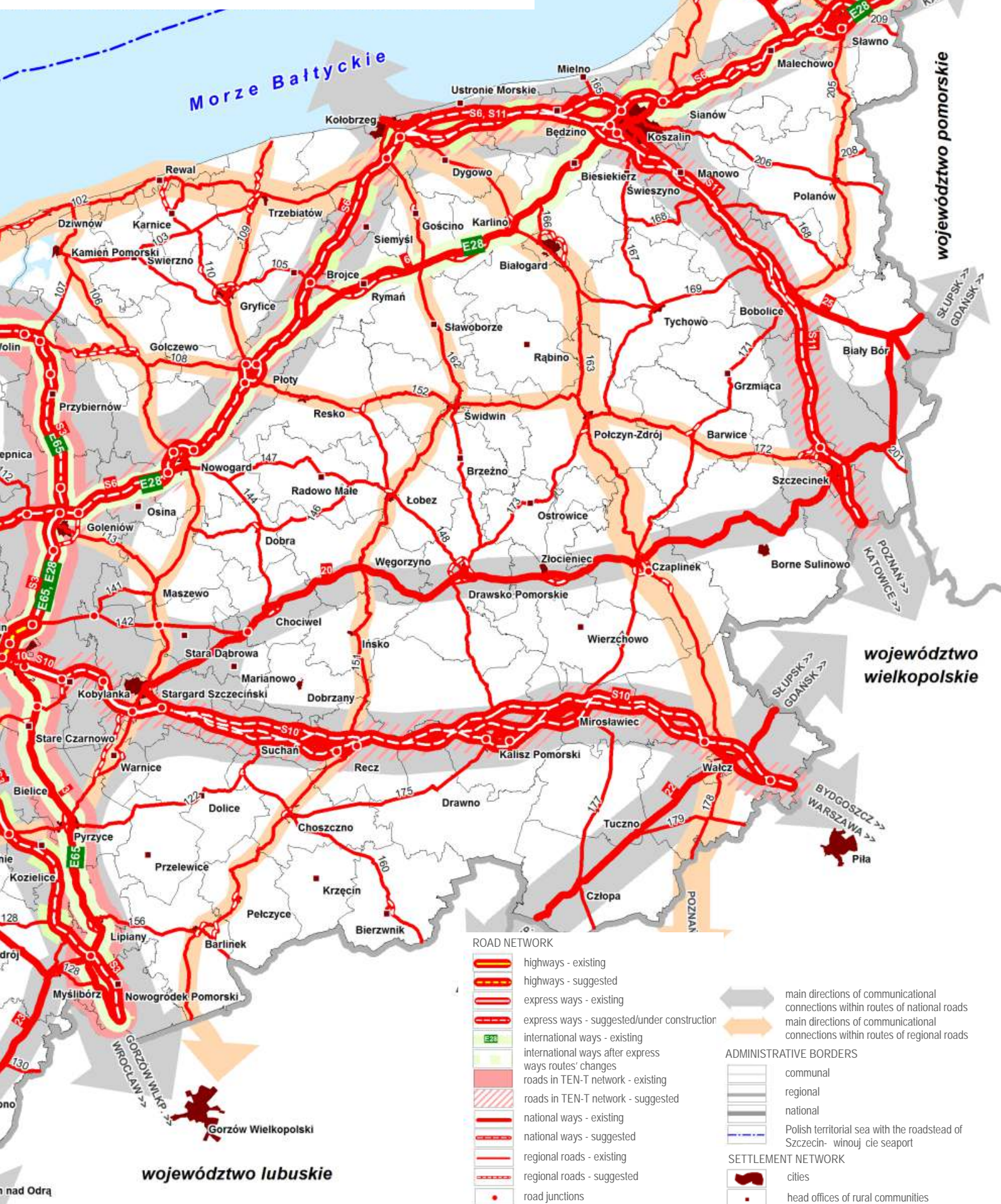
**INLAND WATERWAY TRANSPORT.** The Plan aims at improving navigability of Oder in the region, modernising hydrotechnical facilities between Szczecin and Zatoża Dolna (class 5), modernising the Szczecin water node and implementing investment specified in the Oder 2006 Programme on the border stretch and lake Dąbie. The Plan provides for building a river port in Szczecin integrated with the seaport and recommends building the second river port on the Regalica River (at post-industrial site of Wiskord).

## SPATIAL MANAGEMENT OF TRANSPORT INFRASTRUCTURE





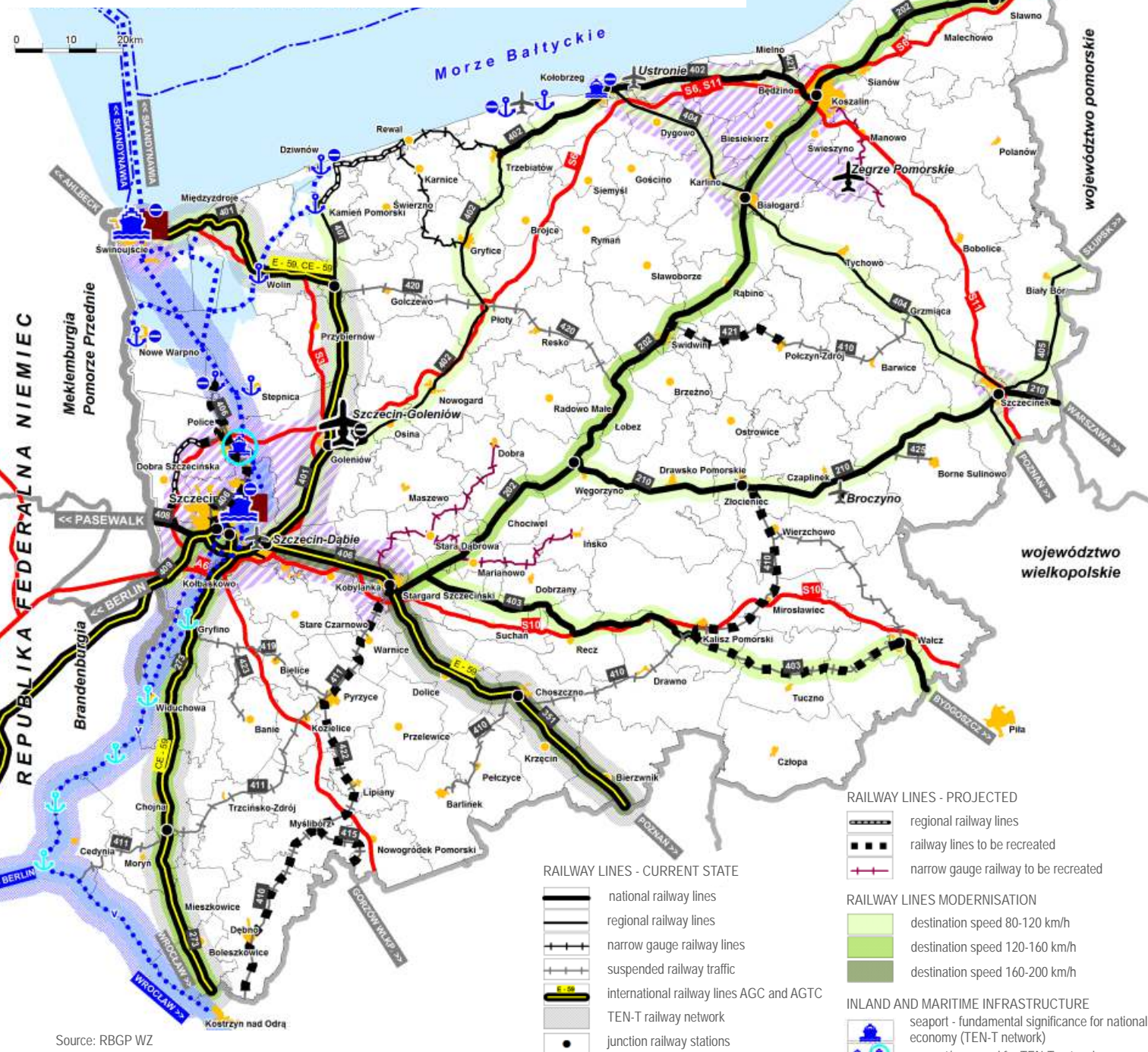
## STRUCTURE - ROAD NETWORK





# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION

## TRANSPORT INFRASTRUCTURE - RAIL, AIR TRANSPORT, SEA TRANSPORT, INLAND SHIPPING



Source: RBGP WZ

**AIR TRANSPORT.** The Plan refers to building a railway line to the Airport of Szczecin-Goleniów and a station at the airport. The Plan recommends modernising airport infrastructure, adjusting the airport of Zegrze Pomorskie to service aviation traffic and extending the sport aviation function at the Szczecin Dąbie airport as a future city airport.

**INTERMODAL TRANSPORT.** The Plan recommends locating logistic infrastructure in four nodes: Szczecin Functional Area, Koszalin Functional Area, winouj cie and Szczecinek, and building and extending container terminals in Szczecin and winouj cie.

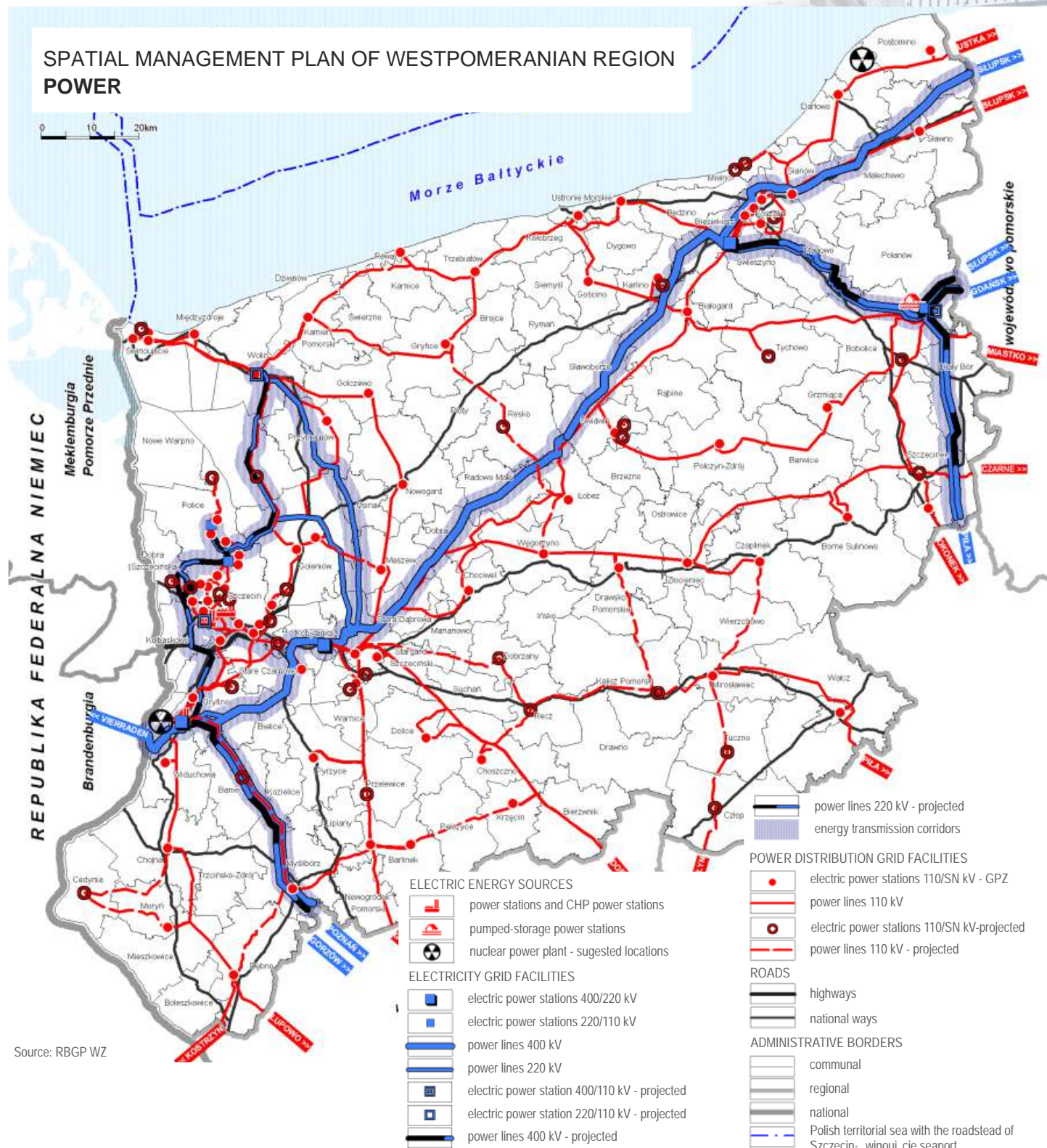
While referring the Ministry of Infrastructure, the Plan recommends including in the Trans-European Network main national roads in the region, railway lines between Szczecin and Gdańsk and the port of Police.



## 4.2.10. Extending of technical infrastructure and developing of renewable sources of energy and electronic services

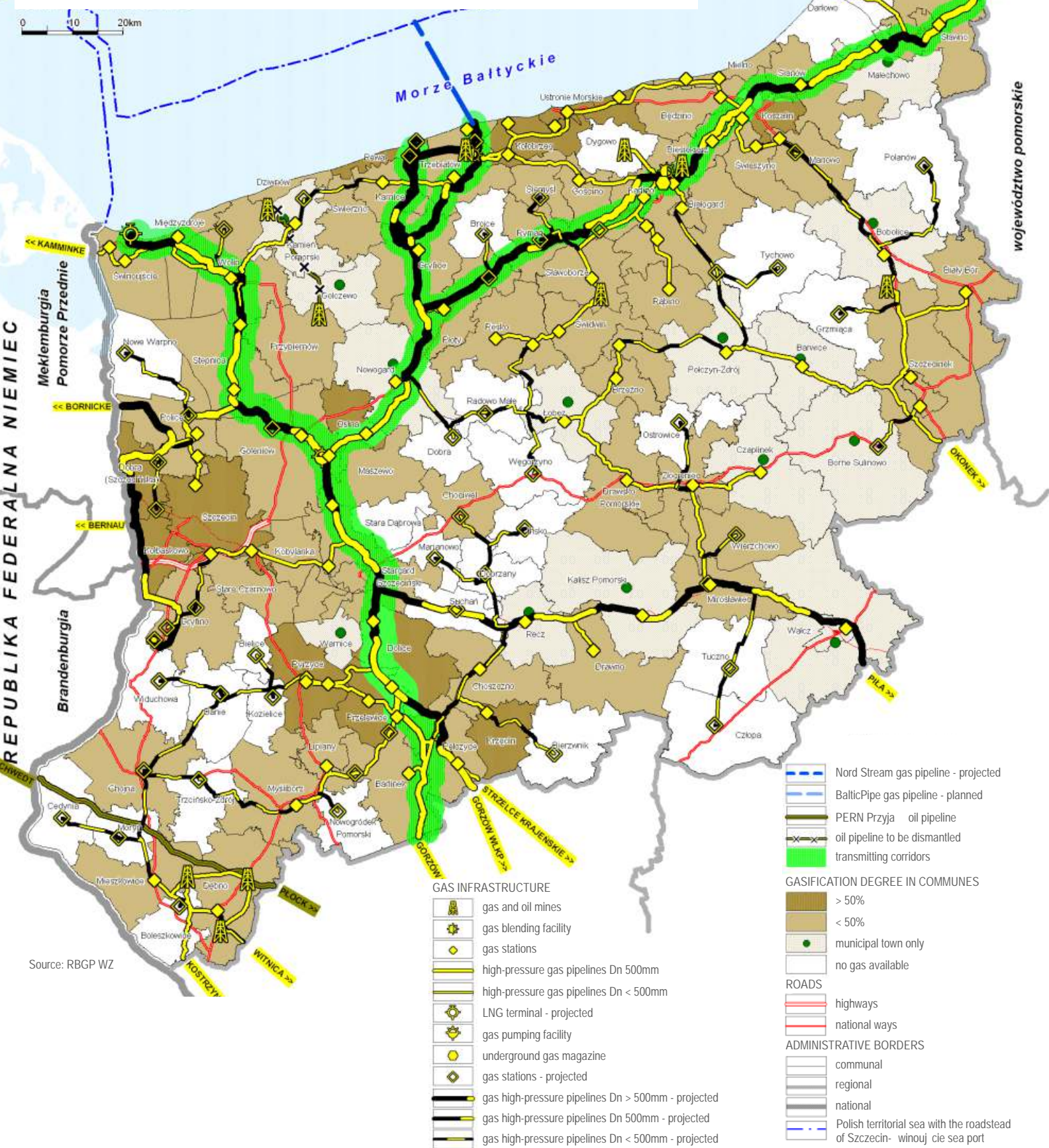
**POWER.** The Plan provides for building and extending power grid of 400 kV, 220 kV and 110 kV (in total 29 locations) in the entire region, including building a ring around the agglomeration of Szczecin. The Plan additionally recommends extending the HV and AV distribution networks and building of transformer stations in certain areas in the region (5 locations).

While addressing the Council of Ministers, the Plan recommends locating a nuclear power plant in the region (Darłowo or Gryfino). In case of the approval, it will be necessary to instigate the amendment of the Spatial Management Plan of Westpomeranian Region.





# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION GAS



Source: RBGP WZ

**GAS.** The Plan provides for building and extending industrial gas distribution networks (5 locations) to diversify directions of gas supply to the country and extending the high pressure distribution network (7 locations) in deficit areas, build an LNG terminal in winouj cie and support gas installations. It is also recommended to build additional transmission networks (1 location) and distribution networks (26 locations) in gas deficit areas.



**RENEWABLE SOURCES OF ENERGY.** According to the Plan, the development of wind farms need to follow objectives of the landscape study as regards protection of landscape qualities in areas covered with various forms of nature conservation, at the forefront of exposition to natural spatial dominants and historical skylines of towns, as well as at holiday sites within the coastal strip and in lake districts. The Plan recommends developing water and geo-thermal energy generation (heating, therapy, recreation). The Plan recommends minimum distances between wind farms of at least 5 km, and a minimum distance from residential development of at least 1 km. The Plan also defines the use of marine areas beyond territorial waters for power generation.

**INTERNET AND TELECOMMUNICATION NETWORKS.** The Plan provides for building of new and extending and modernising existing broadband networks and implementing of information society infrastructure projects. Recommendations refer to developing of electronic and telecommunication systems and services in various areas of social and business life, in particular the public sectors.

**WATER MANAGEMENT.** The Plan requires local governments and institutions responsible for water management to implement a small retention programme, fish ladder programme and maintenance good status of rivers and related infrastructure. The Plan also provides for building water mains from the area of lake Ostrowo to winouj cie.

**WASTEWATER TREATMENT.** The Plan provides for developing 72 priority wastewater treatment areas and extending or modernising 45 existing wastewater treatment plants and building 2 new ones and 23 non-priority wastewater treatment areas with extending or modernising 21 existing wastewater treatment plants and building of 2 new ones.



Phot. 22 Wind farm in Zagórze



Phot. 19 Control room in chemical factory „Zakłady Chemiczne Police”



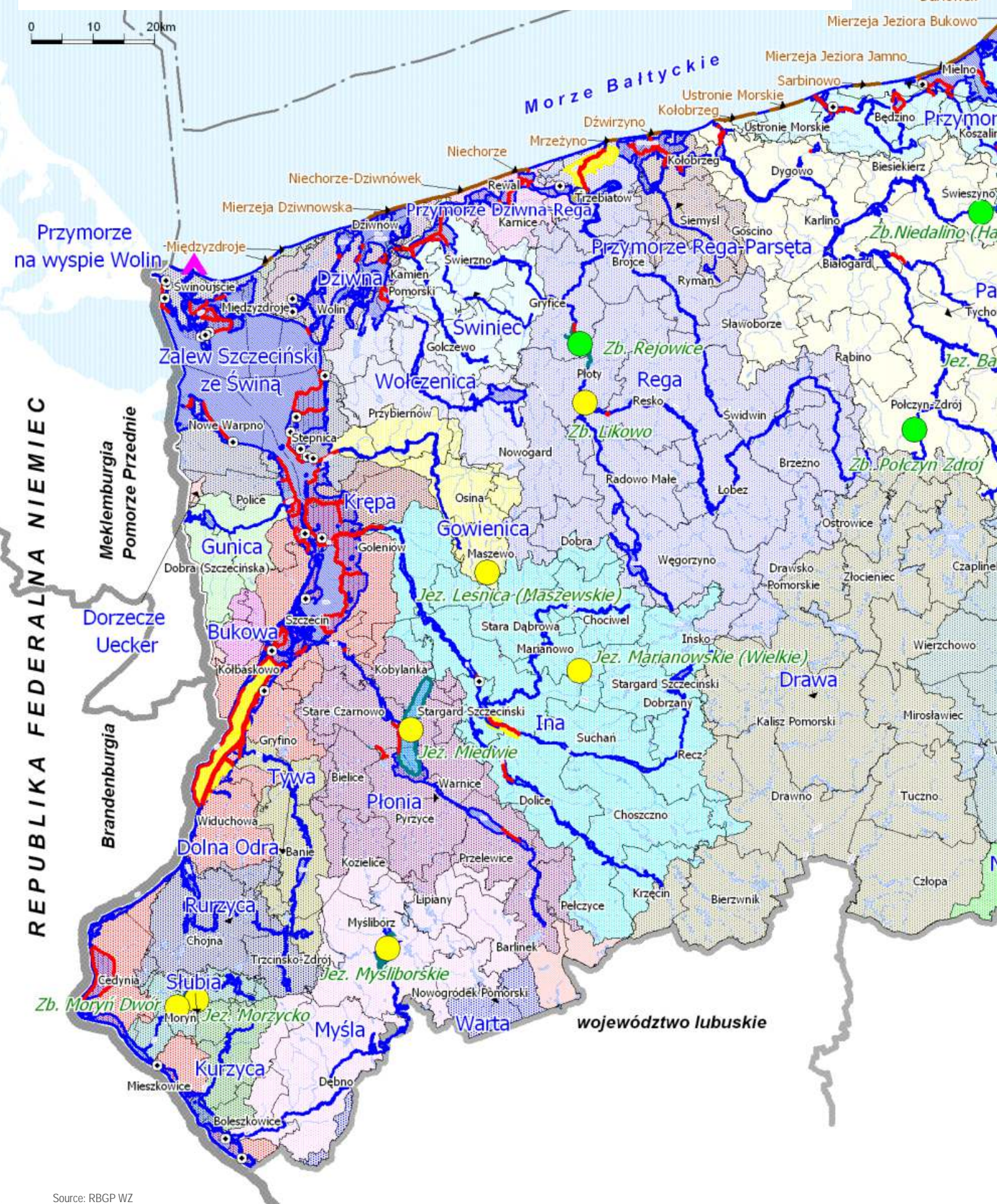
Phot. 20 Sewage treatment plant in Goleniów



Phot. 21 Chimneys of Dolna Odra heat power plant, Stare Czarnowo

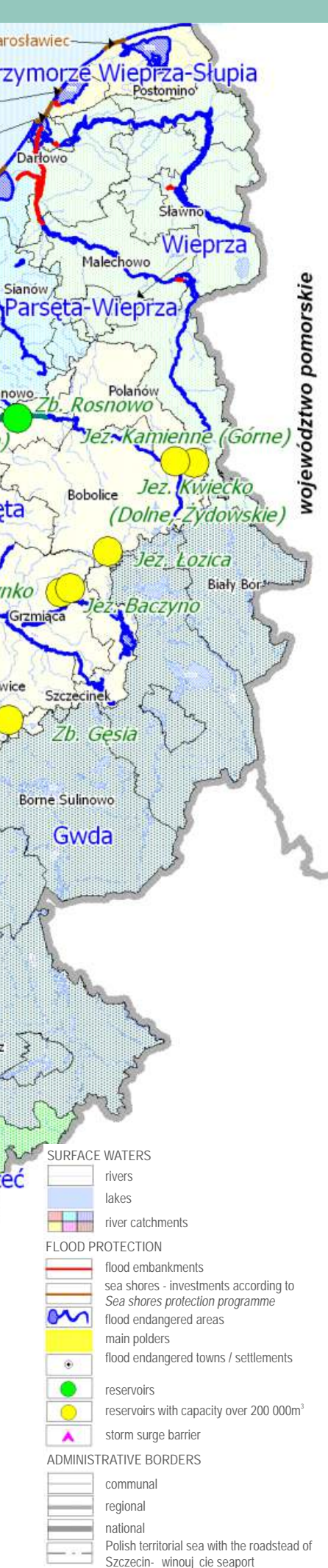


# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION FLOOD PROTECTION



Source: RBGP WZ





**FLOOD PROTECTION.** The Plan requires the Regional Amelioration and Water Facilities Authority to implement strategic flood protection tasks on 10 rivers and lakes by 2015. The Plan provides for implementing 2 tasks under the Oder 2006 Programme and 13 tasks under the Seashore Protection Programme.

The Plan proposes to develop a feasibility study for storm surge barrier at the outlet of the Wina River to the sea.

**WASTE MANAGEMENT.** The Plan provides for implementing the Waste Management Plan of the Westpomeranian Region, including establishing:

- waste management companies in specific regions, such as Szczecin-Police, Middle Pommern, Stargard-Wałcz, South-West and R-XXI Association of Municipalities,
- incineration plants for municipal waste in Szczecin and Koszalin,
- regional biodegradable waste plant in Glicko, and
- local hazardous and difficult waste collection points in the region.



Phot. 23 Gryfino - Mescherin bridge, East Odra River - flood, 4<sup>th</sup> June 2010



Phot. 24 Odra River near the estuary of Rurzyca River - flood, 5<sup>th</sup> June 2010



## 4.2.11. Metropolitan development of the Szczecin functional area

The Szczecin Functional Area (potential metropolitan area) is presented in the Spatial Management Plan of Westpomeranian Region as a basic spatial structure providing growth impulses to the entire region. It is predisposed to play this role due to its human, economic, and scientific potential, transport links and directions of interregional and cross border cooperation. There are two spatial structures that are larger than the Szczecin Functional Area, namely the metropolitan sub-region, and the cross border metropolitan region of Szczecin which also encompasses border area of Mecklenburg-Vorpommern.

**NATURAL RESOURCES.** In the Szczecin metropolitan area, limited accessibility and specific conditions are typical for development land designated for investment. According to the Plan, the land should be transformed according to principles of sustainable development while taking into consideration protection of habitats, green areas, ecological corridors, deposits of peat and high quality soil.

**CULTURAL LANDSCAPE.** The Plan provides for revitalising residential housing in city centres and post-military and industrial land as well as preventing dispersion of buildings in open areas that are valuable in terms of their landscape. It is recommended to reduce space of regular car parks in city centres and instead building underground car parks or car parks situated beyond city centres.

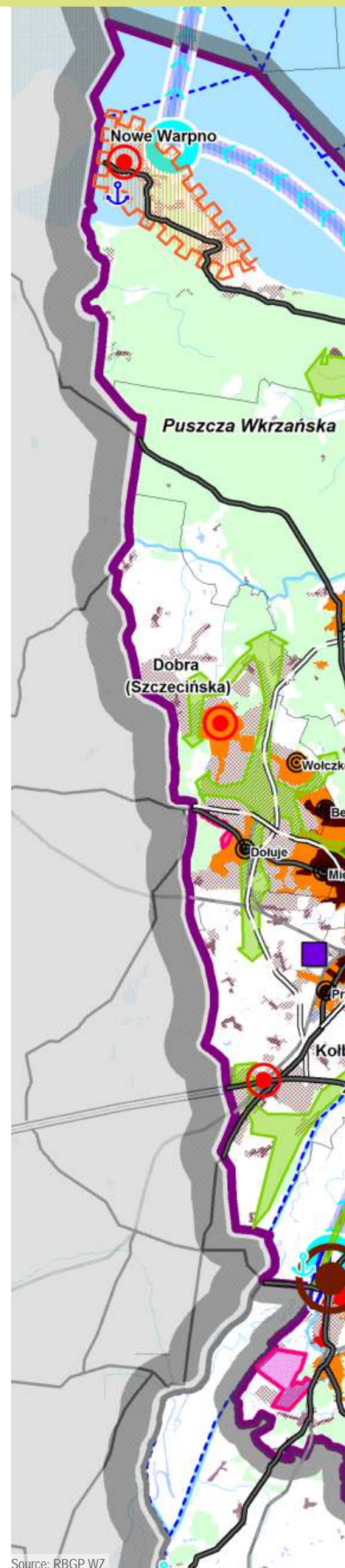
**METROPOLITAN FUNCTIONS.** In the case of Szczecin, the Plan defines areas for developing its metropolitan functions. These include the core city centre, islands of the Middle Oder, and post-industrial land along the river. High quality public space has also been planned in the district of Szczecin D bie. Apart from city functions, in post-industrial land, business activity and waterfronts are to be developed in line with their specific nature and location. The Plan emphasises the development of polycentric structure of the Szczecin Functional Area by creating local service centres in specific districts of Szczecin and neighbouring towns. Spatial effects resulting from the development of suburbs should be eliminated by preventing excessive sprawl and mergers of settlement units and reducing the density of residential development to areas within the agglomerations. The Plan recommends developing fair and exhibition functions on the left bank side of Szczecin. Cities within the Szczecin Functional Area are to develop complementary functions as compared to Szczecin.

**LIVING STANDARDS.** The Plan provides for creating new schools in areas of growing local population. It is recommended to support municipal and social housing in city centres and revitalising housing and public space.

**ECONOMIC GROWTH.** Provisions of the Plan refer to building service centres in Szczecin and smaller towns of the Szczecin Functional Area. These include maritime sector projects (extending ports in Szczecin and Police, building quays for sea-going passenger vessels in Szczecin Seaport) and tourism. The Plan recommends developing existing industrial parks and science and technology parks and adopting preferences for attracting shipyard production back to Szczecin or other production related to the maritime sector as well as innovative sectors of industry.

**TRANSPORT LINKS.** The Plan provides for extending tramlines in Szczecin to cover neighbouring towns, building a fast metropolitan tram line and the western rail bypass. Provisions of the Plan also refer to a number of road projects improving the transportation system in Szczecin. Recommendations include a concept of establishing a hierarchical transport system in Szczecin with basic lines, complementary lines and transfer nodes as well as restoring of the passenger river fleet.

**TECHNICAL INFRASTRUCTURE.** The Plan provides for building and extending gas networks in the Szczecin Functional Area, connecting heating systems on the left and right bank sides of the city and building municipal incineration plants. The Plan recommends a number of projects aimed at improving energy efficiency and extending and modernising the flood protection system. It is also proposed to reduce further locations designated for wind farms in the Szczecin Functional Area.

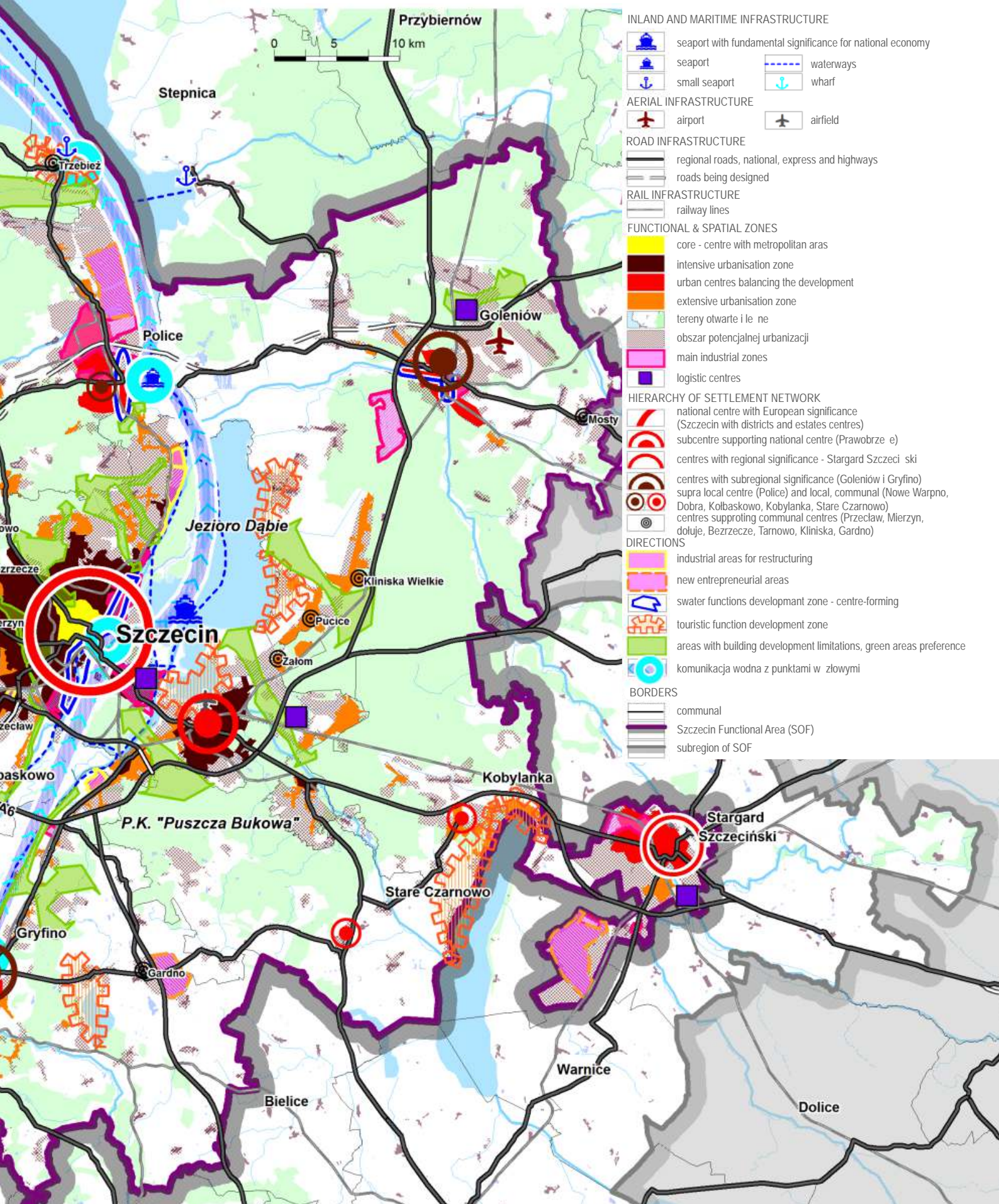


Source: RBGP WZ



# SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION SZCZECIN FUNCTIONAL AREA

## FUNCTIONAL SPATIAL STRUCTURE

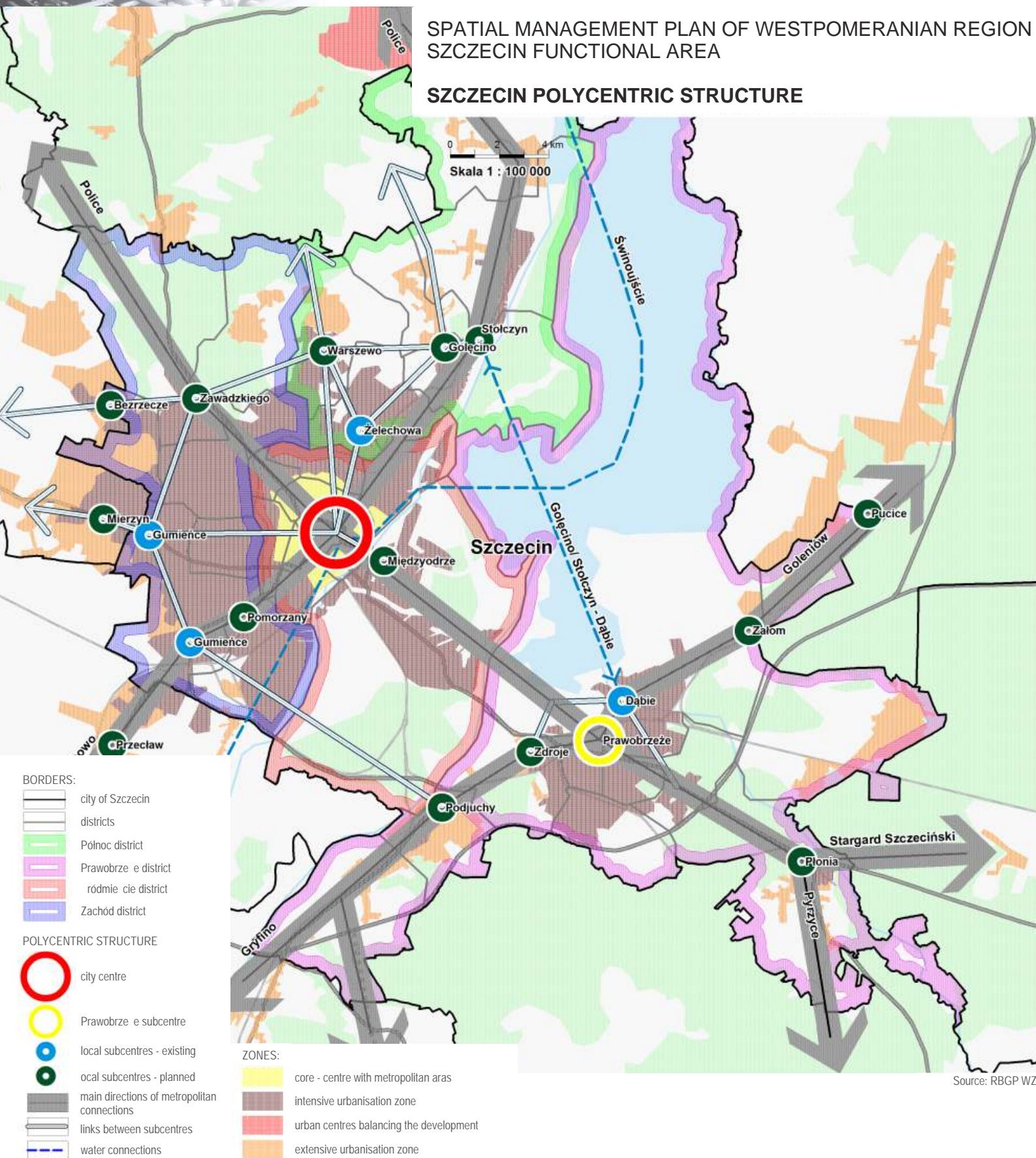






## SPATIAL MANAGEMENT PLAN OF WESTPOMERANIAN REGION SZCZECIN FUNCTIONAL AREA

### SZCZECIN POLYCENTRIC STRUCTURE





## 4.2.12. Developing of versatile functions in rural areas

Activities in this area focus on withdrawing from typical agricultural functions in rural areas and developing versatile functions while respecting principles of sustainable development. While referring to local development, the Plan recommends defining boundaries of agriculture and forest and agriculture and residential areas, as well as developing local plans for depopulated municipalities, building and modernising existing social and technical infrastructure in rural areas, and supporting the development of the renewable energy sector and reclamation of toxic waste deposits.



Phot. 25 Our Lady of the Rosary Church (XVw.) in Wętyń village

## 4.2.13. Developing of defence and state security infrastructure

The Plan provides for investment related to Poland's membership in NATO and obligations of local governments to define in their strategic and planning documents locations and conflict free operation of state security areas, facilities and infrastructure, as well as defining boundaries for restricted areas and defence zones. It is recommended to include in those documents elements of technical infrastructure that are important for state defence, flood protection, crisis management and border protection. Solutions pertaining to the development of the transport system should reduce risks related to transport of hazardous cargo and natural disasters, and at the same time they should enable efficient evacuation and rescue operations.



Phot. 26 Eurocorps practice in Drawsko Pomorskie

## 4.2.14. Eliminating of development barriers in difficult areas

The Spatial Management Plan of Westpomeranian Region of the Westpomeranian Region defines difficult areas in terms of difficulties related to population, agglomeration and infrastructure. Problems in those areas are related to the level of socio-economic development and demography (inhabited areas), settlement and transportation (agglomerations), and the status of technical infrastructure (infrastructure areas).

**AREAS OF POPULATION-RELATED DIFFICULTIES.** The Plan recommends the development of transportation and technical infrastructure in peripheral rural areas in the central part of the region to increase accessibility of basic goods and services. It highlights the need to develop tourism in lake districts and local innovation centres and business zones in areas of insufficient socio-economic development.

**DIFFICULT AREAS IN AGGLOMERATIONS.** In this part, the Plan focuses on the Koszalin-Kołobrzeg Functional Area (Szczecin Functional Area is discussed in separate section). The main message of this section is that there is a need to create a Koszalin-Kołobrzeg growth strip along planned S6 and S11 expressways. Factors contributing to the development of the spatial structure include demographic potential of the two cities, academic potential of Koszalin, tourist base, transport functions (port of Kołobrzeg, road and rail nodes, and airport in Zegrze Pomorskie), common public transport, and the growth of suburbs.



Phot. 27 Paraffin oil mine, nearby Dębno



## 5 PLAN IMPLEMENTATION TOOLS



Phot. 28 Highway A6

The need to transfer provisions of the Spatial Management Plan of Westpomeranian Region to local spatial development studies and local master plans is defined in the Law on planning and spatial development. Studies define areas for public purpose investment which impact extends beyond a given location, as listed in the Plan.

Basic tools for the implementation of provisions and recommendations of the Plan are central and regional government programmes containing lists of public investment which impact extends beyond a given location. The Plan refers to 12 governmental programmes extending up to the year 2030 and the Law on PLNG Terminal in winouj cie. Additionally, the Plan includes a list of projects under 6 regional programmes and investment not included in financial plans of the region, implementation of which is possible in a later period. Projects listed in central and regional government programmes coincide with those recommended in the Plan. A number of provisions and recommendations in the Plan provide space for further activities in the field of spatial development of the region.

The Plan includes recommendations regarding spatial policy of the state, region and spatial policy in neighbouring regions. The Plan names specific parties whom recommendations are addressed to. At the same time, conclusions for central institutions include recommendations for spatial policy at the EU level.

The Plan also lists other tools for implementing various tasks, such as public-private partnership, lobbying and regional cooperation (including international cooperation), studies, plans and development programmes applying to different aspects of spatial development of the region. The latter may extend beyond the boundaries of the region and state borders as well.



Phot. 29 Free zone, port in Świnoujście

## 6 SPATIAL DEVELOPMENT MONITORING IN THE REGION

The obligation to provide periodical evaluation of the implementation at least once every term of office of the Regional Parliament is defined in the Law on Spatial Planning. The Plan, however, recommends spatial monitoring as a continuous process aligned with monitoring of the strategy and programmes implemented in the region. This should provide information about the implementation of regional and spatial policies and effects achieved.

The monitoring is based on a system of indicators covering all spheres of spatial planning at the European, national, regional, county and local levels. The majority of indicators will be updated every year, and indicators of reduced variability every 2-4 years. The main sources of data for the above purpose are statistical offices, local governments and companies operating in specific areas of spatial planning.

Monitoring implemented for the purpose of presentation and spatial analyses will be supported by the Geographic Information System (GIS) developed in the region.



Phot. 30 Beach in Międzyzdroje









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