

Abstract of the Regional Spatial Development Program Mid Mecklenburg/Rostock

The Regional Spatial Development Program (RSDP) is the basis of a structured development within the planning region Mid Mecklenburg/ Rostock. The region includes the hanseatic city of Rostock and the newly formed (04.09.2011) administrative district of Rostock (former administrative districts of Bad Doberan and Güstrow). The region covers an area of 3.600sq km where 420.000 inhabitants live in 122 municipalities (2010). Thus it is rather sparsely populated compared to other German regions. The aim of the RSDP is to point out and develop the endogenous potentials and opportunities of the region in order to further strengthen a positive economic, social and ecological development.

Why a new program was required

The realignment of the RSDP is a reaction on changed framework conditions:

- The demographic change, which goes along not only with a population decline but also with tendencies of suburbanisation,
- the EU-eastward extension with its associated opportunities and potentials of a closer cooperation with Scandinavia, Poland, the Baltic States and Russia,
- the amendment in laws on EU, federal and federal-state level.

Legally binding character

The RSDP is based on the federal regional planning law, the state planning act of Mecklenburg-Western Pomerania and the state decree concerning the regional development program of Mecklenburg-Western Pomerania. It puts the aims and general principles given in the regional development program Mecklenburg-Western Pomerania into more concrete terms. Hence it closes the gap between spatial planning on a federal-state level and land use planning on a municipal level. It is legally binding for:

1. Public measures and plans with a spatial impact,
2. Decisions of public bodies on the legal admissibility of measures and plans with a spatial impact designed by other bodies under public law,

3. Decisions of public bodies on the legal admissibility of measures and plans with a spatial impact designed by legal persons under private law, if a planning permission is necessary,
4. Public measures and plans with a spatial impact designed by legal persons under private law, if the legal person acts in order to fulfil public tasks or is predominantly financed by public funding.

The spatial regulations vary according to their legally binding character:

1. Aims and priority areas are legally binding regulations that can not be disregarded,
2. General principles and restricted areas give some discretionary power.

Regulations in main topics

The RSDP consists of three parts: A text, a map of the spatial structure and an environmental audit report. It deals with the following topics:

- Guidelines of a sustainable regional development
- Spatial development
- Settlement development
- Development of open space

- Development of infrastructure

Selected regulations and contents will be presented in the following.

Guidelines of a sustainable regional development

The RSD defines 14 guidelines for a sustainable development within the region. To these guidelines belong the following:

- To develop the city of Rostock and its rural suburban zone as a regiopolis region. A regiopolis is a city that has between 100.000 and 300.000 inhabitants and is located beyond a metropolitan area. From a functional perspective, it is more important to its region than an ordinary regional centre.
- To use the endogenous economic potential.
- To use the location within the metropolitan triangle between Berlin, Copenhagen/Malmö and Hamburg as an advantage. To further strengthen the national and international cooperation with the metropolitan areas in Denmark, Poland and within the Baltic States.
- To advance Rostock's location by strengthening the link to the airport and by developing the seaport.
- To form a regional profile as a touristic and ecological region.

Spatial development

The regional centre of the planning region is Rostock. Bad Doberan, Güstrow and Teterow are medium-sized centres. Furthermore 14 local centres have been defined (Bützow, Dummerstorf, Gnoien, Graal-Müritz, Krakow am See, Kröpelin, Kühlungsborn, Laage, Neubukow, Rerik, Sanitz, Satow, Schwaan und Tessin). Within the urban structure these *central towns* take up a special function with special rights and obligations.

The regional centre Rostock and its suburban zone (mainly 21 municipalities) are the economical centre of Mecklenburg-Western Pomerania. For this area, called 'Urban-centre-hinterland-area', a more detailed development scheme has been designed as a basis for further cooperation.

Tourism is an important economical factor for many municipalities and the whole region. Thus 75% of the entire region has been defined either as a tourism – development or tourism - focus area. Especially the tourism – focus areas at the coast are endangered of becoming overloaded. Therefore inland tourism should be promoted.

Agriculture is the dominant land use. The agricultural restricted area, as being relevant to regional planning and spatial development, is supposed to be strengthened when it comes to shaping the cultural landscape as an economi-

cal factor. Its importance is underlined with the definition of restricted areas for farming.

The regional involvement in *European, interregional and regional networks* should be focused on. Its good infrastructural location should be strengthened within the framework of the Scandria/ South-North-Axis project. It is aimed to develop Rostock as a bridgehead along the axis.

Settlement development

According to the principle of a decentralised concentration further development of *settlement areas* should be limited to the central towns. Therefore the amount of new housing areas beyond central towns is restricted to 3% until 2020. Six settlement axes with Rostock in their centre have been defined along the existing traffic axes. The development of areas that are close to the main traffic lines (railroads, streets) is prioritised within these axes. This concentration aims on the one hand to hinder a merge of different settlement areas. On the other hand it decreases the additional traffic that goes along with new settlement areas.

In the field of urban and rural development a focus is set on town centres. Vacant large housing estates should be deconstructed. Vacant buildings in sparsely populated areas should also be deconstructed or reused in a way, that it does not detract the appearance of the town or landscape.

Priority areas for *commercial and industrial zones* have been designated by the regional development program for the whole federal state of Mecklenburg-Western Pomerania. These sites are primarily appointed for company locations with a supra regional impact. These are (within the region of Mid Mecklenburg/ Rostock): Rostock-Poppendorf (200ha), Rostock-Mönchhagen (105ha) und Rostock-Laage (500ha).

Additionally the RSDP designates restricted areas for commerce and industry. These serve mainly the further development of Rostock's seaport and the location of logistic related companies. These are:

- Rostock-Seehafen Ost (200ha),
- Rostock-Seehafen West (120ha),
- Bentwisch (60ha),
- Dummerstorf (140ha),
- Poppendorf Nord (340ha) and
- Güstrow Ost (260ha).

It has been resolved to examine the transformation of restricted areas into priority areas.

Development of open space

The following designations have been made in order to achieve the goal of safeguarding the *natural environment*. 29% of the region is designated as priority or restricted area for the protection of nature and the countryside as well as additional 5% of the region is assigned as a restricted area for recreation and compensation.

The quality and area of *agricultural zones* should be preserved as economical basis for farmers. Thereby an improvement of the water balance and a reduction of the discharge of nutrients into water are aimed. *Drinking water supply* should be taken from interregional water. For this purpose the river Warnow and its tributaries should be, among others, preserved in a good condition.

The designation of priority areas for near-surface *raw material*, such as sand, gravel and peat, serve the organised extraction of raw materials. Restricted areas for raw materials ensure a preservation of known and suspected raw material deposits. 20 priority areas with a total of 900ha (0,23% of the regional area) and 32 restricted areas with a total of 1.500ha (0,40% of the regional area) have been assigned within the scope of the RSDP.

Development of infrastructure

Public services should be concentrated on central towns. This includes the functions education and culture, which should mainly be situated in central towns, especially in medium-sized and regional centres.

A further development of the *road and railroad* network goes along with an active promotion of the central towns and the local economy. Restricted axes for roads have been assigned. The connection to surrounding metropolitan regions should be enhanced with an improved railroad transport system and a better link between both transportation modes.

In order to ensure Rostock's competitiveness the access to its *seaport* should be deepened from 14,50m to 16,50m. An increasing importance of the port, for transportation of passengers and goods as well as a location for producing companies is expected.

Situated at the coast of the Baltic Sea, the region has a high potential for the usage of *wind energy*. Suitable sites with particularly well conditions for wind farms have been designated within the RSDP. These suitable sites

have the same legal status as priority areas, thus the construction of a wind turbine is generally not possible beyond a suitable site. Overall 2.250ha, this equals approx. 0,6% of the whole region, have the legal status of a suitable site. A criterion for their designation is not only the exposure to wind, but also the interests of the population, economy, tourism, infrastructure and the preservation of nature and landscape. Thus, defined distances between a wind turbine and other usage of space have been taken into consideration.

Implementation strategies

The RSDP is among regional marketing and regional business development one pillar of a sustainable regional development. Its implementation is part of regional management; one instrument is the regional agenda.