

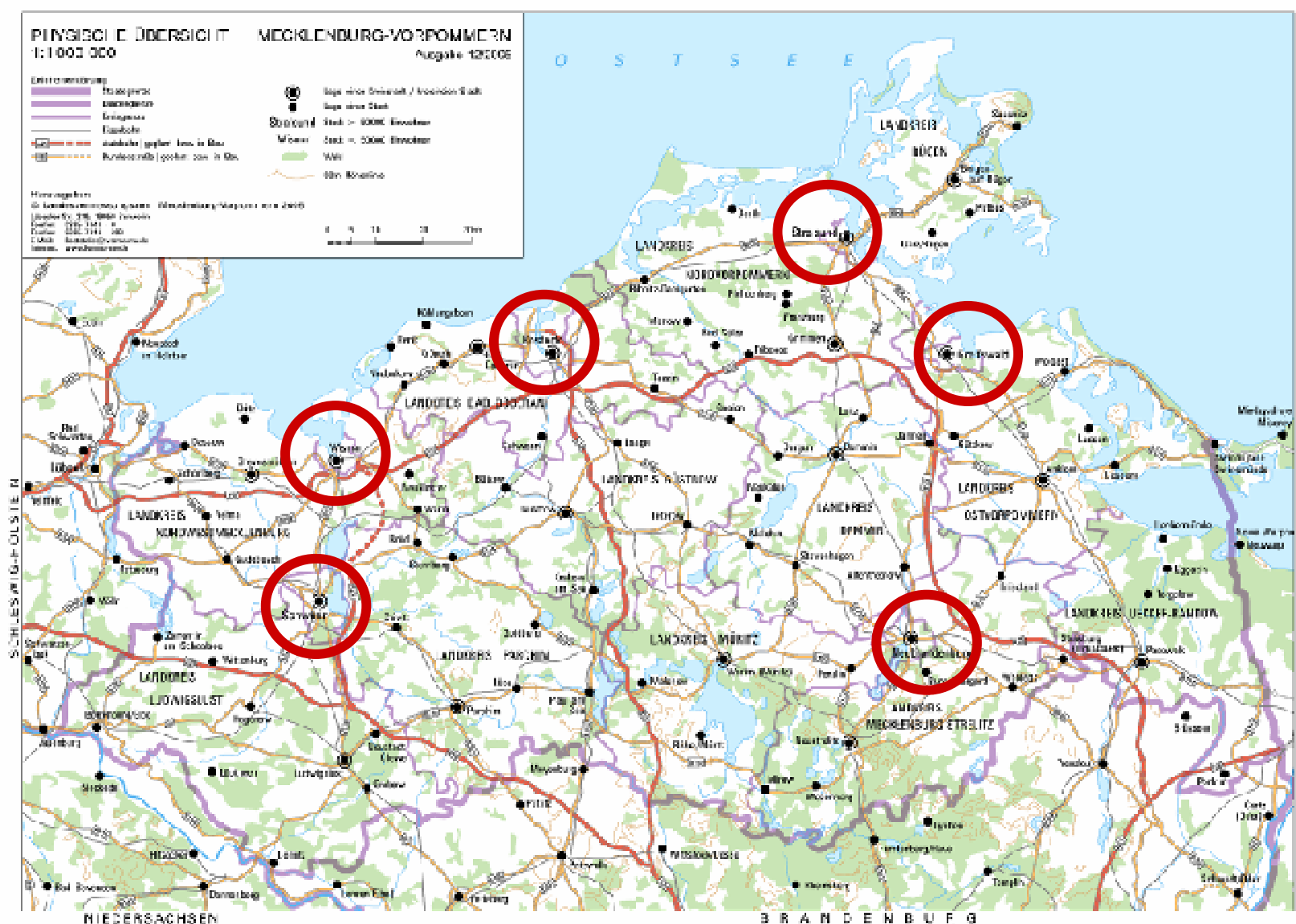


# **First experiences with cooperation agreements in the German city-suburban alliances**



## Outline

- Development of core cities and their surrounding municipalities
- Spatial planning strategies  
(urban redevelopment/ city-suburban development)
- City-suburban areas
- First results of city-suburban alliances



## Cities and city-suburban areas



Rostock (199 300 Ew)



Schwerin ( 96 000 Ew)

## Cities and city-suburban areas

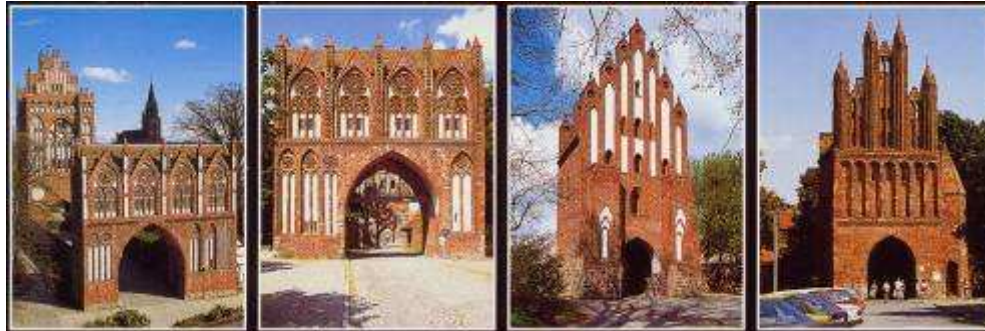


**Wismar (45 400 Ew)**

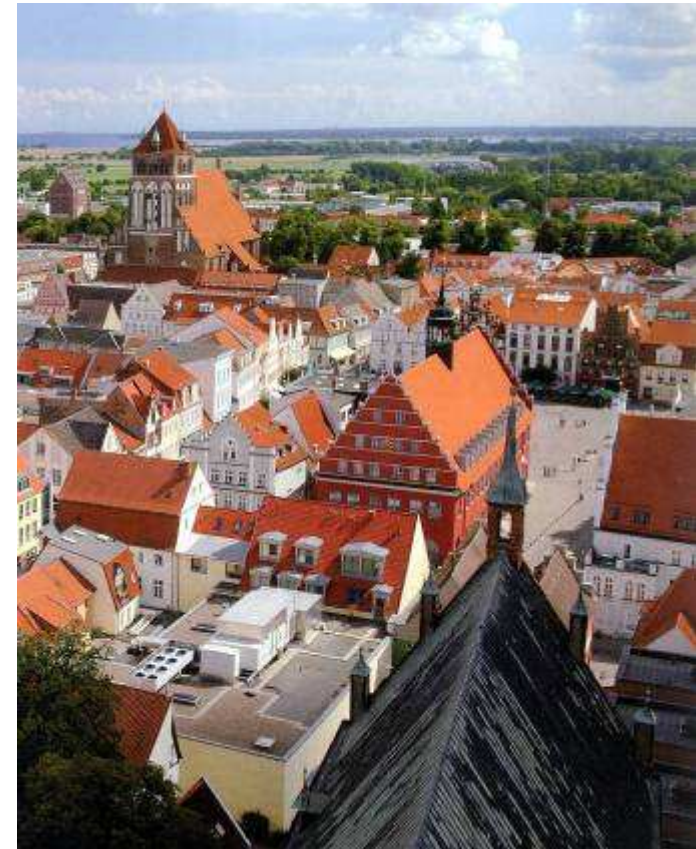


**Stralsund (58 700 Ew)**

# Cities and city-suburban areas



**Neubrandenburg (68 200 Ew)**



**Greifswald (53 300 Ew)**



## 1. Population – Housing

Population decline in the cities up to 20 %, mainly because of migration into the surrounding municipalities

Population growth in the surrounding municipalities up to 400 %

Reasons:

changes in living requirements (individualisation)  
qualitative and quantitative (increase of living space per person from 25 to 31 m<sup>2</sup> since 1990)

Moving away from large housing areas and partly from the Old Towns into single family houses

Preparation of the building land is faster in the surrounding municipalities than in the cities

# Development of city-suburban areas



Plattenbausiedlung



Eigenheimsiedlung

## 2. Retail

Location of large-scale retail areas in the periphery of cities and in the surrounding municipalities – partly at the expense of the cities and their centres

Share of peripheral retail areas between 30 % (city of Neubrandenburg) and 70 % (city of Stralsund)



Rostock -Bentwisch



Stralsund-Kramerhof

## Impacts of the suburbanisation process

Small municipalities in the vicinity of the city activate development at the expense of the core city with following impacts:

Loss of typical functions in the cities (housing, retail, services) especially in the city centres

Increase in unoccupied buildings

Not to full capacity used infrastructure (technical, social infrastructure)

Growing social segregation between city and suburban areas

Rise in costs for cities (social costs, infrastructure provision) while tax revenues decrease

Increased traffic through increased commuting



**Decline of population and migration as well as the consequences of these processes lead to a paradigm change in the urban and regional development**

**The increasing interdependencies between the core city and its surrounding Municipalities require inter-municipal collaboration and cooperation**



**Urban Redevelopment**

**City-Suburban Development**



## Urban redevelopment

### Rate of unoccupied dwellings in M-V

- large housing areas
- historic Old Towns

**9,5 %**  
Ø 12 %  
up to 35 %

## Urban redevelopment

### Removal

of permanently empty dwellings (108 Mio €)

### Renewal

of urban residential areas (163 Mio €)

Until 2009 removal of 30.000 dwellings in M-V

The strategies of urban redevelopment can be seen as a respond to the city-suburban migration.

# City-suburban areas



## Urban redevelopment in the city of Schwerin



## Determination of the city-suburban areas

### Legal basis

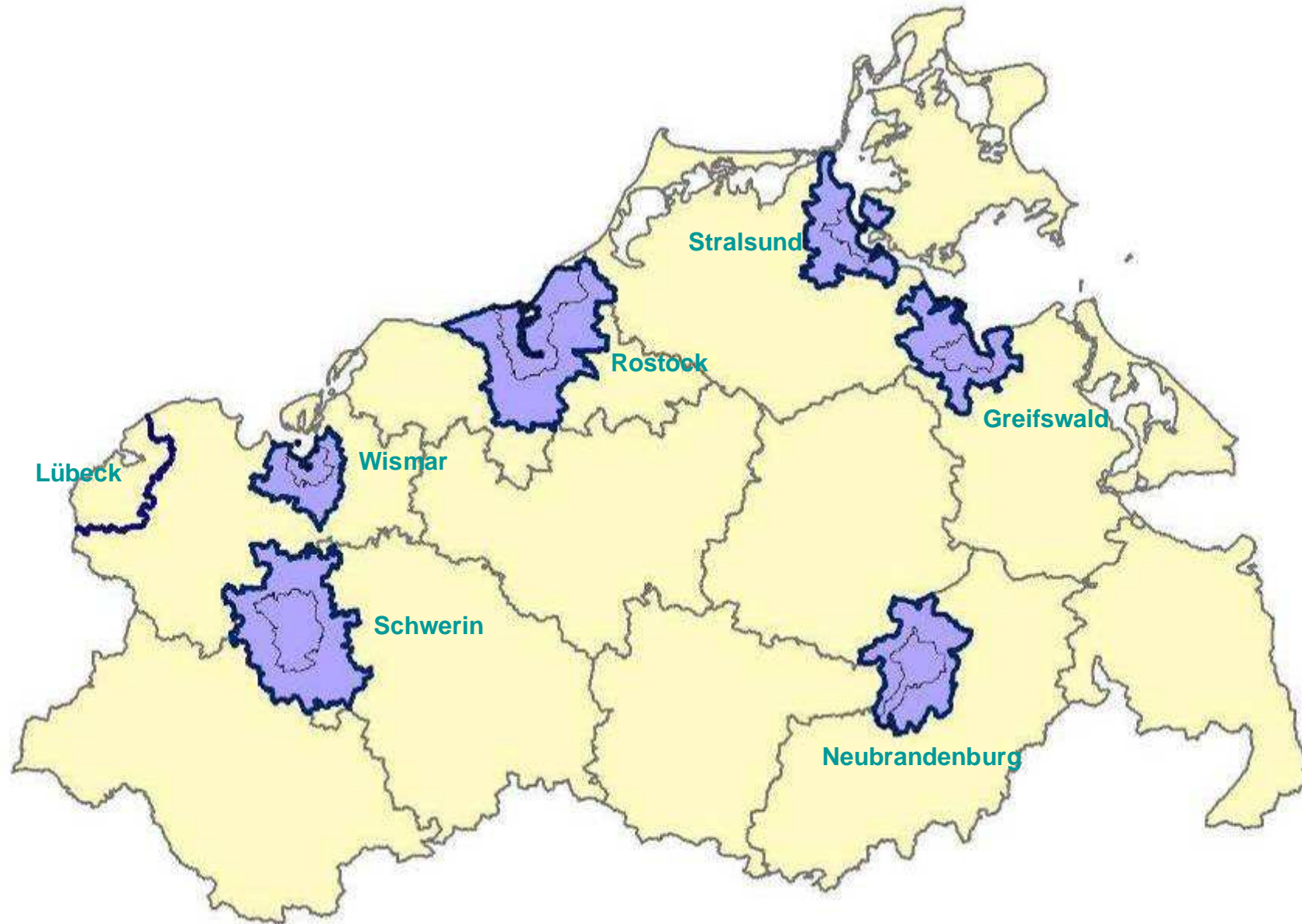
- State spatial development programme of M-V
- federal planning law of M-V

### Selection of the six city-suburban areas on the basis of common criteria:

- increasing population in the surrounding municipalities
- high commuting into the core city

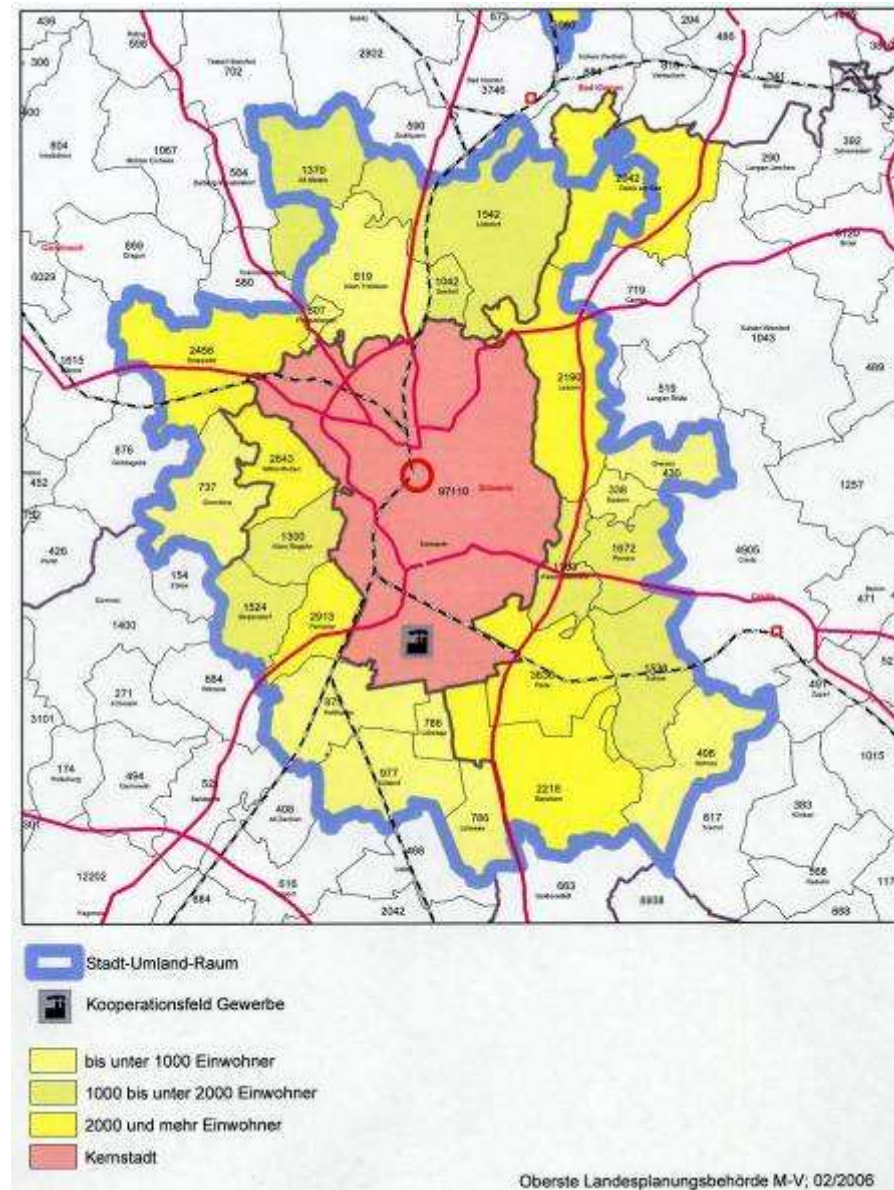
Result: 91 surrounding municipalities were assigned to the respective core city

# City-suburban areas in Mecklenburg-Vorpommern



**Demarcation:**

**City-suburban area  
Schwerin**



### Potentials/ importance of city-suburban areas

- Share on total number of inhabitants in M-V 39 %
  - Share of employees in city-suburban areas related to the total number of employees 49 %
  - share of retail area in city-suburban areas compared to the retail area in entire M-V 50 %
- But: Share of city-suburban areas compared to total area of M-V 10 % (!)

It is important to further encourage the city-suburban areas

## Course of action

- The **regional planning associations** coordinate and moderate the city-suburban process in the related region
- **to establish six working groups** for each city-suburban area to work out a common city-suburban development concept
- **to agree on cooperation goals** in the field of a common preparatory land-use plan, concrete projects, measures and further fields of cooperation in the city-suburban areas
- **Time line**

First draft :	2008
Legally binding document:	2010

The city-suburban area shall be defined as one planning area;  
to overcome the municipal oriented thinking

### Possible fields of cooperation

- **Development of settlements and land-use**  
building land, industrial areas, retail, compensation areas ...
- **Technical infrastructure**  
water and sewage management, drinking water ...
- **Sociale infrastructure and culture**  
schools, child care and nursing facilities
- **Tourism**
- **Transport**  
public transport, biking trails, roads

- **to conduct analytic researches**
- **to identify demands**
- **to elaborate development strategies**
- **to find agreements**



## 1. Settlement areas

- Despite the population decline of 20 %, the share of settlement areas has been growing of about 70 % since 1990
- The existing and partly developed housing areas exceed the potential demand

### Strategies

- Sensitive procedure with newly identified settlement areas
- preferential development of inner city areas (in-fill development, brown field development ...)
- First tendencies of re-urbanisation can be recognised (back to the inner city)  
Rostock has again, as the only city in M-V, a small population increase since three years
- Establishment of a common industrial area management

## 2. Coordination in transport - city-suburban area Schwerin



### Road

- motorway
- junction Schwerin-South
- construction of the by-pass Schwerin
- connecting roads between municipalities

### Biking trails

- Trails near the road
- Connection with the public transport system (HST)
- Connection trails between municipalities, closing gaps of existing trails
- biking trails between surrounding municipalities and core city

### Goals

- Improved connection between core city and surrounding municipalities for individual traffic, public transport, biking for commuters and tourists

### 3. Common development of industrial areas



Wismar-Kritzow

## Common development of industrial areas



### Rostock-Mönchhagen

Total area:	110,75 ha
still available:	110,75 ha
undeveloped:	110,75 ha
biggest unit:	110,75 ha

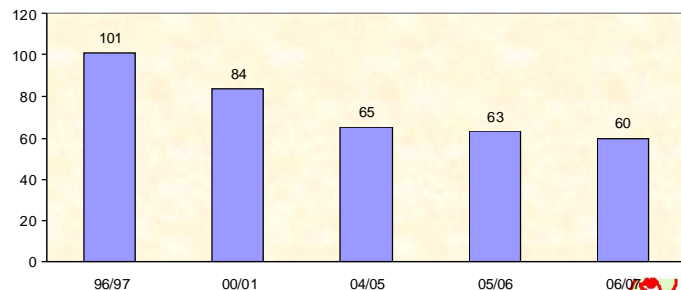


### Neubrandenburg-Trollenhagen

Total area brutto:	130,00 ha
still available:	130,00 ha
undeveloped:	114,00 ha
biggest unit:	130,00 ha

## 4. Schools (city of Rostock)

Anzahl Schulen



- Decline of children starting school of 63% since 1990
- 34% of children from the city-suburban area are going to schools in Rostock

### Conclusion

- To expand school's catchment areas beyond administrative borders
- Increasing influence of private schools on the planning of public schools



## Objectives of the city-suburban alliances

- to improve the inter-municipal cooperation
- to strengthen the larger cities and their surrounding as economic and cultural centres in M-V
- to bundle the investments and funds
- to strengthen the inner city and city centres
- common marketing