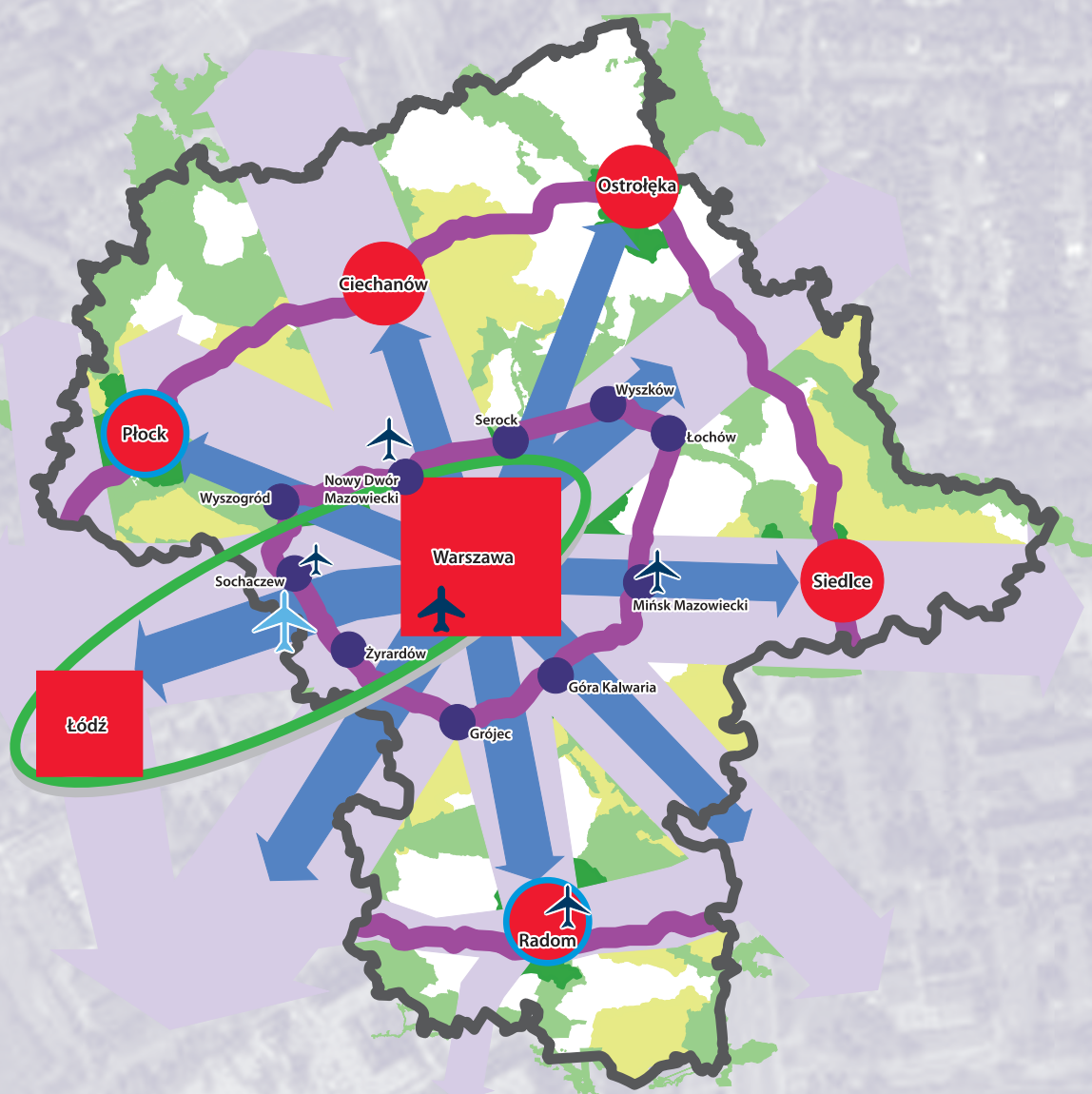


SPATIAL DEVELOPMENT PLAN FOR THE MAZOWIECKIE VOIVODESHIP

ABRIDGED VERSION



**SPATIAL DEVELOPMENT PLAN
FOR THE MAZOWIECKIE VOIVODESHIP**

SELF-GOVERNMENT OF THE MAZOWIECKIE VOIVODESHIP

**SPATIAL DEVELOPMENT PLAN
FOR THE MAZOWIECKIE VOIVODESHIP
ABRIDGED VERSION**



Warsaw 2015



**MAZOVIAN OFFICE
OF REGIONAL PLANNING
IN WARSAW**

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**THE ABRIDGED VERSION OF THE SPATIAL DEVELOPMENT PLAN
FOR THE MAZOWIECKIE VOIVODESHIP**

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1. Introduction

Under the Resolution of the Sejmik of the Mazowieckie Voivodeship (No. 166/10 of 11 October 2010) works on an amendment to the *Spatial Development Plan for the Mazowieckie Voivodeship*, adopted in 2004, have commenced.

The Resolution to work on the update of the *Plan* stemmed directly from the *Evaluation of the Spatial Development Plan for the Mazowieckie Voivodeship*, executed in compliance with the article 45 of the Spatial Planning and Development Act. Pursuant to *the Evaluation*, the update was necessary given the new trends of changes within socio-economic and spatial processes, new formal and legal conditions, as well as the location of public purpose investments.

Pursuant to the provisions of the *Spatial Planning and Development Act*, the *Plan* is conditioned by the arrangements of the following: The National Spatial Development Concept, the programmes that comprise government assignments and enable the implementation of the public purpose investments of national significance, described in the article 48, and the documents adopted by the Sejm of the Republic of Poland [*translator's note: the Sejm is the lower house of the Polish Parliament*], the Council of Ministers, the competent Minister or by the Sejmik of the Voivodeship [*TN: a provincial assembly*] in compliance with their competencies. These documents enable the implementation of supralocal public purposes contained in the relevant registers and programmes.

The *Plan* is the planning act which determines the principles of spatial organisation of the voivodeship. It defines the basic elements of the spatial arrangement, their diversification and mutual relations. It outlines the directions of spatial policy, which, together with the spatial conditions, are taken into consideration in development programmes and operation programmes of the voivodeship. The *Plan* constitutes the element of regional strategic planning and its contents are transposed onto the spatial arrangement of the regulations contained in the *Development Strategy for the Mazowieckie Voivodeship*. In the system of spatial planning, it has the coordinating function between the national planning and the local one.

The *Plan* is not the act of the local law and it does not violate the rights that Polish municipalities have in the scope of local spatial planning policy. It is the act of internal management binding the authorities and organisational units of the voivodeship regional government. It is not a direct legal basis for administrative decisions on the location of the investment.

The aim of the *Plan* is to outline the spatial policy for the Mazowieckie Voivodeship that consists in:

- spatial arrangement of public purpose investments of supralocal significance in compliance with the directions of spatial policy which, in turn, is based upon the goals and principles of spatial development of the voivodeship;

- targeting of activities related to the economic growth, the progress of civilization, the culture and the protection of environment by constantly taking into account the conditions, opportunities and threats arising from diverse characteristics of the voivodeship area;
- influence on the modes of conduct of the entities operating within the area so that they comply with the general development goals of the voivodeship.

The updated *Plan* fulfils the following functions in the management system of the voivodeship:

- **constitutive function** – consisting in defining areas for the implementation of tasks arising from government programmes as well as public purpose investments of supralocal significance, which are stipulated in the documents adopted by the Polish Sejm, the Council of Ministers, the competent Minister or by the Sejmik of the Mazowieckie Voivodeship, and in agreeing on the drafts of municipal studies of conditions and directions of spatial development as well as on local spatial development plans in the scope herein;
- **coordinating function** – consisting in forwarding the information on goals and directions of the spatial policy for the voivodeship to all public and private entities of the land management and planning which operate within the voivodeship. This is to be done in the following forms:
 - submitting comments and proposals to the draft municipal studies of conditions and studies of conditions and directions of spatial development and to local spatial development plans as well,
 - giving opinions on draft government documents on spatial and regional policy,
 - submitting comments and proposals to government programmes,
 - co-creating operational programmes and territorial contracts,
 - drawing up a budget of the voivodeship for the implementation of programmes and the completion of the voivodeship tasks,
 - giving opinions on common problems of the neighbouring voivodeships;
- **negotiating function** – consisting in the use of *the Plan* to negotiate with municipalities the terms and conditions of the introduction of the voivodeship tasks in the local spatial development plans;
- **marketing function** – consisting in the use of *the Plan* for, in its broadest sense, the promotion of the voivodeship;
- **educational function** – consisting in the wide dissemination of *the Plan* in order to improve the knowledge on spatial problems and development conditions of the Mazowieckie Voivodeship.

The aim of the Act is not to define the time perspective of *the Plan* for the voivodeship. However, both as an act of spatial policy and a strategic development-planning document, it must take into account the remote perspective limited by the forecasting capabilities. Given the various functions of *the Plan* for the voivodeship, the different nature of its contents and its links to other planning and programme documents, it is presumed that the time reference for this *Plan* shall be as follows: a long-term perspective for formulating spatial policies and a medium-term perspective for determining the tasks.

2. Characteristics of the voivodeship area

The Mazowieckie Voivodeship is the biggest voivodeship in the country in terms of its area – 35.6 thousand kilometres square (11.4% of the area of Poland), and its population – 5.3 million people (over 14% of the population of Poland). The territorial structure consists of 42 districts [*PL: powiaty*], including 5 cities with district rights, and 314 municipalities [*PL: gminy*], including 35 urban municipalities, 51 urban-rural municipalities, 228 rural municipalities.

The positive characteristics of the area

The Mazowieckie Voivodeship has a high rate of economic growth and plays the leading role among all voivodeships in generating the national GDP. It is the fastest to reduce the development distance with regard to the developed countries of the European continent. Moreover, the driving force of the region is the Warsaw metropolis – a supraregional European growth centre which clusters the functions of social, political and economic centre. Among the advantages of the Mazowieckie Voivodeship there are:

- location at the intersection of European transport corridors North-South and East-West as well as the dense road network providing connections to the polycentric network of the national growth centres, to the regions and the European poles;
- polycentric nature of a historically established settlement network with 6 evenly located centres: Warsaw, Radom, Płock, Siedlce, Ostrołęka and Ciechanów that create the impact zones around them;
- unique cultural background and cultural diversity of the heritage of its historical cities, ethnographic regions and natural and cultural ranges as well as precious resources and values of the natural environment.

Significant spatial differentiation of the voivodeship

The internal differentiation of the region is clear. Mainly two areas may be distinguished, i.e. the Warsaw metropolis covering 1% of the voivodeship area, concentrating 1/3 of the voivodeship population and generating about 61% of the GDP, and the agricultural areas covering 2/3 of the voivodeship area, concentrating 1/3 of the voivodeship population and generating 3% of the GDP.

The polarisation, which is a consequence of the development dichotomy, manifests itself in different realms as: **the demographic and social polarisation** – the increased density of population in the Warsaw Metropolitan Area [*PL: Obszar Metropolitalny Warszawy – OMW*] and the outflow of residents from the peripheral areas of the region, **the economic polarisation** – the strengthening of the Mazowieckie Voivodeship as a region generating the most significant GDP growth mainly through the rapidly developing city of Warsaw and its metropolitan area, **the transport and infrastructure polarisation** – manifested by the overload of transport infrastructure in Warsaw and in the Warsaw Metropolitan Area which results from the increased population density and alternating traffic (daily commute to the capital), **the spatial polarisation** – an effect of the economic, transport and infrastructure polarisation, related also to the increase in importance of the metropolisation processes.

Barriers to the development of the Mazowieckie Voivodeship

- low external and internal transport accessibility of the Mazowieckie Voivodeship;
- urban sprawl and lack of spatial order – especially in the highly urbanized areas around Warsaw metropolis and around cities;
- suburbanisation, near Warsaw in particular, with the deurbanisation features; leads to the creation of building systems where it is difficult to provide technical and service infrastructure, splits the system of natural connections, thus destroying the local ecosystems;
- lack of spatial continuity of protected natural areas encompassing the system of ecological corridors and a strong urban pressure on these areas;
- threat to energy security of the region;
- adverse demographic processes in the areas outside the metropolis of the Mazowieckie Voivodeship, depopulation and the population ageing;
- structural mismatch of labour force and labour demand and the spatial mismatch of workplaces and domiciles, especially between the Warsaw Metropolitan Area and the areas of the external zone.

3. Collisions and spatial conflicts

There are numerous collisions and spatial conflicts in the Mazowieckie Voivodeship. They result from the organisation of spatial structure and concern multifunctional areas in particular. In those areas, the natural collision of functions in the spatial development, namely of urban pressure, i.e. the urge to develop transport systems and technical infrastructure, and of the environment protection, is often present. In general, the spatial conflicts are of social nature and they stem from the collision of functions, consolidation and dispersal factors and the incompatible goals of many entities that operate within the common area.

The main development collisions of functions concern:

- route of A2 motorway which cuts across Bolimów Landscape Park, thus separating it from the system of regional natural connections and passing near the most valuable natural areas;
- construction of a bridge crossing over the Vistula along the voivodeship road no. 721 (Nadarzyn – Wiązowna) and near Konstancin-Jeziorna and Józefów, which is part of the future ‘Small Warsaw Bypass’, but is currently posing threat to the natural reserves of the Vistula River;
- urban pressure in Kampinos National Park, Chojnów and Masovian Landscape Parks and the area of forests located near the settlements where the water and waste water management is pending;
- urban pressure near Zegrze Reservoir, the Narew and the Bug where the water and waste water management is pending;
- development of the City of Płock in the context of Lower-Tier Establishments, transport needs of the city, the protection of escarpment and the flood protection;
- anti-flood security measures on the Vistula (i.e. mainly the necessary maintenance and restoration works) that interfere with the principles of the natural environment protection of the Vistula Valley;
- use of the Vistula River to develop water transport and the function of natural environment protection with regard to the natural valleys of two rivers;
- location of wind farms which are too close to the urbanized areas;
- viability of the planned Legionowo Route as part of the regional arrangement, bearing no execution date agreed upon;
- course of the Olszynka Grochowska Route joining the following national roads: the road no. 7 by the planned East Warsaw Bypass with the national road no. 17; the collision is due to the cancellation of the Route by the General Directorate for National Roads and Motorways, no concerted execution date of the investment herein and no appointed managing entity.

4. Problematic and functional areas of the mazowieckie voivodeship

The problematic areas have been determined on the basis of an analysis of development conditions, barriers and spatial conflicts as well as of goals and development opportunities, which account for the specificity of the given area.

The delimitation of these areas has been executed in accordance with the provisions of the Spatial Planning and Development Act of 27 March 2003 and the Rules of Conduction of Development Policy Act of 6 December 2006.

Based on the definition of a problematic area contained in the Spatial Planning and Development Act, the notion of functional areas has been introduced to The National Spatial Development Concept 2030 [PL: KPZK 2030] and has been expanded by the following: *'a consistent spatial arrangement composed of functionally interconnected areas characterized by common conditions and the predictable uniform development features'*.

The *Plan* includes the entries on the functional areas provided for in The National Spatial Development Concept and it distinguishes:

1. Urban functional areas:
2. Rural functional areas:
3. Functional areas of specific spatial phenomenon on a macroregional scale:
4. Areas with the development potential subject to modelling:
5. Functional areas in need of new functions to be implemented via the instruments of the regional policy:

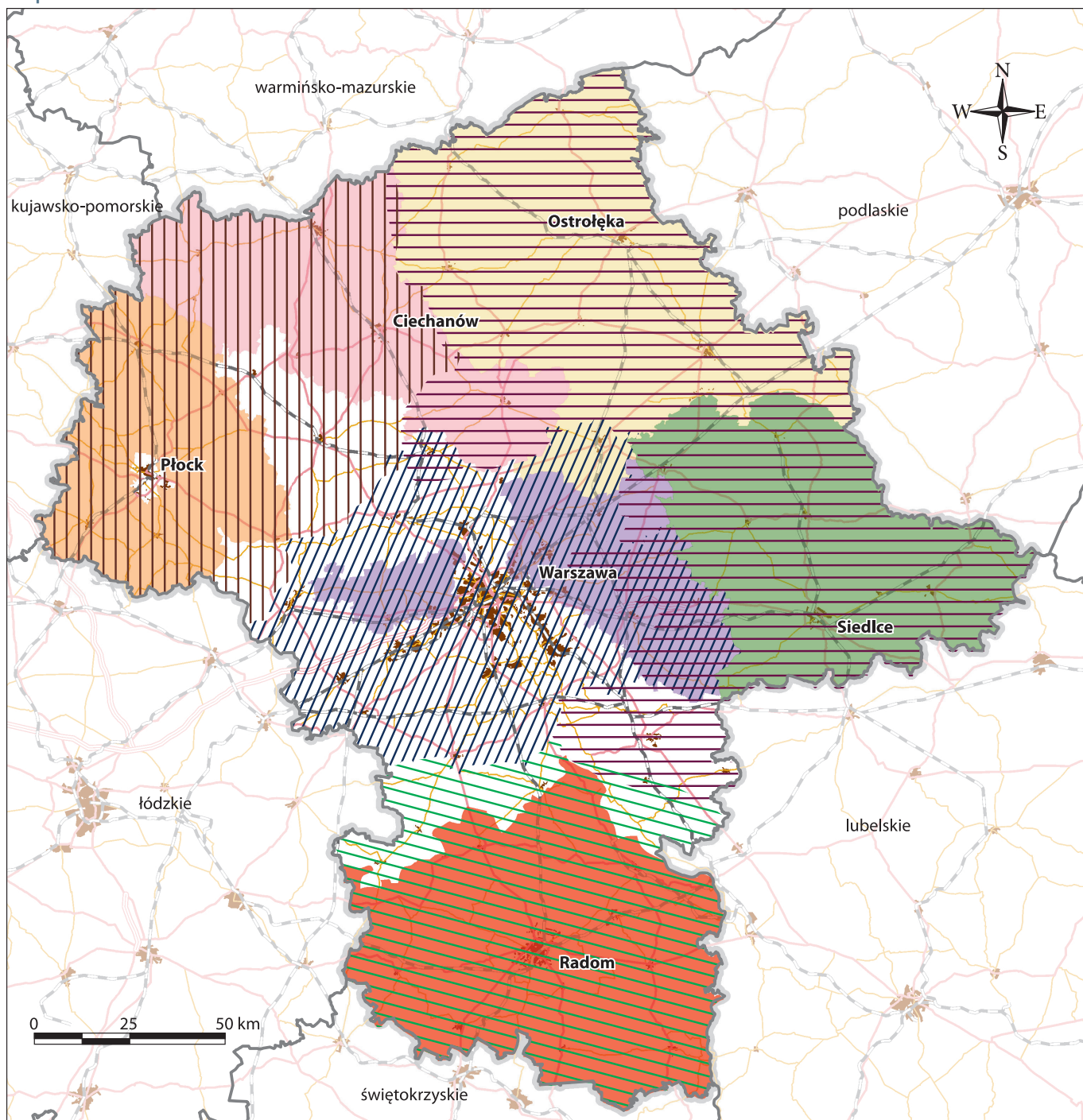
Ten problematic areas of the Mazowieckie Voivodeship are as follows: the Warsaw Metropolitan Area, the Middle Vistula Valley, the Area of Płock and its environs, the Area in the vicinity of Warsaw-Modlin Airport, as well as the areas representing the lowest level of socio-economic development and the lowest access to goods and services: the areas of Radom, Siedlce, Ostrołęka, Ciechanów, Płock and the central area. They all constitute both functional areas and areas of strategic intervention.

The Spatial Development Plan for the Mazowieckie Voivodeship adopts an integrated approach to the implementation of development policy by defining the problematic areas that at the same time constitute functional areas and are a part of areas of strategic intervention. Consequently, the *Plan* becomes consistent with the contents of *The National Spatial Development Concept* and *the Development Strategy of the Mazowieckie Voivodeship 2030*.

The areas with the lowest level of socio-economic development and the lowest access to goods and services include 29 districts, cover 75.4% of the voivodeship area and concentrate with 2.2 million inhabitants 42.8% of the voivodeship population. The established problematic areas are as follows (map 1):

- **Area of Radom** – districts: the City of Radom and Districts of Białobrzegi, Koźnice Lipsko, Przysucha, Radom, Szydłowiec, Zwolen;

Map 1







THE MAZOWIECKIE VOIVODESHIP

Functional/Problematic Areas with the lowest level of socio-economic development and the lowest access to goods and services

Areas with the lowest level of socio-economic development and the lowest access to goods and services

-  Area of Radom
-  Area of Siedlce
-  Area of Ostrołęka
-  Area of Ciechanów
-  Area of Plock
-  Central Area

Areas of strategic intervention delimited in the Development Strategy of the Mazowieckie Voivodeship 2030

-  Plock-Ciechanów Area
-  Ostrołęka-Siedlce Area
-  Radom Area
-  Warsaw Metropolitan Area

- **Area of Siedlce** – districts: the City of Siedlce and Districts of Łosice, Siedlce, Sokołów Podlaski, Węgrów;
- **Area of Ostrołęka** – districts: the City of Ostrołęka and Districts of Maków Mazowiecki, Ostrołęka, Ostrów Mazowiecka, Przasnysz, Wyszaków;
- **Area of Ciechanów** – districts: Districts of Ciechanów, Mława, Pułtusk and Żuromin;
- **Area of Płock** – districts: Districts of Gostynin, Płock, Sierpc;
- **Central Area** – districts: Districts of Mińsk Mazowiecki, Western Warsaw and Wołomin.

The areas of specific spatial phenomenon in land management and planning or the spatial conflicts are characterized mainly by the high rate of agricultural workers and a relatively low entrepreneurship in sectors other than the agricultural one. As a consequence, the investment expenditure and the local government revenues from PIT and CIT forms are at low ebb. The main characteristic of these areas is the high rate of unemployment and a low average gross monthly salary per capita. What is more, a negative natural change together with a regular long-term outflow of population from rural areas, especially their young, educated and the most resourceful representatives, have been reported. The areas in question are underfunded in terms of technical infrastructure. In particular, the quality of roads, both the external and the internal ones (including the district and municipal roads) is of poor quality. An extremely small percentage of population uses sewage and gas networks. In addition to this, the telecommunications infrastructure is underdeveloped what results in poor accessibility of broadband Internet and IT services.

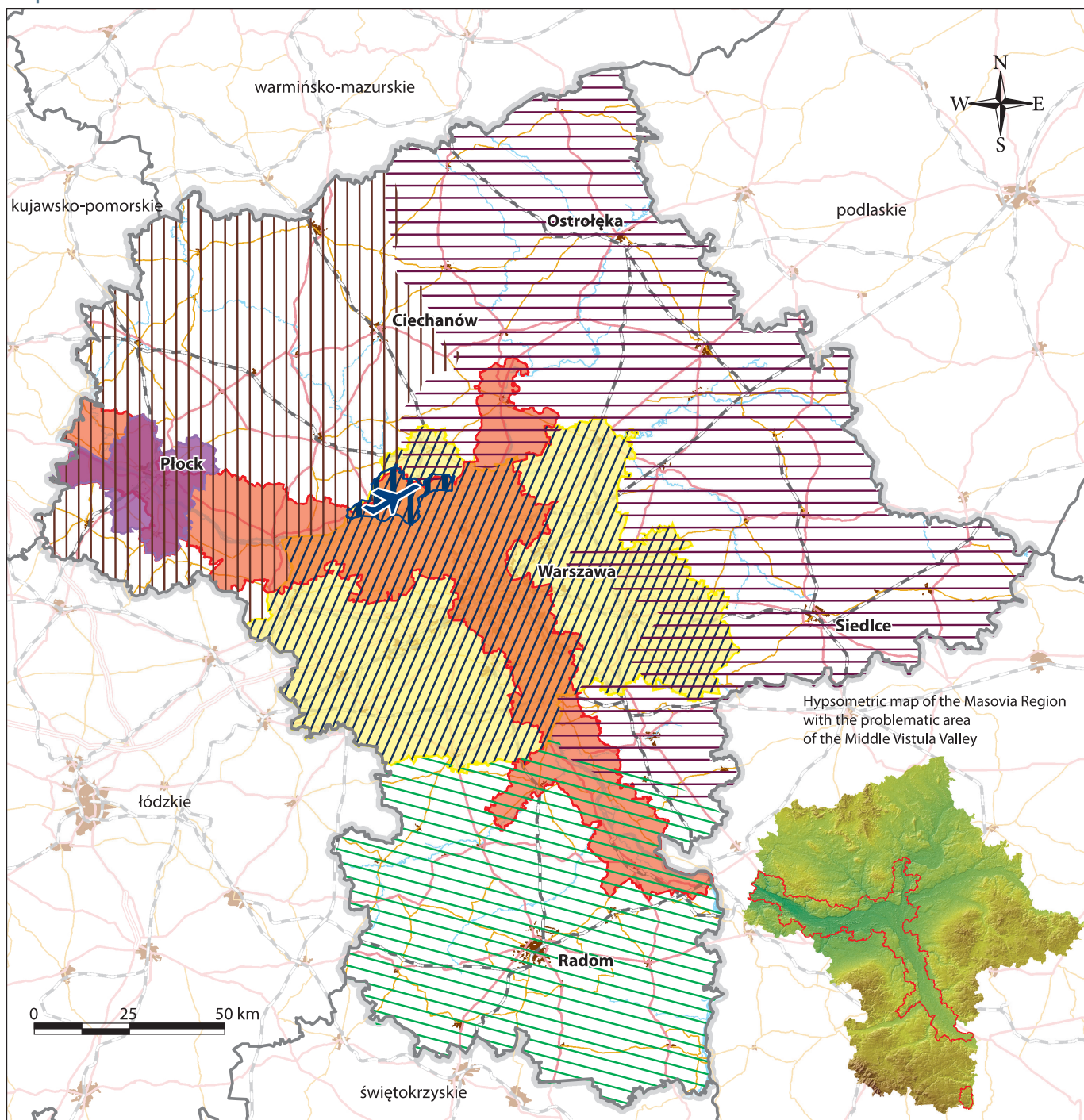
The Warsaw Metropolitan Area (WMA) is the ‘powerful’ area as regards its level and socio-economic potential with multifunctional, complex spatial development structures. However, there is a relatively important collision of different spatial development functions of the area, and it struggles with the basic problem of spatial chaos. The WMA is composed of: the City of Warsaw, the following districts in their entirety: District of Grodzisk Mazowiecki, Legionowo, Piaseczno, Pruszków, Western Warsaw, Żyrardów, Mińsk Mazowiecki, Nowy Dwór, and the following districts partially: Districts of Grójec, Otwock, Sochaczew, Wołomin, Wyszaków.

The Middle Vistula Valley – a problematic area of specific spatial phenomenon related to the flood risk. The problem resides in the collision of the natural resources protection and the development of the valley. This area consists of municipalities with floodplains of the Vistula and its tributaries. The majority of the area falls within the network of nature protection areas Natura 2000 and the natural reserves of the Vistula River. Apart from the river engineering, the construction of levees and the implementation of other technical methods, it is vital to restore the natural floodplains that are subject to urban pressure on the one hand, and on the other, to the rules of natural environment protection in terms of the areas under legal protection.

The Area of Płock and its environs (the City of Płock and the neighbouring municipalities) – a problematic area of specific spatial phenomenon namely the risk concentration caused by the location of lower-tier or upper-tier establishments prone to an industrial accident, or the transport of hazardous materials through the urbanized areas, the increased flood and landslide risk, in particular, of the Vistula escarpment in Płock. The greatest challenge for this area is to provide public safety. It entails both the activity of the petrochemical industry and the natural risk prevention as regards the Vistula River.

The Area in the vicinity of Warsaw-Modlin Airport – a problematic area after the opening of Warsaw-Modlin Airport, which is complementary to Warsaw Chopin Airport. Given the activation of areas in the vicinity of the airport, there is a collision of functions, namely of the economic growth (the environment protection related to the areas of Natura 2000 near the Vistula River, the natural reserves, the designated land-management intervention area near the airport) and of the land development (map 2).






Map 2







THE MAZOWIECKIE VOIVODESHIP

Problematic/Functional areas of specific spatial phenomenon within spatial development and the occurrence of spatial conflicts

Problematic/Functional Areas

-  Warsaw Metropolitan Area
-  Area of Płock and its environs
-  Area of the Middle Vistula Valley
-  Area of Warsaw-Modlin Airport
-  Warsaw-Modlin Airport

Areas of strategic intervention delimited in the Development Strategy of the Mazowieckie Voivodeship 2030

-  Płock–Ciechanów Area
-  Ostrołęka–Siedlce Area
-  Radom Area
-  Warsaw Metropolitan Area

5. Goals and principles of the voivodeship spatial policy

5.1. General principles of spatial development for the Mazowieckie Voivodeship

The *Plan* adopts a constitutional principle of sustainable growth of the voivodeship, considered as the socio-economic growth which integrates the political, economic and social activities with the preservation of the natural balance and the sustainability of the basic natural processes in order to ensure that the elementary needs of both current and future generations are satisfied.

This constitutional principle entails the following development and spatial development principles:

- **Principle of rationality** that consists in considering the social, economic, environmental and spatial benefits in the long-run;
- **Principle of multifunctionality of spatial structures within the voivodeship** that, unless there are some environmental and socio-cultural restrictions, consists in determining the multifunctional areas of growth activation (regional and subregional centres, district towns and other cities along the transport lines, areas of transport corridors);
- **Principle of cohesion and (spatial and functional) continuity** that consists in selecting the valuable natural areas which are under legal protection and which are predetermined to legal protection of ecological corridors;
- **Principle of renovation preference** performed through the improvement of the already existing facilities and actions against building up new areas;
- **Principle of natural environment compensation** that consists in land management performed in such a way to maintain balance in the natural environment and compensate for the damages resulting from the spatial development, the increase in the urbanisation level and the investments deemed necessary for socio-economic reasons, which have no ecologically neutral alternatives;
- **Principle of ecological prudence** that consists in taking actions to counter threats by anticipating them;
- **Principle of complementary protection of natural environment, culture and landscape values** that consists in creating the natural and cultural ranges;
- **Principle of efficient energy use and the reduction of waste;**
- **Principle of efficient water use and retention improvement;**
- **Principle of zoning and the determination of problematic and functional areas;**

- **Principle of the reduction of spatial collisions and social conflicts** by social inclusion and social participation in the creation of strategic and programme documents.

The policy of sustainable growth will be implemented through the exploitation and promotion of resources, values and spatial features within six main objectives provided for in *The National Spatial Development Concept 2030*, namely:

- 1) to restore and consolidate spatial order;
- 2) to boost competitiveness of the Mazowieckie Voivodeship, both in urban and rural centres;
- 3) to enhance territorial cohesion of the Masovian Voivodeship, which also constitutes the basic condition of the spread of development and the enhancement of competitiveness;
- 4) to improve the accessibility of Warsaw, regional and subregional centres as well as district towns, which play a major role in the multifunctional development potential of the voivodeship;
- 5) to develop spatial structures, and thus ensure that the high quality of the voivodeship's natural environment and landscape values is improved and maintained;
- 6) to increase spatial structure's resilience to natural calamities and loss of energy security, and to develop spatial structures supporting national defence capability.

5.2. Spatial development principles in problematic and functional areas

Notwithstanding the general principles of spatial development that derive from the constitutional principle of sustainable growth, the *Plan* stipulates the following principles of spatial development in problematic and functional areas:

For the areas of the lowest level of socio-economic growth and the lowest access to goods and services, the spatial development principles should aim at boosting the economy of the area, improving the citizens' living conditions, increasing their mobility and reducing the unemployment rate.

For these areas, the *Plan* establishes as follows:

- development of the existing cities, mainly those of supralocal significance by improving their urban functions (including the economic ones, which account for an urban economic base). Not only do these functions provide the basic public services, but also offer new jobs;
- concentration of urbanized structures based on local settlement centres with well-developed basic services and public areas;
- breaking down barriers and removing impediments caused by poor external and internal transport connections of the area;
- development of the service infrastructure, mainly within: education (childcare, and adapting the educational offer to industrial needs), healthcare as well as stationary long-term care and palliative care;
- seizing chances and opportunities lying in resources and values of spatial development to use them in a multifunctional way, i.e. taking advantage of cultural and natural environment values, the development of tourism, the use of natural and cultural ranges to boost tourism;
- improvement of well-developed industries that are based on endogenous development factors by using innovative technologies;
- creation of non-agricultural jobs by enhancing entrepreneurship;
- improvement of investment attractiveness by comprehensive preparation of areas for economic activities;
- development of ICT infrastructure, including broadband Internet and e-services;
- development and modernisation of technical infrastructure (mainly the electricity as well as water and sewage infrastructures);

- continuous sanitation of dispersed housing developments, i.e. the construction of household sewage treatment plants, waste disposal to collective wastewater treatment plants, the construction of collection system of solid waste;
- improvement of agricultural production by developing its specialisation and implementing green production methods;
- protection of the most valuable elements of agricultural production area from non-agricultural investments.

For The Warsaw Metropolitan Area (WMA), the *Plan* establishes as follows:

- principle of functional restructuring that consists in organizing and developing functional zones (central functions, Warsaw's facilities as regards housing, natural environment, climate and recreation, industrial and economic areas as well as the concentration of technological development);
- concentration of urbanized structures based on local settlement centres with well-developed basic services and public areas;
- reduction of spatial collisions and conflicts related to urban pressure on the most valuable natural environment areas of the WMA by implementing the principle of social inclusion and social participation (it applies mainly to land reserves for infrastructure line investments and to the creation of forms of nature conservation);
- development principle of transport bypass system, both urban and metropolitan that unloads the existing radial road system directing traffic to the city;
- (spatial and functional) cohesion and continuity of the valuable natural areas which are under legal protection, and which are predetermined to legal protection of ecological corridors (by creating among other things, *The Warsaw's Greenbelt*);
- complementarity of the protection of natural environment, culture and landscape values by creating natural and cultural ranges;
- revitalisation of degraded historic areas which constitute part of the regional cultural heritage;
- efficient resource management, and in particular spatial resource management performed by the intensification of the existing development, namely the use of land reserves within the invested areas, the revitalisation and the functional restructuring;
- improvement of environmental protection standards, especially within the water and waste water management, as well as waste management.

For the area of the Middle Vistula Valley, the *Plan* establishes as follows:

- principle of balance between the need to protect natural environment, the actions undertaken to counter the flood risk and the economic development of the Vistula River in compliance with the Act on Water Law;
- valorisation of the Masovia's natural environment and landscape which would enable the determination of both the essential areas for preserving the spatial and functional continuity, and natural areas under legal protection, in particular the natural reserves and the areas of Natura 2000 in the Vistula Valley;
- incorporation of the following decisions into the documents of local planning in compliance with the Act on Water Law: decisions on the terms and conditions of land development and decisions on the location of public purpose investments, rules and restrictions with regard to spatial development of high flood-risk areas;
- unleashing the transport and hydropower potential of the Vistula River, with due regard to the principles of sustainable growth and the constraints resulting from the presence of areas of Natura 2000;
- principle of immediate improvement of flood-protection infrastructure along the Vistula and its tributaries;
- principle of natural anti-flood measures implemented by the construction of river polders;

- landslide prevention measures and, at the same time, the preservation of natural environment and landscape values.

For the area of Płock and its environs, the *Plan* establishes as follows:

- principle of security for the residents of Płock and its environs;
- principle of prevention of potential risks and its precursors related to the location of lower-tier establishments prone to an industrial accident;
- enhancement of cohesion by improving transport connections with Warsaw and with the system of motorways and express roads;
- principle of locating lower-tier or upper-tier establishments prone to an industrial accident outside the urbanized areas;
- principle of eliminating any possibilities of building establishments on floodplains;
- principle of transit-traffic elimination from the city centre;
- principle of balance between the need to protect natural environment, the actions undertaken to counter the flood risk and the economic development of the Vistula River in compliance with the Act on Water Law;
- valorisation of the Mazowieckie Voivodeship's natural environment and landscape which would enable the determination of both the essential areas for preserving spatial and functional continuity, and natural areas under legal protection, in particular the natural reserves and the areas of Natura 2000 in the Vistula Valley;
- incorporation of the following decisions into the documents of local planning in compliance with the Act on Water Law: decisions on the terms and conditions of land development and decisions on the location of public purpose investments, rules and restrictions with regard to spatial development of high flood-risk areas;
- unleashing the transport and hydropower potential of the Vistula River, with due regard to the principles of sustainable growth and the constraints resulting from the presence of areas of Natura 2000;
- landslide prevention measures and, at the same time, the preservation of natural environment and landscape values.

For the area located in the vicinity of Warsaw-Modlin Airport, the *Plan* establishes as follows:

- sustainable economic development principle of the areas in the vicinity of the airport consisting in exploiting the existing potential of the area and developing the broadest possible impact zone;
- increase of cohesion consisting in improving the accessibility and the equipment of transport infrastructure for the connections with Warsaw, Płock and Ciechanów, as well as within the area;
- development of logistics and business functions with the creation of the Modlin subzone within the Warmian-Mazurian Special Economic Zone;
- urban management principle in compliance with the land- management intervention area for the airport;
- functional restructuring principle consisting in organizing and shaping the functional areas (central functions, facilities in Warsaw as regards housing, natural environment, climate and recreation, industrial and economic areas and the concentration of the technological development);
- concentration of urban structures based on local settlement centres with a developed level of basic services and the occurrence of the developed public areas;
- prohibition of the construction on flood plains;
- reduction of spatial collisions and conflicts related to the urban pressure on the most valuable natural areas of WMA by following the principles of social inclusion and social participation (it is applied primarily to land allocations for linear investment and the creation of forms of nature conservation);
- exploitation of the potential of cultural heritage of the Modlin Fortress by revitalizing the historic area through:

- maintaining the essential elements of the plans, spatial arrangements and view corridors,
- complying with the conservation requirements concerning the transformation of historic buildings and the spatial development, and replenishing the historic urban system, once a comprehensive transformation plan, based on the outcome of conservation research and analysis, is delineated,
- protecting panoramas and enhancing the architectural dominants as well as shaping public areas according to the tradition of the site, and its role as an integral part of the functional area with an additional function of a technology park introduced.

Directions of actions and tasks provided for in different spatial policies of the *Plan* constitute an extension to these principles of the spatial development and they are targeted at the whole voivodeship as well as at specific areas.

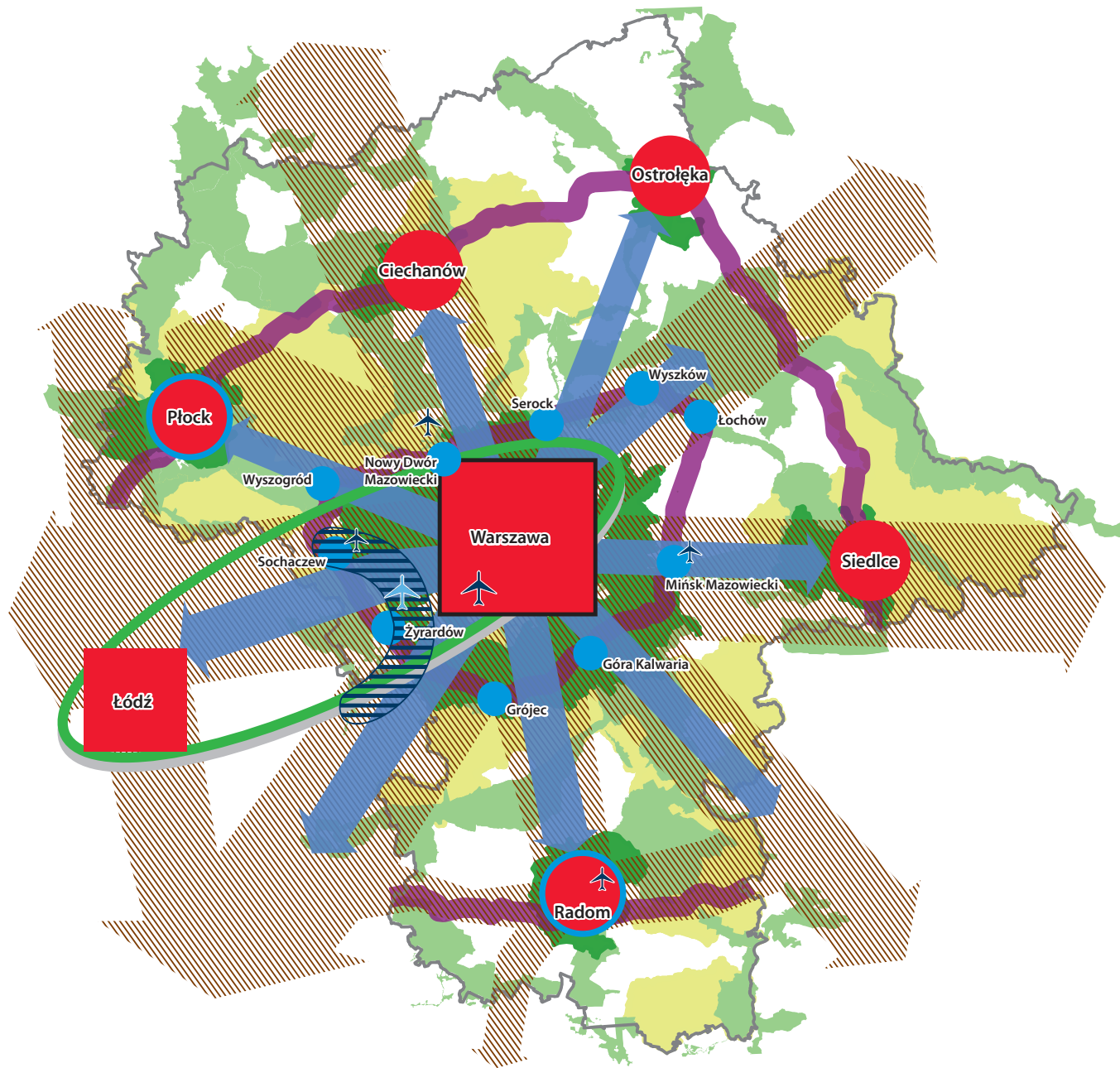
6. Model of the functional and spatial structure of the voivodeship

In general, the target functional and spatial structure of the Mazowieckie Voivodeship will be determined by the historically established polycentric-band structure composed of:

- a polycentric settlement network;
- existing and planned European transport corridors;
- interconnected bands of natural and cultural areas;
- agricultural areas and open ones, which are free of urbanisation.

The model of functional and spatial structure defined in this way implies the following characteristics of the area of the Mazowieckie Voivodeship (map 3):

- 1) The voivodeship will use the location at the intersection of European transport corridors. The coupling of the North-South corridors (Corridor I and Corridor VI of TEN-T – the initiative of *Via Carpatia*, *Via Baltica*, *Rail Baltica*, *Baltic-Adriatic*) and East-West (Corridor II of TEN-T) constitutes an opportunity for the Mazowieckie Voivodeship to shape a strong core transport area in transport networks within the EU, together with a key link for building a new development area in the East of the EU. Connections between the Baltic, Black Sea and Mediterranean countries and the Western European countries represent an opportunity for the Mazowieckie Voivodeship as a multimodal transport hub and the “Eastern Gate” of the European Union.
- 2) The radial transport network strategy will be abandoned, specifically the radial route to the benefit of the peripheral – circumferential system. Peripheral routes will on the one hand be used to relieve the Warsaw Hub from the transit and to join the central transport corridors. On the other hand, they will ensure efficient connections between regional and subregional centres of the Mazowieckie Voivodeship and the centres of the neighbouring voivodeships. Moreover, they will incorporate the national and international connections into the transport network.
- 3) There will be a strengthening of the Warsaw metropolis’ connections. The fact of improving the efficiency of the Warsaw transport system (both land and air) will help to strengthen its metropolitan functions and intensify the process of metropolisation of Warsaw’s impact area. The simultaneous strengthening of the connections with Łódź will contribute to the formation of a bipolar metropolitan system (coupled by High Speed Rail Lines and the Central Airport). This will allow both cities to increase and make better use of their potential.
- 4) The Warsaw’s role as the potential European metropolis (the potential Metropolitan European Growth Area – MEGA, according to the European Observation Network for Territorial Development and Cohesion – ESPON) and as the national growth pole in the international competition (European and global one) will be to create even stronger entrepreneurship and innovation hubs influencing both the country and the region.



THE MAZOWIECKIE VOIVODESHIP

Development of functional and spatial structure

MAZOVIAN OFFICE OF REGIONAL PLANNING IN WARSAW

- capital – metropolis of European significance
- regional centres
- subregional centres
- supporting centres
- transport corridors (the existing, planned and proposed ones)
- innovation corridors
- regional circumferential routes
- area of metropolitan functional connection development (Warsaw–Łódź bipolar system)
- areas with the function of the host
- valuable natural areas
- “greenbelts” around towns
- existing airports
- potential location of Central Airport

- 5) Cities forming the polycentric network of regional and subregional centres of sustainable growth (Radom, Płock, Siedlce, Ostrołęka, Ciechanów) will activate their immediate environment and serve as the growth poles.
- 6) Regional centres – Płock and Radom as growth poles of national significance, which shape the public infrastructure of metropolitan nature, comprise research and development entities (R&D) and concentrate educational activities, will constitute centres of growth for adjacent areas on the frontier area of the Mazowieckie, Łódzkie and Świętokrzyskie Voivodeships.
- 7) Centres located approximately 100 km from the Warsaw metropolis, which are not embraced by the diffusion of the metropolitan development, will be supported by the settlement centres located in the so-called 'Big Warsaw Bypass' (in the line of the following cities: Grójec, Żyrardów, Sochaczew, Wyszogród, Nowy Dwór Mazowiecki, Serock, Wyszaków, Łochów, Mińsk Mazowiecki, Góra Kalwaria) and by the cities located in the passage of socio-economic stimulation. This will be achieved principally through the transport corridors.
- 8) The passages of potentially the greatest innovation and socio-economic activity will be developed interdependently with the construction and the modernisation of the national and international system of technical infrastructure (with a system of highways and expressways, railways, telecommunications as well as fuel-energy industry as its main component).
- 9) Between the passages of the highest socio-economic activity and the settlement networks, large-scale systems of the valuable natural areas will be deployed and placed under legal protection or predetermined to it. They will also be complemented by a network of ecological corridors.
- 10) Between the passages of the highest socio-economic activity and the settlement networks, agricultural areas will be preserved as they fulfil the function of the host, thus being of strategic importance for the voivodeship.
- 11) River valleys with the defined cultural values will create natural and cultural ranges of the region.

7. External conditions of the voivodeship provided for in the European Union documents

The European development conditions for the Mazowieckie Voivodeship are stipulated in the basic EU documents, which set out the strategic goals and directions of the development policy, including the spatial policy.

According to *Europe 2020 – The strategy for smart and sustainable growth promoting social inclusion*, the basic priorities are as follows:

- *smart growth*, i.e. the growth based on knowledge and innovation;
- *sustainable growth* which supports the shift towards a resource-efficient low-carbon economy and sets the objective to reduce the greenhouse gas emissions until the year 2020 by 20% compared to 1990, to increase the share of renewable energy by 20% (in Poland – by 15%) and to improve the energy efficiency by 20%.
- *inclusive growth*, i.e. the growth conducive to social inclusion, which supports the economy characterized by a high rate of employment, and preservation of economic, social and territorial cohesion, in which the employment rate for the people aged 20–64 should amount to 75%.

The Territorial Agenda of the European Union 2020 defines the priorities of the spatial policy for the Member States of the EU and for the regions. They are as follows:

- promoting polycentric development and innovation by creating a cooperation between metropolitan cities and regions;
- ensuring global competitiveness of the regions based on strong local economies;
- stimulating competitiveness and innovations of regional clusters;
- exploiting the social capital and territorial resources;
- strengthening and extending the trans-European connections;
- strengthening the environmental structures and cultural values as an added value of the regions;
- supporting the joint management of risks related to climate.

In its declarative part, *The Leipzig Charter on Sustainable European Cities* summons to:

- coordinate action supporting the policy of integrated urban development;
- take into consideration modern infrastructure networks, the higher energy efficiency and the clean urban transport;
- lead a proactive education and innovation policy;
- counteract the social exclusion and take special care of the cities' deprived districts.

On the basis of EU documents, it is assumed that the most important European determinants of the development as regards the basic elements of the spatial development structure of the Mazowieckie Voivodeship, are as follows:

1. SETTLEMENTS

The classification of Warsaw and its neighbouring areas to the potential Metropolitan European Growth Areas according to the European Observation Network for Territorial Development and Cohesion (ESPON). On a European scale, Warsaw serves all the functions distinguished in the abovementioned category: administrative, transport, scientific, decision-making, tourist and industrial. It is the farthest Eastern metropolitan area of the EU and it constitutes a bridge between the East and the West of the European Union.

2. TRANSPORT NETWORK

It is based on the international transport connections established by many international institutions, projects and initiatives, in particular:

- pan-European transport corridors:
 - **Corridor I:** Helsinki – Tallinn – Riga – Kaunas – Warsaw;
 - **Corridor II:** Berlin – Warsaw – Minsk of Belarus – Moscow – Nowogród;
 - **Corridor VI:** Gdynia/Gdańsk – Warsaw – Katowice – Žilina – Ostrava – Břeclav.
- Trans-European Networks (TEN-T) and the Connecting Europe Facility (CEF) as well as the base network set within these transport corridors:
 - **Baltic Sea – Adriatic Sea;**
 - **North Sea – Baltic Sea.**
- 30 Priority Transport Axes of the TEN-T:
 - **Axis no. 23** – railway corridor: Gdańsk – Warsaw – Brno/Bratislava – Vienna;
 - **Axis no. 25** – road corridor: Gdańsk – Brno/Bratislava – Vienna;
 - **Axis no. 27** – railway corridor: Warsaw – Kaunas – Riga – Tallinn – Helsinki.
- Railway Freight Corridors (RFC):
 - **Corridor 5** – Gdynia – Katowice – Ostrava/Žilina – Bratislava/Vienna – Klagenfurt – Udine – (Venice – Bologna/Ravenna)/Triest – Graz – Maribor – Ljubljana – Koper/Triest;
 - **Corridor 8** – Bremerhaven/Rotterdam/Antwerp – Aachen/Berlin – Warsaw – Terespol/Kaunas.

3. NATURAL, CULTURAL ENVIRONMENT AND LANDSCAPE WITHIN THE NATURA 2000 NETWORK

The protection of the natural environment in the Mazowieckie Voivodeship is determined by the European Network Natura 2000. In the voivodeship, 77 areas of this kind were selected, the total territory of which equals 624.2 thousand hectares. They include in particular:

- **Special Protection Areas (SPAs)** designated on the basis of the Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds. The areas are set up to protect the rare and threatened species of birds (17 areas with 427.7 thousand hectares);
- **Special Areas of Conservation (SAC)** and the Sites of Community Importance defined in the European Union's Habitats Directive (92/43/EEC) of 21 May 1992, on the conservation of natural habitats and of wild fauna and flora. The areas are set up to protect rare or threatened habitats and animals, except for the birds (60 areas of 196.5 thousand hectares).

4. DEVELOPMENT OF THE AGRICULTURE AND THE RURAL AREAS

The development of agriculture and rural areas in the Mazowieckie Voivodeship is conditioned in the EU by the Common Agricultural Policy (CAP). The targeting of the policy funds and the principles of their allocation after the year 2013, will remain powerful determinants of the functioning of agriculture and rural areas in the Mazowieckie Voivodeship.

Among the regulations adopted by the European Parliament and the Council in the legislative package on, inter alia, the CAP 2014–2020, the following is the most important for rural areas and agriculture:

- maintaining the general concept of the CAP based on two pillars. The first is used mainly to improve the financial situation of the farmers, the second is focused mainly on the modernisation of the agricultural sector and on the multifunctional development of rural areas;
- introducing the principle of *greening* (the so-called green component), i.e. making the partial payment under the CAP policy conditional upon the performance of specific agricultural practices. It may result in farmers being charged greater costs and lead to the decline in competitiveness of agriculture and a decrease in farm incomes;
- necessity of a renewed designation of the Less Favoured Areas (LFA), which may lead to their reduction in the Mazowieckie Voivodeship (currently, nearly 3/4 of the agricultural areas in the voivodeship are considered to be less favoured). As a result, the transfer of funds for this region will decrease.

8. Spatial directions – spatial policies

The spatial policies indicate how the vision of the spatial planning of the Mazowieckie Voivodeship should be implemented.

According to the adopted functional and spatial structure and in consideration of the objectives of the development mentioned in the strategy for the voivodeship, the spatial policy has been divided into nine policies targeted at the chosen thematic areas and territories. These are:

1. Policy of improvement of the functional and spatial structure of the voivodeship;
2. Policy of industrial development and enhancement of the competitiveness of the chosen settlement centres;
3. Policy of transport accessibility and efficiency improvement in the voivodeship;
4. Policy of development of technical infrastructure systems;
5. Policy of resilience to natural threats and support of the increase of public safety;
6. Policy of development and modernisation of rural areas;
7. Policy of developing and protecting the natural resources and values and improving the standards of the environment;
8. Integrated policy of guardianship and protection of the cultural heritage and the cultural goods;
9. Policy of increase in tourism attractiveness of the voivodeship.

8.1. Policy of improvement of the functional and spatial structure of the voivodeship

The policy of improvement of the functional and spatial structure of the voivodeship concerns the whole area of the Mazowieckie Voivodeship and its goal is to enhance the effectiveness of spatial structures, to counteract the bottling and the dispersion of the development and to shape the compact settlement units. It consists mainly in introducing the land use zones of different forms of development as well as the functional-spatial zones in the settlement centres of the Mazowieckie Voivodeship.

The policy includes the actions stipulated in other spatial policies, e.g. actions undertaken to create a system of protected areas by verifying the planning principles. These actions define univocally the conditions of admissible investment. In addition, this policy comprises actions for the shaping of the landscape which is harmoniously composed and preserves the cultural identity and

the landscape values, as well as actions in the field of the transport system which shape the radial and the bypass spatial structure.

This policy will be carried out through defining the directions of spatial development in accordance with the following principles:

- Spatial development should occur in the ranges created along transport corridors and in the core of the system, which constitutes the urbanised area of Warsaw and transport hubs of the regional and subregional centres.
- The growth corridors should embrace both the urbanized areas that have been historically designated along the railways and the newly established areas along the roads, in which the rail transport may be introduced.
- The extensive land use areas should separate the growth corridors and from the natural areas, which, in the form of green wedges, reach the city centres.
- The execution of works and activities hindering the flood protection measures or increasing the flood risk is prohibited on high flood-risk areas.
- It is preferable to combine the radial system of growth corridors with a transport system of a circumferential character, which would link different corridors without the necessity to pass by the centre of the area.
- The total urbanized area should be enclosed by a greenbelt, directly linked to the extensive land use areas in towns (parks, green areas, squares and water valleys).
- In the case of the linear facilities of transport and energy infrastructure, the spatial corridors should be retained and, if possible, they should be shared (the so-called infrastructural corridors).
- The location of the energy production facilities should not interfere with other functions of the areas. This applies in particular to the location of wind power plants which may not cause any nuisance to the built-up areas for permanent residency, to the elements susceptible to electromagnetic radiation, as well as to areas of natural and landscape values.

This policy will be conducted also by developing the following land use zones in the voivodeship:

- infill zone of built-up areas, within which the land development should be subject to housing, service, industrial and technical development functions of high intensity level;
- development zone of built-up areas, in which the development should be subject to housing, service, industrial and technical development functions of medium intensity level;
- land development preservation zone which includes the adjustment of the existing land development, while the new one is subject to the natural environment preservation objectives and flood protection objectives.
- land-development exclusion zone, in which the extension of the existing land development is limited to minimum. It is preferred that the forms of land use be subject to the environmental and flood protection functions.

The *Plan* establishes the management of the functional restructuring that consists in developing the functional and spatial areas, namely: central area of the multifunctional development in administration, services and housing sector; housing area; environmental, climate and recreational facility area. In addition, the *Plan* also stipulates the development of green belts, ecological corridors, the socio-economic growth as well as areas of transport services concentration.

These areas should be obligatorily determined in the municipal studies of conditions and directions of spatial development and taken into consideration when granting permission for rezoning of agricultural and forest areas for non – agricultural and non – forestry purposes.

8.2. Policy of industrial development and enhancement of the competitiveness of the chosen settlement centres

The policy is addressed to:

- Warsaw metropolis of European significance;
- regional centres: Radom and Płock;
- subregional centres: Siedlce, Ostrołęka, Ciechanów;
- district towns strengthening the polycentric structure of the voivodeship, as well as the towns located within the 'Big Warsaw Bypass' and of considerable development potential, namely: Wyszogród, Serock, Łochów, Góra Kalwaria.

Apart from developing the industry, this policy will also enhance the role of the Warsaw metropolis in the system of European metropolises and increase the potential along with competitiveness of the regional and subregional centres, as well as the selected regional district centres (map 4).

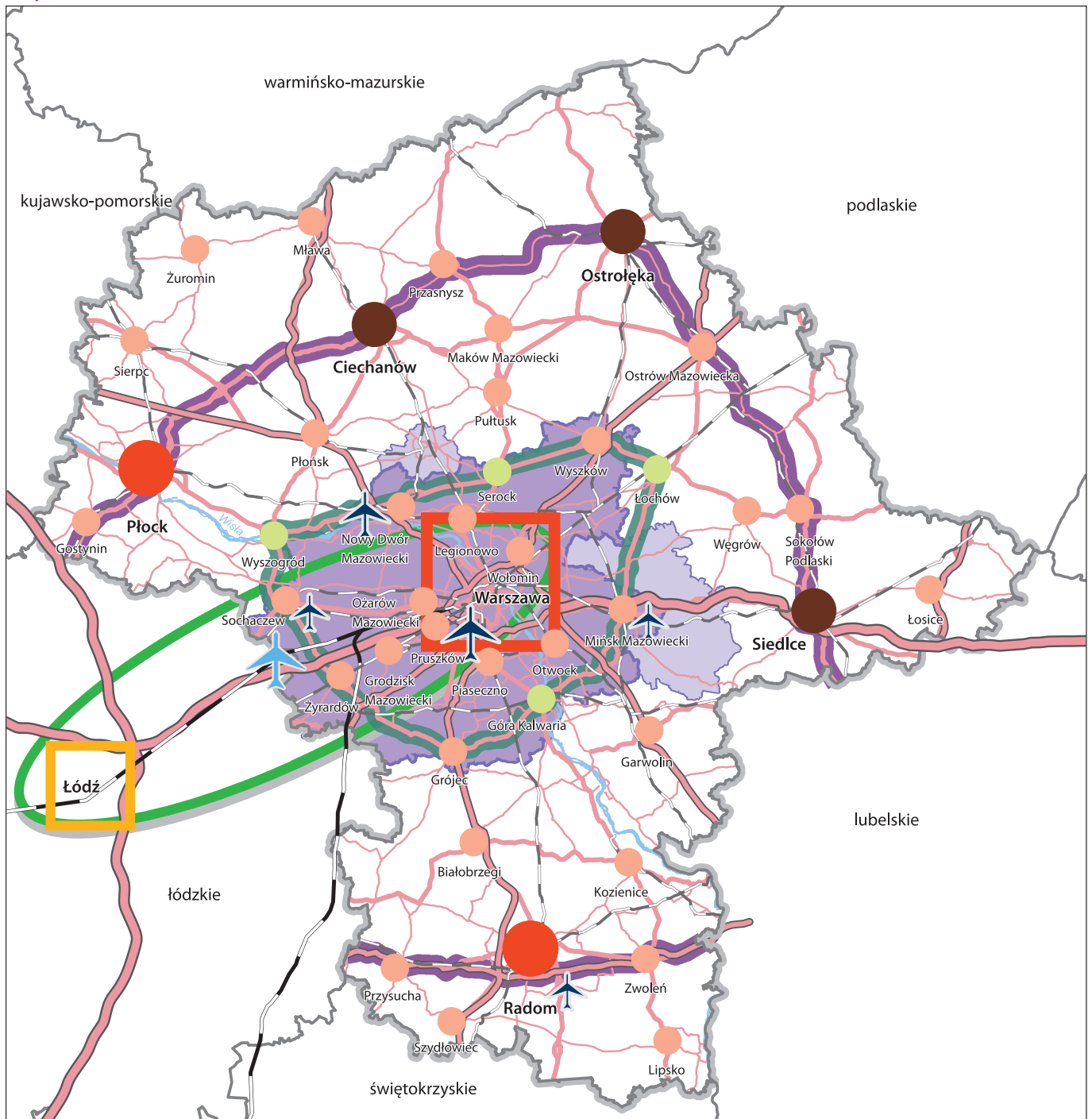
STRENGTHENING OF WARSAW'S POSITION IN THE NETWORK OF EUROPEAN METROPOLISES AND NATIONAL CENTRES

The strengthening of Warsaw's role will consist in exploiting and building up its socio-economic potential, particularly its high level of human capital and services, of economies of scale and location advantages. The arrangements of the *Plan* in terms of Warsaw concern mainly the development of the specialised metropolitan functions (scientific and research, of the innovative economy and specialised services) and the improvement of the external and internal transport accessibility.

These functions will be implemented by:

- creating and developing scientific and research institutions, as well as extending the research infrastructure, particularly within the scope of new technologies (mainly of biotechnology and biomedicine, nanotechnology, photonics and optical electronics, information and communications technology and the space technology as well);
- supporting the development of areas of innovation in Warsaw, based on universities and the newly-built nearby 'knowledge centres', particularly on the following axis: Warsaw School of Economics – Warsaw University of Life Sciences – University of Warsaw – Medical University of Warsaw – Warsaw University of Technology – Military University of Technology;
- extending and modernizing the tourist accommodation and developing the areas along the Vistula for tourist purposes, taking into account constraints that result from the superiority of the preservation of the natural values of valleys and the flood risk;
- integrating Warsaw with the functional area, namely:
 - improvement of transport connections and the development of integrated collective transport,
 - development of the functional connections with the district and municipal centres surrounding the metropolis (in particular the centres of scientific-research potential such as: Legionowo, Pruszków, Otwock, Piaseczno, Żyrardów, Józefów, Sulejówek, Błonie, Jabłonna, Nadarzyn);
- developing functional connections between Warsaw and Łódź and building between these agglomerations a bipolar system of development pursuant to the Cooperation Agreement, concluded between the Mazowieckie and Łódzkie Voivodeships on the establishment of a Macroregion of the Central Poland. This Macroregion comprises:
 - creation of a development area of high technologies in the form of the Central Zone of Knowledge, Education, Science, High Engineering and Technologies, between Warsaw and Łódź,







Map 4
















THE MAZOWIECKIE VOIVODESHIP

Directions of the development of the urban settlement network

Main settlement centres:

-  capital – metropolis of European significance
-  metropolis of national significance
-  regional centres
-  subregional centres
-  district cities strengthening the polycentric structure of the voivodeship
-  local centres of considerable development potential

Main areas and directions of developing the spatial connections

-  WMA – The Warsaw Metropolitan Area approved by the Governing Board of the Mazowieckie Voivodeship
-  WMA – the designed extension
-  area of metropolitan functional connection development (Warsaw–Łódź bipolar system)
-  Big Warsaw Bypass
-  Great Masovia Loop
-  motorways
-  express roads
-  national roads
-  voivodeship roads
-  High Speed Rails
-  other railways
-  airports
-  potential location of Central Airport



- initiation of the clusters of entrepreneurship or producer organisations, production organisations and co-operatives as an instrument integrating entrepreneurs and targeted at all branches of industry (e.g. Fruit and Vegetables Cluster of Łódź and Masovia, Central European Advanced Textile Technology Cluster, Farmaceutic-Medical Cluster, Creative Industries Cluster, Central European Platform of Logistic Services, Multimedia Cluster, Eco-Energy Cluster, Balneology, Optoklaster – Masovian Photonic Technology Cluster).

INCREASE IN COMPETITIVENESS OF THE REGIONAL CENTRES (RADOM AND PŁOCK)

The development of the regional centres will be orientated towards exploiting and multiplying their socio-economic potential, in particular on shaping the high level of human capital and services as well as the economies of scale.

The *Plan* stipulates the following directions of actions:

- creation and development of research and science institutions, particularly within the scope of new technologies ;
- development of the areas of innovation, based on universities and the newly-built nearby ‘knowledge transfer centres’;
- development of institutions, learning facilities and the scientific-research base of higher education, as well as the adjustment of the educational profile to labour market needs ;
- creation of conditions that are conducive to the implementation of innovations and new technologies;
- development of the industry with the use of the existing and planned areas for the special economic zones as well the post-industrial and post-military areas, including:
 - metalworking, arms, precision and light industry in Radom,
 - fuel and energy, chemical, eletromechanical and clothing industry in Płock;
- preparation of the fully equipped investment areas, including the post-military areas and those in the vicinity of the airport (Radom Sadków), as well as the multimodal transshipment points;
- revitalisation of the degraded urban areas (mainly city centres and post-industrial, post-military areas);
- development of cultural facilities of regional significance (inter alia, concert halls);
- development of regional and international transport connections of Płock and Radom, including :
 - construction of the railway connection between Płock and Warsaw-Modlin Airport, the construction of Radom-Sadków Passenger Airport,
 - development of the logistics base of regional significance,
 - creation of clusters of entrepreneurship (e.g. The Precision Industry Cluster in the area of the old Polish industrial region, the chemical cluster of the existing petrochemical industry in Płock);
- integration of Płock and Radom with their functional surroundings;
- development of the functional connections on Płock – Włocławek and Kielce – Radom sections and the creation of a bipolar system of development between those centres.

INCREASE IN COMPETITIVENESS OF THE SUBREGIONAL CENTRES (SIEDLCE, OSTROŁĘKA AND CIECHANÓW)

The stimulation of subregional centres will be conducted by strengthening and restoring the industrial functions, strengthening regional and interregional transport connections, and developing services. This will be done with the use of the potential of cities in local human resources as well as natural and cultural values. These functions will be implemented through:

- development and modernisation of the industry (including new technologies) and the craft industry via the existing and planned areas of special economic zones, the economic activity zones, as well as post-industrial and post-military areas such as:
 - machinery industry, metalworking and agri-food industry in Siedlce,
 - energy, pulp and paper, and agri-food industry in Ostrołęka,
 - agri-food industry, electromechanical engineering, printing and paper industry in Ciechanów;

- preparation of the fully equipped investment areas, including the post-military areas and those in the vicinity of the multimodal transshipment points;
- development of the scientific-research facilities for industrial use (inter alia the creation of the Environmental Laboratory of the Centre of Food Analysis and Genetic Diagnosis of the University of Natural Sciences and Humanities in Siedlce);
- development of education industry of supralocal significance (inter alia the creation and development of the centres of practical training which take into account the specificity of the labour market in the subregion);
- revitalisation of the degraded areas of the cities (mainly city centres and post-industrial, post-military areas);
- development of cultural facilities of supralocal significance (inter alia the Borderland Cultures Research Centre in Ciechanów);
- development and modernisation of regional and international transport connections of the aforementioned centres, including the realisation of new road connections from Ciechanów and Ostrołęka to Warsaw;
- strengthening the transport connections with the subregional surroundings;
- development of the logistics base of the existing transport hubs.

INCREASE IN COMPETITIVENESS OF THE DISTRICT TOWNS AND THE LOCAL CENTRES OF A SIGNIFICANT DEVELOPMENT POTENTIAL

The Plan establishes the following lines of actions to develop both the district towns which strengthen the polycentric structure of the voivodeship, and the cities of a significant development potential, located along the Big Warsaw Bypass, which, as centres, boost the processes of further development from the Warsaw metropolis onwards:

- development of the industry (including new technologies) and the craft industry in all local centres by the use of the existing and planned areas of special economic zones, economic activity zones and technological parks;
- creation and development of the logistics centres, shopping malls and leisure centres in the cities located along the high-class roads (principally in the following cities: Pruszków, Grodzisk Mazowiecki, Żyrardów, Piaseczno, Grójec, Białobrzegi, Radzymin, Wyszaków, Ostrow Mazowiecka, Łomianki, Nowy Dwór Mazowiecki, Płońsk, Mińsk Mazowiecki, Garwolin, Sochaczew);
- creation of economic activity zones, principally around Warsaw – Modlin Airport;
- inclusion of the potential investment areas into the special economic zones;
- development of educational infrastructure (mainly within the scope of upper secondary education);
- development of agricultural facilities, mostly in the cities of district status, located in the typical agricultural areas;
- improvement of transport connections of the district towns and their surroundings;
- extension of the wire and wireless infrastructure increasing the access to the broadband Internet connection.

8.3. Policy of transport accessibility and efficiency improvement in the voivodeship

ROAD TRANSPORT

This policy will be implemented in three aspects, that is, via the established European transport corridors and the national and interregional connections. It embraces systems of international, national and voivodeship significance in consideration of the general necessary actions for the development and the improvement of the district and local systems. Furthermore, this policy aims

to increase the transport accessibility of the Mazowieckie Voivodeship, to improve the internal cohesion and competitiveness of the region and to integrate different transport systems with due regard to the sustainable growth principle. Policy efforts should seek to implement and apply modern Rail Traffic Management Systems, improve the energy efficiency of vehicles and optimize logistical chains.

The policy of transport accessibility and efficiency improvement includes three established pan-European transport corridors cutting across the Mazowieckie Voivodeship, and the requested one with the international road-rail and airline hub in Warsaw.

Apart from the European transport corridors, the *Plan* establishes the development of the supraregional corridor **RC** – Warsaw – Radom (Kielce) – to the South of Warsaw, created by the S-class road no. 7 and the railway line no. 8 Warsaw – Radom – Kielce, as well as a section linking the Corridor VI to the requested Corridor A: Gdańsk/Gdynia – Płock – Warsaw – Kovel – Constanta – Odessa, created by the national road no. 12 and the railway line Dęblin – Radom together with its route extension Radom – Tomaszów Mazowiecki.

The Plan encompasses also the actions of the Self-Government of the Voivodeship within three international transport initiatives:

- **construction of the passenger and freight railway route Rail Baltica:** Germany – Poland – Lithuania – Latvia – Estonia – Finland/Russia, as the international partner of the ‘Rail Baltica Growth Corridor’ project, implemented under the *Baltic Sea Region Programme 2007–2013*;
- **construction of the Baltic-Adriatic road-rail corridor:** Poland – Czech Republic – Austria – Italy/Slovenia, as the member-founder of the Association of Polish Regions of The Baltic-Adriatic Transport Corridor;
- **construction of the transport route Via Carpathia:** Lithuania – Poland – Slovakia – Hungary – Romania/Bulgaria – Greece, as the signatory of numerous declarations and international agreements.

The Plan determines the strategic arrangement of road constructions in the Mazowieckie Voivodeship created by the **A2 motorway, the express road network, including:**

- S2 Puławska node – Lubelska node;
- S7 Płońsk – voivodeship border;
- S7 Płońsk – Warsaw;
- S7 Warsaw – Grójec Bypass;
- S7 Radom (Jedlińsk) – voivodeship border (Jędrzejów);
- S8 on the section Radziejowice – Warsaw (Paszków node);
- S8 on the section Salomea – Wolica, including the link to the national road no. 7;
- S8 on the section Powązkowska node – Modlińska node in Warsaw;
- S8 on the section Marki – Radzymin;
- S8 on the sections Wyszaków – Ostrów Mazowiecka Bypass; Ostrów Mazowiecka Bypass – voivodeship border;
- S10 on the section Płońsk – Bielsk – Gozdowo – Mochowo – voivodeship border;
- S12 on the section between the border of the Łódzkie Voivodeship and Bronowice node on the Puławy Bypass;
- S17 on the sections Marki – Zakręt node – Garwolin Bypass; Garwolin – Kurów Bypass;
- S19 on the section of the voivodeship border – Łosice – voivodeship border;
- S61 on the section Ostrów Mazowiecka – voivodeship border;
- Olszynka Grochowska Route on the extra-urban section, as the extension of the S17 express road, including the S7 express road out of Modlin.

In addition to this, the *Plan* establishes the construction and the reconstruction of national roads, in particular:

- national road no. 50 on the section Mińsk Mazowiecki – Łochów – Ostrówek;
- national road no. 50 on the section Płońsk – Wyszogród including the Rębów Bypass;

- national road no. 53 on the section of the voivodeship border – Ostrołęka;
- national road no. 57 on the section Maków Mazowiecki – Przasnysz – Chorzele – voivodeship border;
- national road no. 60 on the section Goślice – Raciąż with Bielsk and Drobin Bypasses;
- national road no. 61 on the section Legionowo – Zegrze;
- national road no. 62 on the section Serock – Modlin, being the bypass of Warsaw-Modlin Airport; and as part of the reconstruction of the national road no. 62, the introduction of a new route of the Warsaw-Modlin Airport bypass, and the upgrade of the road class to the standard of GP [*TN. fast traffic trunk road*] along the section of Zakroczym – Płock;
- national road no. 79 on the sections Mniszew – Magnuszew, Ryczywół – Kozienice, Potycz – Pilica, Lipsko – Kostusin, Garbatka – Wilczowola.

The Plan of the voivodeship establishes the development of bypass connections of the Mazowieckie Voivodeship through: **'The Great Masovia Loop', 'Great Warsaw Bypass', 'Small Warsaw Bypass', 'Warsaw Express Bypass', 'Urban Bypass', 'Downtown Bypass'**.

The development and the construction of the target voivodeship road network will be conducted on the basis of the periodic development plans for the road network and the financing plans of the construction, reconstruction, renovation, maintenance and protection of roads and road engineering facilities, which are prepared by the administrator of voivodeship roads (map 5).

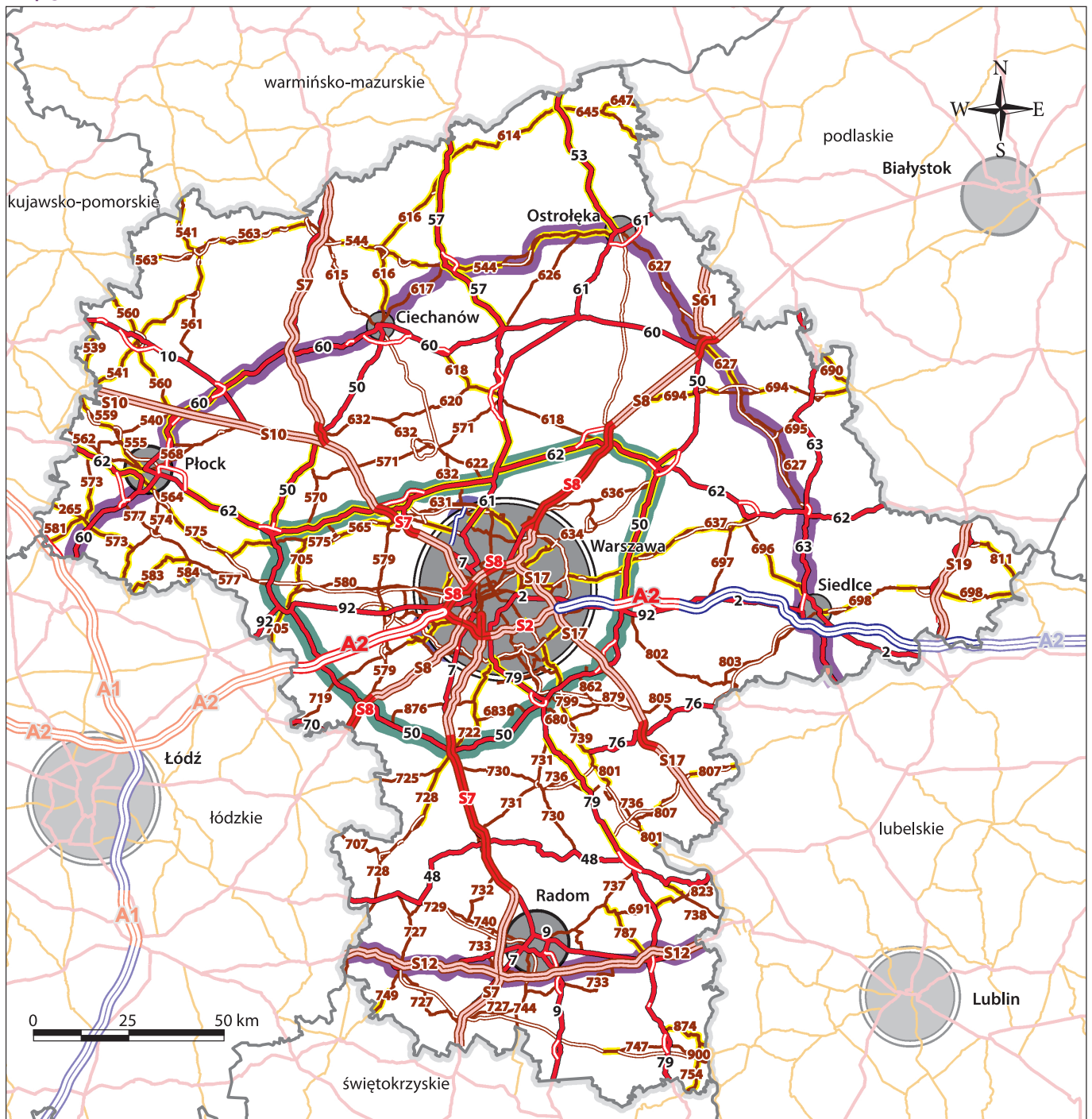
In order to integrate and improve the system of the voivodeship road network, it needs to be complemented by new road sections in the Warsaw Metropolitan Area, namely:

- road no. 635 on the A2 motorway – Struga section ;
- 'Paszkwianka' Road as the continuation of the road no. 721 from Nadarzyn to the Janicki node in Warsaw, including the Pruszków node;
- road no. 721 Nadarzyn – Wiązowna on the Sękocin – Wiązowna section (including the Lesznowola bypass);
- Legionowo Road Overpass [*PL. Legionowska Trasa Mostowa*], which constitutes a part of the Small Warsaw Bypass: Łomianki DK 7/S 7 [DK: national road] – voivodeship road no. 630 – Suchocin/Boża Wola – 631 – Wieliszew. The corridor to the North from the voivodeship road no. 630 has, until now, been reserved for the Legionowo Road Overpass. The local governments will thus secure it for the construction of the district road.

The enhancement of the network of voivodeship roads will encompass the construction and the reconstruction of the following voivodeship roads:

- road no. 579 Kazuń Polski – Leszno – Błonie – Grodzisk Mazowiecki – Radziejowice with the western bypass of Grodzisk Mazowiecki and its extension to Radziejowice, and with the eastern bypass of Błonie as well;
- road no. 580-bis Warsaw – Leszno, and the Żelazowa Wola bypass along the road no. 580;
- road no. 630 Jabłonna – Nowy Dwór Mazowiecki;
 - Jabłonna (from DK62) as the western bypass of Jabłonna;
 - Jabłonna – Nowy Dwór Mazowiecki – construction of a roadway;
 - link road to the new route of the road no. 631;
- road no. 631 Warsaw – Nieporęt – Wieliszew – national road no. 62 – construction of the second roadway between the borders of Warsaw and the Żerań Canal;
- road no. 634 Warsaw – Wołomin – Duczki;
 - Warsaw – road no. 631 (extension of Nowo-Ziemowita St.);
 - roads 631 – 635 – Wołomin – Duczki – (reconstruction – construction of the second roadway).
- road no. 637 Sulejówek – Stanisławów – Węgrów: extension of the road and the construction of the, inter alia, Stanisławowo and Okuniew bypass as the bypass of Sulejówek;
- road no. 718 Pruszków – Borzęcin: reconstruction in order to improve the road safety;
- road no. 719 Pruszków – Grodzisk Mazowiecki;
 - construction of the second roadway on the section Partyzantów – Bohaterów Warszawy;
 - construction of the second roadway on the section Pruszków – Milanówek;

Map 5



THE MAZOWIECKIE VOIVODESHIP

Enhancement of the road connection system

	metropolitan centres	current state	revitalisation modernisation	planned proposed	
	regional centres				motorways
	subregional centres				express roads
	Great Masovia Loop				national roads
	Big Warsaw Bypass				voivodeship roads
	Small Warsaw Bypass				Legionowo Road Overpass
					national roads of the neighbouring voivodeships
					voivodeship roads of the neighbouring voivodeships

- road no. 720 Błonie – Brwinów – Otrębusy – Nadarzyn – western arm of 'Paszkwianka' to the A2 node;
- road no. 724 Warsaw – Góra Kalwaria – construction of the Konstancin-Jeziorna and Góra Kalwaria bypass.

As regards the regional and subregional centres, the *Plan* establishes the strengthening of the following connections:

- Siedlce – Ostrołęka by the use of the voivodeship road no. 627 along the section Sokołów Podlaski – Ostrów Mazowiecka with the Małkinia Górna bypass and the Ostrów Mazowiecka bypass, by linking them to the proposed S61 express road;
- Siedlce – Radom (803) (DK 76) – on the section Siedlce – Garwolin – Wilga – Warka with the bridge over the Vistula (DK 76) and with access roads to roads no. 79 and 801;
- Ostrołęka – Ciechanów by the use of the voivodeship road no. 544 and 617 – through Krasnosielce – Przasnysz – Ciechanów.

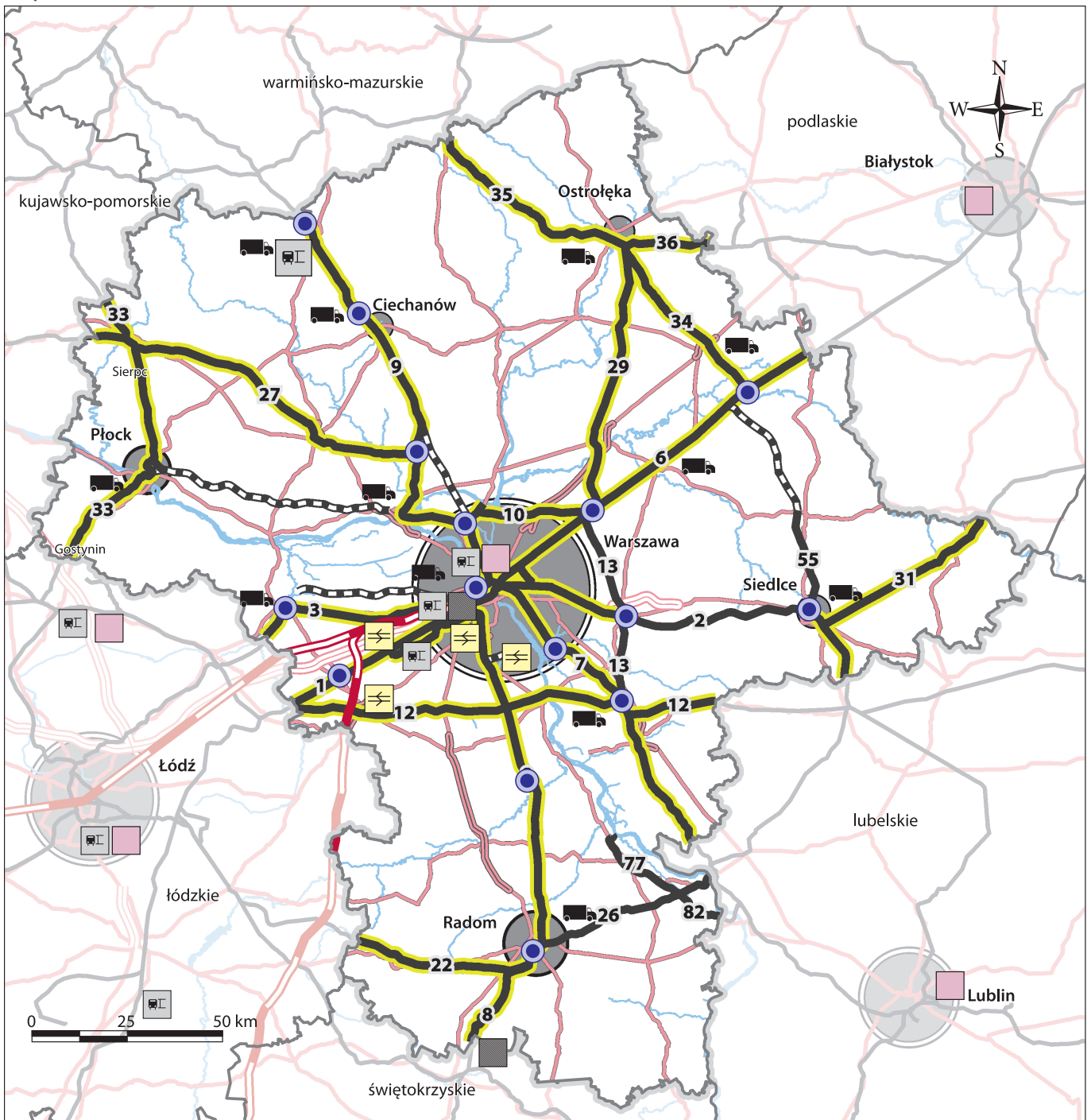
RAIL TRANSPORT

As for the rail transport, the solutions considered to be optimal for the Mazowieckie Voivodeship ensure rapid and effective connections of regional and subregional centres with the capital of the region or the capital of the adjacent regions. However, it should be presumed that, within the metropolitan area, the rail will play the leading role as the mean of collective public transport for the largest area possible (map 6).

The Plan establishes as follows:

- **Development of the strategic rail system** through:
 - construction of the High-Speed Rails [*PL: Koleje Dużych Prędkości, KDP*] : Warsaw – Łódź – Poznań/Wrocław;
 - study and project works as well as the construction of the High-Speed Rails: Warsaw – Płock – Włocławek – Bydgoszcz – Gdańsk;
 - construction of the Modlin – Płock railway line and analyses and studies on the extension of this line to Włocławek;
 - reconstruction of the line no. 8 Warsaw – Radom – Kielce – Kraków and the construction of the second rail track on the section Warka – Radom;
 - reinstatement of the railway line on the section Sokołów Podlaski – Małkinia;
- study and project works for the line Radom – Ostrowiec Świętokrzyski as a supplement of the missing section within the corridor: Warsaw – Rzeszów;
- **modernisation of the existing rail system of national significance, including the following lines:**
 - no. 1 Warsaw – Łódź;
 - no. 2/E20 on the section Siedlce – Terespol;
 - no. 6/E75 on the section Zielonka – Białystok;
 - no. 7 on the section Warsaw – Lublin with the construction of the second rail track between Otwock and Piława;
 - no. 9/E65 Warsaw – Gdańsk;
 - no. 22 Tomaszów Mazowiecki – Radom;
 - no. 27 Nasielsk – Sierpc – Toruń;
 - no. 31 Siedlce – Siemianówka.
- **modernisation of the existing rail system aimed at upgrading the performance and speed of rail connections as well as improving traffic safety. The following lines are included:**
 - no. 29 Tłuszcz – Ostrołęka;
 - no. 33 Kutno – Brodnica;
 - no. 34 Ostrołęka – Małkinia;
 - no. 35 Ostrołęka – Szczytno;

Map 6



THE MAZOWIECKIE VOIVODESHIP

Development of Railway Transport in the Mazowieckie Voivodeship

<ul style="list-style-type: none"> metropolitan centres regional centres subregional centres classification yards shunting stations rail terminals planned logistics centres integrated transfer nodes concentration of storage facilities 	<table border="0"> <tr> <td style="text-align: center;">current state</td> <td style="text-align: center;">revitalisation modernisation</td> <td style="text-align: center;">planned proposed</td> <td></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>normal-gauge railway lines</td> </tr> <tr> <td></td> <td></td> <td></td> <td> high-speed railways</td> </tr> <tr> <td></td> <td colspan="3">railway lines of the neighbouring voivodeships</td> </tr> <tr> <td></td> <td colspan="3">motorways</td> </tr> <tr> <td></td> <td colspan="3">express roads</td> </tr> <tr> <td></td> <td colspan="3">national roads</td> </tr> <tr> <td></td> <td colspan="3">national roads of the neighbouring voivodeships</td> </tr> <tr> <td></td> <td colspan="3">water bodies (major rivers and lakes)</td> </tr> </table>	current state	revitalisation modernisation	planned proposed					normal-gauge railway lines				high-speed railways		railway lines of the neighbouring voivodeships				motorways				express roads				national roads				national roads of the neighbouring voivodeships				water bodies (major rivers and lakes)		
current state	revitalisation modernisation	planned proposed																																			
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	national roads																																				
	national roads of the neighbouring voivodeships																																				
	water bodies (major rivers and lakes)																																				

MAZOVIAN OFFICE OF REGIONAL PLANNING IN WARSAW

Source: Elaboration by MBPR based on PKP PLK, *Wieloletni Program Inwestycji Kolejowych do roku 2015* and application to Plan.

- no. 36 Ostrołęka – Łapy;
- no. 55 Siedlce – Sokołów Podlaski;
- no. 26 Radom – Łuków.
- **modernisation of railway lines within the Warsaw Metropolitan Area on the following routes:**
 - Warszawa Wileńska/Warszawa Rembertów – Tłuszcz/Sadowne with the construction of an additional pair of rail tracks and some passenger stops on the Warszawa Rembertów – Wołomin Słoneczna section
 - Warszawa – Skierniewice with the separation of suburban and long-distance traffic between Grodzisk Mazowiecki and Skierniewice as well as the construction of an additional pair of rail tracks for suburban traffic;
 - Legionowo – Tłuszcz;
 - Warszawa – Pilawa – with the construction of new rail tracks to increase agglomeration traffic;
 - Warszawa – Siedlce – with the reconstruction of the railway section Warszawa Rembertów – Sulejówek Miłosna and the extension of this section by a pair of additional rail tracks;
 - Warszawa Czyste – Działdowo – with the construction of an additional rail track to serve Modlin Airport;
 - Warszawa – Łowicz – the construction of an additional pair of rail tracks to serve Sochaczew with suburban traffic as this route is heavily overloaded with long-distance traffic;
 - WKD (*EN. Warsaw Commuter Railway*) – line no. 47 Warsaw – Grodzisk Mazowiecki and no. 48 Podkowa Leśna – Milanówek, with the construction of the second rail track to Grodzisk Mazowiecki;
 - reconstruction of the existing railway siding Nowa Iwiczna – Konstancin-Jeziorna and its integration into the Warsaw agglomeration system;
 - creation of new rail connections in the Warsaw Metropolitan Area by:
 - linking Modlin Station to Warsaw-Modlin Airport with the use of the existing railway siding
 - extending the Warsaw tramway network;
 - conducting study and project works to determine the detailed route of a new tramway to Żąbki;
 - completing the construction of the second underground rail line in Warsaw;
 - starting to work on the third underground rail line in Warsaw.

The Plan calls for:

- study and project works on a detailed route of a light local-rail system to Stare Babice, Kampinos, Żelazowa Wola and Sochaczew, along the new route of the voivodeship road no. 580;
- study and project works on a detailed route of tramway network to Marki, Piaseczno, Konstancin-Jeziorna and Łomianki;
- study and project works on the establishment of transport services for the line Mszczonów – Tarczyn – Nowy Prażmów – Czachówek.

Moreover, the *Plan* establishes the construction of grade-separated junctions on the modernised railway lines and national, voivodeship as well as district roads, pedestrian crossings, cycle lanes along the railway lines, and the *Park&Ride* carparks. *The Plan* calls for the revitalisation of the narrow gauge railways and the restoration of passenger and freight transport.

AIR TRANSPORT

The airport network serving regular passenger traffic and consisting of Warsaw Chopin Airport and Warsaw-Modlin Airport as a supplement, will need further investments to enhance transport services and develop non-aeronautical services of these airports. The scale of investments will depend on the demand for air services.

At present, the construction of a central airport in Poland remains a fundamental issue. Given the development perspective of the Mazowieckie Voivodeship, the location of this airport should be specified with regard to a transport system, which is defined by the location of A1 and A2

motorways, the Central Railway Line [PL: *Centralna Magistrala Kolejowa, CMK*] as well as the planned route of High-Speed Rails. If these parameters are taken into consideration, the location of the central airport between Warsaw and Łódź is justified.

At the same time, the *Plan* calls for the development of smaller airports for general aviation that are used for sports, training and business purposes. It is also indispensable to extend the hospital landing sites in the area of the voivodeship.

As for the air transport, the *Plan* stipulates the following:

- maintenance and development of a complementary airport system within the Warsaw Metropolitan Area, i.e. Warsaw Chopin Airport and Warsaw-Modlin Airport;
- development of regional civilian airports in the region – regional Radom-Sadków Airport;
- network of sports airports in: Płock, Przasnysz, Radom-Piastów, Warszawa-Babice.

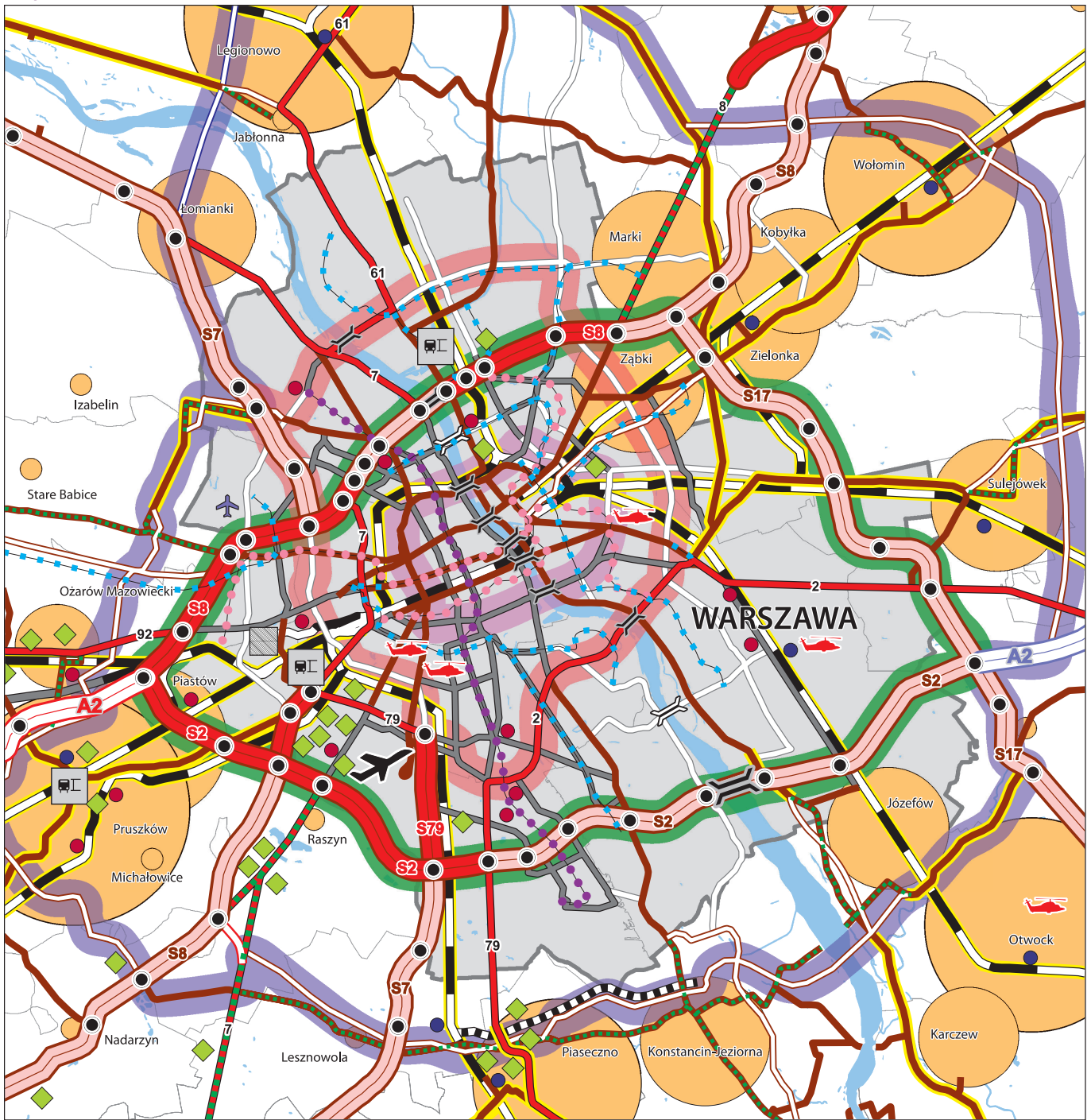
Furthermore, the *Plan* stipulates the following:

- improvement of airports' accessibility by collective transport (railways, in particular); This applies to airports in Modlin and Radom;
- enhancement of the airports' role as multifunctional factors in local and regional growth;
- enhancement of Warsaw-Modlin Airport's role by: constructing cargo terminal, improving road and rail connections to Warsaw, the network of express roads and the modernised railway lines, developing services, creating an industrial and services park, promoting the airport internationally, building the second runway, and extending passenger terminal;
- continuation of activities aimed at launching new complementary airports;
- improvement of airports' accessibility by implementing green transport solutions;
- reservation of post-military airports for general aviation;
- reduction of inconveniences related to airport operations for local residents living in its vicinity by implementing innovative noise-abatement solutions or limiting land development;
- preservation of airport sites for civil aviation along with reserves for further land development.

DEVELOPMENT OF WARSAW TRANSPORT HUB

Given the transformations underway in Warsaw, the *Plan* establishes the following (map 7):

- development of radial-circumferential road system which will enable access restriction of car traffic into the city centre, and efficient management of source-target and transit traffic by the use of the circumferential routes;
- construction of the 'Warsaw Express Bypass', the 'Warsaw Urban Bypass' (along with the N-S Route and Olszynka Grochowska Route) and the 'City Centre Bypass';
- development of bridge routes over the Vistula River (especially the bridge along the 'Southern Warsaw Bypass', i.e. S2 road, Barrage Bridge [PL. Most na Zaporze], the route of Krasiński Bridge) and intra-urban routes (namely, Świętokrzyska, Tysiąclecia, Nowokabacka, Nowo-Ziemowita, Nowolazurowa, Czerniakowska – bis, Nowo-Zabraniecka), and the reinstatement and modernisations of the existing road systems within the town;
- modernisation and development of collective transport based on railway transport (radial and cross-town rail system, modernisation and development of tramway system, development of underground system), with a still significant role of bus transport (in corridors less operated by railway transport and feeder lines to stations and railway stops);
- exchange of traffic (namely, changes) between transport subsystems (individual – collective, collective – collective) in transfer nodes; therefore, it entails developing the idea of integrated transfer nodes (for commuter journeys to Warsaw and within Warsaw) and the systems such as *Park & Ride* (P+R), *Bike & Ride* (B+R);
- enlargement of the Integrated Traffic Management System and the implementation of public transport management system;
- zoning of urban transport services with zone-dependent modal split, assuming that car traffic (including freight) is reduced and collective transport in the city centre is considered a priority issue;



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Transport System in Warsaw

- Warsaw Downtown Bypass
- Warsaw Urban Bypass
- Warsaw Express Bypass
- Small Warsaw Bypass
- storage centres
- road nodes
- civilian airports
- classification yards
- rail terminals
- other airports
- landing sites
- water bodies (major rivers and lakes)
- urban and rural centres

- | current state | revitalisation modernisation | planned proposed | |
|--|--|---|--|
| A2 | A2 | A2 | motorways |
| S17 | S17 | S17 | express roads |
| 79 | 79 | 79 | national roads |
| 79 | 79 | 79 | voivodeship roads |
| 79 | 79 | 79 | Legionowo Road Overpass |
| 79 | 79 | 79 | other roads |
| 79 | 79 | 79 | proposed status change of the national road |
| 79 | 79 | 79 | proposed status change of the voivodeship road |
| 79 | 79 | 79 | normal-gauge railway lines |
| 79 | 79 | 79 | high-speed railway lines |
| 79 | 79 | 79 | underground rail |
| 79 | 79 | 79 | tramways |
| 79 | 79 | 79 | bridges |
| 79 | 79 | 79 | "Park & Ride" carparks |



Source: Elaboration by MBPR based on Program Budowy Dróg Krajowych na lata 2011–2015, Zarząd Transportu Miejskiego w Warszawie, Generalna Dyrekcja Dróg Krajowych i Autostrad, Mazowiecki Zarząd Dróg Wojewódzkich w Warszawie and public consultation of project Plan.

- improvement of transport services of Warsaw Chopin Airport;
- development of cycling system (lanes, crossings and bicycle parkings) together with links to regional connections.

FREIGHT TRANSPORT AND LOGISTICS

The Plan adapts the resolutions of the *White Paper* entitled: *Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system*. Therefore, it is envisaged that the medium and long distance freight transport will shift from roads to railways and that the concept of a regional logistics hub, independent of logistics and railway operators, will be developed.

The Plan stipulates the following:

- construction of cargo terminal near Warsaw – Modlin Airport and linking it to the E65 railway line and the S7 express road;
- development of logistics infrastructure of north-east and east part of the voivodeship;
- development of **intermodal transport** by:
 - creating infrastructure background by modernizing roads and railway lines in view of the logistical exploitation of these in the long run (side tracks, shunting tracks, storage yards, separation of freight and passenger traffic), as well as by establishing new traffic control system and support system of logistical chains;
 - creating organisational background – active participation of local governments at all levels in the creation of solutions to develop a competitive and resource efficient freight transport.

The Plan calls for:

- development of networks of **container terminals, logistics and storage centres** in the following functional systems:
 - systems linked to the Warsaw Transport Hub, including the western line and the spatial integration of Warsaw and Łódź;
 - regional systems that integrate road, rail and air systems (Warsaw, Radom, Modlin);
 - regional road-rail systems (Siedlce, Ciechanów, Ostrołęka, Płock, Sochaczew, Mława, Ostrów Mazowiecka, Piława, Łochów);
 - systems that serve the most important transport routes within the following axes: East-West (E20, CE20) and North-South (E65, E75).

INTEGRATION OF TRANSPORT SYSTEMS

The Plan has adopted the principle of public transport integration in spatial, timetable and tariff mode. The transport network should be developed in an integrated manner on different distance levels (long distance, suburban/agglomeration, local). Moreover, as for the spatial scale, the operation of the existing local connections should be continued. The timetable integration should lead to the integrated periodic timetable established on the basis of the presumed frequency of different routes within the network of hubs.

8.4. Policy of development of technical infrastructure systems

The main aim of the energy infrastructure development in the Mazowieckie Voivodeship is to guarantee the energy security of the region (as well as that of the country given the key elements of national and international energy systems located in the region). To ensure the reliability of energy and fuel supplies, it is necessary to diversify sources and directions of power supply for the transmission and distribution systems of electrical energy, natural gas and liquid fuels. The same applies to the development of the radial system of energy networks with interregional and

international connections, to the dispersion of energy sources and to the increase of the generation, transmission and consumption effectiveness of the energy and fuels. The directions of energy development are also related to the implementation of the energy and climate change package of the EU which relies on the reduction of the greenhouse gas emissions, the increased share of renewable energy and the improvement of energy efficiency.

As for **energy security** in the Mazowieckie Voivodeship, the *Plan*, with the due regard to natural environment requirements, establishes as follows:

- development and modernisation of transmission and distribution systems of energy and fuels, mostly with the aim of diversifying sources and directions of supplies, as well as improving the efficiency of those systems.

As for **development and diversification of sources of energy and fuels**, the *Plan* establishes as follows:

- extension of Koziernice and Ostrołęka power plants and an ecological modernisation of the existing units, including the introduction of renewable energy sources;
- extension and modernisation of the existing power and CHP plants (including the following Warsaw power plants: Żerań and Siekierki) by adapting them to low-carbon fuels, mainly to the natural gas and renewable energy;
- extension and modernisation of the existing dispersed energy sources and the construction of new ones, especially those based on renewable energy resources;
- drilling of petroleum and natural gas exploration wells (including the shale gas) and the construction of the indispensable exploitation and transmission infrastructure.

The goal of the *Plan* is to develop the radial structure of high-voltage electricity transmission grids. This structure increases the regional electric power supply reliability by diversifying the directions of its supply and significantly increasing the power conversion from a high-voltage transmission grid of 400 kV and 220 kV to a high-voltage distribution grid of 110 kV. Consequently, the *Plan* establishes the extension and the modernisation of the transmission grid by:

- conducting the investments of national significance, determined in the National Spatial Development Concept 2030 [*hereinafter referred to as NSDC*], involving the creation of the cross-border connection between Poland and Lithuania. As a result, the power transmission system of Poland, and of the Mazowieckie Voivodeship, will be integrated into the transmission systems of the Baltic States. This will be done through:
 - construction of the 400 kV line, providing the following connections: Koziernice – Siedlce Ujrzanów, Ostrołęka – Stanisławów (with a partial use of the existing routes of the 220 kV line), Miłosna – Siedlce Ujrzanów and Ostrołęka – Łomża, Płock – Olsztyn Mątki,
 - construction of the following electricity substations: 400/220/110 kV Ostrołęka (by extending the existing station of 220/110 kV), 400/220/110 kV Ołtarzew, 400/110 kV Siedlce Ujrzanów, 400/110 kV Stanisławów,
 - development of the existing stations: 400/110 kV Płock, 400/220/110 kV Koziernice;
- developing new interregional connections in the transmission system, including the construction of 400 kV lines determined in the NSDC 2030 and providing the following connections: Ostrołęka – Ełk, Ostrołęka – Olsztyn Mątki (with a partial use of the existing routes of the 220 kV line) and Siedlce Ujrzanów – Lublin Wschód, Siedlce Ujrzanów – line: Narew-Stanisławów, Koziernice – Puławy, which will be incorporated into the existing line Koziernice – Ostrowiec Świętokrzyski (the majority of the aforementioned routes are currently being analyzed in terms of their location);
- developing, reconstructing and modernising the elements of the regional transmission system, including the realisation of investments determined in the NSDC 2030:
 - construction of the 400 kV line Koziernice – Ołtarzew,

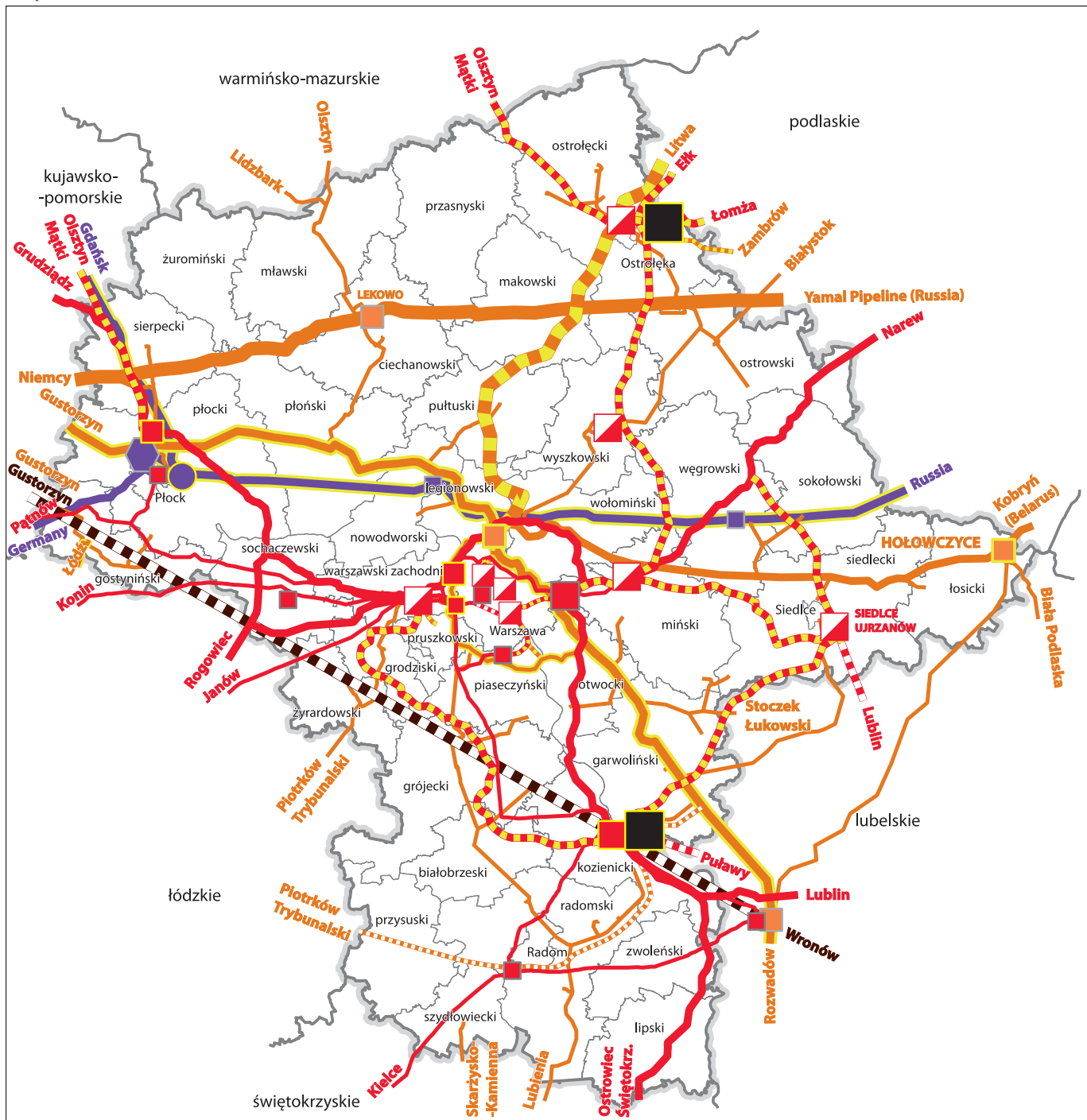
- construction of the 220 kV, line with the following connections: EC Siekierki [*EC: Power plant*] – Piaseczno, Miłosna – EC Siekierki, EC Siekierki – Warszawa Towarowa (the route is currently being analyzed in terms of its location),
- Warszawa Towarowa (the route is currently being analyzed in terms of its location),
- construction of the 400/110 kV station Wyszaków,
- construction of the 220/110 kV station EC Siekierki and Warszawa Praga (by extending the existing 110/MV stations 110/MV),
- development and modernisation of the following stations: 400/110 kV Mościska and 220/110 kV Mory, as well as of the additional necessary investments to ensure energy security in the Warsaw Metropolitan Area,
- construction of the 220 kV line, providing the following connections: Miłosna – Warszawa Praga and Miłosna – Warszawa Żerań, which will be incorporated into the existing line Miłosna – Mory,
- construction of the 220/110 kV station Warszawa Żerań (by extending the existing 110/MV station).

In order to improve regional and local **energy security on the distribution level**, the *Plan* stipulates (map 8):

- extension and modernisation of the high-voltage grid of 110 kV, including the lines which provide connections between the neighbouring voivodeships;
- construction and modernisation of the medium and low-voltage distribution systems, consisting in the connection of new customers, the improvement of the parameters of supplied energy, the reduction of power losses (the areas in the greatest need of the local grid modernisation are the rural areas, particularly the eastern and northeastern areas of the voivodeship) and the connection of the dispersed energy sources based on renewable energy sources.

As regards a high-pressure gas system, the *Plan* stipulates its extension and modernisation. It will be done through:

- realisation of the NSDC 2030 investments within the main transmission system of national importance which ensure the diversification of the directions of gas supplies :
 - development of the Rembelszczyzna – Gustorzyn gas pipeline (Kujawsko-Pomorskie Voivodeship) by building the third pipeline DN 700 (parallel to the two existing ones of the same route), which will ensure the increase of transmission capacities of the system from the North and from the gas port in Świnoujście;
 - development of the Wronów (Lubelskie Voivodeship) – Rembelszczyzna gas pipeline by building the second gas pipeline DN 700/1000 (partially parallel to the existing one);
 - development and modernisation of the Rembelszczyzna gas compression station;
 - construction of the gas interconnector DN 700 Poland – Lithuania;
 - construction of the Wronów – Gustorzyn shale gas pipeline (the decision on its location is subject to economic analyses).
- development and modernisation of the elements of the transmission and distribution system of regional and interregional significance, including:
 - extension of gas pipelines situated in the ‘gas ring’ around Warsaw by building new gas pipelines DN 700 (partially parallel to the existing ones);
 - construction of gas pipelines to the CHP plant in Warsaw (DN 500), in Pruszków (DN 300) and in Ostrołęka (gas pipeline DN 500 from Zambrów);
 - construction of a gas pipeline DN 500 to Radom – a branch line of the main Wronów – Rembelszczyzna gas pipeline (in a partially parallel location to the existing high-pressure gas pipelines; its route being currently analyzed); with the possible perspective of its extension to Piotrków Trybunalski;
 - extension of the Leśniewice (Gostynin Municipality) – Łódź gas pipeline by building the second pipeline DN 700 (partially parallel to the existing one);



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Development of Energy Systems

current state	current ones planned to be extended	planned	
High-voltage Electric Power System			
			power plants
			400 kV lines/400 kV lines – estimated route
			220 kV lines/220 kV lines – estimated route
			plants 400/220/110/ kV
			plants 400/110 kV
			plants 220/110 kV
High-voltage Gas System			
			International Gas Pipelines
			Main National Gas Pipelines
			other gas pipelines/ other gas pipelines – estimated route
			gas compression stations
			transmission shale gas pipeline – estimated route
Liquid Fuels System			
			oil pipelines
			oil pumping stations
			resource bases
			refineries

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- development and modernisation of the gas compression station in Hołowczyce and the system nodes, particularly the Rembelszczyzna node.

As regards the development of **liquid fuel system**, the *Plan* calls for:

- increase of the capacity of the existing oil pipelines by building the pipelines parallel to the existing ones;
- development of the Miszewko Strzałkowskie resource base;
- realisation of the investment related to the diversification of the sources and the directions of petroleum supplies, including the construction of the transmission system determined in the NSDC 2030 from the region of the Caspian Sea: Odessa – Brody – Płock, with the possibility of its extension to Gdańsk;
- development of the transmission system of petroleum products from oil refinery in Płock, including the realisation of fuel pipelines parallel to the existing oil pipelines (This, in turn, will be done by building new pipes or modifying the functions of the existing ones).

The aim of the **telecommunications infrastructure** development is to increase the service coverage and capacity of telecommunications networks, especially for access to the broadband Internet connection in the whole voivodeship, to implement the ICT in the economy and to stimulate innovation as well. *The Plan* establishes a significant development and modernisation of telecommunications infrastructure in the region, particularly in rural areas.

The main objective within the **water and sewage infrastructure** is to ensure a demand-oriented water supply of adequate quality, without disturbing the natural balance in the environment. According to the *Plan*, it is envisaged to organise the waste water management in compliance with *The National Programme for Municipal Waste Water Treatment (NPMWWT)* [PL: *Krajowy Program Oczyszczania Ścieków Komunalnych (AKPOŚK 2010)*¹], encompassing 158² waste water agglomerations. The latter are included in the annexes to this programme according to which, 122 metropolitan agglomerations are priority agglomerations, and they must comply with the provisions of the Accession Treaty, 36 agglomerations do not constitute a priority for fulfilment of the Accession Treaty provisions and the 16 remaining ones account for the ‘other’ agglomerations.

The Plan establishes the following activities in the development of water supply systems and waste water treatment:

- extension of sewers and a waterway network in the Warsaw Metropolitan Area;
- construction and development support of collective water supply systems in small towns and rural areas – the application of the ‘combined effects’ principle to the tasks concerning the water supply and sewerage systems;
- adaptation to the European standards of the collection and waste water treatment process for the agglomerations ranging from 2 thousand to 15 thousand p.e., from 15 thousand to 100 thousand p.e. and from 100 thousand p.e. and more;
- arrangement of waste water management in the Warsaw agglomeration and the gradual elimination of untreated sewage waste dump from Warsaw, including:
 - construction of the sewage sludge thermal treatment plant [PL: *STUOŚ*] for the Czajka water treatment plant;
 - implementation of the project on sludge management for the Południe water treatment plant;

¹ AKPOŚK 2010 – The Third Update of The National Programme for Municipal Waste Water Treatment, adopted by the Council of Ministers on the 1 February 2011.

² Agglomeration means an area, in which the concentration level of population or the economic activity is high enough to enable the collection of municipal waste water and its transmission to the municipal waste water treatment plant (Article 43 (2) of the Act on the Water Law)

8.5. Policy of resilience to natural hazards and support of the increase of public safety

The policy of resilience to natural hazards and support of the increase of public safety refers to the most important identified threats, which are present in the Mazowieckie Voivodeship. This policy consists primarily in defining the directions of actions and tasks that minimize these threats or limit their consequences once they emerge. The objective of this policy is to increase the resilience of the key systems of spatial structure in the Mazowieckie Voivodeship related to the extreme natural phenomena, to provide protection against harmful activities, as well as to support defence operations of the country.

From this point of view, the major task is to reduce the flood risk and to counter the possible effects of the latter.

The policy sets the following directions of actions aimed at reducing possible negative effects of flooding on human health, environment, cultural heritage or the economic activity:

- inclusion of the flood areas in: the municipal studies of conditions and directions of spatial development, the local spatial management plans, the decisions on land development conditions, decisions on the location of the public purpose investments ;
- introduction of prohibitions and restrictions on land use of the high flood-risk areas determined in the *Flood Protection Study (PL. Studium dla potrzeb planów ochrony przeciwpowodziowej)*;
- consideration of the flood-hazard maps, flood-risk maps and flood-risk management plans established by the National Water Management Authority [*PL. Krajowy Zarząd Gospodarki Wodnej, KZGW*];
- realisation of investments related to flood protection included in the *Vistula River Basin Management Plan [PL. Plan gospodarowania wodami na obszarze dorzecza Wisły]*;
- implementation of environment-friendly solutions, consisting in the increase of the flood wave management effectiveness by:
- adapting the development of the riverside areas to the flood-risk level, including the reduction of intense land development of the Vistula basin, in particular of the Warsaw section;
- improving the anti-flood infrastructure with the extension and modernisation of the river levees in the Mazowieckie Voivodeship;
- strengthening the institutional crisis management system, warning system, threat forecasting system as well as flood-recovery system;
- introducing a wide awareness-raising education programme on flood hazards, flood-safety conditions and appropriate behaviour in case of hazardous situations addressed to local communities;
- ensuring alternative access roads and power supply for the flood-risk areas by appropriately adapting the existing infrastructure;
- constructing and modernizing the municipal storm water sewerage.

For the prevention of events that may trigger serious accidents and for the reduction of their effects on people and environment, the *Plan* establishes the following:

- taking into consideration the areas of high concentration of elements, installations as well as hazardous materials and products posing a threat of major accidents, in particular in Płock and in the Warsaw Metropolitan Area;
- making the elimination of the transport of petrochemical products through the Płock city centre necessary;
- moving gradually establishments that pose a threat of major accidents from the residential and service areas;
- locating the establishments that pose a threat of major accidents within the safe distance from each other and from the housing estates, public utility facilities and the collective dwellings;
- prohibiting the location of the lower-tier and upper-tier establishments on the river floodplains;

- determining parking lots for the vehicles transporting hazardous materials along the express roads, motorways and the main town access roads and delimiting the routes for these vehicles.

In order to counteract the electromagnetic and ionising radiation, the *Plan* stipulates the following:

- modernisation of overhead power lines, including their conversion into the cable lines;
- establishment of the land-management intervention areas from the overhead power lines with due regard to the acceptable levels of electric and magnetic fields;
- conduction of the radiation monitoring and realisation of investments protecting against the radiation in the area of the National Nuclear Waste Depository in Różan (District of Maków) and of the nuclear facilities located in the National Centre for Nuclear Research (NCBJ) in Świerk (District of Otwock).

As for the increase of safety and defence capability, the *Plan* stipulates as follows:

- collision-free operation of the closed areas, including the military ones by delimitating in the local spatial management plans the protection zones around those areas, and the establishment of restrictions in land development of these. The restrictions entail also the ban on building up the area;
- modernisation of transport and technical infrastructure as a result of the Poland's membership in NATO;
- adaptation of the national roads and railway lines of national significance which are recognized as defensive to the required geometric parameters as well as road and bridge load parameters;
- increase of the capacity of roads, main transport nodes and crossings over the Vistula, with particular emphasis on Płock and the Warsaw hub;
- preservation of height restriction zones in compliance with PN-89/L-49001 Norm [*PN: Polish Norm*] for the airport and its vicinity.

The safety policy must consist both in integrating the actions of all civil rescue entities and in creating structures that ensure the efficient operation of the integrated rescue system and the crisis management system.

8.6. Policy of development and modernisation of rural areas

The main aim of the policy of development and modernisation of rural areas is to foster a sustainable land development of the agricultural production area, as well as to support the development of economic activity and the use of rural landscape and cultural values. This is the policy that benefits from the actions and tasks of other policies provided for in the *Plan*.

As for the sustainable land development of the agricultural production area, the following is established:

- strengthening of the developed directions of the agricultural production, namely:
 - horticulture and market gardening, particularly in the region of Grójec and Sochaczew and in the subregion of Radom,
 - dairy sector, particularly in the northeastern part of the voivodeship,
 - meat production, particularly in the regions of: Płock, Mława and Żuromin, and Siedlce;
- protection of the most valuable and the most productive elements of the agricultural production area from the urban pressure; (areas predetermined to fulfil the subsistence functions of a strategic significance in the Mazowieckie Voivodeship, in particular: The Łowicz and Błonie Plain, the plateaux of: Ciechanów, Płońsk and Siedlce, the region of Grójec and the areas of the Vistula (the

districts of: Garwolin, Kozenice and Lipsko). This protection is provided through the stimulation of the spatial management by the use of indicative and legal instruments;

- countering the fragmentation of the agricultural production area;
- reduction of the allocation of the agricultural areas for non-agricultural purposes;
- preservation of functions associated with the food production, inter alia: the preservation of the traditional agricultural landscape, free agricultural areas, permanent grasslands for the protection of biodiversity;
- popularisation of agri-environment-climate measures stimulating the development of agricultural economy integrated with natural resources and values protection, including the development of organic agriculture;
- measures to improve the soil and water conditions for the agriculture undertaken, inter alia, by constructing and renovating the irrigation and the drainage infrastructure.

As for the use of cultural potential, the main action plan established consists in:

- providing protection of the unique elements of rural architecture, including the rural arrangements;
- revitalizing villages by implementing investments related to the protection of the historic architecture, typical for different regions;
- preserving the unique rural traditions of the ethnographic regions, and, inter alia, supporting folklore events, folk artists and manufacturers of traditional products;
- using the cultural values of the village to develop tourism and agritourism;
- promoting the regional tourist products.

As for the improvement of conditions and the quality of life, the main actions established are as follows:

- improvement of the communications accessibility of the rural areas;
- improvement of the reliability of electric power supply in the rural areas;
- improvement of the basic and medium public services in education, health and administration sectors ;
- construction and extension of water supply and sewerage systems, as well as the gradual sanitation of areas with dispersed housing;
- organisation of the animal waste management and natural fertilizers management, including the construction of livestock manure storage pads and urine or slurry tanks;
- intensification of ICT in rural areas;
- development of water drainage infrastructure that mitigates the natural threats within the rural areas and counteracts the consequences of natural phenomena; for example, flooding.

As for the extension of the local industrial potential and the support of innovation, the main actions will consist in:

- using the raw materials base for the development of the agrifood processing;
- using waste and byproducts of agriculture and agrifood industry for the renewable energy development, e.g. for the production of biogas;
- developing the cooperation network between the producer and the processor;
- developing the organisation of farmers by cooperatives and producer groups in the agrifood sector;
- popularising innovative storage and distribution technologies for food products;
- initiating and supporting the cooperation between the research units and universities representing processors and farmers within the popularisation of innovative solutions related to new methods of agricultural production for the agrifood processing;
- supporting the creation of non-agricultural jobs and the entrepreneurship in rural areas.

8.7. Policy of developing and protecting the natural resources and values and improving the standards of the environment

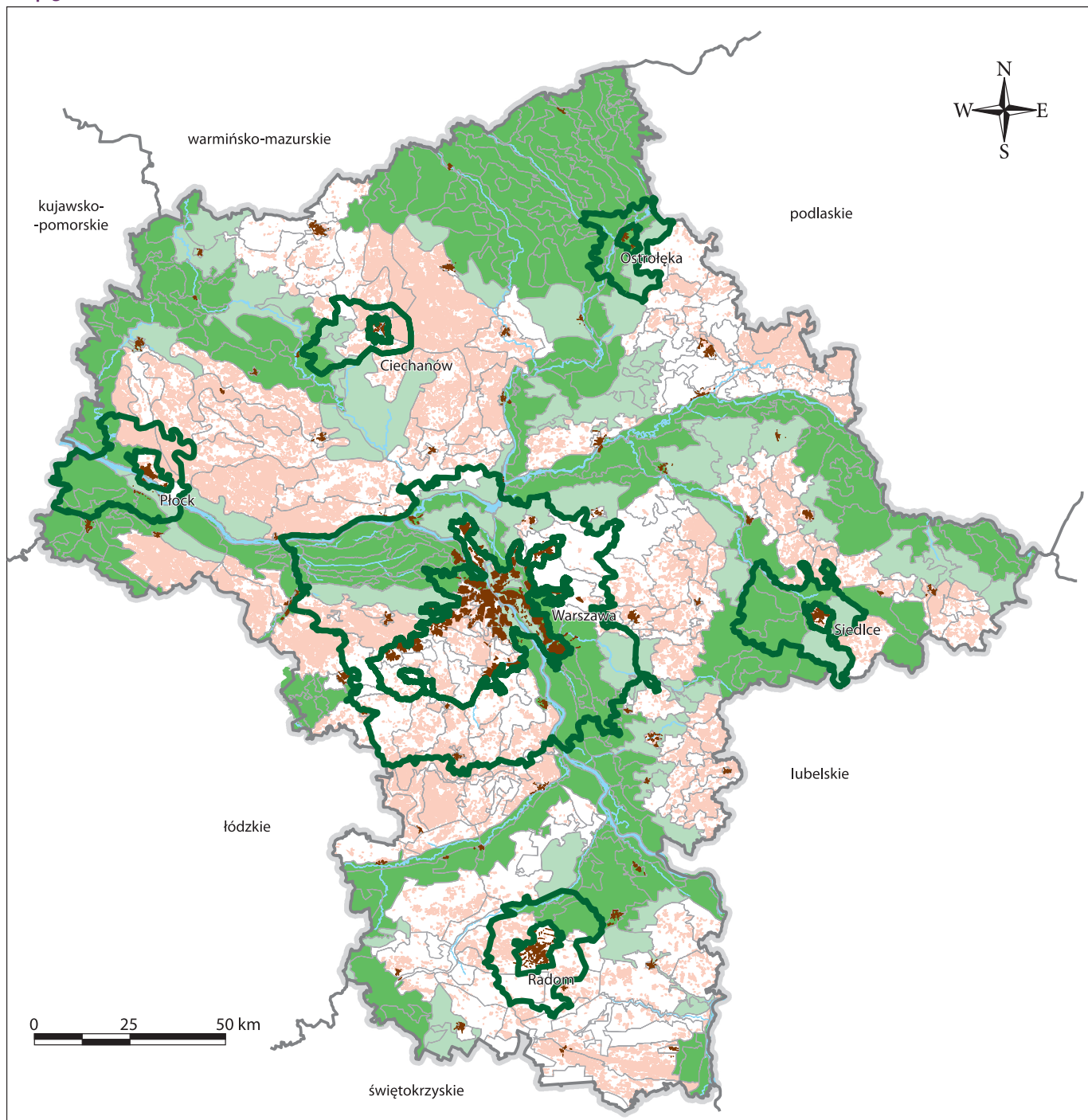
Through its actions and tasks, the policy of developing and protecting the natural resources and values and of improving the standards of the environment aims mainly at achieving a balanced relation between the particular elements of the spatial development and at developing the durability of natural environment processes which satisfy the social needs and, at the same time, include the principle of the intergenerational justice.

Given the acquired competencies of the voivodeship regional government within the creation of forms of nature conservation (landscape parks and protected landscape areas in connection with other forms of nature conservation), this policy will rely on the verification and development of the areas of natural resource and value conservation. Moreover, the policy will be aimed at creating the spatial continuity of the valuable natural areas, and at ensuring ecological connections between them. The green policy of the voivodeship is conducted in compliance with the arrangements of the *Natural Environment Protection Programme for the Mazowieckie Voivodeship 2011–2014 with due regard to the perspective of 2018*, as well as with the subject-related voivodeship programmes.

The established directions of actions aimed at the protection of environmental, nature and landscape values as well as at the increase of biodiversity, will consist in:







- maintaining the natural potential of the areas and sites under legal protection, including: Kampinos National Park, 184 natural reserves, landscape parks (Bug Landscape Park, Masovian Landscape Park, Chojnów Landscape Park, Brudzeń Landscape Park, Kozienice Landscape Park, Gostynin-Włocławek Landscape Park, Górzno-Lidzbark Landscape Park, Bolimów Landscape Park, Podlasie Bug Gorge Landscape Park), 30 protected landscape areas, 77 areas of Natura 2000 and 882 ecological utility areas, 6 documentary sites, 35 nature and landscape units and 4272 natural monuments;
- delimiting the boundaries of Kampinos National Park;
- endeavoring to reduce the negative impact of investments, including the transport impact, on the valuable natural protected areas via the exploitation of the best planning techniques and solutions available;
- continuing the actions to maintain high natural and landscape values in the vicinity of the Bolimów Landscape Park;
- managing in an adequate way the natural and economic resources on the protected areas by elaborating plans for the protection of landscape parks and the protection tasks of the areas of Natura 2000,
- ensuring the protection of landscapes in compliance with the *European Landscape Convention*;
- introducing a system of legal protection of the ecological corridors;
- managing the Vistula banks in Warsaw in compliance with the requirements of the protection of the natural values and the cultural heritage;
- aiming at the preservation of the urban ecological structure connected with open areas around it, and the reduction of the urban pressure on the suburban areas;
- creating greenbelts primarily around Warsaw, Radom and Płock by protecting and developing the arrangement of open areas located outside the compact build-up area and functionally linked to the town (map 9);
- preserving natural, cultural, architectural and landscape values of the following garden-cities by maintaining their forest-park specificity: Milanówek, Podkowa Leśna, Konstancin-Jeziorna, Otwock, Józefów, and of the natural and cultural ranges of the following river valleys: Vistula, Narew, Bug and Liwiec, Wkra and Skrwa, Omulew and Pilica;
- protecting the health resort values of Konstancin-Jeziorna;

Map 9



THE MAZOWIECKIE VOIVODESHIP

"Greenbelt" Concept

-  borders of natural and landscape units
-  compact build-up area
-  soils of good or very good suitability for agriculture
-  units of great potential to develop environmental connections
-  units of medium potential to develop environmental connections
-  "greenbelts" around towns



Source: Elaboration by MBPR based on Opracowanie ekofizjograficzne do Planu Zagospodarowania obszaru Metropolitalnego Warszawy, 2005 r. oraz Opracowanie ekofizjograficzne do Planu Zagospodarowania Przestrzennego Województwa Mazowieckiego 2011 r.

- protecting forest lands from changing their functions into non-forest;
- implementing the *Programme of Increasing Forest Cover of the Mazowieckie Voivodeship*; the forest cover should be increased by up to 25% in 2020;
- implementing the European instrument of perfecting the effects of environmental activity – Eco-management and Audit Scheme (EMAS), in order to reduce the impact of enterprises, establishments and institutions on the environment.

Achieving and maintaining a good water status and managing the water resources in a reasonable way requires a number of activities in various economic sectors. Within the industrial sector, these measures are aimed at introducing green technologies that will reduce the water pollution and its consumption (closed circuits). Within the agricultural sector and the municipal management, it is required to minimize pollution from surface run-off flows, both point and linear, and to use and store fertilizers, pesticides, etc. in a proper manner.

Furthermore, in the water management, it is important to preserve the existing natural water reservoirs and wetlands, in particular, oxbows, swamps and marshlands as well as ponds, and to renaturalize the transformed sections of rivers and floodplains. What is more, it is crucial to increase the retention capacity of the voivodeship water catchment through the implementation of the *Small Water Retention Programme for the Mazowieckie Voivodeship*, especially in the areas of high retention priority. Moreover, it is vital to reconstruct the damaged drainage systems that increase the soil retention, to assure their proper exploitation and protection of the drainage system by drainage ditches. Finally, in case the aforementioned areas are turned into urbanized areas, it is necessary to rebuild the drainage systems that have been used so far for agricultural purposes.

In other policy areas such as the protection of the surface of the Earth, protection of mineral resources areas, air-pollution protection, noise protection and waste management, the *Plan* provides a series of actions, in particular:

- preservation of the natural terrain and the protection of the geological heritage;
- introduction of the afforestation of soils of poor suitability for agriculture;
- restoration of functional values of degraded and devastated lands and areas;
- protection and reasonable exploitation of minerals compared to the documented mineral resources and perspective and prognostic areas;
- support of the exploration works of energy mineral raw materials, in particular of natural gas resources in clay shales.
- reduction of low greenhouse gas emission (surface emission) from the dispersed sources;
- further reduction of the emission from the point sources to the air;
- implementation of programmes of the environment noise-pollution protection;
- elaboration of the acoustic maps for the cities of over 100 thousand residents (Radom, Płock) and the noise-protection programmes along with their implementation;
- recognition of spatial development principles, including the prohibition of land development in the land-management intervention area established for Warsaw Chopin Airport and Warsaw-Modlin Airport in Nowy Dwór Mazowiecki;
- reduction of waste subject to storage by popularizing a separate collection and increasing the share of the waste recovery and recycling, and the implementation of thermal and biological methods of neutralizing waste along with a greater use of a thermal method of sludge neutralisation;
- creation of regional waste treatment plants;
- adaptation of landfills and waste storage sites to the required standards and elimination and rehabilitation of closed landfills which do not meet the requirements;
- support of actions aimed at managing hazardous waste, including the products containing asbestos (PCB).

8.8. Integrated policy of guardianship and protection of cultural heritage and goods of modern culture

The protection of cultural heritage is a part of the formative process of sustainable growth, spatial order within the voivodeship, and cultural identity.

The contents of *The integrated policy of guardianship and protection of cultural heritage and goods of modern culture* cover:

- management of heritage resources, protection and display of spatial heritage testimonies, especially of the most valuable complexes and monuments that contribute to the identification and promotion of cultural area of the region;
- development of landscape values of the voivodeship and the protection of areas of unique and specific landscape values;
- preservation of the voivodeship's cultural diversity, the development of regional and historical identity and proper access to heritage resources in accordance with the principles of sustainable growth.

The policy is addressed to the entire area of the voivodeship, and within a spatial arrangement, it is based on ranges (natural and cultural ranges). What is more, this policy covers also the areas of precious landscape and cultural-heritage values, the goods of modern culture as well as the areas of cities and towns that represent valuable urban/rural arrangements and monuments.

Natural and cultural ranges include characteristic vast landscape elements (river valleys), ranges along the railway routes (namely, the Warsaw – Vienna Railway and the Warsaw Commuter Railway) and ethnographic areas of the Mazowieckie Voivodeship.

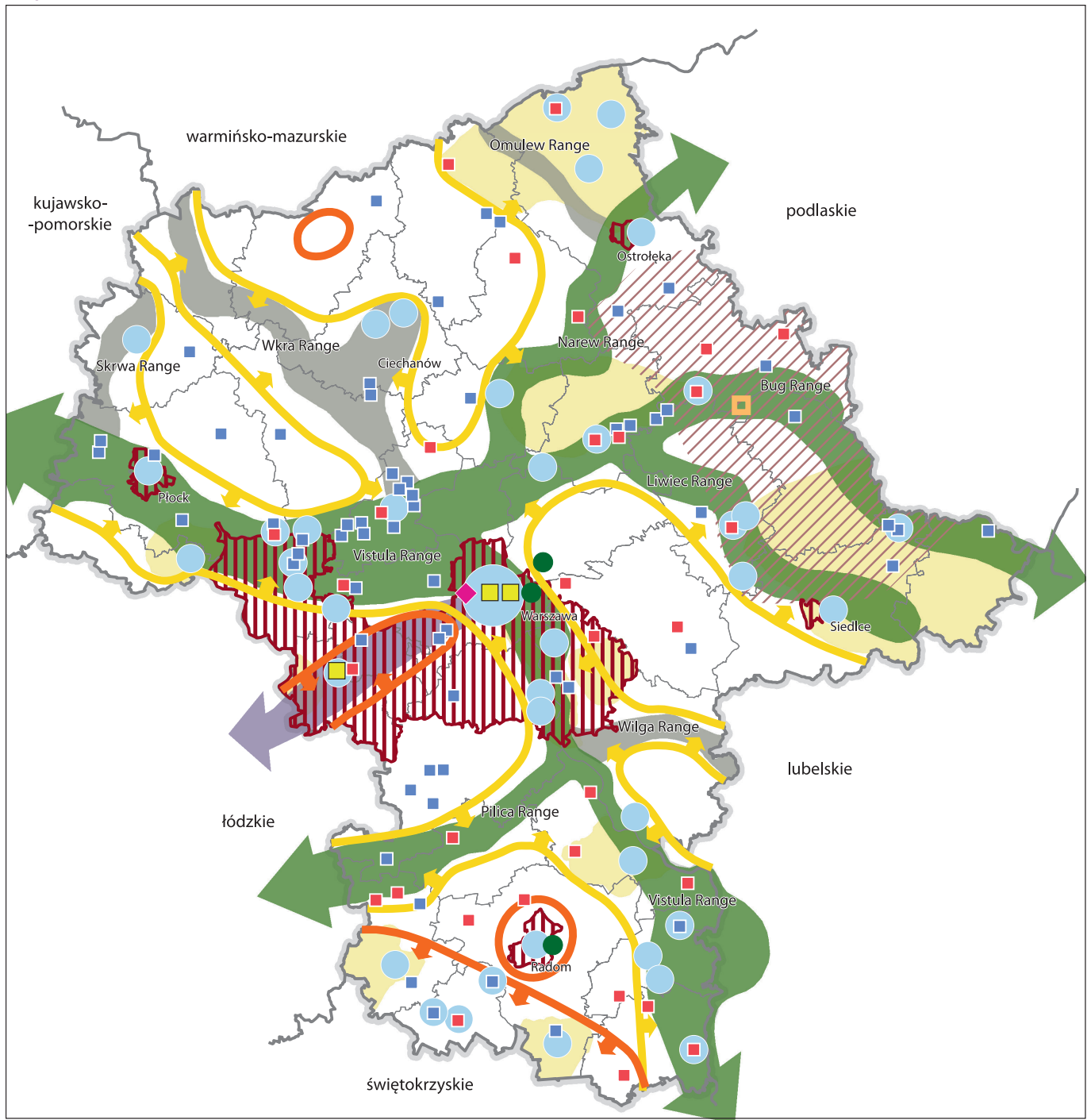
Furthermore, this policy will cover about 130 historic cities among which the following ones are of special cultural-heritage value: Warsaw, Płock, Pułtusk, Ciechanów, Radom, Ostrołęka, Szydłowiec, Góra Kalwaria, Iłża, Sierpc, Węgrów, Zakroczym and Maków Mazowiecki, along with the following garden-cities: Konstancin-Jeziorna, Podkowa Leśna, Milanówek, Ząbki and towns falling within the Otwock range.

As regards **the policy of guardianship and protection of cultural heritage and goods of modern culture** (map 10), the *Plan* stipulates the following:

THE PRESERVATION OF CULTURAL-HERITAGE CONTINUITY IN THE REGION by:

- protecting and restoring the value of material heritage representing strong identity, as well as revitalizing and revaluating the degraded monuments and historic areas;
- displaying within the spatial structure the most valuable heritage resources of the region (especially the area of the Warsaw Historic Town Centre, which is the UNESCO World Heritage Site, and the areas recognized as historic monuments: Warsaw – Historic Town Site with The Royal Route and Wilanów, Lindley's Water Filters, as well as the 19th century Factory Settlement in Żyrardów), and upgrading the status of monuments representing significant architectural and cultural values by, inter alia, enlarging the list of historic monuments by the Modlin Fortress Area (as a cultural park), the historic centre of Płock, the Historic Site of Czerwińsk with the former Abbey of Canons Regular, Historic Denominational Powązki Cemeteries in Warsaw, the downtown urban arrangement of Radom and Siedlce, the urban and landscape complex of Iłża along with the urban arrangement of Szydłowiec;
- developing and protecting the system of cultural landscapes that preserve their cultural identity along with the values of a traditional landscape by, inter alia, the exploitation of forms of legal protection with regard to:
 - Cultural Park 'Ossów – Gates of the Battle of Warsaw 1920',
 - Cultural Park 'Wilanów',


Map 10



Integrated policy of guardianship and protection of cultural heritage and goods of modern culture

Guardianship and protection of valuable elements of material heritage

-  UNESCO World Heritage Site
-  Historic Monument
-  Holocaust Memorials
-  Cultural Parks
-  proposed urban arrangements to be granted protection status
-  proposed rural arrangements to be granted protection status

 areas of concentrated historic sites








Development of regional identity

-  centres of regional identity development

Folklore culture

-  Special Protection Areas of folklore cultural heritage

Management of Cultural Heritage Resources

-  River ranges determined in the Voivodeship Programme for the Guardianship of Historical Monuments
-  other river ranges
-  railway ranges
-  lower gentry settlements ranges
-  protection zone of natural and cultural landscape values in the river ranges
-  cultural landscape protection zone outside the ranges
-  directions of interregional cooperation on preservation and exploitation of heritage resources



MAZOVIAN OFFICE OF REGIONAL PLANNING IN WARSAW

- Cultural Park 'Old Radom',
- along with the following areas predetermined to this form of legal protection:
- Modlin Fortress,
- area around the Liw Castle,
- - area of Czersk – Góra Kalwaria,
- area of Iłża – Sienno,
- Chełmoński Cultural Park,
- Cultural Park 'Swedish Mountains' [PL: *Szwedzkie Góry*]
- Cultural Park 'Otwock Health Resort Park',
- Cultural Park 'Reduta 1939',
- Cultural Park of Kołbiel folklore

and

- one of cultural landscape protection of the Warsaw Escarpment,
- areas of the following garden-cities: Milanówek, Podkowa Leśna, Konstancin-Jeziorna, Ząbki,
- Cultural Park of Dolina Kamienna (in cooperation with Świętokrzyskie Voivodeship);
- protecting the historic urban range of the Warsaw Commuter Railways and Garden-Cities;
- protecting the historic spatial arrangements of narrow gauge railways;
- protecting the architectural landscape of the region, i.e. revitalizing the rural cultural heritage (areas of the Olęder settlement and settlements of lower gentry), protecting the most valuable *in situ* monuments, developing open-air museums;
- revitalizing and securing monuments, ensembles of buildings and urban arrangements. The Paper Factory along with the whole nearby working-class housing estate located at Mirków in Konstancin-Jeziorna is designated for legal protection.;
- protecting and expanding museums, in particular: The Railway Museum in Warsaw and The Narrow Gauge Railway Museum in Sochaczew; creating The Civilisation and Technology Centre as a Cultural, Technology and Historical Park, The Museum of Central Industrial Region situated in the area of the former Armament Factory, and the Tadeusz Sołtyk Science Centre in Radom;
- identifying the goods of modern culture of supralocal nature and protecting these through the contents of the local planning documents. The following urban arrangements are designated: Bielany (II and III), Sady Żoliborskie Housing Estate (I and II), 'Zatrasie' Housing Estate, 'Serek Żoliborski' Housing Estate, North Muranów (a part), Świętojerska/Koźła Housing Estate, Długa/Schillera Housing Estate, Bielańska Housing Estate, Ściana Wschodnia [PL: *Eastern Wall*] urban arrangement, Szwoleżerów Housing Estate, Warsaw Housing Co-operative Rakowiec-Sanocka/Pruszkowska, 'Bruna' Housing Estate, 'Wierzbno' Housing Estate, 'Przyczółek Grochowski' Housing Estate, 'Osiedle Młodych' [PL: *Housing Estate of the Young*] in Warsaw, Housing Estate of the Armament Factory, 15th Anniversary Housing Estate [PL: *Osiedle XV - lecia*] and the district of Ustronie in Radom.

SKILLFUL MANAGEMENT OF CULTURAL-HERITAGE RESOURCES PERFORMED MAINLY by: developing natural and cultural ranges (of the river ranges of: the Vistula, Pilica, Bug, Narew, Liwiec, Omulew, Wkra, Skrwa, Wilga Rivers and the ranges of the Warsaw – Vienna Railway and the Warsaw Commuter Railway), exploiting the networks of historic towns, adapting the historic monuments as well as landscape and architectural facilities to create trails for the purposes of cultural, recreational, nature, adventure and health tourism.

DEVELOPMENT OF REGIONAL IDENTITY AND GENERATION OF SOCIAL ACCEPTANCE OF CULTURAL-HERITAGE PROTECTION by creating centres of local cultural identity of the following regions: Brochów, Brok, Chlewiska, Ciechanów, Czarnolas, Czersk, Czerwińsk, Góra Kalwaria, Iłża, Kadzidło, Korczew, Kozienice, Liw, Łyse, Maciejowice, Modlin, Myszyniec, Niepokalanów, Opinogóra, Orońsko, Ostrołęka, Otwock, Płock, Przysucha, Pułtusk, Radom, Sanniki, Siedlce, Sierpc, Solec on the Vistula River, Sucha, Sycyna, Szydłowiec, Ślężany, Warsaw, Wyszaków, Węgrów, Wyszogród, Zwolen, Żelazowa Wola, Żyrardów.

8.9. Policy of increase in tourism attractiveness

The precious elements of natural environment and cultural heritage constitute the main tourist values of the Mazowieckie Voivodeship and they unlock the development opportunities of the tourist and recreational function of the voivodeship.

The contents of the *Plan* related to the increase in tourism attractiveness include the delimited areas aimed at developing specific forms of tourism activities with all due regard to the presence of natural and cultural ranges of the voivodeship (map 11).

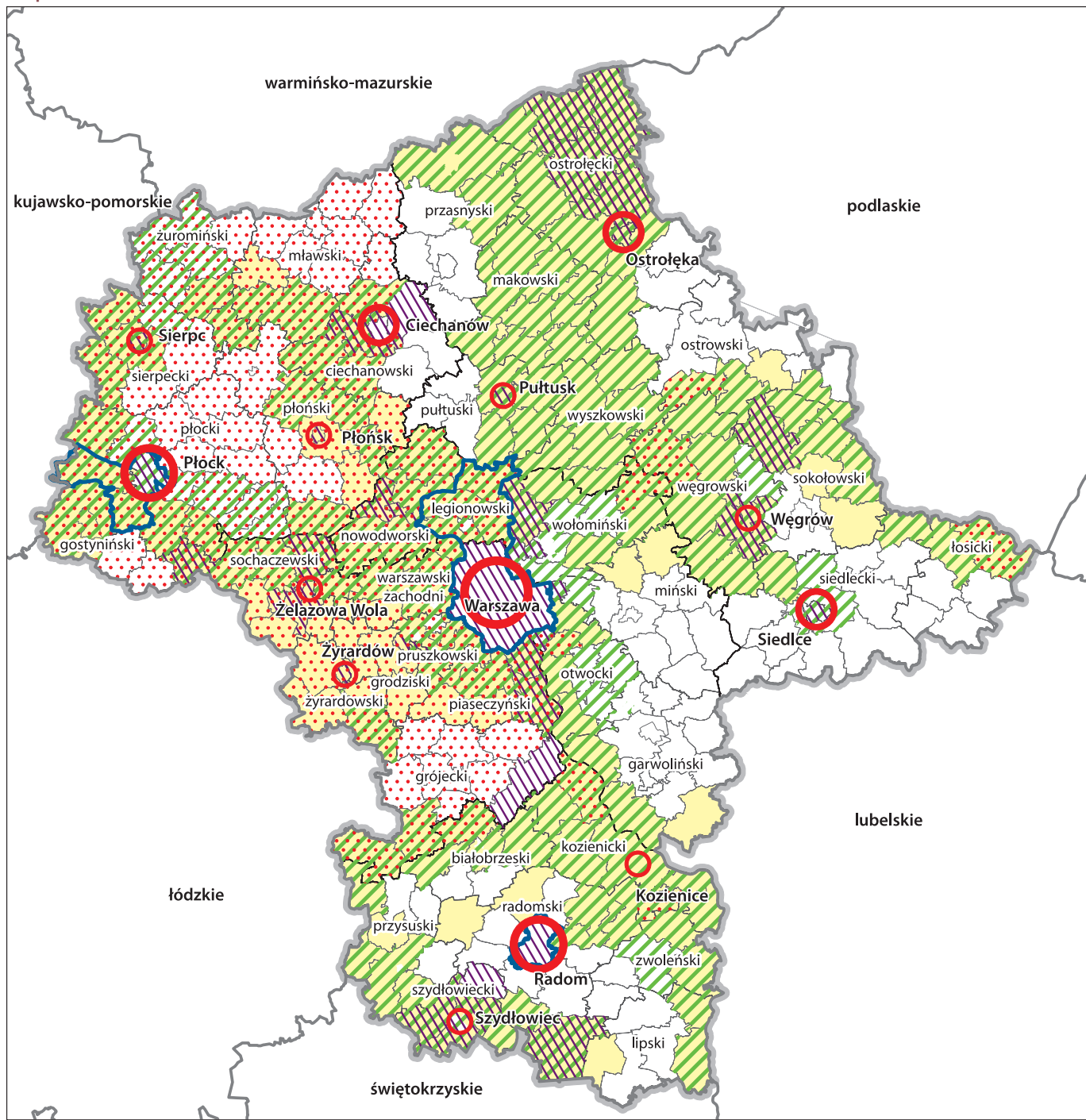
One of these forms is **business tourism** based upon cultural values of towns, well-developed specialised services as well as business and science&research functions. It relies also on a rich array of hotels and restaurants and on training and conference centres located mostly in Warsaw and on Zegrze Reservoir. Płock and Radom are also suited to the development of this type of tourism.

The areas suitable for the development of **cultural tourism**, which is based on cultural values of numerous towns, are as follows: (mainly: Żyrardów, Pułtusk, Liw, Węgrów, Nowy Dwór Mazowiecki – Modlin Fortress, Niepokalanów (Teresin Municipality), Czerwińsk, Ciechanów, Gołotczyzna (Sońsk Municipality), Płońsk, Siedlce, Ostrołęka, Sierpc, Orońsk, Opinogóra, Iłża, Szydłowiec, Warka, Góra Kalwaria), places of martyrdom, places of cultivation of folklore traditions (mainly the ones of Kurpie in the following municipalities: Muszyniec, Kadzidło and Łyse), places associated with the life and the activity of some prominent historical figures (mainly Żelazowa Wola, Brochów and Sanniki), as well as the range of the Warsaw–Vienna Railway and Warsaw Commuter Railways. For these areas, the *Plan* stipulates the following:

- display and exploitation improvement of historic monuments for tourist purposes, including the post-industrial buildings;
- development and modernisation of accommodation facilities (tourist class in particular) and of catering services promoting local culinary traditions (inns, taverns, lodges);
- labelling of the historic monuments and their access roads;
- infrastructure development for open-air cultural events, including amphitheatres and seasonal stages;
- construction of carparks with all necessary facilities.
- The development of **recreational tourism** includes collective accommodation establishments, agritourism farms and summer houses. The whole voivodeship, especially the area of the Bug River (mainly the following municipalities: Sarnaki, Brok, Łochów, Brańszczyk and Somianka), Zegrze Reservoir, Gostynin Lake District and the Kozienska Forest, is suited to this form of tourism. Therefore, the *Plan* establishes the following:
 - development and modernisation of accommodation and catering facilities, along with specialisation of these for business tourism (in particular, the training and conference centres on Zegrze Reservoir and in Gostynin Lake District);
 - construction and modernisation of sports and recreation infrastructure;
 - increase of the rural accommodation facilities, including the high-standard agritourism;
 - adjustment of the existing land-development areas for tourist accommodation, especially within road and sanitation infrastructures;
 - restriction on the construction of new tourist establishments for the adaptation of the existing farms to recreational purposes;
 - improvement of the natural environment, namely the enhancement of water quality in rivers, lakes and other water bodies.

In terms of the infrastructure development for **nature and adventure tourism**, to which the most attractive nature and landscape areas, such as Kampinos National Park, landscape parks, natural reserves, Promotional Forest Complexes and the areas under Natura 2000 are suited, the *Plan* establishes the following:

Map 11



THE MAZOWIECKIE VOIVODESHIP

Preferred forms of tourism

Preferred forms of tourism in municipalities

-  business tourism
-  cultural tourism
-  recreational tourism
-  nature and adventure tourism
-  health tourism

Supralocal centres of tourist traffic services

-  international
-  regional
-  subregional
-  other



- adjustment of the existing network of tourist trails as well as nature and education pathways, along with the determination and arrangement of new ones, including the supraregional trails: bicycle trails (the European Amber Trail *Greenways*, the *EuroVelo* network, The Vistula Bicycle Route, etc.), rail trails (inter alia, The Narrow Gauge Railway in Starachowice), water trails (inter alia, the Batory Trail on the Vistula);
- construction of parking places with the suitable infrastructure and viewing platforms;
- construction of bridges and ferry crossings over rivers, especially over the Vistula, Narew and Bug Rivers;
- improvement of water-bodies development for tourist purposes, mainly of Włocławek Reservoir and the regional rivers with marinas and canoe rentals;
- construction and modernisation of sports and recreation facilities, including, inter alia, winter sports facilities.

In order to develop **health tourism**, the *Plan* is applied to the areas of the medicinal and relaxing mineral waters (in particular within the following municipalities: Konstancin-Jeziorna in Piaseczno District, Magnuszew and Garbatka-Letnisko in Koziencice District), to the areas of geothermal waters (west part of the region), and to the complexes of pine forests in the Bug Valley (in particular within the following municipalities: Sarnaki, Brok, Łochów and Jadów), as well as to Otwock and its environs. The document establishes the following:

- development of the existing Konstancin-Jeziorna Health Resort;
- construction and the development of recreational and medical centres (especially Wellness&SPA facilities and thermal pools in, among others, Mszczonów and Gostynin).

The Plan stipulates also **the establishment of recreational zones** for the residents of the voivodeship, especially for city dwellers:

- construction of parks, green squares, walking paths and playgrounds;
- development of sports and recreational infrastructure, and in particular: water bodies, swimming pools, sports halls, playing fields, skating rinks, golf courses, tennis courts, stadiums, bike lanes;
- determination of areas for mass events and equipping them.

Apart from spatial development measures, the following organisational endeavours are envisaged in the *Plan*:

- elaboration of a well-established tourist brand of the voivodeship by manufacturing tourist image-building products and organizing cultural and tourist events of national and international significance;
- wide promotion of tourist attractions of the region;
- implementation of the integrated regional tourist information system, especially in the centres predetermined to supralocal tourist traffic services, namely: Warsaw, Płock, Radom, Siedlce, Ostrołęka, Ciechanów, Pułtusk, Żelazowa Wola, Sierpc, Żyrardów, Szydłowiec, Koziencice, Węgrów;
- support of tourist organisations as well as the creation and development of tourism clusters;
- cooperation between the neighbouring local governments, in particular on the realisation of tourist trails and the following trails: Brick Gothic, Roman, Literary, Dukes of Masovia, Warsaw–Vienna Railway, Łódź Bicycle Main Routes (Łódź Bicycle Main Lines), and of other supraregional routes, including the trails of wooden architecture.

9. Strategic investments, including public purpose investments

Pursuant to Article 39 (5) of the Spatial Planning and Development Act, the *Spatial Development Plan for the Mazowieckie Voivodeship* includes the public purpose investments of supralocal significance, which have been adopted by the Sejm of the Republic of Poland, the Council of Ministers, the competent Minister or by the Sejmik of the Voivodeship, in compliance with their competencies. The public purpose investment is regarded as the implementation of goals provided for in Article 6 of The Real Estate Management Act.

Moreover, the investments submitted by the competent bodies and institutions in charge of spatial planning and realisation herein are included on the list of public purpose investments.

As of 1st January 2013, under the Act of 13th July 2012 on the amendment to the Act on Branches of Government Administration and to some other acts, the register of programmes containing government tasks to implement public purpose investments of national significance has been cancelled. Therefore, there are not any programmes including government tasks for the area of the Mazowieckie Voivodeship at the moment.

10. Monitoring of the *Spatial Development Plan for the Mazowieckie Voivodeship* and the modifications in spatial development

In general, the aim of the monitoring is to assess to what extent the policies included in the *Plan* are implemented and how the modifications in spatial structure and spatial development of the region evolve. The Article 45 of the Spatial Planning and Development Act of 27th March 2003 stipulates that the interim evaluation of the implementation of the *Plan* is deemed necessary. Due to the adoption of the integrated strategic regional planning, the following indicators are the same as the indicators of the *Development Strategy for the Mazowieckie Voivodeship*. Nevertheless, they include the specificity of the *Plan*.

Different sources were used for the selection of indicators. The main are as follows:

- information and materials from various bodies and institutions in charge of different elements of spatial development;
- the Masovian Spatial Information System;
- the Local Data Bank kept by the Main Statistical Office;
- surveys and enquiries conducted among the local governments.

In order to monitor the implementation of the *Plan*, the Mazowieckie Voivodeship recurs to more and more innovative technologies. The creation of the Masovian Spatial Information System [EN: *MSIS*, PL: *MSIP*] made it possible not only to access the current data, but also, via the GIS application, to carry out different spatial analyses.

This application enables its user to work with the data provided on different geoportals, for example, in the form of a *Web Map Service*. The voivodeship is interested in the services offered within the *Global Monitoring for Environment and Security* of the European Space Agency and the European Commission.

11. Recommendations for government administration

The development policy of the voivodeship, including the spatial development policy, is dependent on and associated with actions undertaken by the government administration. The spatial planning and the implementation of assignments within the Mazowieckie Voivodeship requires the potential of the neighbouring voivodeships and interregional functional connections between different elements of spatial development to be taken into consideration. Therefore, it becomes easier to address not only the problem of border areas of the neighbouring voivodeships, but also the peripheral areas of the Mazowieckie Voivodeship. The existing conditions and development potentials of voivodeships facilitate the spatial development of mutually integrated areas that form multidimensional and multifunctional ranges. They are created in compliance with the principle of sustainable growth, the principle of respect for individual values and specificity of the voivodeships, and thus they contribute to a new and better quality of the area.

It is recommended to consider the following system matters of supraregional and strategic significance for the Mazowieckie Voivodeship that refer to different elements of spatial development:

Recommendations addressed to the minister competent for the regional development

- to implement the principles contained in the integrated development plan for the voivodeships, which combines the socio-economic aspects with spatial and environmental ones;
- to introduce differentiated update modes of plans for the voivodeships depending on the scope and the nature of modifications;
- to issue the regulation laying down measures related to the plans for the voivodeships, including the plans for functional and problematic areas;
- to link the location of investments of national and voivodeship significance to the contents of the plan for the voivodeship;
- to establish the regional government of the voivodeship as the body responsible for the implementation of the urban and metropolitan policies on its territory;
- on the level of the voivodeship, to establish the Voivodeship Council of Spatial Management that would replace the Voivodeship Urban and Architectural Commission and act as the opinion and advisory body in determining the directions of the voivodeship spatial policy, creating the spatial development plan for the voivodeship and periodically updating it;
- to start creating the rational economic forces related to the transformation of the tax system (ad valorem property tax) within the real estate that must be based on the value of real property and not its area;

- to incorporate the subregions of Radom as well as Ostrołęka and Siedlce (Nomenclature of Territorial Units for Statistics 3 classification) into the Operational Programme 'Development of Eastern Poland'.

Recommendations to include in the National Spatial Development Concept

Improvement of national internal cohesion by:

- as it is done with the area of Central Pomerania and Western Poland, modifying, with the use of indicators on the subregional level (NTS-3), the delimitation of areas for the Operational Programme 'Development of Eastern Poland', and thus allowing the incorporation of the subregions of Ostrołęka and Siedlce as well as of Radom into the aforementioned programme.

Modification of TEN-T Network, including:

- the proposed core and comprehensive TEN-T networks complemented by:
 - Warsaw-Modlin Airport;
 - Central Airport;
 - railway lines no. 22 and 26 as an element of interregional connection to Łódzkie and Lubelskie Voivodeships;
 - complementary network.

Infrastructure connections:

- inclusion of the following elements in the railway network:
 - modernised railway lines of international significance: E20 on the following section (Warsaw – Siedlce – Terespol), E65 (Gdynia – Działdowo – Ciechanów – Warsaw), E75 (Warsaw – Białystok – Trakiszki);
 - CE20 railway line of international significance for freight transport (Łowicz – Skierniewice – Pilawa – Łuków);
- inclusion of the following in the airport network:
 - Radom-Sadków Airport and the construction of an airport for business purposes in Płock;
- consideration of the location of intermodal transport nodes and logistics nodes of:
 - areas of logistic development in Warsaw and its environs (Mszczonów, Błonie, Teresin) as well as, in the long run, areas near the main road, railway nodes and airports (Siedlce, Radom, Ostrów Mazowiecka, Łochów);
- creation of interregional cultural links in the form of cultural ranges, mainly in the area of: the Vistula, Bug, Narew, Bzura, Pilica Rivers and the Warsaw–Vienna Railway.

Recommendations addressed to the minister competent for the transport and for the General Directorate for National Roads and Motorways

Public purpose investments of supralocal significance resulting from the updated *Spatial Development Plan for the Mazowieckie Voivodeship*, located along the national roads:

- continuation of the construction of A2 motorway, from the 'Ujrzanów' node to the national border;
- construction of S10 express road through Mochowo – Gozdowo – Bielsk;
- construction of S12 express road;
- construction of S19 express road;
- construction of S61 express road from Ostrów Mazowiecka to the voivodeship border;
- consideration of the Great Masovia Loop in the development plans of the national road network;

- modernisation of a national road no. 62 on the section Serock – Modlin which constitutes the bypass of Warsaw-Modlin Airport;
- construction of the Olszynka Grochowska Route as an extension of the S17 express road: border of Warsaw – Nieporęt – Wieliszew – Nowy Dwór Mazowiecki – S7;
- analysis and the location choice of the Warsaw agglomeration bypass of express road or motorway type;
- construction of bypasses along the following national roads: Radom (DK 9), Płock (DK 60 and 62), Ciechanów (DK 60), Pułtusk (DK 61), Ostrołęka (DK 61), Siedlce (DK 63), Kołbiel (DK 50), Stanisławów (DK 50), Sierpc (DK 10), Skaryszew (DK 9), Iłża (DK 9), Sokołów Podlaski (DK 63), Wyszogród (DK 62), Wyszaków (DK 62), Węgrów (DK 62), Maków Mazowiecki (DK 57 and 60), Łochów (DK 50 and 62), Gołymin-Ośrodek (DK 60), Ciepiałów (DK 79), Zwolen (DK 79), Kozienice (DK 79), and along the following towns: Młynarze, Różan i Szelków (DK 61);
- construction of a town bypass of Zakroczym, Nowy Dwór Mazowiecki and Pomiechówek along DK 62;
- modernisation of the following national roads: DK 50 to the North of Łochów, DK 61 Serock – Pułtusk, DK 70 on the whole section within the Mazowieckie Voivodeship, DK 62 Węgrów – the border of the voivodeship.

Recommendations addressed to the minister competent for the transport and to PKP Polskie Linie Kolejowe S.A. [EN: PKP Polish Railway Lines S.A.]

The public purpose investments of supralocal significance resulting from the updated *Spatial Development Plan for the Mazowieckie Voivodeship along the railway lines* are listed hereunder:

- construction of the Modlin – Płock railway line (an alternative route of Nowy Dwór Mazowiecki – Emolinek – Radzikowo – Rostkowice – Bodzanów – Święcieniec – Płock);
- modernisation of the Warsaw Railway Node;
- construction of the ‘Y’ high-speed railway line [PL: KDP]: Warsaw – Łódź – Poznań/Wrocław;
- construction of the high-speed railway line Warsaw – Płock – Włocławek – Bydgoszcz – Gdańsk;
- the Central Railway Main Line (CMK) upgrade to High Speed Rail standards;
- modernisation of the following railway lines: E75 Warsaw – Białystok, CE20 on the section between Skierniewice and Łuków, line no. 7 Warsaw – Lublin, line no. 8 Warsaw – Radom – Kielce along with the construction of the second rail track on the section between Warka and Radom, line no. 22 Tomaszów Mazowiecki – Radom, line no. 33 Kutno – Płock, line no. 34 Małkinia – Ostrołęka and line no. 29 Tłuszcz – Ostrołęka;
- modernisation and restoration of traffic within the line no. 35 between Ostrołęka and Szczytno with the view to linking Ostrołęka to Szymany Airport;
- reconstruction of a railway network in Płock in view of directing trains with hazardous materials outside a built-up area;
- construction of grade-separated junctions with modernised railway lines, especially along the voivodeship roads that cut across the E75 line;
- performance of route and feasibility study of the construction of the railway line: Płock – Ciechanów – Przasnysz – (Ostrołęka);
- performance of route and feasibility study of the construction of the railway line: Radom – Iłża – (Ostrowiec Świętokrzyski);
- performance of route and feasibility study of the construction of the railway line: Zegrze – Serock – Pułtusk – (Ostrołęka);
- modernisation of line no. 55 on the section between Siedlce and Sokołów, and restoration of the line between Sokołów and Małkinia.

Recommendations addressed to the minister competent for the culture and national heritage

- adoption of a national programme of protection and guardianship of historic monuments;
- elaboration of a national protection programme of wooden architecture;
- elaboration of detailed guidelines and principles on the revitalisation of degraded historic sites;
- request to the President of the Republic of Poland to grant the following sites a historic monument status: the Modlin Fortress, the historic site of Czerwińsk with the Former Abbey of Canons Regular, Historic Denominational Powązki Cemeteries in Warsaw, the downtown urban arrangement of Radom and Siedlce, the urban and landscape complex of Iłża along with the urban arrangement of Szydłowiec.

Recommendations addressed to the minister competent for the natural environment protection

- implementation of legal-protection system of ecological corridors;
- landscape protection against the aggressive advertisement which deteriorates the area and poses threat to the safety of people (especially the protection of the open spaces);
- providing supervision of correctness in respecting the methods of forest management, all forms of property ownership included.

12. Proposals put forward to organisational units of the Self-Government of the Mazowieckie Voivodeship

Proposals to the Mazowieckie Voivodeship Roads Authority

To formulate the Road Network Development Plan for the Mazowieckie Voivodeship. To realize public purpose investments of supralocal significance that stem from the updated *Spatial Development Plan for the Mazowieckie Voivodeship*, along the following voivodeship roads:

- construction of Legionowo Road Overpass;
- construction of 'Paszkowianka' Voivodeship Road (DW [PL: Droga Wojewódzka, EN: Voivodeship Road] 720, 701 and 898) on the section between DK 8 [PL: DK: Droga Krajowa, EN: National Road] in Pruszków and DK 7 in Łomianki;
- construction of a voivodeship road Ciechanów – Nasielsk;
- construction of a voivodeship road Ostrołęka – Wyszaków.

Proposals to Warszawska Kolej Dojazdowa S.A. [EN: Warsaw Commuter Railway S.A.]

To realize public purpose investments of supralocal significance that stem from the updated *Spatial Development Plan for the Mazowieckie Voivodeship*, along the following WCR railway lines:

- modernisation of the existing WCR line;
- construction of the second WCR rail track to Grodzisk Mazowiecki;
- construction of the second WCR rail track from Podkowa Leśna to Milanówek
- performance of route and feasibility study of a new line to Mszczonów.

13. Proposals to programmes resulting from separate provisions and development programmes of the voivodeship

Natural Environment Protection Programme for the Mazowieckie Voivodeship

It is requested to consider the directions of intervention related to:

- proecological modernisation of the existing energy sources, including the implementation of low-carbon fuels and renewable energy sources;
- construction of new dispersed energy sources based on low-carbon fuels and renewable energy resources;
- modernisation and construction of levees, creation of river polders and implementation of flood early-warning system;
- realisation of local programmes related to water management, including the flood protection;
- countering the fragmentation of natural environment areas (via the creation of a cohesive spatial system of ecologically significant areas);
- preservation of passability in the Vistula river bed;
- construction of a thermal waste treatment facility for the subregion of Płock;
- anti-flood security measures in the Vistula Valley.

Voivodeship Programme of Historic Monument Guardianship

It is requested to consider:

- cultural ranges of the: Skrwa, Wkra, Omulwia, Wilga and Bzura Rivers.
- proposed cultural parks of: the Modlin Fortress, area around Liw Castle, Cultural Park of the 19th century Fortification Site of the Warsaw Fortress, Czersk – Góra Kalwaria, Iłża – Sienno, Chełmoński Cultural Park, 'Szwedzkie Góry' Cultural Park, Cultural Park 'Otwock Health Resort Park', Cultural Park 'Reduta 1939' (Mława), Cultural Park of Kołbiel Region, area of cultural landscape protection of the Warsaw Escarpment, as well as areas of the following garden-cities: Milanówek, Podkowa Leśna, Konstancin-Jeziorna, Ząbki, Sopicowo (Otwock), Śródborów (Otwock),

Rybieńko Leśne, and the Cultural Park of Dolina Kamienna (in cooperation with Świętokrzyskie Voivodeship).

Tourism Development Strategy for the Mazowieckie Voivodeship

It is requested to consider:

- preparation of comprehensive (product) tourist offers;
- coordinated activities of different agents with the aim of developing tourist infrastructure in supralocal arrangements, including the determination and preparation of tourist trails ;
- construction of the Regional Sports and Recreation Centre in Płock.

Small Water Retention Programme for the Mazowieckie Voivodeship

It is requested to update the Small Water Retention Programme for the Mazowieckie Voivodeship and take into consideration the priority investments.



DZIENNIK URZĘDOWY

WOJEWÓDZTWA MAZOWIECKIEGO

Warszawa, dnia 15 lipca 2014 r.

Poz. 6868

UCHWAŁA NR 180/14 SEJMIKU WOJEWÓDZTWA MAZOWIECKIEGO

z dnia 7 lipca 2014 r.

w sprawie Planu Zagospodarowania Przestrzennego Województwa Mazowieckiego

Na podstawie art. 18 pkt 3 ustawy z dnia 5 czerwca 1998 r. o samorządzie województwa (Dz. U. z 2013 r. poz. 596 i 645 oraz z 2014 r. poz. 379) oraz art. 42 ust. 1 ustawy z dnia 27 marca 2003 r. o planowaniu i zagospodarowaniu przestrzennym (Dz. U. z 2012 r. poz. 647, z późn. zm.¹⁾) – uchwała się, co następuje:

§ 1. Przyjmuje się Plan Zagospodarowania Przestrzennego Województwa Mazowieckiego, w brzmieniu określonym w załączniku do uchwały.

§ 2. Wykonanie uchwały powierza się Zarządowi Województwa Mazowieckiego.

§ 3. Traci moc uchwała Nr 65/2004 Sejmiku Województwa Mazowieckiego z dnia 7 czerwca 2004 r. w sprawie uchwalenia Planu Zagospodarowania Przestrzennego Województwa Mazowieckiego.

§ 4. Uchwała wchodzi w życie po upływie 14 dni od dnia ogłoszenia w Dzienniku Urzędowym Województwa Mazowieckiego.

Przewodniczący Sejmiku Województwa
Mazowieckiego

Ludwik Rakowski

¹⁾Zmiany tekstu jednolitego wymienionej ustawy zostały ogłoszone w: Dz. U. z 2012 r. poz. 951 i 1445, z 2013 r. poz. 21, 405, 1238 i 1446 oraz z 2014 r. poz. 379.



heart of Poland

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