

# URBANISMUS A ÚZEMNÍ ROZVOJ (URBAN PLANNING AND SPATIAL DEVELOPMENT)

2/99

## ENGLISH ABSTRACTS OF KEY ARTICLES

### **Zdeněk Píkrýl, The European Spatial Development Perspective (ESDP, EUREK, SDEP)**

The 1/1999 issue of our magazine brought some contributions presented at a spatial planning perspective conference in Vienna. These contributions often refer to the European Spatial Development Perspective. As this concept (mentioned as ESDP in English, SDEP in French, and EUREK in German) is, after its ratification in May 1999, going to be the essential spatial planning document in EU countries, here we offer a detailed report thereof.

The EU pays attention to spatial development even outside its territory, especially in countries likely to become EU members soon. This attention is mainly concentrated on equalising the differences between regions and creating conditions for a sustainable economic and social development. Essential documents are being elaborated to create a common basis for planning and management throughout the EU. Since these documents make a framework of gradual adaptation to the European physical planning system, we give the readers a summary of the current state of concept jobs aimed at sustainable spatial development. The essentials of these documents will have to be taken into account when formulating tasks of Master Plans of large area units or even individual municipalities.

### **Vítězslav Kuta & Vítězslav Sochor, Bohumín Terminal - A Logistic Centre**

The Moravian Gate, one of the most suitable north-south corridors through the Carpathian Massive, has always been an important traffic link in Central Europe. Transportation paths between wide areas south of the Baltic, mainly today's Poland, and the territories of Moravia, Austria, and the South of Europe, were crossing this place from time immemorial. To the west, there is a direct link to the Czech Basin and the whole territory of Germany, and to the east, Slovakia, Hungary, and subsequently Ukraine. Therefore it is natural that, both in the past and at present, important communication routes pass this area. Today, the main item of discussion is the parallel of the D1 motorway (the part under planning and construction, formerly marked as D47) and the Czech Railways route based on the former Northern Ferdinand Railway, established in 1847, and the Košice-Bohumín Railway, of 1875. The outlook also takes into consideration the parallel of the Oder river, and the possibilities offered by the Mošnov airport, south of Ostrava.

### **Maroš Finka, Regional Disparities and Internal Stimuli of Regional Development and the Necessity of Interregional Cooperation Programmes to Surmount the Negative Consequences thereof**

The economic restructuring in Slovakia, gradual implementation of market economy, poor communication infrastructure, geographical conditions of the country, and mainly the competition for investments among regions lead to deepening the regional disparities but, on the other hand, offer some stimuli to exploit the specific potentials of different regions. The development of regional disparities, the social dynamics in their background, and the migration process show that advantages and disadvantages of different regions, as perceived by the population, have a substantial impact on public opinion in these regions, thus influencing political decisions and measures taken by the state administration.

### **Zdeněk Szczyrba, Retail Trade System of the Olomouc District**

Most studies dealing with retail trade dimensions of The Czech Republic have so far been analysing large settlement units. That is where, thanks to the presence of purchasing power, supermarkets are concentrated. These cities, naturally focused on by big companies intending to invest, have already started some kind of monitoring the situation of retail trade systems, for there is a real danger of exceeding the appropriate parameters in this field (such as in Prague, Brno, Plzeň, Olomouc, Zlín, etc.). However, there is a lack of studies covering wider areas. Thus, this article offers a wider spatial aspect than just an urban system, and covers the current situation in the regional retail trade system of the district of Olomouc. The district is regarded as a model dimension, so that some partial conclusions may be seen as general affirmations about how to build up retail trade networks in towns and various regions.

### **Karel Schmeidler & Ilona Jančářová, Participation Planning and Public Share in the Evaluation of Environmental Influence**

After WWII, urban planning became a technical and administrative discipline of little, if any, public participation. Anonymous planning, as known from the past, made those involved (inhabitants of a city, users of a building, tenants, neighbours) feel that they were helpless victims of an almighty institution. We are still confronted with a tendency to talk about things secretly and to use communication channels of doubtful

attractiveness, such as notice boards at offices, far away from where people live. The approach of the public and their representatives is often passive, too. The impact of this situation on our environment is evident. Even today it happens for various reasons, often very complicated ones, that a user of urbanised areas is thrown into passive dependence on the created environment.

### **Ernest Nagy, Transformation of Slovak Cities, as Affected by New Social and Economic Conditions**

The transformation of social and economic conditions after 1989 brought some profound changes to life in cities and urbanised areas in Slovakia. The article points out the changes the internal links of urban structures underwent between 1989 and 1997. The comparison is made from the points of view of urban planning, transportation, social indicators, and property legislation. Revitalisation of urban attributes can predominantly be seen from the skylines, facades, and alike urban structures. An immense increase in the number of cars is the reason for traffic jams in city centres, revealing that the Basic Communication Systems have not always been designed and constructed competently. As for property legislation, significant diversification of ownership relations can be seen. Disregarding the functional and operational rules is often a consequence thereof. However, despite many drawbacks, it can be said that the transformation of urbanised areas gradually leads to a more humane look and to acceptable environment of towns and cities in Slovakia.

### **Barbara Grambow, A New Dresden Master Plan**

In 1991, the Mayor of Dresden asked the Urban Planning Department of the City of Dresden Planning Office whether they were able to prepare the city's new Master Plan within two years. This question had followed an excited debate in the City Council, looking for an answer to the question whether such a plan for the whole city is at all needed or not. At the same time, some renowned designers offered that they would elaborate the Master Plan. These designers, though, had their good links to some members of the Planning Office, and so numerous discussions about professional ethics arose. Our own possibilities were reconsidered, and we decided to take up the task. First, a preliminary schedule was prepared, specifying the timing of the job and the external conditions needed. The basic idea was to establish a "directing board", immediately managed by the Mayor, in order to take appropriate decisions on their own. The job was divided into two stages. One year was devoted to negotiating and wording the essentials of the city's development, and the following year to drawing up the actual Master Plan.