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**Poland's uncontrolled exurbanisation:
trading the future of Polish cities
for short-term gains?**





Poland's urban sprawl – Background

- 1989-1990: Abrupt change of nation's life
- Rapid growth of suburbanisation pressure
- Factors:
 - Economy
 - Infrastructure
 - Legal system
 - Social situation
 - Cultural background





Passenger cars in Poland

1986: 3.7 million

1995: 7.5 million

2010: 14.6 million

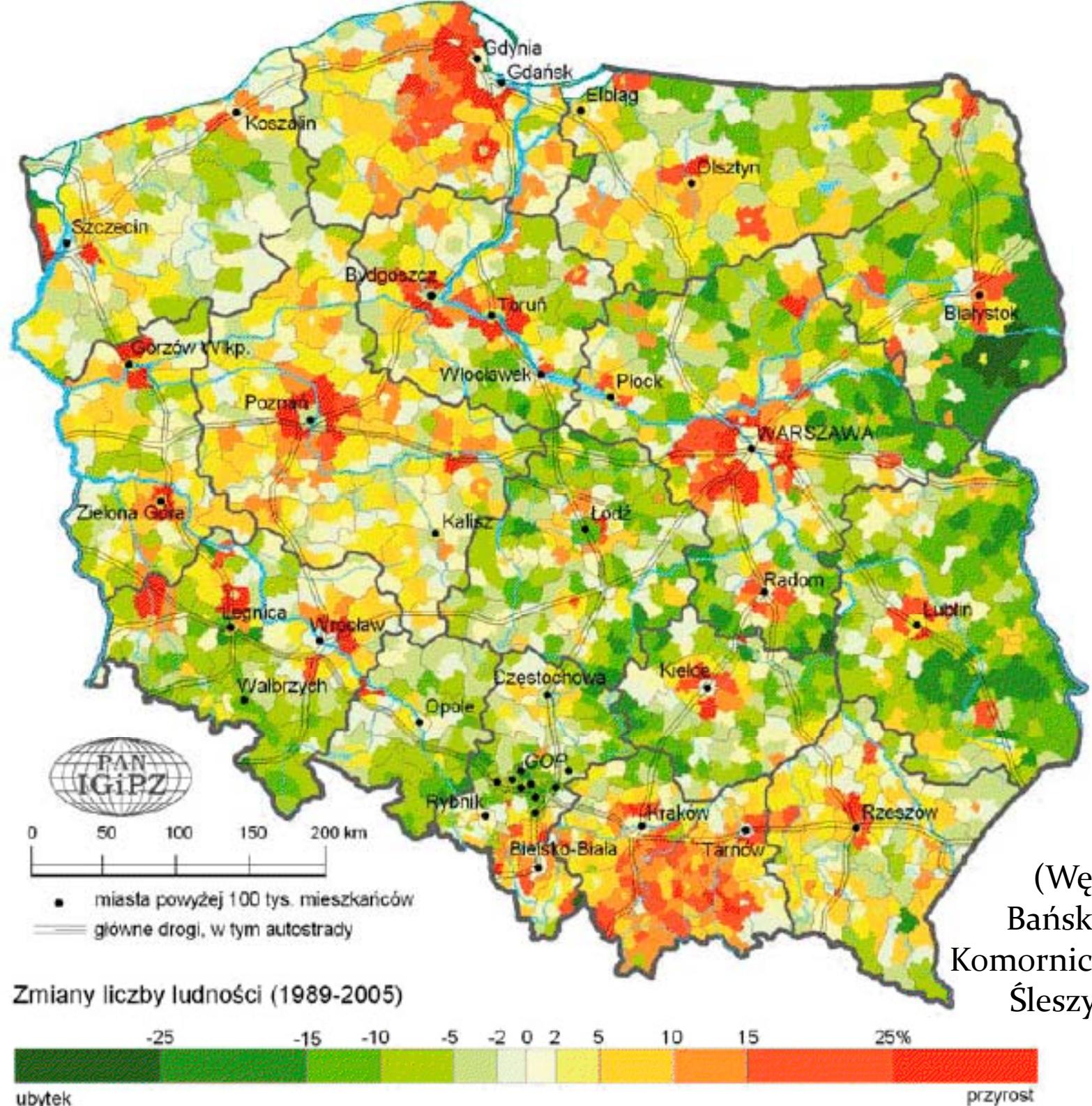
(Polski Związek Przemysłu Motorowego)

**Vehicles/1000 inhab
(2008)**

USA: 809

Netherlands: 515

Poland: 405



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The background of the slide is a grayscale aerial photograph showing a large, sprawling urban area. The city is characterized by a grid-like street pattern, numerous small houses, and patches of green space. The overall impression is one of low-density urban sprawl.

Poland's urban sprawl – Mechanism

- 1990: Introduction of municipal self-government with exclusive planning competences
- Reasonable idea of subsidiarity, but no control bodies on higher levels and no qualified staff
- Municipal planning competences exclusive, but by no way complete; very limited planning tools – no municipal urban planning laws, domination of private interests over public ones

Poland's urban sprawl – Mechanism

- Inconvenient financial conditions of plan implementations – full compensations for private owners, partial and conditional income for municipality
- No standards defining minimal technical and social infrastructure for new developments

Poland's urban sprawl – Mechanism

- Effects:

- Municipal tax income as the dominating interest
- Massive conversion of arable land into development land – value growth of 5-10 times

(Ziobrowski, Jeżak 2001)

- Suburban municipalities as 'parasites' on the central city

Poland's urban sprawl – Mechanism

- Effects:
 - Rather anarchic than liberal system
 - Planning understood as a simple survey engineering service, not a multi-dimensional decision with long-term consequences
 - State disinterested in active shaping of its space
 - planning as a passive tool for regulation of various interests of specific actors

A grayscale aerial photograph showing a vast area of urban sprawl. The landscape is characterized by a dense grid of roads and a multitude of small, rectangular building plots, creating a repetitive and sprawling urban pattern.

Poland's urban sprawl – Mechanism

- Most 'successful' municipalities – those who managed to draw the biggest number of investors
- Piaseczno municipality – the highest 'rural' population of Polish municipalities – 30,000 (71,000 total)



Florida City (Miami, USA)



Florida City (Miami, USA)



St. Albans (London, UK)



West End, Woking (London, UK)



Arnum (Hanover, Germany)



**Horst (Hanover,
Germany)**

Péteri (Budapest, Hungary)



An aerial photograph showing a large residential area in Maglód, Hungary. The town is built on a grid pattern with numerous houses featuring red roofs. The surrounding land consists of various agricultural fields, some green and some brown, indicating different stages of crop growth or fallow land. A few larger buildings, possibly industrial or institutional, are visible at the top and right edges of the town.

Maglód (Budapest, Hungary)

Sibřina (Prague, Czech Rep.)



Zdiměřice (Prague, Czech Rep.)



Strzeniówka (Warsaw, Poland)





Józefosław (Warsaw, Poland)





Nowa Iwiczna (Warsaw, Poland)

Piotrków Trybunalski (Poland)

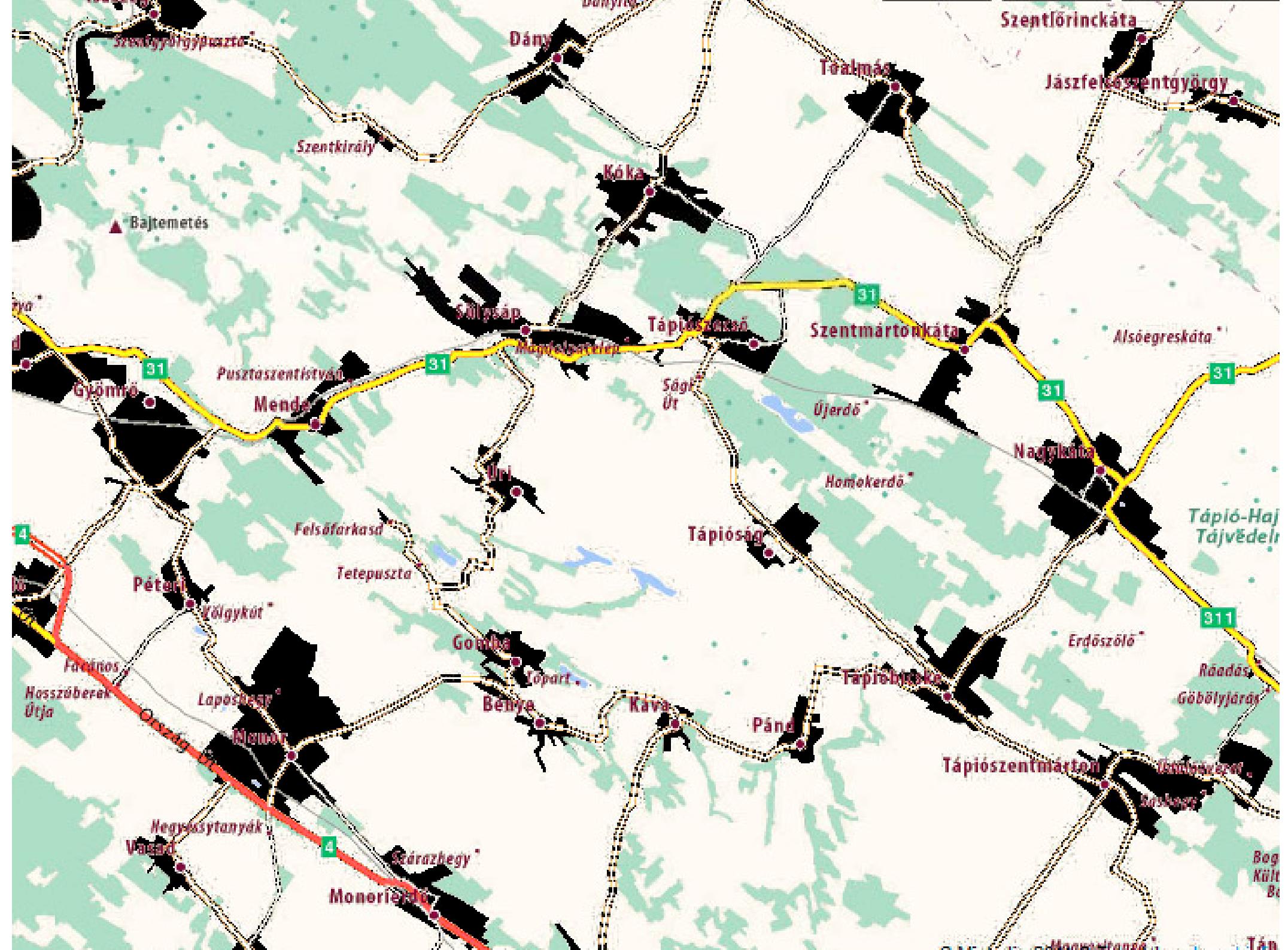


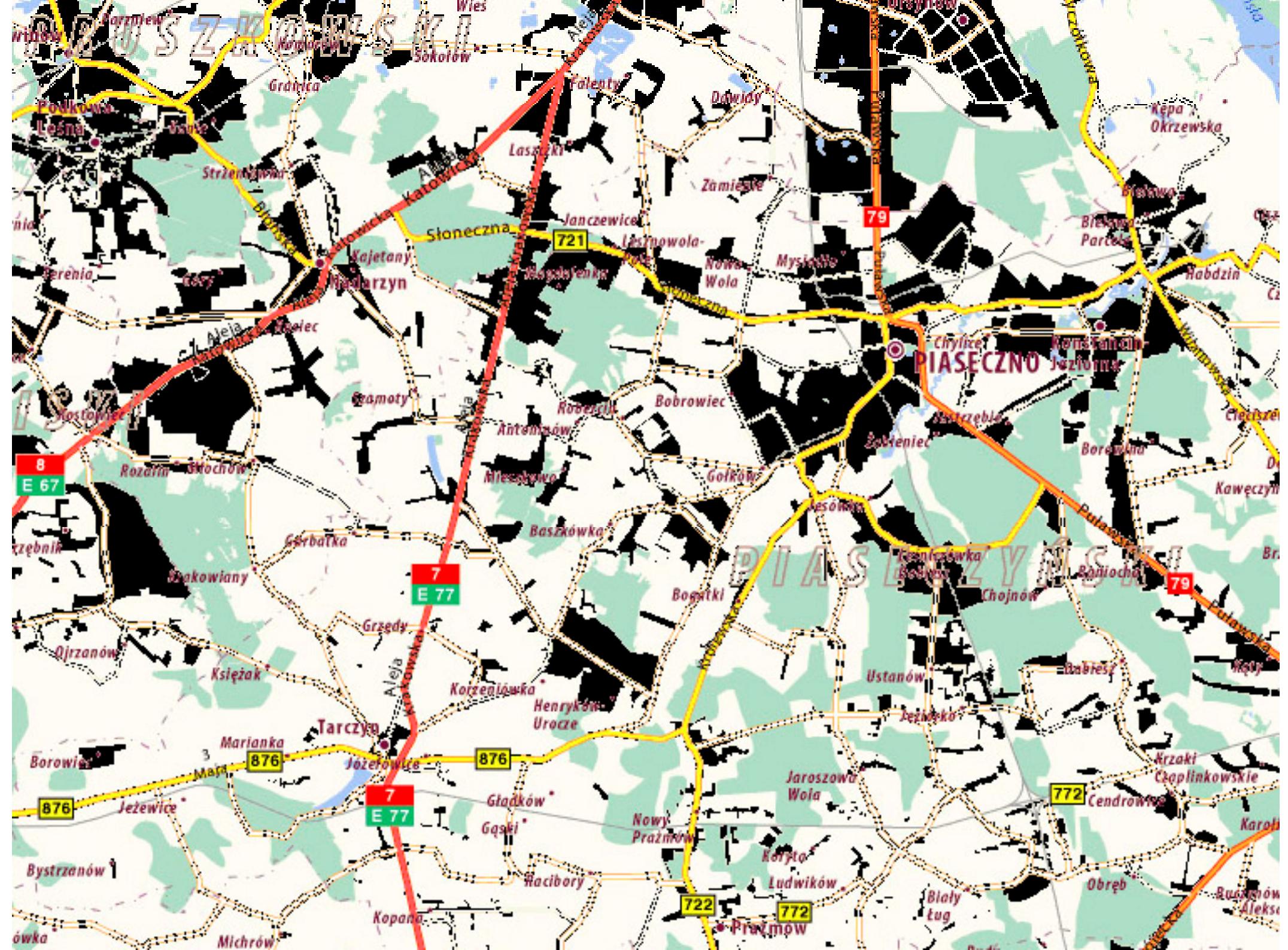
Lakmës, (Tirana,
Albania)



Lakmës, (Tirana, Albania)







The background of the slide is a grayscale aerial photograph showing a large, sprawling urban area. The city plan is characterized by a grid-like street pattern, with numerous residential buildings, parks, and industrial zones. The overall impression is one of rapid urbanization and a lack of dense urban development.

Poland's urban sprawl

- Gains (relative)
 - Indices – mostly seeming
 - Low infrastructural costs
 - Low entry investment costs
 - Easiness of investment/development
 - Good environment for construction business and space-consuming businesses
 - Satisfaction of residents (short-term?)

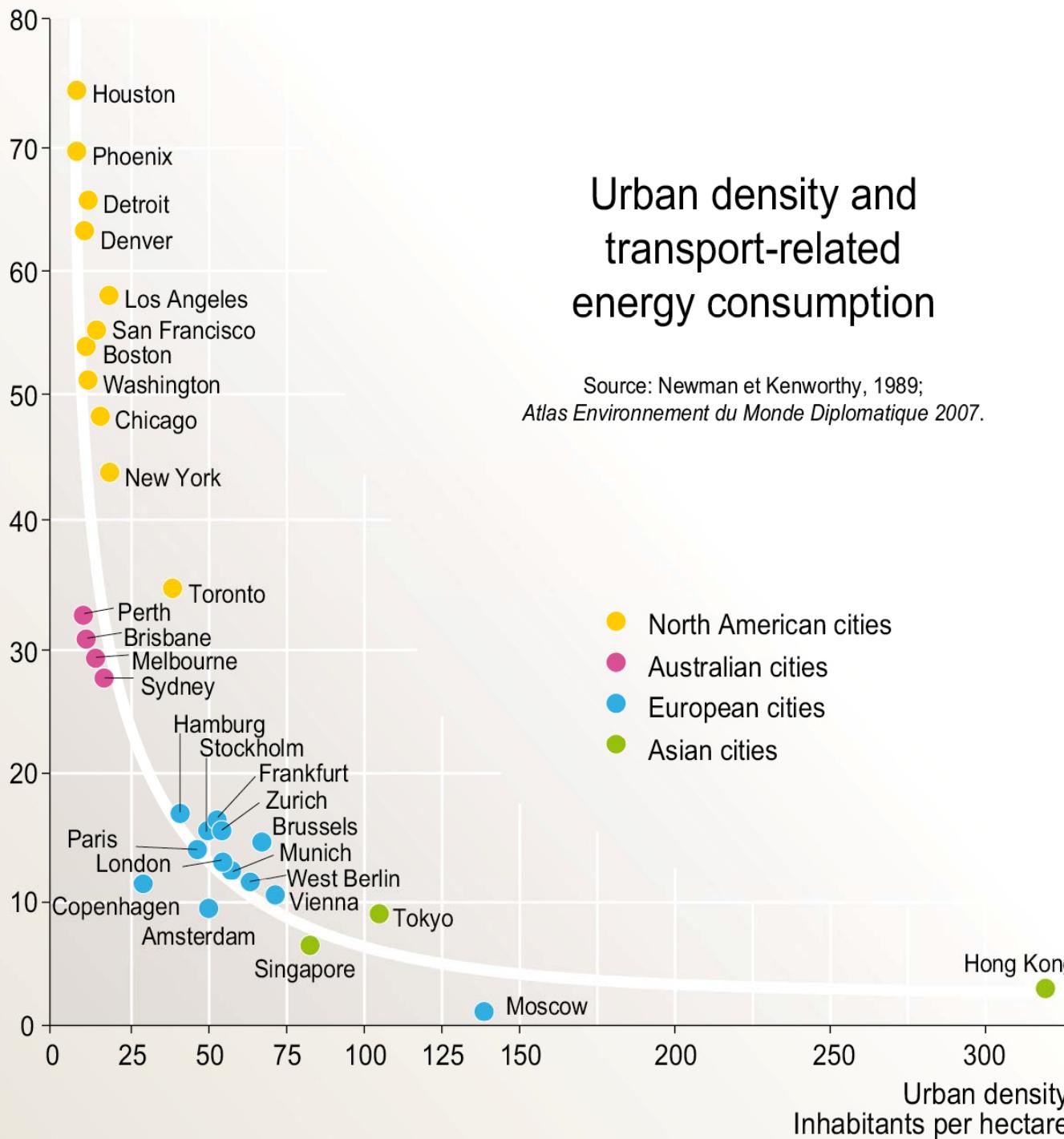
The background of the slide is a grayscale aerial photograph showing a large, sprawling urban area. The city has a distinct grid-like street pattern, with numerous roads and streets creating a complex network of urban blocks. The buildings are relatively low-rise and spread out, illustrating the concept of urban sprawl. The surrounding areas appear to be a mix of residential and possibly industrial or agricultural land.

Poland's urban sprawl

- Costs (relative)
 - Long-term development obstacles
 - High energy consumption
 - Increased infrastructural costs or structural underdevelopment (or both)
 - Weakening of urban centres
 - Low quality of life – unattractiveness of landscape (placelessness), aesthetic chaos, destruction of green areas and ecological balance

Transport-related energy consumption

Gigajoules per capita per year



Urban density and transport-related energy consumption

Source: Newman et Kenworthy, 1989;
Atlas Environnement du Monde Diplomatique 2007.

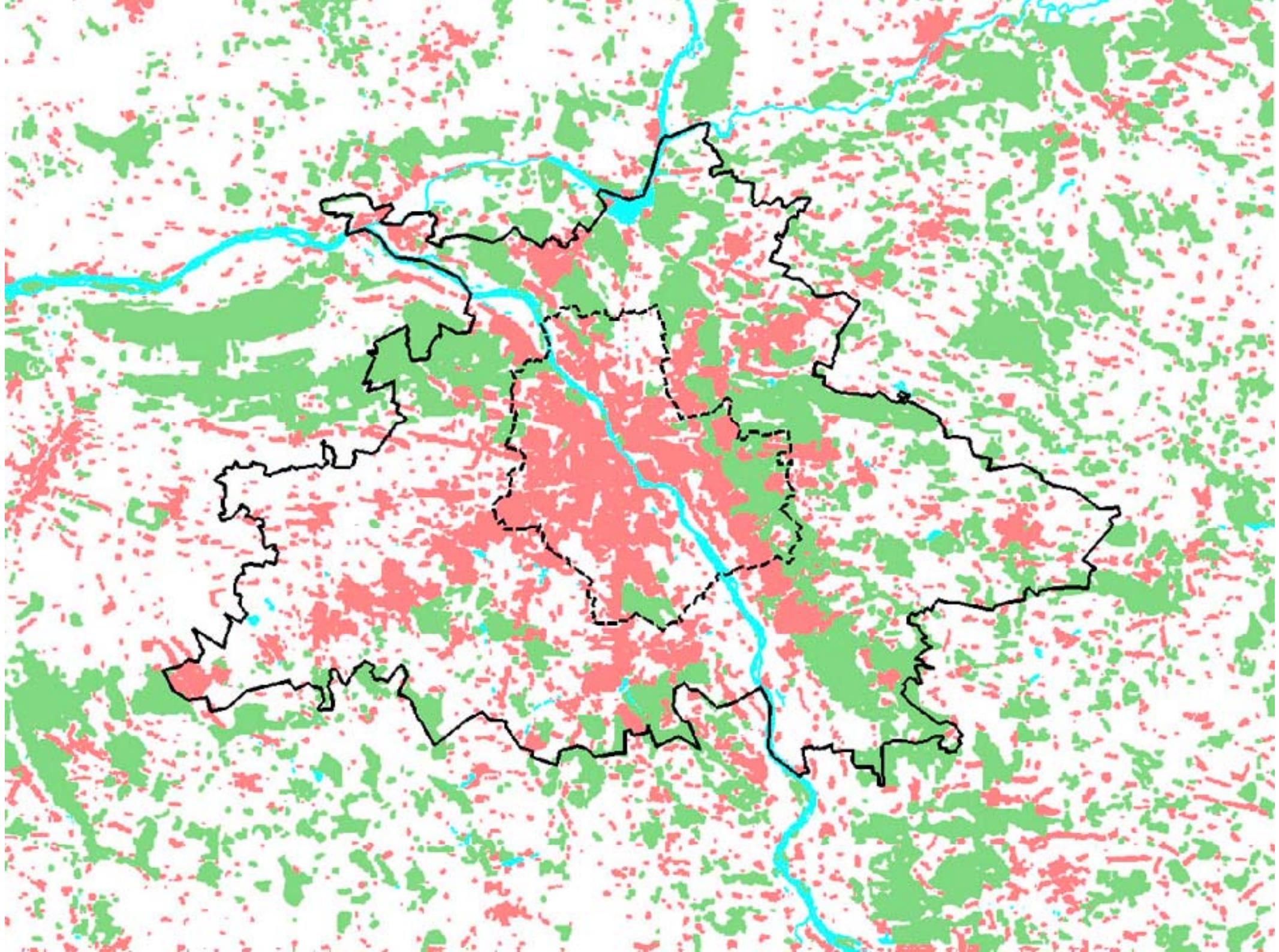
Warsaw Agglomeration
(PZP woj. maz. 2006):

Warsaw: 32.9 inh/ha

Urban municipalities:
22.8 inh/ha

Urban municipalities
without Warsaw:
12.3 inh/ha

Agglomeration total:
9.5 inh/ha



The background of the slide is a grayscale aerial photograph showing a large, sprawling urban area. The city has a distinct grid-like street pattern, with numerous roads and streets creating a dense network of urban blocks. The buildings are mostly low-rise structures, likely residential houses, which are widely spaced apart, illustrating the concept of urban sprawl. The surrounding areas appear to be a mix of green spaces and more developed land.

Poland's urban sprawl

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Ulica
Frejowa
Koszka

Thank you for your attention!