



Ecole d'ingénieurs
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**Urban Sprawl and periurban development policies:
advantages and disadvantages of suburbs, the various
aspects of periurban development policies in case of
Wrocław, Poland.**

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CHAPTER 1

1.1 INTRODUCTION

In the beginning, is necessary to introduce the term of **Urban Sprawl**. Widely understood, a very frequent term, in fact, means the process of growing the city, but in a negative sense. The rapid growth is accurate a sprawl of the city, which causes some problems. Urban sprawl is associated with a number of ecological, economic and social effects (European Environment Agency and Federal Office for the Environment, 2016). Nowadays the aim of urbanists is to prevent or control the negative effects of that.

According to Cambridge Dictionary (Cambridge University Press., 2008). Urban Sprawl means *the spread of a city into the area surrounding it*. The very simple definition of what is true, but the subject of urban sprawl is complex and combined different issues. Pendall (S. Habibi et N. Asadi , 2011) defined sprawl as “**unplanned, uncontrolled, and uncoordinated single-use development that does not provide for an attractive and functional mix of uses and/or is not functionally related to surrounding land uses and which variously appears as low density, ribbon on strip, scattered, leapfrog or isolated development**”.

Ewing (S. Habibi et N. Asadi , 2011) has introduced four sprawl factors that can be measured and analyzed:

- residential density;
- neighborhood mix of homes, jobs, and services;
- strength of activity centers and downtowns;
- accessibility of the street network.

In other research, he believes that the most important indicators are **poor accessibility** and **lack of functional open spaces**. Measuring urban sprawl is a useful way to develop the policies. Sprawl should be surveyed by its causes and results as a pattern or as a method (Masucci A. Paolo et al., 2013).

The traditional model based on a compact city is progressively changing into other typologies of more scattered cities, in which people are concentrated in peri-urban areas. (Serrano et al., 2018). Everything has begun in United States of America in 20th century, but this American urban sprawl process has been adopted by many European cities, thus generating a new list of concepts and definitions adopted regionally.

1.2 HISTORY OF URBAN GROWTH

When people had leave the nomadic lifestyle, they started to settle nearby the neccessary facilities, as a water source. Then the first cities formed and an era targeted at farming has been started. The word of *city* means more then only a place to live- it is complex and encompasses all the different destinies.

Two hundred years ago, the only city that had more than one milion people was Beijing in China. Today, there are more than 500 cities with over a milion people. This was due to the Industrial Revolution, which contributed to the development of faster means of transportation and communication methods. This ability for people, resources, and information to move around rapidly allows cities to exist. ((n.d.) *What is urban growth?*, [khanacademy.org](https://www.khanacademy.org))

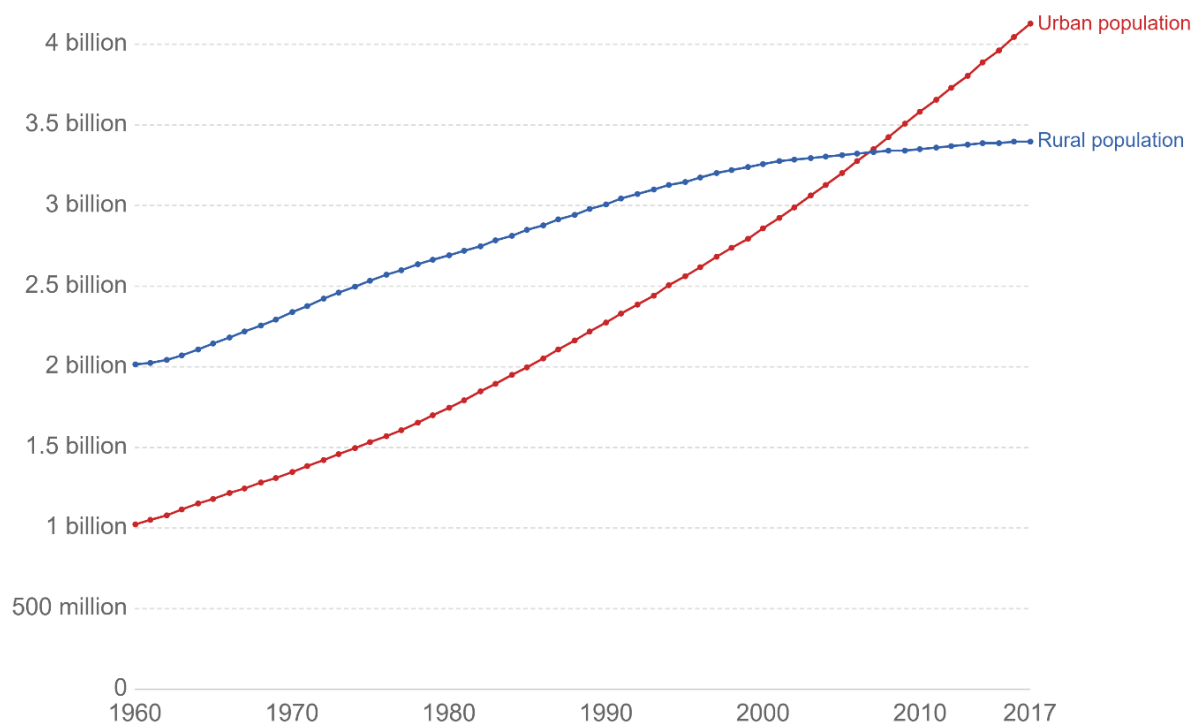
The cities were formed, people moved into them, what causes the grown of phenomenon of loccated on the urban areas. In simple words it means **urbanization**. One of te most charcateristic phenomen in 20th and 21st century. Everything shows that the proces will not stop. According to United Nations Department of Economic and Social Affairs it is an increase in the number of people living in towns and cities. Urbanisation occurs mainly because people move from rural areas to urban areas and it results in growth in the size of the urban population and the extent of urban areas. These changes in population lead to other changes in land use, economic activity and culture. Historically, urbanisation has been associated with significant economic and social transformations. For example, urban living is linked with higher levels of literacy and education, better health, lower fertility and a longer life expectancy, greater access to social services and enhanced opportunities for cultural and political participation (UNDESA, 2014).

It has been more visible in the less developed parts of the world. As cities and their infrastructure become more mature in developing countries, more people move into the cities from rural areas. According to statistics, in 1800, only 3% of world's population lived in cities (*(n.d.) What is urban growth?, khanacademy.org*). The graph shows the tipping point was reached in 2007, when the population lived in urban areas was bigger than in rural areas. Nowadays 54% of world's population live in urban area. This amount is going to increase, an urban area has won with rural area and settlement there is incredibly fast and desirable. The phenomenon will not stop and the growth of cities will continue. Urban sprawl has developed over the past decades, contributing significantly to how cities have expanded, and is projected to continue (European Environment Agency and Federal Office for the Environment, 2016).

(1.1)

Urban and rural population, World

The total number of people living in urban or rural areas. Urban populations are defined based on the definition of urban areas by national statistical offices.



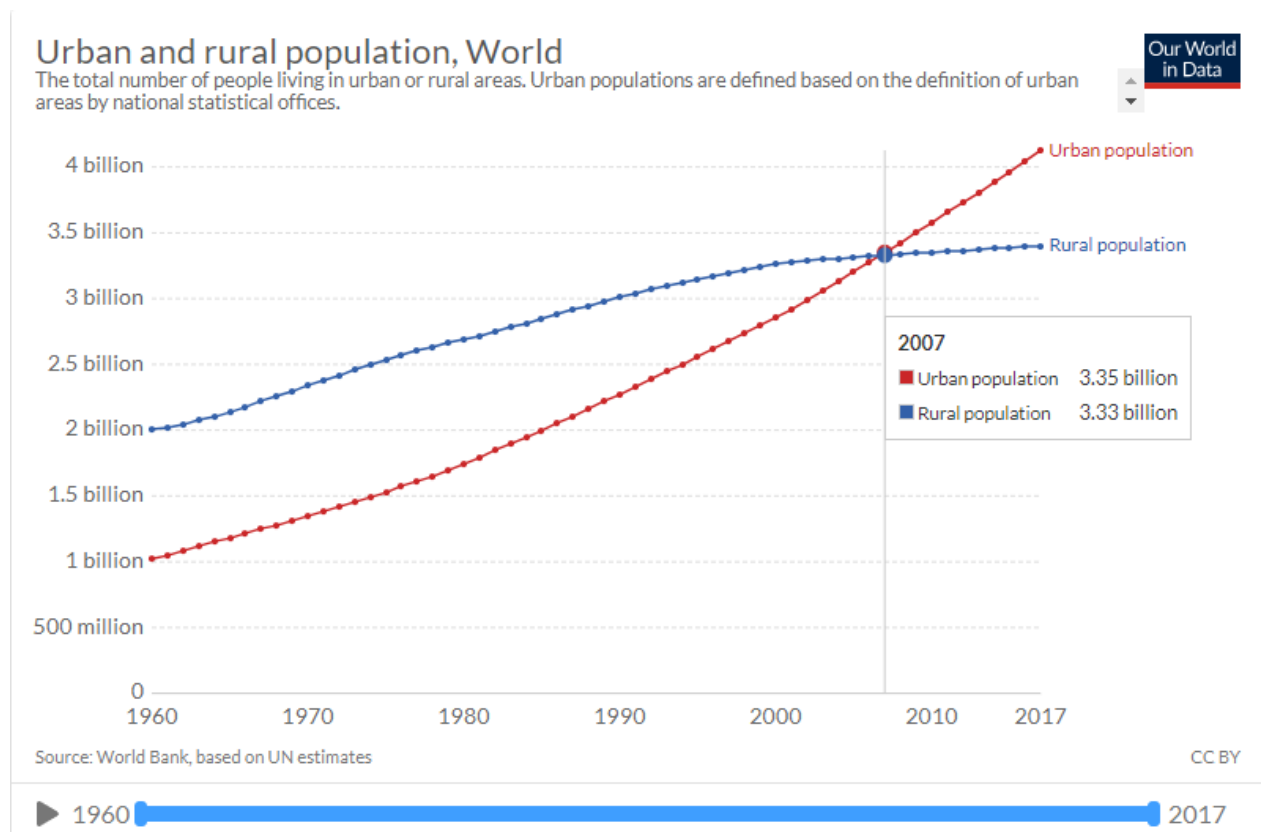
Source: World Bank, based on UN estimates

CC BY

Hannah Ritchie and Max Roser (2018) Urbanization, ourworldindata.org

09/04/2019

(1.2)



Hannah Ritchie and Max Roser (2018) Urbanization, ourworldindata.org

09/04.2019

Since 2008, half of the planet's population has been living in cities and agglomerations, and this proportion is increasing at a rapid pace (UN, 2006; UNFPA, 2007). The global human population is likely to continue to increase rapidly, which will lead to a continued population shift from rural to urban areas (European Environment Agency and Federal Office for the Environment, 2016). How did it happen? First of all, people have become less attached to land as a means of production. ((n.d.) *What is urban growth?*, khanacademy.org). In this case people were occupied in different professions, and the cities have been giving them an opportunity to find a job in a wide variety of positions. Second of all, the level of education and services for cities' residents should cause people would be able to more educated or at least should have better access to education and all the facilities as for example library. Therefore, human capitals has become more important- things such as knowledge and creativity [...]. ((n.d.) *What is urban growth?*, khanacademy.org).

1.3 USA AND URBAN GROWTH

Urban development over the last century has increasingly taken the form of sprawl, characterized by low densities, spatially segregated land uses, and a street network with low connectivity. Although sprawl has been documented in Europe, Latin America, India, and China, it is most often associated with postwar urban development in the United States (Barrington-Leigh, Millard-Ball, 2015).

In the beginning, the USA was mainly rural country, which is blatantly contrary to today. Nowadays around 80% of Americans live in the cities.

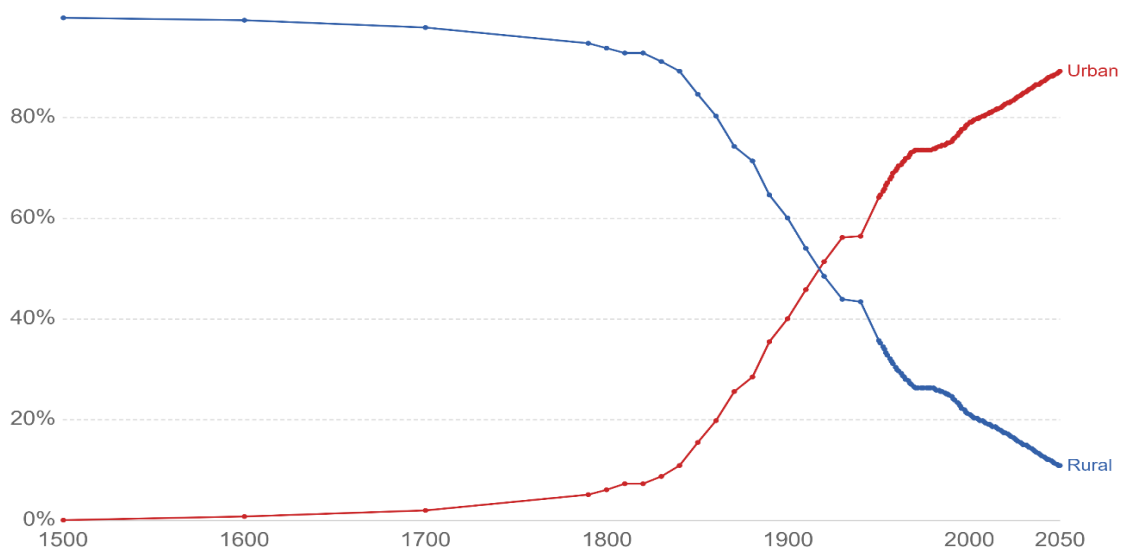
After 1910 the scale has tilted to the urban side, which is incredible because barely 100 years before rural coefficient was 7%. Uncanny growth was caused by migration and as was noticed above- pull factors that attract people to urban areas and push factors that drive people away from rural areas. They migrate to any urban areas in the hope of gaining a better standard of living.

(2.1)

Do more people live in urban or rural areas?, United States

Share of the population which live in urban versus rural areas. Here, 'majority urban' indicates more than 50 percent of the population live in urban centres; 'majority rural' indicates less than 50 percent. Urban populations are defined based on the definition of urban areas by national statistical offices. This is based on estimates to 2016, combined with UN projections to 2050.

Our World
in Data



Source: OWID based on UN World Urbanization Prospects (2018) & Historical Sources (see Sources tab)

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Hannah Ritchie and Max Roser (2018) Urbanization, ourworldindata.org

09/04/2019

In this situation many areas have changed their destiny of land and also the different types of city growth have formed. In case of different urban growth speeds, then started to form the various city models, according to the size and main growth area. Taking into account the cities expand, the question of the areas between cities arises. What does it mean?

Urban development patterns in the 20th century have been increasingly typified by urban sprawl. (Barrington-Leigh, Millard-Ball, 2015). Then Edge cities have appeared and come over the phenomenon which called gentrification- urban development pattern in the USA. The middle-class moved into a more under-maintained area of a city due to the increase in the number of residents and surge in rent or housing prices inexpensive city centers. In doing so, the poor who primarily lived in the under-maintained areas are displaced as the middle-class drive up rent prices and buy up property ((n.d.) What is urban growth?, khanacademy.org).

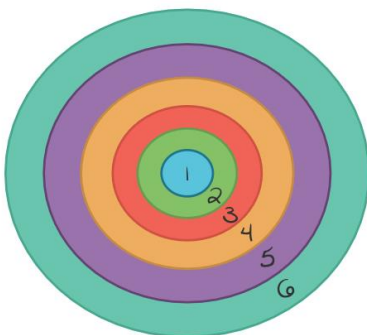
Everything drives to another interesting city growth phenomenon in the US, what is suburbanization. In the US, when inner cities become too crowded, residents started migrating to the suburbs, which are communities that are adjacent to but outside of the city. This is also called urban sprawl or suburban sprawl, which describes how people move from central urban areas to low-density areas outside of the city. Suburban communities are mostly car-dependent. Some large cities are so 'sprawled' out that they are almost connected to other cities that used to seem further away ((n.d.) What is urban growth?, khanacademy.org).

Some of the specialists are working on the case of study about the way how residents in the cities adapt to their environments. They are focusing on the spatial and social context, so they are trying to explore how the city is organized and how it is relating to city residents, including space. They think that cities as a result of natural growth. According to them, This natural growth refers to urban expansion, immigration, and succession (new people moving in and replacing those that move out), and this is very much related to geography and the natural environment of a city. Cities may become disorganized when newcomers or immigrants move in, but it will gradually become organized again after a period of time. During these transitional changing periods, the city may suffer from more crime and other social problems in areas with the most movement of incoming and outgoing people ((n.d.) What is urban growth?, khanacademy.org).

1.4 MODELS OF URBAN GROWTH

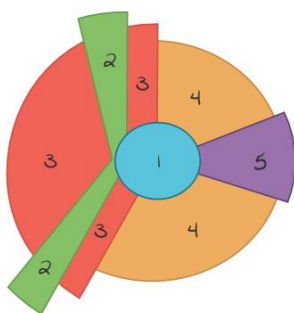
If focusing on the models of city growth, it is quite clear that development and growth started from the center, then gradually further from that. Analyzing the theory of city growth models according to [khanacademy.org](https://www.khanacademy.org/a/what-is-urban-growth)- In general, a city grows from the center, then outwards. In the *concentric zone model*, Zone 1 is the central business district (CBD). Zone 2 is a transitional area containing rooming houses and deteriorating housing which breed poverty, disease, and vice. Zone 3 is the area thrifty workers have moved in order to escape the transitional Zone 2 yet maintain convenient access to their work. Zone 4 contains more expensive apartments, hotels, single-family home, etc. Commuters live in Zone 10 which consists of suburbs or satellite cities that have popped up around transportation routes. ((n.d.) *What is urban growth?*, [khanacademy.org](https://www.khanacademy.org/a/what-is-urban-growth)).

1. CONCENTRIC ZONE MODEL



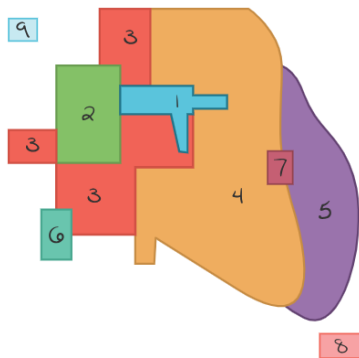
((n.d.) *What is urban growth?*, [khanacademy.org](https://www.khanacademy.org/a/what-is-urban-growth)). 10/04/2019

2. SECTOR MODEL



((n.d.) *What is urban growth?*, [khanacademy.org](https://www.khanacademy.org/a/what-is-urban-growth)). 10/04/2019

3. MULTIPLE NUCLEI MODEL



((n.d.) What is urban growth?, khanacademy.org). 10/04/2019

All these models have started from the same point- central district, which is called by number 1 in the pictures. The way of growth was different, but the destiny of zones is similar- shown below in the legend.

1. Central business district

2. Wholesale and light manufacturing

3. Low-class residential

4. Medium-class residential

5. High-class residential

6. Heavy manufacturing

7. Outlying business district

8. Residential suburb

9. Industrial suburb

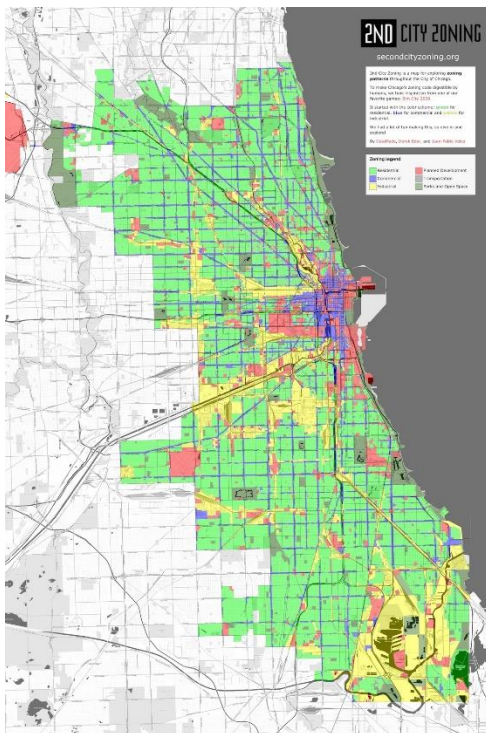
10. Commuter zone

((n.d.) What is urban growth?, khanacademy.org).

SECTOR MODEL is a version of the CONCENTRIC ZONE MODEL because the idea of zoning is similar- these sectors contain some specific group of inhabitants, as an eg. Working-class, rich class, businesses, etc. All of them are competing for the same land and accessibility to the main area. Thi model takes into account transportation developments. Cities also expand outwards, but along railways, highways and water. Lower-income housing can be found along railroads or bordering manufacturing and industrial sectors ((n.d.) What is urban growth?,

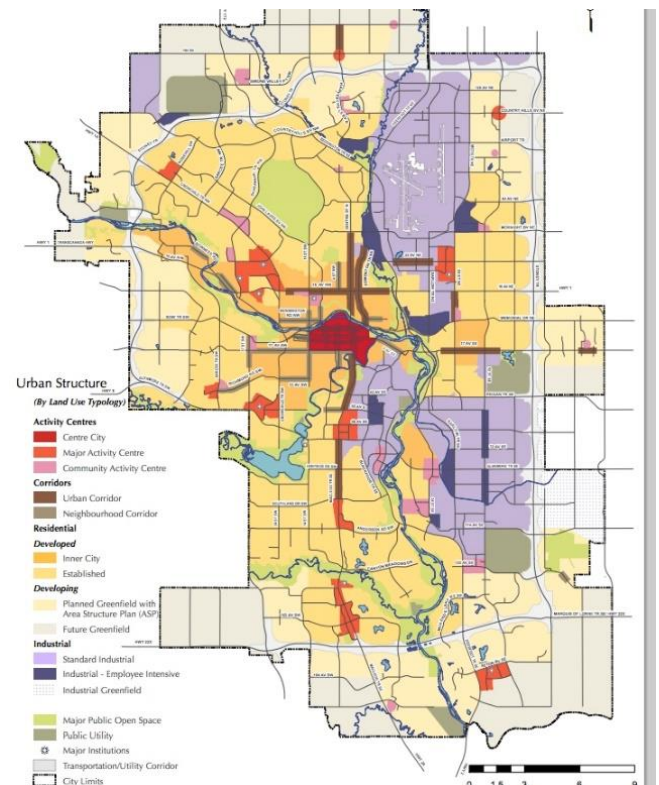
khanacademy.org). Staying with the US example- Have you ever been to Chicago? This is similar to the early city setup of Chicago, and most other traditional US cities with clear central business districts. But as transportation became more developed, 'zones' have also become less obvious. This is an example of a city without clear 'zones' since it is so spread out- CONCENTRIC ZONE MODEL.

Chicago, US. CONCENTRIC ZONE



secondcityzoning.org

Calgary, Canada. SECTOR CITY (sector zone)



everydaytourist.ca

Third of the models, the different one, is a MULTIPLE NUCLEI MODEL. It says that the city can be developed multiple, even if started from the same point- CBD. This works with a lot of big cities. For example, Mumbai and Shanghai are both examples of multiple nuclei cities. Each nucleus in these cities contains a specialized activity—such as clusters of fast-food restaurants or retail districts. Areas with similar activities cluster together to draw consumers, or because land-use is similar in adjacent areas ((n.d.) What is urban growth?, khanacademy.org).

Is important to notice the Christaller theory of settlement systems. Of the spatial science theories, Walter Christaller's ([1933] 1966) Central Place Theory (CPT) is iconic (Meeteren et al., 2017). It says about regularities governing the distribution, number, and size of towns in the settlement system. The German scientist said that each place is dependent on the larger center that surrounds him - hence the hierarchy, but they are affect each other. This theory is based on the location of the city, which results from their central functions, i.e. such activities that serve the population living in the area of their influence (the area of service, or the back office). The term "central center" is usually understood as the main city. In this theory we can see the relationship with the phenomenon of Urban Sprawl. A big city makes a big effort to the peri-urban area, taking consider that the inhabitants of this area are working, and to be honest- also living in the city, that is why the suburban area is called „the bedroom of the city”. Christaller did not described the *central place* as a city, he said: The place may be larger or smaller than the settlement or community (Christaller 1933/66, 17) 11.

General information about Chrisaller's theory:

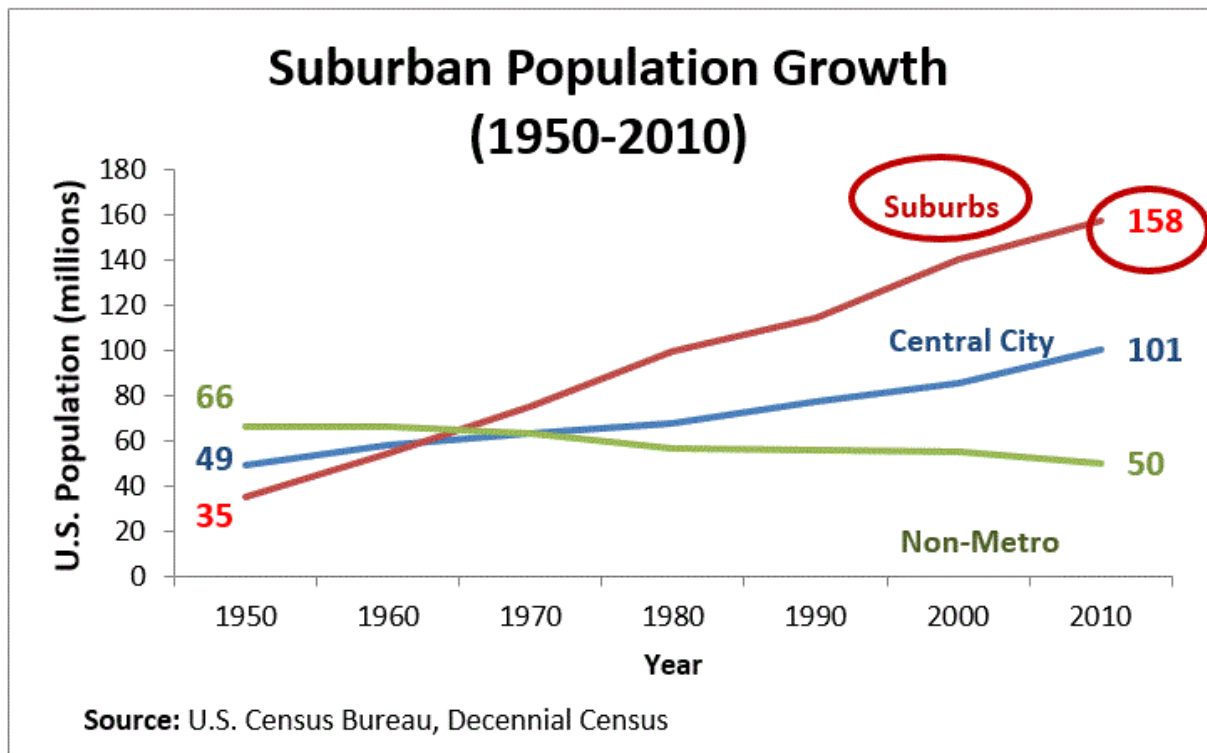
- The property is spread evenly, and its purchasing power is the same everywhere;
- Good centrally are purchased at the nearest central center;
- The whole area is serviced by central centers;
- The transport costs are the same in all directions, and consumers travel to the central centers by the shortest route;
- No center has any extraordinary profits.

Fulfilling these assumptions means that the areas of service of central centers take the form of hexagons, with their surface being different for different levels of the hierarchy

Keeping it in mind and considering the Multiple Nucleic Model is possible to refer to the fragmented city, which corresponds to the phenomenon of urban sprawl. The beginning of the Urban Sprawl has started in the USA after the industrial revolution when the train became public. Rural dwellers were isolated until the time when the railroad allowed people from rural areas to travel between towns easier. Mental sprawl has already begun (Barrett, 2019). Car culture had changed people's mind and traffic jams clogged city streets that were not ready for this number of cars. Cities abandoned some well-established public transport systems, such as the Red Car trolley system in Los Angeles, in favor of the automobile. California

embraced the car and the freeway. It had ample space to expand, and many developers eager to profit from expansion (Barrett, 2019). It helped middle-class families to improve the quality of their life and make a bridge to the rich world, by fresh air, space, and access to nature. It used to be reserved for the richest. Buying a house surround the city wasn't that expensive and with the cars, citizens could have access to the city center where they worked.

(3.1)



Schwartz Hart, 2018. [energyfuse.org.](http://energyfuse.org/) /26.02.2019/

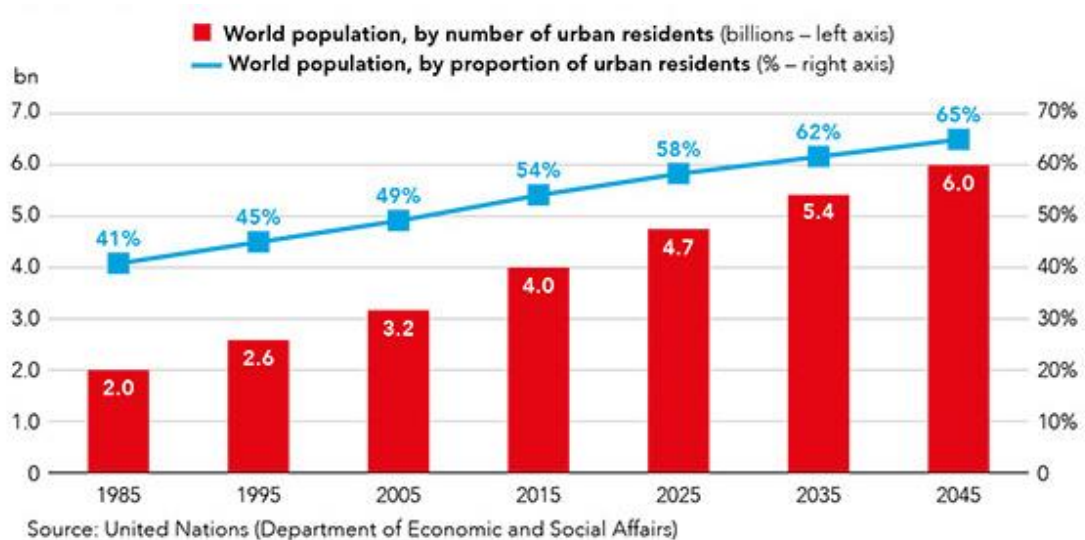
The American phenomenon was the main factor to Urban Sprawl, but a bit earlier in 1918, the promotion of the terrain out of the city had placed. Ebenezer Howard created his housing complex in the rural area surrounding London- Garden Cities. It was a beginning of started making the industrial destiny on the satellite-cities in a big agglomeration. It was caused by overpopulation in a big city, as a result, the new places to live showed-off, but were still well-connected with the mother-city.

The growth machine theory points out that urban growth is driven by a coalition of interest groups who all benefit from a city's continuous growth and expansion. For them, the growth of cities is social, political, and largely planned and intended. For example, real estate interests

may be involved—when urban growth happens, some groups benefit because properties increase in value (khanacademy.org, 2019).

Now should appear a question who in fact is living in this area. Who is using those terrains and why exactly there, instead of the city center? The graph below shows that the interest in urban areas is still increasing and this phenomenon is going to be actual in the future as well.

(3.2)



projected growth in global city populations

ACCA (the Association of Chartered Certified Accountants) Global. The Association of Chartered Certified Accountants
December 2016.

24/02/2019

These graphs (3.1; 3.2) are showing the changes of desirable places to settlement- what shows that today typical, rural area, far away from the vibrant civilization, depopulates for boroughs. Around half of the society nowadays is living in the city, which means that 50% of people are settled surround or in the rural area. Usually, this area is not prepared for that fast and that big growth of numbers of locators. Many people have preferred moving to peri-urban areas, avoiding the typical crowded downtown areas, and generating a spatial expansion of surrounding neighborhoods (Serrano et al., 2018).

This phenomenon of unplanned growing the cities is generating land disorder and the misunderstandings in the purpose of land use. Nowadays, the concepts of city and border are

fuzzy and current metropolitan areas have become an urban space without borders. This is causing confusion and inaccuracies to determine the physical and social borders between urban and rural spaces. The inherent technical and economic transformations linked to this process are leading to a full physical and functional integration of the territory, including urban lifestyles. Consequently, the social differences between urban and rural citizens are less and less prominent (Serrano et al., 2018). The land which is in the assumption transitional between the city and the village has an unintelligible destiny of land because today the agricultural and urban activities are competing to be the dominant land use. It generates bunch of problem. Planning on Edge never was easy and clear. In terms of evolution of these terrains urban planners does not know if this should be still rural or urban area. Rising energy costs may even destroy the historical logic upon which suburban areas have been built: cheap gasoline and massive transport infrastructure that has helped urbanize the periphery. since the model of living in sub- and is no longer considered sustainable living or housing, in both economic and environmental terms (Hesse, 2010). First act what should be done is a describing the character of this area- if assuming it as an urban area, then is necessary to define the problems what causes the phenomenon of Urban Sprawl.

PROBLEMS

- Negative impact on environment- destroying nature
- Low population destiny
- Traffics
- Incrising the cost of living for society
- Lack of public transport
- Poor infrastructure
- Devastation of spatial order

Post-War urban research and urban planning were a major source of inspiration. Nicolaides (2006) called it a “perceptual migration” of the bad to the suburbs, after which the suburbs were no longer conceived of as the city’s benevolent partners but their destroyers.

“Suburbia – that vast and aimless drift of human beings, spreading in every direction about

our cities, large and small – demonstrates the incapacity of our civilization to foster concrete ways and means for living well” according to Mumford (1921: 44). Such a “critical” yet actually single-minded position was maintained and further developed during the mass-suburbanisation of the 1960s and 1970s, but still in use during the 1980s and 1990s, particularly in critical urban studies and planning. The conventional image of suburbia as a dull, boring place expressing the standardised way of life of the suburban middle-class was also subject of a broad coverage in the media and thus part of the popular culture, Hesse (2010). The area is defined, the problems are well-known, so who are the actors and why this area is considered as mixed that much?

1.5 ACTORS

Suburbanization undoubtedly affects demographic changes, especially due to Second World-War. In America, the developing interstate highway system allowed these new families, who would become the parents of the Baby Boomer generation, to move away from the central cities but still be able to commute in for work. This movement to previously undeveloped areas allowed for easy mass production of affordable housing, and by 1955, suburban homes comprised more than 75 percent of all new housing stock in metropolitan areas (Fligio et al., 2010). Mix use of land is generating the different types of users, from a different period of suburbs development- starting from the beginning as a natural craftsman to the modern, totally different occupant. The modern suburb was born.

If focusing on the destiny of land, is unanimously said that in the past it was an area occupied by the farmers and generally by the people engaged in agricultural crafts. In a result the main actor was a group of **‘farmers’** but in the 20th century, when urban sprawl began in American cities after World War II, the **householders** started being fascinated this area, so in a consequence also the **government** plays an important role. The local government has to take care of all the facilities and innovation which are necessary to adapt people to live. As an infrastructure, transport, education and pleasure places. Adequately to the increase in population- investors’ interest is growing as well.

Below is an introducing the different parts of society located on the edge and focus on their problems and difficulties as an actor in the suburbs' land using.

- Farmers
- Householders
- Developers
- Factories owners
- Governnance

1.5.1 Farmers- This group of users is an original group. Agricultural land is the area which they need to exist- to keep their businesses, livelihoods, and farms. Urban Sprawl is changing their habits- it violates their peace of life. The city expansion makes a conflict land use when the housing area is mixed with the agricultural area. But on the other hand, disregard for the changing destiny of land use, this is a good opportunity for farmers to make money for selling the field. Also this is a very desirable area for the investors.

1.5.2 Developers/ HOUSEHOLDERS - The biggest group of the interested. As we can see over the last years, the suburbs are overflowing from houses. The housing area is a dominated function. The Investors are interested in buying cheap land (as the companies owners are) and they are building houses, blocks, and other types of buildings, without providing the main facilities to live- for example, the roads. Nowadays the housing problem is a huge issue because of no land availability. In a consequence people settled in the suburbs, which allows the housing developer to avoid the basic requirement, having a big request for places to live. Also, the habitats should be active in planning- report problems and be active users. In fact, this is doing for them.

1.5.3 Factory owners and companies- The land's prices on the outskirts of the city are not that expensive what is an interesting fact for the investors. They can buy a bigger field for the same price than closer to the city center, and the bigger field is available if the distance from the city is bigger. Additionally, the tax in the city center is more expensive than on the outskirts. Another factor which is important for investors to choose the place is localization. It

is more interesting for them, due to the connection possibilities. Very often in this area are the motorways or main roads which allowed to reach the factory from the different parts of the country. Here are the reasons which show why this is that desirable area for them. This group counts different types of investors- such as factories owners.

1.5.4 Government- More of the land is belonging to the public space, which the government manages. In a consequence of the housing developers' action, the government has to ensure the main facilities for the habitats what is a big problem. The citizens do not know how the situation in real life is, so they expect to have everything. The government should create a sustainable district, provide the public roads, make any green and commercial (schools, entertainment, etc) areas. Additionally, it has to provide the basic amenities of sewage, electricity or road lighting.

In planning, the concept of lifestyle has only recently been used to describe residents' diversity (Pisman et al., 2011). Different types of groups have different habits and needs, so the facilities should suit them. Here is the problem, because it is difficult to define properly the area in case of having different needs in one place, considering the rules of sustainable development and spatial order as well. Here are distinguished four suburban lifestyles, referring to the economic and socio-cultural capital of the suburban residents, their housing history and their functional, social and emotional relationship with their residential environment (Pisman et al., 2011). The concept of lifestyle has different roots, meanings and uses. Lifestyles are indefinite with regard to the elements they cover, varying from behaviour (e.g. choice, acquisition, use, consumption), to behavioural domains (e.g. dwelling, work, transport) and factors that influence behaviour (e.g. intentions, preferences, values or structural variables) (Heijs et al., 2009). In this way, the lifestyle approach serves as an additional tool for traditional socio-demographic differentiation, because it includes aspects such as subjective patterns of values, intentions and preferences (Pisman et al., 2011).

Suburban area transformed from the best area to live, to the area where life is almost like in the urban area, except the urban benefits. Seems like the problems from the city center moved to the suburban area as well, this is a reason why some of the citizens does not want

to move out to a post-rural area, surround the city. This is defined by the cities disadvantages there and also by the rooted inhabitants with different types of habits and needs, so some of the people feel like they could not acclimatize there. How to make the suburban area great again? To understand the problem and try to figure it out is necessary to show the factors which make the edge attractive and what the motivation for moving in the suburbs is.

CHAPTER 2

2.1 FACTORS OF URBAN SPRAWL

CAUSES (to urban sprawl)

Urban sprawl which exacerbates climate change, energy and material consumption, and public health challenges. We construct the first long-run, high-resolution time series of street-network sprawl in the United States. We find that even in the absence of a coordinated policy effort, new developments have already turned the corner toward less sprawl. Initial impacts on vehicle travel and greenhouse gas emissions will be modest given that the stock of streets changes slowly, but feedbacks are likely to mean that benefits compound in future years (Barrington-Leigha, Millard-Ball, 2015). People who leave the cities and move to new housing developments on the outskirts have diverse motives. Amongst other things, they want to break away from older, busier and noisier urban districts, as well as immigrant neighborhoods (Pisman et al., 2011).

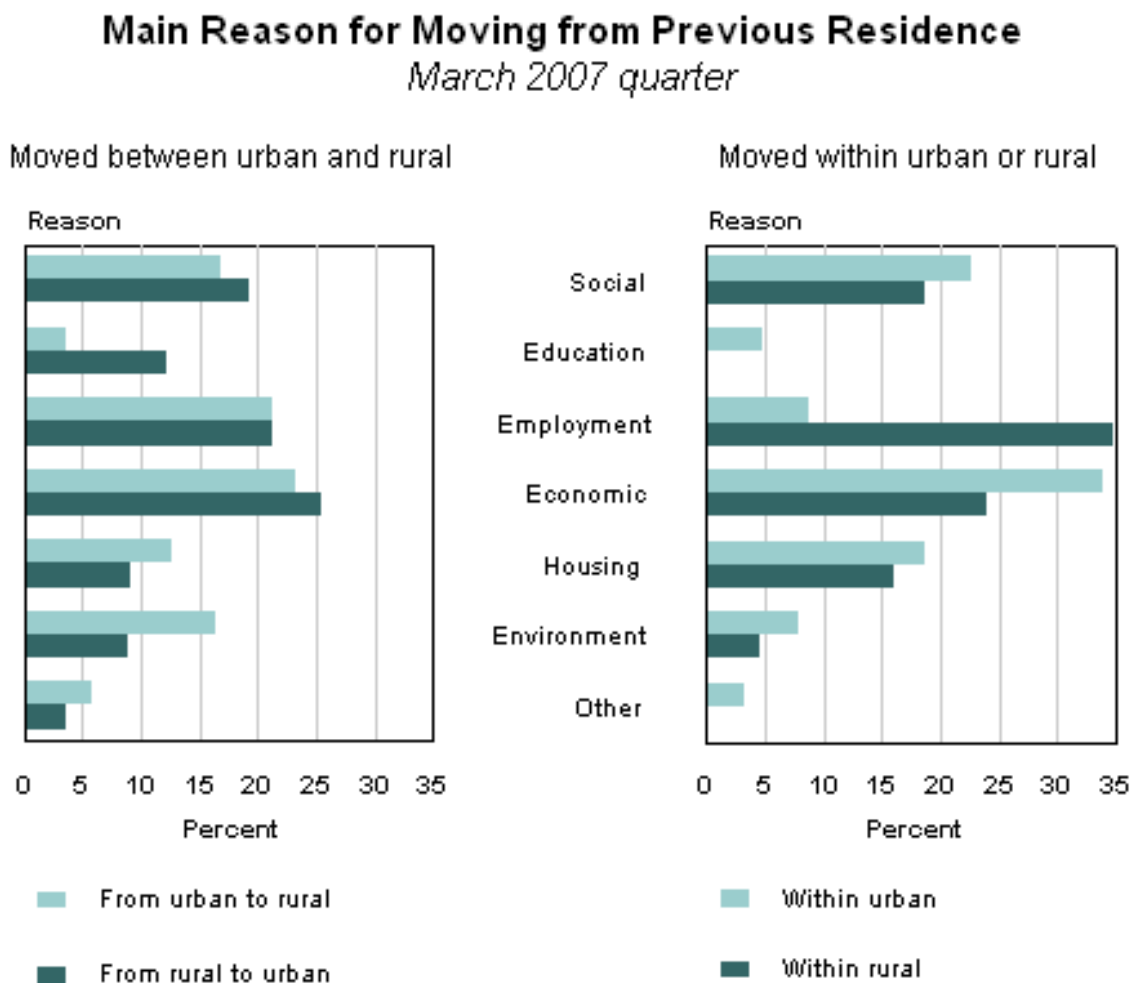
Overall description of the causes of cities sprawl can be shown by the term „The sources of goods“. The request for improving the quality of life is never done, so the idea of moving out of the city center to the outskirts by the inhabitants is understandable. To introduce the causes of urban sprawl here are pointed out the main reasons why the phenomenon is happening:

- householders' preferences

- economic growth and increasing income
- goods for the lower prices
also the price of land, high level of taxation in the city
- availability of natural sources
- technological innovations, public facilities
- social problem
- population growth
- link to nature
- lack of open space in a place where they were living before, also small apartments
- the deteriorating condition of the central city and a significant reduction in the quality of life in large housing estates
- (in polish case) SUBSIDIES. refounding of flats what means improving the economic condition of the society and easier access to credit.

Here are the aspects for moving out from the city to the suburban area and they show that most of them are dependent on money, the value of the goods. Bourdieu in his publication “La Distinction” in 1979, the French sociologist Bourdieu presented a quantitative analysis of different kinds of lifestyle-related topics, concluding that people differ from each other because they have different resources, particularly economic and cultural capital (Bourdieu, 1979). It did not mean that the suburban area is only for people with less budget. This is the advantage of this area, but generally, the urban edge was considered a better place to live. Bourdieu established an explicit link between lifestyles and residential choices in France in the seventies, showing that (most of the) French cultural elite was living in the city centres, while the economic elite preferred the more rural areas (Pisman et al., 2011). The most important factors are population and income growth, low price of land and access to appropriate housing, some advantages such as a not expensive transportation system, promotion of commuting network, new centers for a job in suburbs, using infrastructures, subsidies and public services. These factors will cause the promotion of utilities and encourage residents to urban sprawl (S. Habibi et N. Asadi , 2011).

The graph below shows the reasons for the choice to settlement. It demonstrates few aspects: social, educational, employment, economic, environmental, of a standard to live and others. On some points the urban area is better, to explain it the paragraph of problems in the periurban area shows it, but in general, the rural area is more desirable, in reference to the aspects which are shown above.



Survey of Dynamics and Motivations for Migration in New Zealand: March 2007 quarter, archive.stats.govt.nz

This graph shows the migration in New Zealand but is true all over the world. Taking it to consider is visible that rural area is more attractive for stakeholder in terms of most of the reasons. Only the education is not good enough in a rural area, which confirms the concept of (post) rural area as a city's bedroom. Due to the phenomenon of Urban Sprawl, people choose the schools and place to spend time in an urban area, suburbs are only for sleeping. In the

urban sprawl model, the actors on the households' location attractiveness are described. Is good to formalize the relation between different actor classes and between actors of the same class of moving households, e.g. families with children, elderly people, young childless couples etc, through the actor classes' impact on their environment and its characteristics. Changing quantities of certain household classes cause dynamics and generate scenario-like, qualitative development paths of spatial migration due to their interdependencies to other household classes. This approach generates valuable information to support policy and plan making in urban, suburban and potentially other environments (Reckien, 2011).

Living on the edge has the advantages and it is important to use them as best as possible in the best way. Taking care of the environment and sustainable development is the main rule to make inhabitants life good. **Agenda 21** is a plan of action to be taken globally, nationally and locally by organizations of the United Nation System, Governments and Major Groups in every area in which human impacts on the environment. It took a place in Rio de Janeiro, Brazil in June 1992 on the United Nations Conference on Environment & Development. This is an act which says how to implement sustainable development in local life.

Agenda 21 in its parts considered:

- **SECTION I. SOCIAL AND ECONOMIC DIMENSIONS**
- **SECTION II. CONSERVATION AND MANAGEMENT OF RESOURCES FOR DEVELOPMENT**
- **SECTION III. STRENGTHENING THE ROLE OF MAJOR GROUPS**
- **SECTION IV. MEANS OF IMPLEMENTATION**

(UNITED NATIONS CONFERENCE ON ENVIRONMENT AND DEVELOPMENT, 1992).

The full implementation of Agenda 21 was reaffirmed at the World Summit on Sustainable Development (WSSD) held in Johannesburg, South Africa from 26 August to 4 September 2002.

Another act which is actually replaced Agenda 21 is the act signed in September 2015- The 2030 Agenda for Sustainable Development. In fact, it has the same aims. The 2030 Agenda is nothing more than a reboot of Agenda 21. The name changes, but the game is the same (DeWeese, 2017). The new Agenda is more precise, has more details but it is still Agenda 21.

As one part of Agenda21 or Agenda 2030 said- the environmental aspect is very important in people's life. Honestly, this is the main reason why people are moving to a suburban area. They are looking for the link to nature and post-rural terrains could provide it.

To make a conclusion- Urban Society is tired of busyness of the city, so due to the more peaceful area, cheaper land and link to nature they are moving to a suburban area in the hope of finding their Arkadia. At the same time, they are destroying the Arkadia of other society with a different lifestyle. This is related to the phenomenon of Urban Sprawl and success in controlling it is limited so far. This leaves the impression that sprawl processes are not fully understood yet. We assume that an important, even crucial, aspect has not received adequate attention, which is the relations (in-)between migrating actors conditioning the location characteristics of a place, and that this is - at least partially - due to the limited possibilities of traditional dynamic modeling to represent the respective knowledge adequately. The assumption is that household interactions are very important in the suburban realm and therefore need to be incorporated in simulation tools of population development at the urban fringe. Was found that social interactions in the low-density, suburban realm are stronger than in the dense, urban environment. They thereby disproved the counter-argument. Thus, actors contribute to the attractiveness of a region in multiple, mutual ways. Actor populations are a feature of an area and this must be at least qualitatively included in both firms' and residents' evaluations of spatial attractiveness. By considering this, strive to contribute to a more comprehensive understanding of urban sprawl. This is the precondition for the development of successful regulation systems enabling a denser urban development which lessens the presently alarming trends of land consumption (Reckien, 2011). To understand the phenomenon better, below are shown the advantages and disadvantages for moving in to the suburban area.

2.2 ADVANTAGES AND DISADVANTAGES

Living on the suburban area seems to be the best solution for people who look for the sustainable life- close to the vibrant area but in peaceful and safety environment. Nonetheless, people who moved out from the city, especially in XXI century, to those terrains

which seem to be the perfect, are considered as the losers in terms of Urban Sprawl. Urban sprawl has manifold consequences, and many of them are desired — otherwise there would be no sprawl. Therefore, the positive effects of sprawl are presented first (Nivola, 1999).

2.2.1 ADVANTAGES FOR THE HOUSEHOLDERS

The householders are looking for the goods as **space- low-density area and link to nature** for the lower prices. The value of the land outside of the city center is lower than in the city center, moreover, it has a better quality. Affordable single-family homes, with green surroundings and ample space between the houses, provide a classic example of sprawl, and are preferred by many people because they offer more privacy and a larger degree of freedom than apartment buildings (Bruegmann, 2005). People often prefer to have more space for themselves, a large garden and the possibility for children to play outside than to be close to their place of work (European Environment Agency and Federal Office for the Environment, 2016). The main reason why people are located surround the city, in the suburbs, is a desire for **space and living close to nature**. In the urban sprawl model, the influence of environmental characteristics and other actors on the households' location attractiveness is described (Reckien, 201). The typical model of building in the countryside is the detached house estate with the green area surrounding. People prefer to live there instead of the neighborhood of the workplace, because they have a desire of having more privacy, a larger degree of freedom in a set with nature. Also, the **lower level of pollution** is an attitude of the peri-urban area. An important role plays the emphasis on bringing up children in a **healthy environment**. Another aspect of location outside of the city is being tired of narrowness in the city center, so if moving on, then is better to **the low-density area. Sense of security** as well.

The biggest advantage of the peri-urban area in the face of a big city is a green surrounding, but otherwise- compared to less-density area properties and it makes it different than a normal village, is the neighborhood of the big city and access to the city benefits. Urban households live in the city, they benefit from the accessibility to the CBD and consume urban amenities only. Periurban households live outside the city where they have higher commuting costs but enjoy agricultural amenities (Coinson et al., 2012). Summarizing the peri-urban area

is a part of a vibrant city, but in a green area with an amazing landscape. Nature is a case. Today we can compare the idea of living on the suburbs to the concept of Garden Cities of Ebenezer Howard. Because people are still looking for the refuge, like at the beginning of the XX century, even more nowadays. Apart from the natural aspects of settling on the suburbs is an **economical aspect** too. The land in the village is definitely cheaper than in the city center. A larger plot of land or flat in the village is possible to buy for the same price as in the city. It should be mentioned that often in the city center, there is no more space available. Another potential advantage of urban sprawl relates to the economy and air pollution. Companies may tend to move to city outskirts because of the need for more space and to improve connections with the wider transport system. Although this may increase the distances between residential areas and workplaces, and thus increase commuter traffic and air pollution, some authors argue that sprawl reduces freight transport into central city areas, and therefore reduces air pollution in cities and traffic congestion. The decentralization of both residential and employment areas is seen by some as an efficient way to reduce air pollution and the travel distances for commuters between work and homes. (Henning et al., 2013).

2.2.2 DISADVANTAGES- explanation of all the claims.

Is obvious the main disadvantage of living outside of the big city is a poor connection. Starting from the most important as an obligatory movement to school or work, to the leisure time, throw the lack of public transport. It causes the growing consumption of energy, especially in relations to mobility. Car use is more prevalent, distances traveled are longer and the lower density makes it more difficult and expensive to provide public transport. Households living in areas of sprawl thus tend to spend more time and more of their household budget traveling (Couch, 2016). This seems like the worst aspect of living in a peri-urban area because it has an impact on another claim, what is a link to nature. Nowadays the green area is more and more devastated. Urban Sprawl has the important consequences that have a direct impact on the inhabitants. Sprawl is a result not only of population growth but also of lifestyles that take up more space. Accordingly, urban sprawl has increased even in regions with a declining human population (European Environment Agency and Federal Office for the Environment, 2016). It causes unnecessary loss and fragmentation of natural habitats by creating barriers across

movement corridors used by wildlife and reducing the available area of natural habitat below the minimum required to sustain species populations in particular locations. Additionally, urban activities can impose additional stress on the ecosystem through the noise, air and soil pollution (Couch, 2016).

This paragraph shows few paradox of the process, because as I explained above- people are moving to this area for some goods, which they are destroying consequently. As urban areas evolve some land is abandoned for periods of time. After intensive using and generating many pollutions, much of this land is contaminated and cannot be reused without remediation. By converting agricultural land to residential use, periurban households also destroy agricultural amenities. Urban sprawl, therefore, reaches its limits in the destruction of valued landscapes and agricultural environment, justifying the introduction of a negative externality between periurban households themselves. This area corresponds to an agricultural core zone, not much prone to competition with urban development and profitable enough to keep the land in agriculture.

I present the conditions for the existence of the city and leapfrog development by land use which is defined by the competition between households and farmers for land. (Coisson et al., 2012). Here comes over another lack of facilities- poor access to the activity centers, by rigid separation of land's destiny. People who moved out from the city center are not used to having limited access to any activities, they expect high quality of all the facilities, what in many cases depends on different issues, same like the problem of no transport and necessity of using private cars.

2.2.3 OTHER PROBLEMS OF THE PHENOMENON

The arguments in one of the parts above are supporting outskirts settlement, but in fact, there are many burdensome problems as well. Urban Sprawl has an impact on all aspects. It should not be an interpreter in a natural, special case only, it also needs to be interpreted within the context of regional socio-economic and geophysical conditions (European Environment Agency and Federal Office for the Environment, 2016). If recall the original land destiny, another problems come over. Because it was not a natural process of growing the city, urban sprawl should be understood as too fast growth, without preparing all the facilities, as the

main infrastructure, especially transport. Moreover, lifestyles are not clear. This spatial dispersion means the occupation of spaces traditionally considered transitional between the city and the countryside, in which agricultural and urban activities competed to be the dominant land use in the same space (Serrano et al. 2018). The urban fringes were occupied by more „rural-society” than urbanites, so the new conflicts are generated.

Problems of spatial dynamics:

- HISTORY (the decline of central or core cities which usually mark the historical origins of growth)
- NEW/OLD CONFLICT (the emergence of edge cities which both compete with and complement the functions of the core)
- NEW, too fast-growing (the rapid suburbanization of the periphery of cities - core and edge - which represent the spatially most extensive indicator of such growth)

(Batty Michael et al., 1999)

This can make a conclusion that the land is fragmented which separated areas where people live from where they shop, work, recreate and educate—thus requiring cars to move between zones. They believe that Sprawl defined not only by its characteristics but by its effects (S. Habibi et N. Asadi , 2011)- as the problems which came over every time new. Rapid urban growth leads to higher greenhouse gas emissions, higher infrastructure costs for transport, water and electrical power, the loss of open landscapes, and the degradation of various ecosystem services (European Environment Agency and Federal Office for the Environment, 2016). When the phenomenon has started it was not that troublesome, especially in Europe where was the spatial disaster after the Second World War, people wanted to settle wherever and the cities were not that huge. Opposite to now, because urban edges are full of inhabitants, the density has grown incredibly fast and space is decreasing. The expansion of settlement and commuting areas, urban system and central place hierarchy have changed as well (Hesse, 2010). It is no wonder if check the land prices on the cities’ fringes- the attraction exerted by real estate developers due to the affordable price of rustic land has facilitated this urban sprawl in peri-urban areas (Serrano et al., 2018). This is on the demand side, the more or less economically rational behaviour of actors, who are attracted by low prices for rents and real estate, is generally regarded as a central impetus for suburbanisation (Hesse, 2010).

The problems and threats of urban sprawl

- Losing the original destiny of the land use
- No rules what makes unplanned sprawl
- Unbalanced growth
- No basic facilities for the users, which generates the feeling of not belonging to the city's communities.
- Replacement the farmlands to the industrial area, lack of green spaces as well.
- Creating the special districts of concrete groups of society- there is a threat of formation the slums.
- Process of demographic expansion

In fact, the phenomenon generates many problems on different levels and different layers. Urban Sprawl has an impact on the **environment, society, and economy**. I want to focus on the problems caused by the different intention of every actor and mixed destiny of using the land.

Starting from the beginning, so focusing on the original group who the land is for- farmers, is shown the negative impact of Urban Sprawl for them. Their occupation is undeniably dependent on nature. Changing the purpose of the peri-urban area, from farmland to residential district, without a doubt is **shrinking natural expanse**, which is non-renewable. The changes usually occur in a gradual manner, and, therefore, are often not perceived as dramatic by the general public for some time. As a consequence, single landscape alterations are easily marginalized and their cumulative impacts are often underestimated (European Environment Agency and Federal Office for the Environment, 2016). Moving on to more planning issues is referring to the problem what the urbanists are handle with what is a **rigid separation** of areas with the different destination of land use and main activities to do. Creating the separate districts of housing, workplace and service lead to the **landscape fragmentation**, what is one of the issues what the phenomenon of unplanned city growth generates, as depopulation of settlements in the city for creating the small districts close to it. There is a quite good connection between them, according to the short distance, but in fact, the inhabitants do not feel like being a part of the urban cluster. It refers to the inhabitants' claims, for example, no

public transport forces people to use their own transport, as a private car, which brings out the pollution. One of the most important parts of this policy is trying to wisely combine all of those problems with a good impact on the different parts of society. Those problems are **wasting natural resources and destroying nature**, which in fact is the main aim of householders who are arriving and who want to locate there. Urban sprawl leads to higher greenhouse gas emissions, higher infrastructure costs for transport, water and electrical power, the loss of open landscapes, and the degradation of various ecosystem services (European Environment Agency and Federal Office for the Environment, 2016). Another paradox, what I mentioned below, is **using chiefly individual cars** at the same time having the desire of natural environment. It is related to the lack of transport, but the negative impact though comes over. Accessibility was always an important factor for suburbanisation. However, today the negative effects of high traffic volumes are regarded as among the most serious problems of suburban areas (Hesse and Scheiner, 2007).

2.2.4 SWOT ANALYSIS

STRENGTHS • Is close to a big city • Link to nature • Lower life costs • Healthy environment • A lower level of pollutions	WEAKNESSES • Low population destiny • Lack of public transport • Poor infrastructure • Long distance to a job/school • No paying attention in everyday-problems (e.g. temporary power outage) • No opportunity to have a whole life in one place
OPPORTUNITIES • Sense of identity • Sense of security • Taking a rest from the busyness of a vibrant environment • Lower prices of the accommodation • A higher standard of housing • Natural products nearby	THREATS • Land use conflict • Destroying nature • Traffics • The devastation of spatial order • Negative impact on the environment • Too difficult conditions

2.3 FACILITIES

2.3.1 Necessary facilities for all of the land users.

- Access- public transport for the inhabitants.
- Infrastructure- commercial area to provide basic facilities like shops, school, etc.

To provide these things, obligatory is creating the sustainable master plan which includes varied land use.

- Space. The urban planners have to consider that this is a post-agricultural area. People who are living there choose this area not only because of no possibility to live in the city center. Furthermore in the outskirts area have to consider the norm for the suburbs policy, like the maximum high of the building or maximum level of density.
- Roads.
- Green area. As the definition says, this is changing the agricultural area to the developed area.
- Good landscape, agriculture management

Finally, is shown the most common issue what could gather all the problems and is called **leapfrog**. This is a new development separated from existing development by substantial vacant land. This is also referred to as sprawl as the development of lands in a manner requiring the extension of public facilities. In addition, the services are extended on the periphery of an existing urbanized area where such extension is not provided for in the existing plans of the local governing body. The change in farmers and periurban households' bid-rents affects both the size of the leapfrog area and the city boundary. Thus raising agricultural prices leads to a smaller city and a lower leapfrog development, meaning a decrease in the total population (Coisnon et al., 2012).

2.3.2. EXPANATION AND UNDERSTANDING.

The idea of a connection between Suburbs Area and lack of facilities is clearly visible. It seems clear that sprawl refers to spread out low-density development beyond the edge of a city's boundaries, where people depend on the cars for transportation because they live far away from the place where they work, shop, go to school, worship, or pursue leisure activities. (Gargiulo Vittorio et al., 2012). Additionally on the outskirts of the city is a mix of the land use, previous and original one- agricultural or green area, which is successively replaced by the housing or industrial area. As a result, the land is not compared to any type of land use and the actions to develop this area are unbalanced and unclear.

As we can see, the problem of Urban Sprawl is complex and difficult to embrace. Morphologie of the problem contains the advantages, claims, and facilities which are linked to the problems. The desire of peri-urban area is a vicious circle- it is still very frequent desire instead of the problems which are connected with. The attractiveness of suburbs means an opportunity to find nature, but if located there- nature, so people's aim is destroyed. This begs the questions:

- 1. How they accept the fact that the area is more density and becoming to be the urban area if they are looking for nature?**
- 3. Why this is an attractive place to settlement?**
- 4. How strong are the economic aspects of the environmental one starts to disappear?**

All of these questions can not find an answer or the answer is not really clear, anyway, the solution for the uncontrolled cities growth is not find yet, so this situation seems like a trap. Undoubtedly, the planning process could help to make this process slowly and one of the answers to this issue is the cluster/metropolitan area. The creation of metropolitan areas as a consequence of urban development over the last few decades is one of the main characteristics of current cities. It seems to be the main challenge for urban planners currently, to handle with the urban, territorial, patrimonial and environmental conflicts. The level of urban sprawl is largely a function of socio-economic and demographic drivers and the geophysical context. Levels of urban sprawl need to be interpreted within the context of

regional socio-economic and geophysical conditions. A metropolitan region must, therefore, fulfill important functions, such as cosmopolitanism (power in a regional/national context) and guaranteeing the integration in networks of its different neighborhoods (connectivity). As a first look, the cities edges, especially in the cluster/metropolis are the silver bullet of living, but the world's urban areas are highly varied, many cities and towns are facing problems such as a lack of jobs, homelessness and expanding squatter settlements (Unknown, 2016), and there inadequate services and infrastructure, poor health and educational services and high levels of pollution (Unknown, 2016). Considering the pull and push factors of the urban and rural area the suburbs were created, which mixed all of them.

2.4 SUBURBS AREA- RURAL OR URBAN?

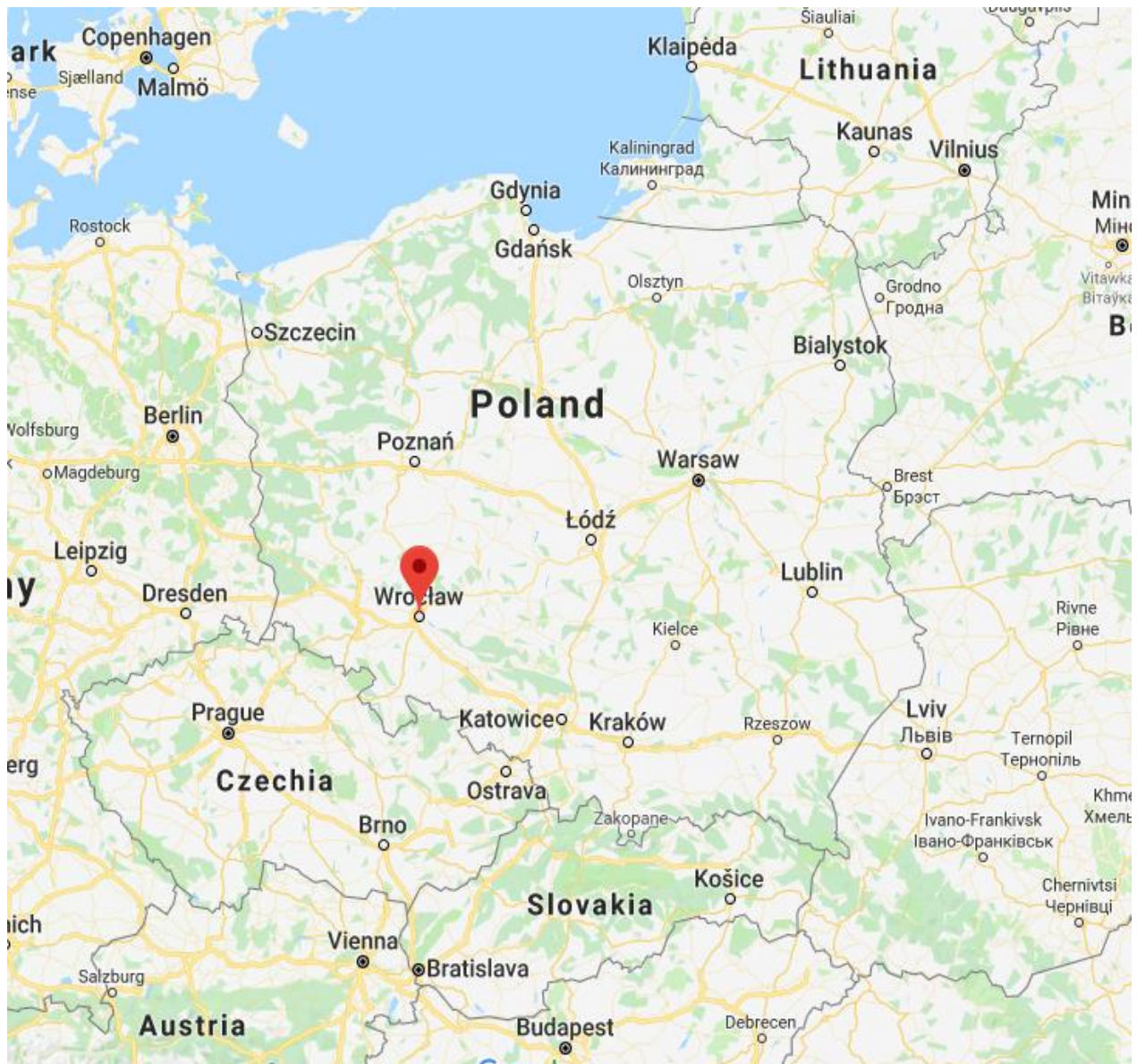
Here finally the question shows off- what is it? By this land disorder which is nowadays is, basically is not known if this area is included in an urban area or to a rural area, as it was yet at least 30 years ago. Of course, it is connected with the phenomenon of uncontrolled urban growth. The adjustment of living conditions, and concomitantly of spatial settlement structures, is an almost inevitable consequence of modernisation: The more suburbia appears 'mature', i.e. the higher the settlement densities of suburban locations become, the more heterogeneous their social structures are, and the supplementation of residential uses by other functions becomes more likely (Hesse and Scheiner, 2007). In this context, suburban areas begin to resemble the original properties of cities (Hesse, 2010). If people settle on the edges meantime having their „life” (job, school, social life) in the centre they are bringing this life to the inherently peaceful, clean and natural area, and this generates the misunderstanding of those terrains. Defined a radius of 60 kilometers around the center of an agglomeration as being suburban. By subtracting central cities from the total area inside this circle, it was estimated that about two-thirds of the population lived in the suburbs and about half of all employment was located there (Hesse, 2010).

To take this problem closer and try to figure it out by the strategy of stopping the urban sprawl, is shown the problem of the city of Wrocław in Poland, one of the biggest city in the country, with a high level of life and really fast grown.

CHAPTER 3

3.1 FIELD OF STUDY- WROCLAW, POLAND.

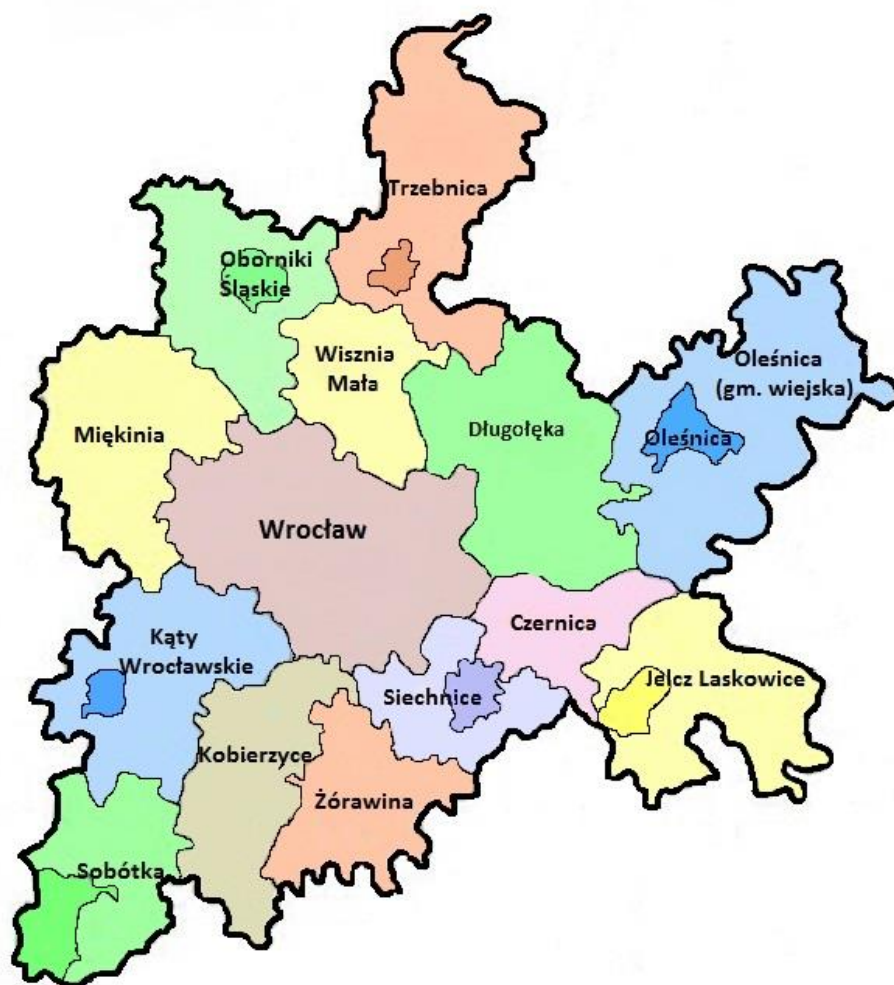
Wrocław in the map of Poland.



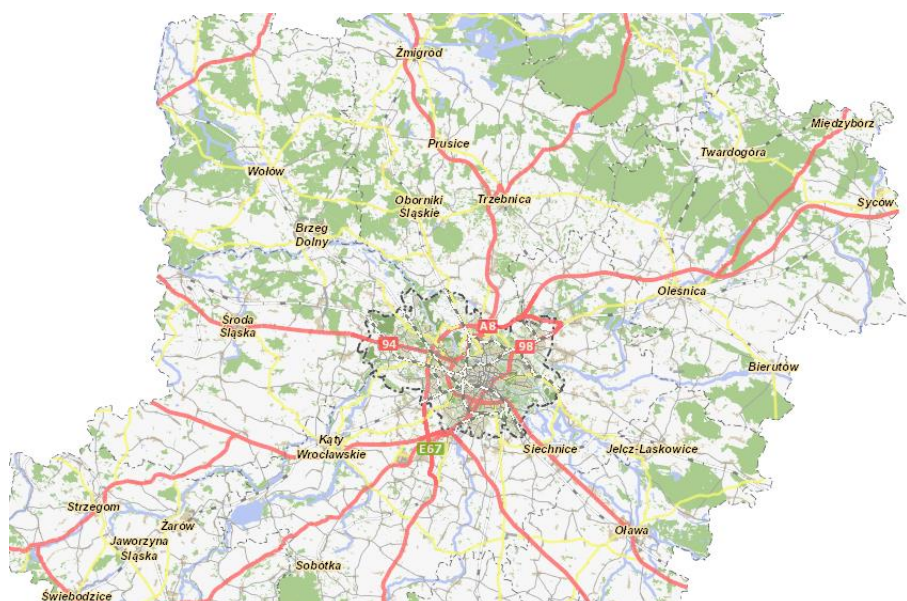
maps.google.com

30/04/2019

Wrocław in the map of the terrain of „Wroclaw Functional Area”.



zitwrof.pl
30/04/2019



gis.um.wroc.pl
30/04/2019

Wrocław is a city in western Poland and the largest city in the historical region of Lower-Silesia. It lies on the banks of the River Oder in the Silesian Lowlands of Central Europe, roughly 350 kilometers from the Baltic Sea to the north and 40 kilometers from the Sudeten Mountains to the south. Today, Wrocław is the capital of the Lower Silesian Voivodeship. The history of the city dates back over a thousand years, and its extensive heritage combines almost all religions and cultures of Europe. Wrocław became part of Poland again in 1945, as a result of the border changes after the Second World War, which included a nearly complete exchange of population.

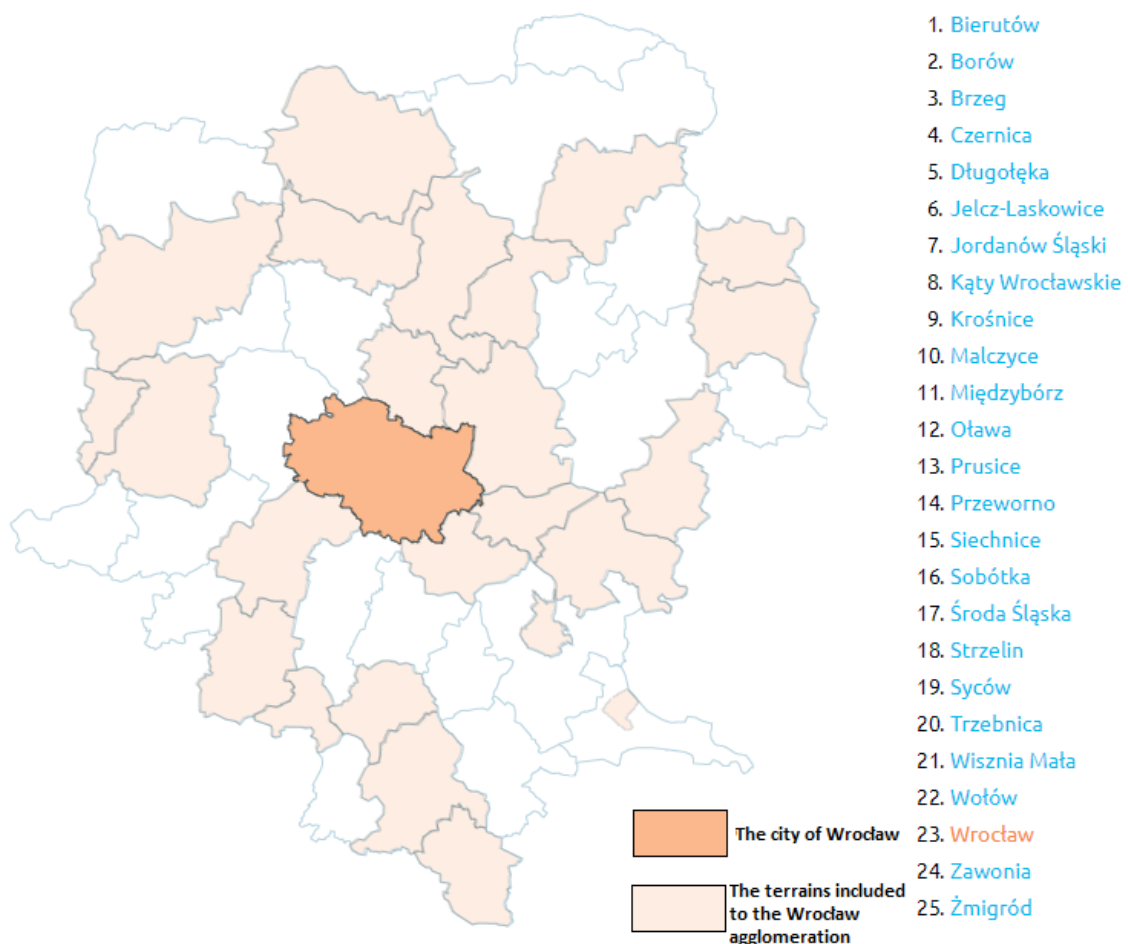
This city is classified as a Gamma-global city by GaWC. It was placed among the top 100 cities in the world for the quality of life by the consulting company Mercer and in the top 100 of the smartest cities in the world in the IESE Cities in Motion Index 2017 report (en.wikipedia.org, 2019). This is a concept compared geography and urban studies to create the ranking of importance to the operation of the global system of finance and trade, according to globalization. Cities are ranked into Alpha, Beta and Gamma cities by taking into account many factors; economic factors are deemed more important than cultural or political factors though in this ranking. Alpha cities are the primary nodes in the global economic network (Spotted by Locals, 2019).

City area compares 292.92 km². The population of Wrocław in 2018 was 639,258, making it the fourth-largest city in Poland and the main city of the Wrocław agglomeration which in 2018 had 1.164.600 inhabitants (en.wikipedia.org, 2019). It means that almost half of the inhabitants are living to surround the city, what is not a surprise, because Wrocław is on the list of 100 the best cities, according to the official world Mercer ranking since 2015. Wrocław, which was appreciated for its "flourishing cultural and social environment and good accessibility of consumer goods" was a Polish city distinguished by the British (Kasperski, 2015), and was the only one Polish city in the ranking next to Warsaw- the capital of Poland. In fact, Wrocław is in a better place, because life there is cheaper than in Warsaw, but the level of opportunities to self-development is similar. There are a lot of places to get a job, although this is a students city- more than 100 000 students. Moreover, Wrocław is considered as unusual by its history and architecture, in terms of being a capital of industry in a region. To paraphrase Mateusz Kasperski from [Forbes.pl](https://forbes.pl)- „In Wrocław life is good, even if people are complaining about sticking in the traffic jams”. Also if considering the GUS (Central Statistical

Office) data- Wrocław places on the second place in the country in the same ranking on the national scale, first from the cities above 300 000 inhabitants.

3.2.1 THE AGGLOMERATION AND SUBURBAN ZONE OF WROCŁAW.

Wrocław considered as a metropolitan Gamma- with all the satellite cities surround, is making very important agglomeration in Poland. Wrocław agglomeration's area is not fully urbanized and is defined as the area that is economically connected with Wrocław, and a significant percentage of residents are associated with it. It consists of 25 municipalities, including 15 rural communes and 10 rural-urban communes.

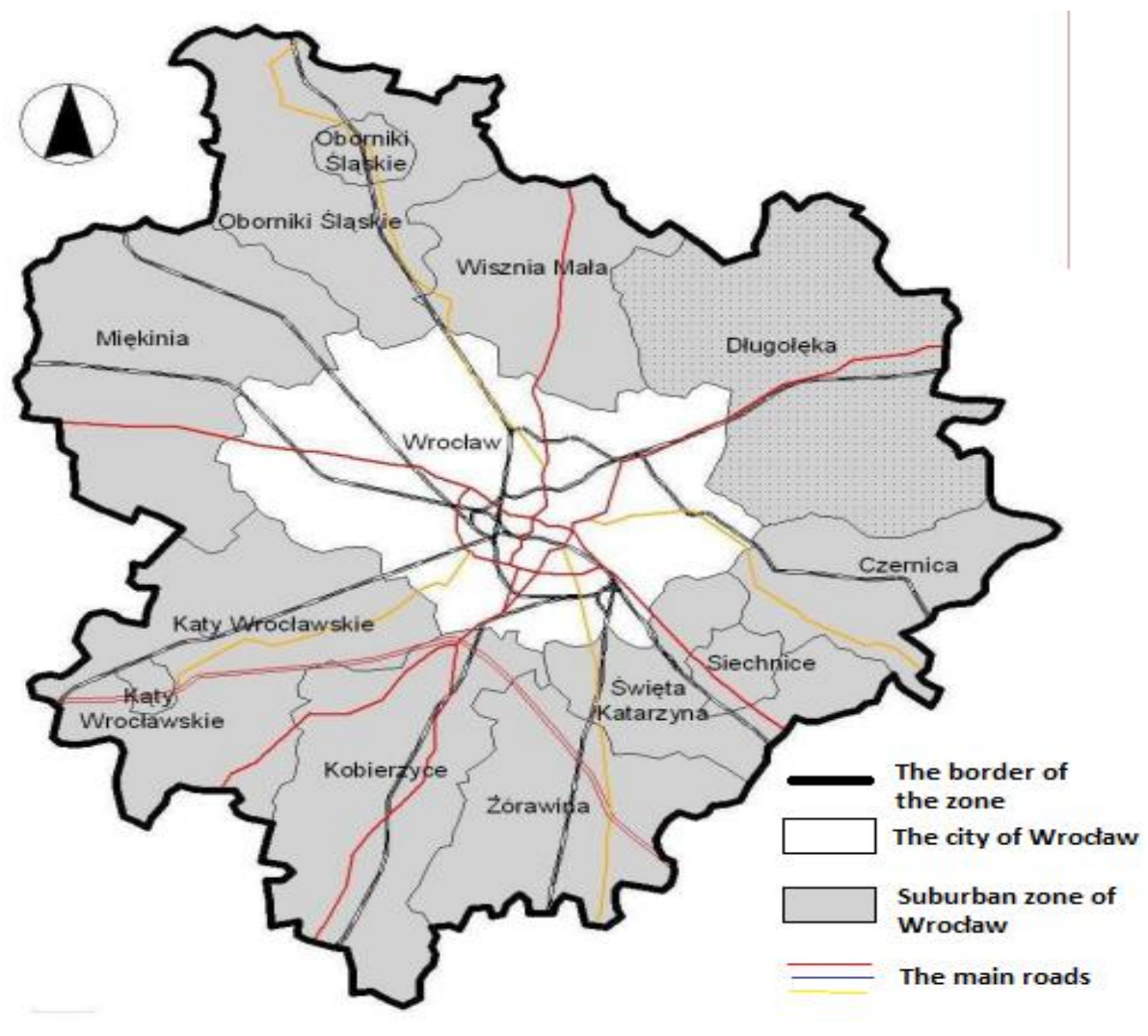


aglomeracja.wroclaw.pl

02/05/2019

To focus on the Suburban Zone of Wrocław (SZW) which includes 10 neighboring municipalities, because exactly there the suburbanisation is the most visible.

3.2.2 THE ACTORS IN THE SUBURBAN ZONE OF WROCŁAW



(Jagodziński, 2017)

14/05/2019

The suburban area of Wrocław is currently one of the most dynamically developing areas in the country (Bański 2008b, Bagińska, Szmytkie 2009), also in the spatial aspect, which is influenced by the influx of new residents and intensive construction activity in its area (Gonda-

Soroczyńska 2009; Kajdanek 2011; Mayer et al., 2014). Due to the long duration of suburbanisation processes in the vicinity of Wrocław and their considerable dynamics, this area can be treated as a model for other suburban zones in Poland (Szmytkie et al., 2017). Analysis in all the municipalities of suburban zone of Wrocław are including: literature review, statistic data and symultation of the atractivity due to the questionnaire survey. The zone is considering 10 municipalities- 8 border ones and 2 without sharing the border, but really close to the cities area, so Urban Sprawl is clearly visible there.

Municipalities in the suburban zone of Wrocław:

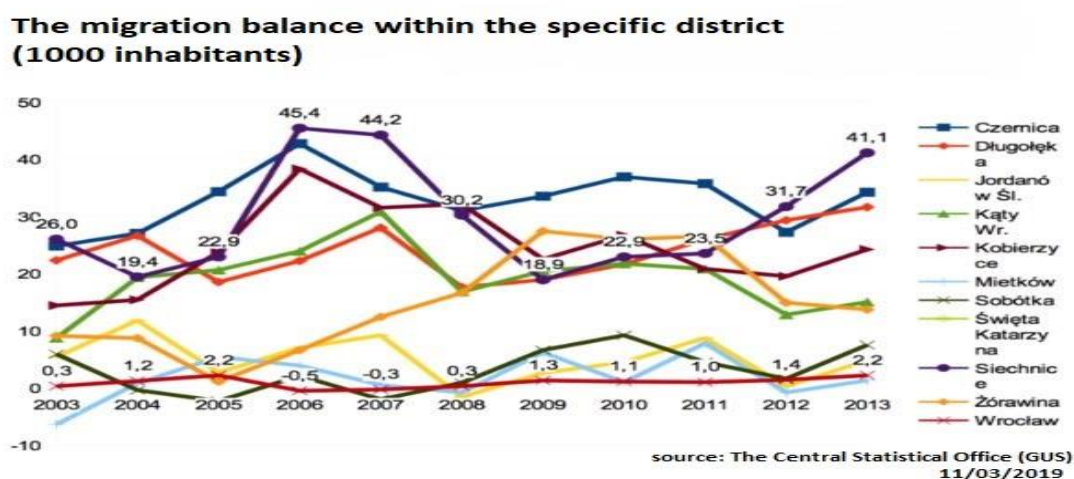
- Czernica
- Długotłęka
- Kąty Wrocławskie
- Kobierzyce
- Miękinia
- Oborniki Śląskie
- Siechnice
- Wisznia Mała
- Żórawina

The process which singles out the suburban zone of the city is a dynamic development of housing construction (Bański, 2008). In the beginning, the urban growth surrounded the main roads (railway and motorways). Housing construction is concentrated in the vicinity of the main communication routes, along which there are also bands of increased economic activity, where apart from construction, trade, services, and production activities are developed (Bański, 2008). This leads to changes in the shape and current spatial layout (morphological changes) and in character physiognomic rural settlements (Szmytkie et al., 2017).

New settlement in a suburban zone is characterized by the complex ones in the modern style, which is characteristic for a city. It makes the traditional landscape destruction and generated this area as a typical edge of a big city. Since last 20 years, some of the villages changed their size more than 50% according to the graph methodology (Graph is a mathematical representation of a network and it describes the relationship between lines and points. A graph consists of some points and lines between them, economictimes.indiatimes.com).

Despite the general growth of the pace of the suburbanisation processes surrounding Wrocław, it is possible to distinguish areas of more intensive construction traffic. The strongest morphological changes currently affect cities directly bordering Wrocław or located along the main road routes leaving the city- especially in the following communes: Długołęka, Czernica, Siechnice, Kobierzyce, Kąty Wrocławskie (Szymtkie et al., 2017).

The main factors differentiating the character and dynamics of spatial changes in towns located in the suburban zone of Wrocław are distance from the city and location in relation to the main communication routes that affect their communication accessibility and travel time to the city. An important role is also played by the primary morphogenetic type of individual towns, as well as topographical conditions that affect the possibility of expanding their spatial layout. The main effects of intensive construction in suburban areas are: transformation of the original spatial layouts of suburban villages, physiognomic changes related to the introduction of new, different development for suburban areas (Banski 2008, Gonda-Soroczyńska 2009, Kajdanek 2011) and blurring of the original character of the village through transformation of the rural landscape into a suburban landscape, characterized by the coexistence of forms typical of rural areas and the outskirts of large cities. (Szymtkie et al., 2017). The fact that new homes are erected mainly by the existing residents of Wrocław is demonstrated by the bad and negative migration balance of Wrocław, and also positive in the suburban villages.



Źródło: Opracowanie własne na podstawie danych z Banku Danych Lokalnych GUS

PLACE	YEARS				
	2000	2002	2004	2006	2008
Powiat m. Wrocław	640 614	639 150	636 268	634 630	632 162

source: stat.gov.pl (GUS)

3.2.2.1 CZERNICA

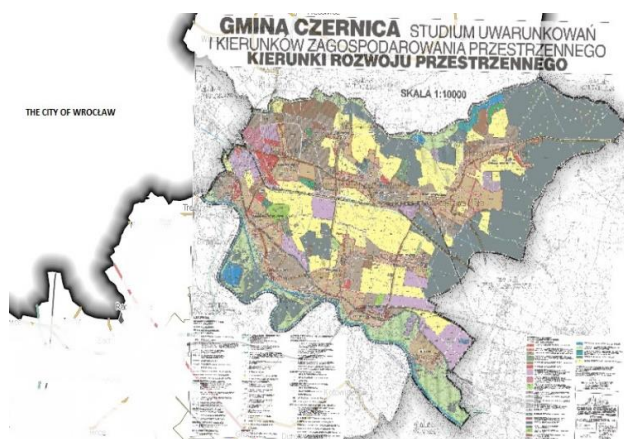


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This administrative district located is in valley district (120-130 meters above sea level). According to Spatial Information System (wrosip.pl) the area is highly attractive for settlement and agriculture. The municipality lies south-east of the

regional capital- the city of Wrocław. The green area occupied 19,9% the total area of commune The forests have great recreational values, especially forests with favorable habitat.

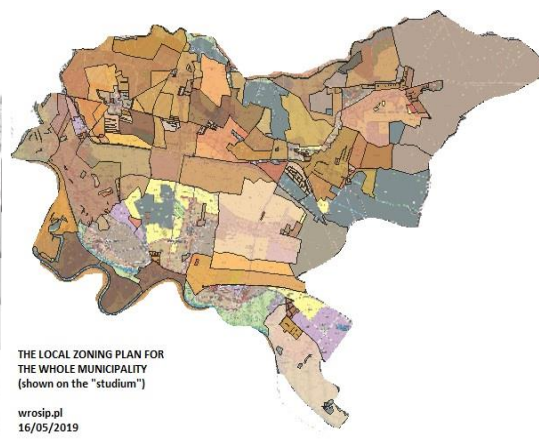
Advantages of the commune: Excellent geographical location, close proximity to Wrocław, convenient communication with Wrocław; highly qualified staff; tourist and recreational values, large forest complexes in the vicinity of Chrzęstawa Wielka and Chrzęstawa Mała, clean air and water from deep water intakes; reserves of land for industrial investments, housing, recreation, water sports and fishing (wrosip.pl).



the zoning plan (studium)

1:10000

16/05/2019



the local zoning plan (MPZP)

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Most of the terrains are intended for the housing area (brown color), especially close to the Wrocław's border.

THE NUMBER OF RESIDENTS 2004	8 783
THE NUMBER OF RESIDENTS 2017	14 743
SIZE	83,6 km ²
DENSITY OF POPULATION	171 people /km ²

Central Statistic Office (GUS) 16/05/2019

3.2.2.2 DŁUGOŁĘKA



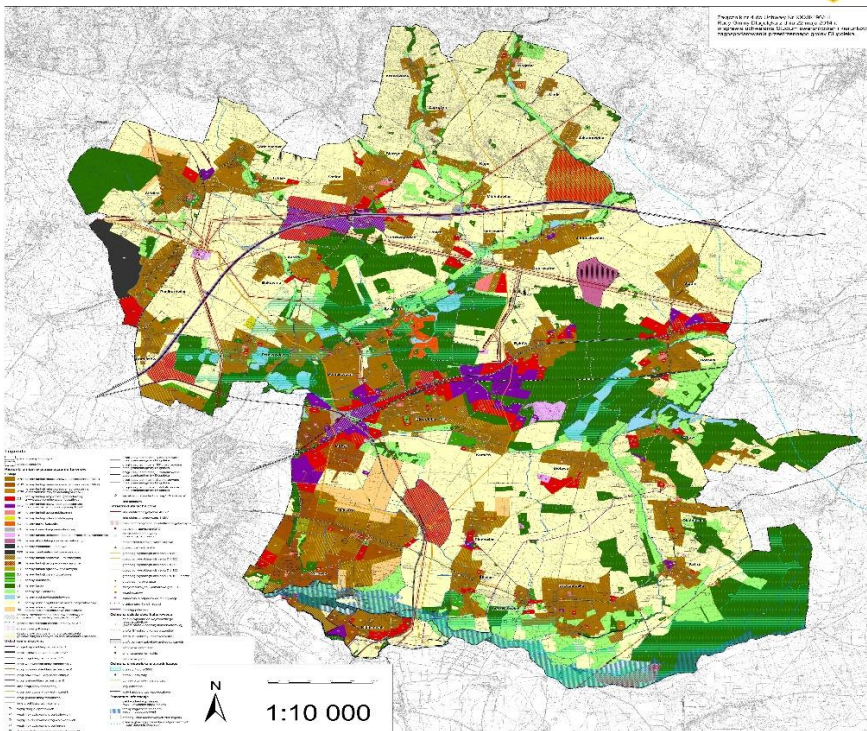
DŁUGOŁĘKA 2004
wrosip.pl
16/05/2019

Długołęka as other municipalities is located in the valley surrounding the city of Wrocław, on the north-east side. It lies on the communication route Prague - Wrocław - Warsaw, in the immediate vicinity of the largest communication node in the Lower Silesia and the industrial center which is the capital of the region - Wrocław. Together with

eight other Wrocław communes, it forms a powiat of Wrocław. The excellent location of the commune of Długołęka is also due to the fact that its center runs through national road No. 8, connecting Wrocław with the capital of the country - Warsaw, along which many renowned Polish and foreign companies located their headquarters or branches. In the future, according to the plans adopted, the area of the commune will be a newly built motorway bypass for the city of Wrocław and the voivodship road Bielany - Łany - Długołęka (wrosip.pl).

THE NUMBER OF RESIDENTS 2004	20 274
THE NUMBER OF RESIDENTS 2017	30 706
SIZE	212,8 km ²
DENSITY OF POPULATION	139 people /km ²

Central Statistic Office (GUS) 16/05/2019



The zoning plan for the whole municipality (studium)

3.2.2.3 KĄTY WROCŁAWSKIE



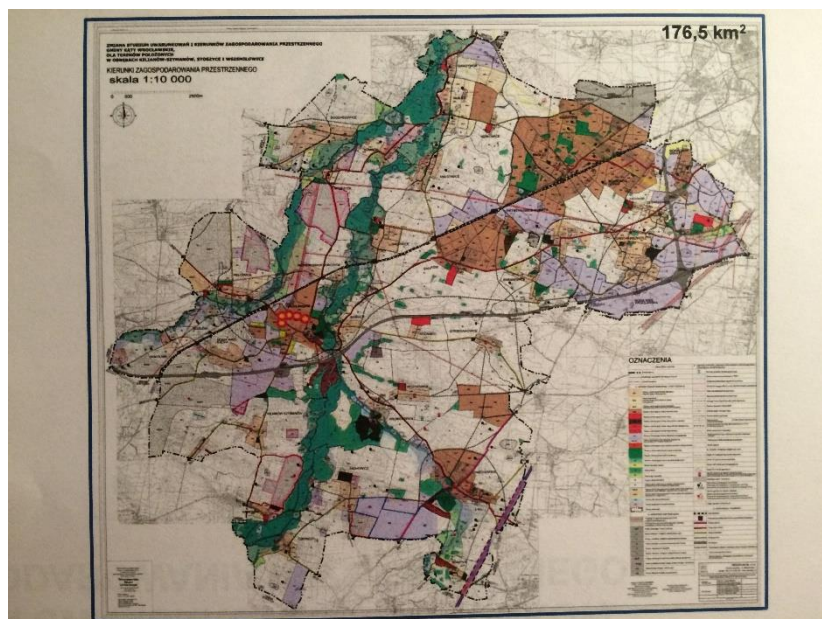
KĄTY WROCŁAWSKIE 2018
wrosip.pl
16/05/2019

The commune of Kąty Wrocławskie lies to the south-west of Wrocław. The international A4 motorway runs through its center. It crosses another international road Szczecin - Prague and the railway line Wrocław - Jelenia Góra. The commune is adjacent to the international airport Wrocław - Strachowice. There are land

and buildings to be developed, which have a convenient location, these treaty adjacent to the desired "Bielany Junction" near Wrocław. The Kąty Wrocławskie commune is also an attractive area for tourists. On its premises there are beautiful architectural monuments. The commune is rich in natural values, including Landscape Park Dolina Bystrzyca (wrosip.pl).

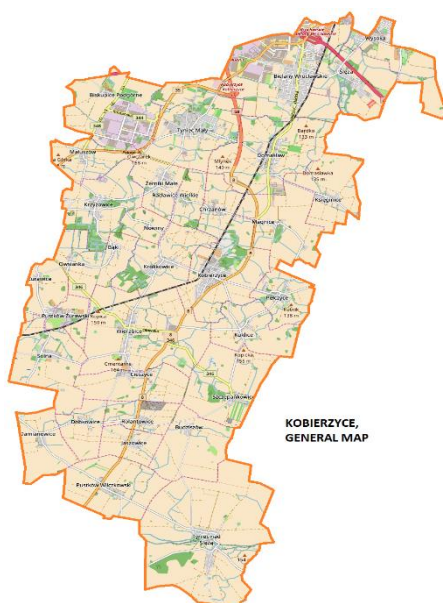
THE NUMBER OF RESIDENTS 2004	17 319
THE NUMBER OF RESIDENTS 2017	24 021
SIZE	176,7 km ²
DENSITY OF POPULATION	132 people /km ²

Central Statistic Office (GUS) 16/05/2019



The zoning plan for the whole municipality (studium)

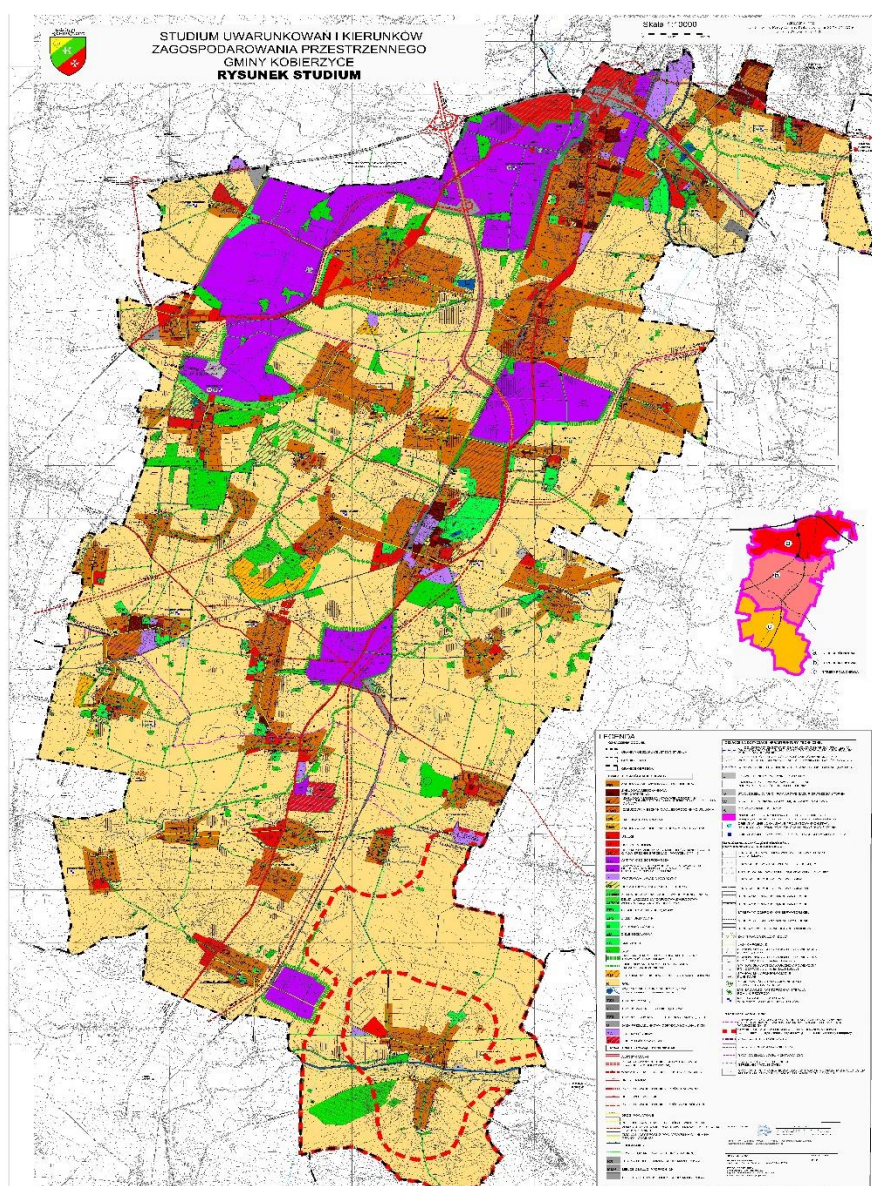
3.2.2.4 KOBIERZYCE



The Kobierzycze Commune, located in the center of Lower Silesia, has become one of the most dynamically developing local self-governments in recent years. The municipality, with a population of just over 12,000, lies at the junction of important national and international roads and borders with the city of Wrocław. The advantages of Kobierzycze have made it an attractive place for many Polish and foreign investors.

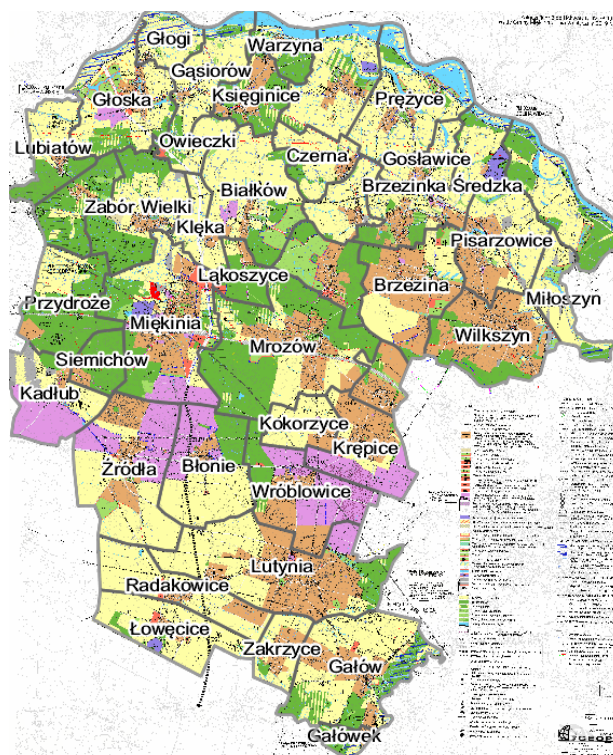
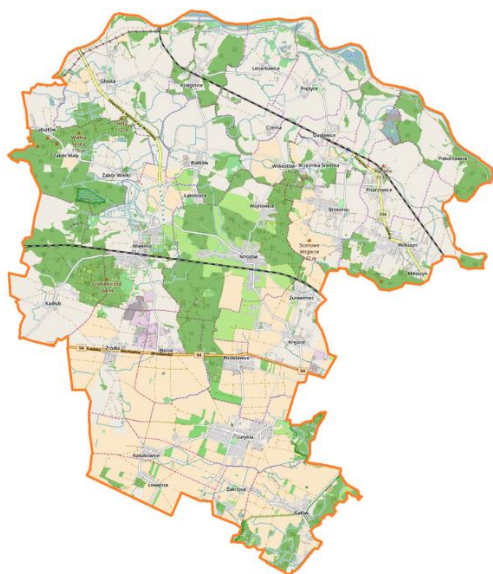
THE NUMBER OF RESIDENTS 2004	12 814
THE NUMBER OF RESIDENTS 2017	20 437
SIZE	149,3 km ²
DENSITY OF POPULATION	132 people /km ²

Central Statistic Office (GUS) 16/05/2019



The zoning plan for the whole municipality (studium)

3.2.2.5 MIĘKINIA



The Miękinia commune is located on the main routes of railway and car communication, connecting Wrocław with the western regions of Poland. From the east it borders with Wrocław, from the north the Odra river borders. In the area of the commune there is the nature parc „Zabór”.

THE NUMBER OF RESIDENTS 2004

17 319

THE NUMBER OF RESIDENTS 2017

15 524

SIZE

179,5 km²

DENSITY OF POPULATION

84 people / km²

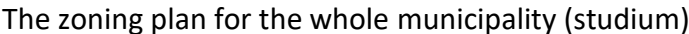
Central Statistic Office (GUS) 16/05/2019

3.2.2.6 OBORNIKI ŚLĄKIE



The Oborniki Śląskie commune is located at the intersection of provincial roads No. 340 and No. 342, 23 km from the center of Wrocław and 10 km from Trzebnica. The seat of the urban and rural commune of Oborniki Śląskie. In the commune, 55% is arable land and 35% of forest land.

Central Statistic Office (GUS) 16/05/2019



3.2.2.7 SIECHNICE



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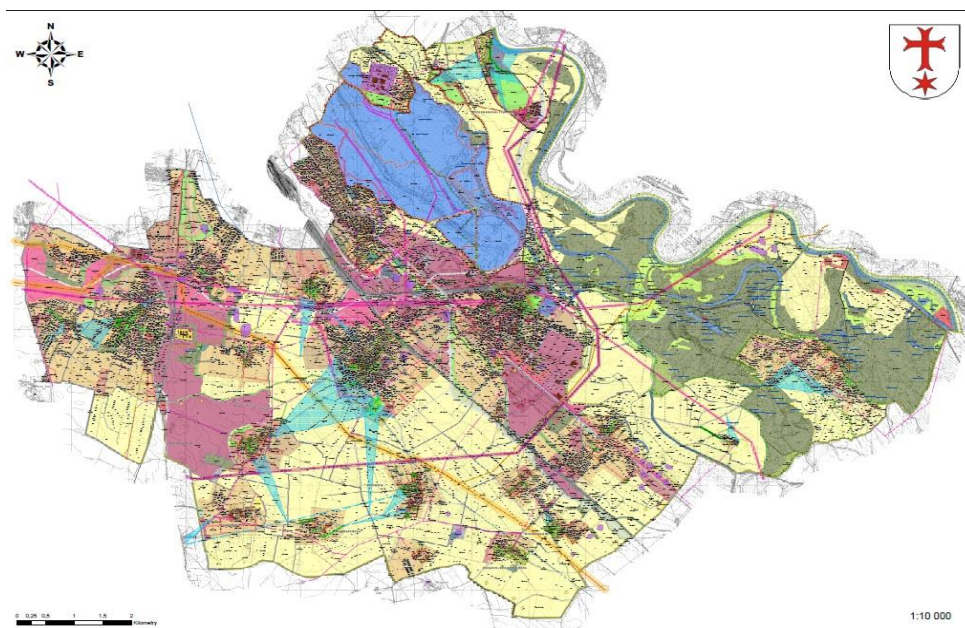
The commune of Siechnice from the south-east borders with Wrocław, the northern boundary of the commune is the Odra River. Well connected area with rich technical infrastructure. Good communication is ensured by an extensive system of local roads and passing through the area of national and provincial municipalities, connecting Wrocław with Opole and with Strzelin. The proximity of the Wrocław agglomeration, combined with the partly rural character of the area and the resulting advantages - these are undoubted advantages of the Commune of Siechnice.

The most attractive investment areas of the commune are: along the national road Wrocław - Opole in the towns of Radwanice, Siechnice, Groblice (housing, trade, services and industry). The advantage of the commune is the ability to provide investors with full technical utilities resulting from high density of existing networks. Part of the commune located in the forests of the Odra old river bed is an excellent area for anglers. The village of Kotowice and the city of Siechnice are convenient starting points for hiking and cycling.

The Siechnice municipality exists since 1/01/2010 and includes the municipality of Święta Katarzyna and old municipality of Siechnice. This is a reason why the number of inhabitants increased multiple times.

THE NUMBER OF RESIDENTS 2004	3 887
THE NUMBER OF RESIDENTS 2017	21 037
SIZE	98,7 km ²
DENSITY OF POPULATION	207 people /km ²

Central Statistic Office (GUS) 16/05/2019



The zoning plan for the whole municipality (studium)

3.2.2.8 WISZNIA MAŁA



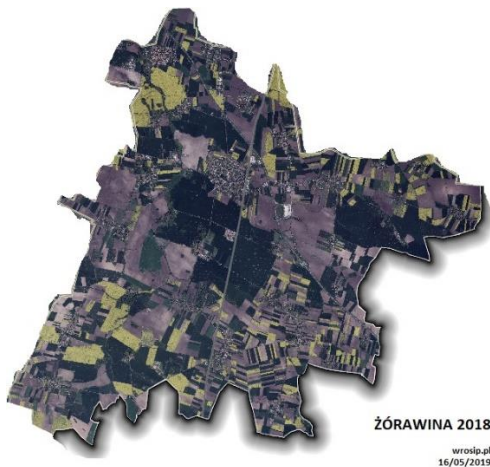
The small viaduct from the north borders with Wrocław, there are natural areas: Barycz and Wzgórze Trzebnickie. In recent years, the inhabitants of Wrocław have become very interested in the areas of the commune. Many of them built their homes there surround nature, without losing access to the vibrant city. To Wisznia Mała, there is a national road No. 5 in the direction of Poznań. In recent years, using municipal funds, the municipal infrastructure has been expanded.

Communal communication was created inside, so that residents could reach the heart of the commune - Wisznia Mała - without using their cars. The villages located in the south of the commune were covered by the Wrocław suburban transport.

THE NUMBER OF RESIDENTS 2004	7 869
THE NUMBER OF RESIDENTS 2017	10 198
SIZE	103,4 km ²
DENSITY OF POPULATION	97 people /km ²

Central Statistic Office (GUS) 16/05/2019

3.2.2.9 ŻÓRAWINA

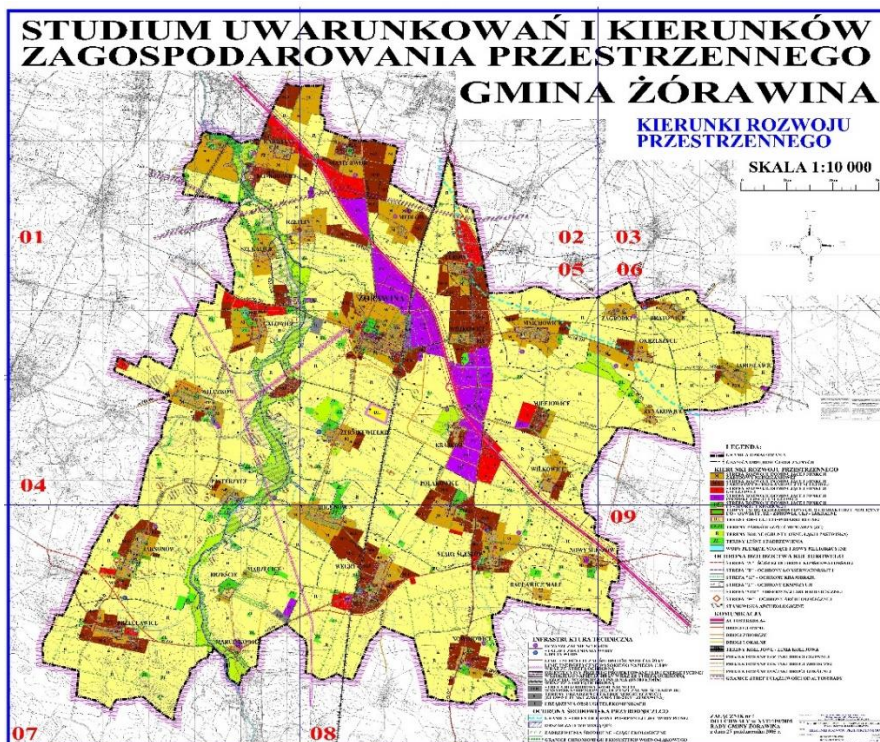


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The Żórawina commune lies to the south of the Wrocław agglomeration. It is a lowland commune. It has exceptionally convenient transport connections, favoring logistics functions of a supra-regional scope, ie the railway line between Wrocław and Prague as the transit direction of the iron railway to the south of Europe. The commune also runs an important communication route, the A4 motorway, connecting

the southern voivodships of the country with border crossings with Germany. The main communication system is completed by voivodship roads No. W-395 between Wrocław - Strzelin - Ziębice and No. W-346 from Oława - Kąty Wrocławskie - Środa Śląska.

Żórawina provides its residents and guests with access to the benefits of nature, peace and the opportunity to escape from the hustle and bustle. Just a 15-minute journey by car takes us to the center of Wrocław (wrosip.pl).



The local zoning plan for the whole municipality

THE NUMBER OF RESIDENTS 2004	7 894
THE NUMBER OF RESIDENTS 2017	10 583
SIZE	120,3 km ²
DENSITY OF POPULATION	86 people /km ²

Central Statistic Office (GUS) 16/05/2019

All the mentioned municipalities seem like the best place to live in- the closeness of the capital of the region- the city of Wrocław, meantime having a link to nature. Killing to birds with one stone and moreover the field out of the city of Wrocław is affordable, at least cheaper than in the city. It causes the increased movement to these terrains and in a result bunch of the different problems. Moreover, as is visible on the zoning plans (studium) the agricultural terrains are changing for the settlement terrains to allow people build there, what destroying nature, further, some of the people are allowed to build even on the agricultural terrains. To explain the building law in Poland is shown below the planning process and the spatial acts.

3.3 PLANNING PROCESS

The influx of new residents affects the expansion of the necessary infrastructure: a combination of public transport, new commercial centres, schools, and service related to construction and its surroundings (Hudzik, 2005). It has to be included in the planning process and considered by the local government in its activities.

3.3.1 HISTORY OF PLANNING PROCESS IN POLAND

First signs of trying to regulate the planning process showed off since regetting by Poland the independence after the First World War. Almost 10 years later established the first planning law considered as a modern and innovative. In February 1928 signed the „**building law**” that should describe the rules of building estates. As the urban planning in Poland went well, polish planners and urbanists were getting involved in CIAM’s works. In a result in 1933 the „Athens

Charter” was formulated. This manifestation of modern urbanism, full of ideology, was created by Le Corbusier and it was current until 80’ of the 20th century. After World War II ended, a number of factors caused the demand for new housing to rise dramatically. Many marriages were postponed until servicemen returned home after the war, and following the war, the number of young married couples increased dramatically, and with them the demand for housing (Fligio et al., 2010).

Keeping it in mind- after the Second World War the correct and more concrete planning proces has started. The general rules of the planned economy were said after the year 1947 and they set:

- The different types of plans
- The scope of plans’ content (general terms)
- The hierarchy of plans and was formes the rules of how they were cooperating each other
- Procedural forms (of plans preparation) and planning organization
- General organization of planning proces

It seemed like a good plan to have the rational land use by establishing a strict planning framework, but difficult time for Poland (The Polish People’s Republic- PRL at that time) and the post-war system did not allow polish planners to spread their wings. They based on „Soviet 5 years plans” and social planning, but in fact inhabitants, participation was only an illusion. As a result, many undefined, too general plans have been made and established. Society was fighting with the governance for few years, what was reached spatial planning and landscape deformations, as well as destroying the urban layers.

The political changes which have been in Poland after 1989 forced a revision of the planning system. In 1994 the government has adopted the „**Spatial Development Act**” replaced the previous one. This is connected with the other enactment- „**Local Government Act**” from 1990, which gives to local government a wide range of tasks- all public matters of local significance. The reform of the administrative system of the country has been started. After few years it turned out that no defining the purpose of all areas is not good enough, so the

new and developed ideas were needed. **27th March 2003 the new „Spatial Planning Act”** has been established and is actual to this day.

3.3.2 ACT ON PLANNING AND SPATIAL MANAGEMENT (March 27, 2003)

This new planning act shows how to prepare a local **zoning plan (MPZP)** and it determines the rules of it. Also, there is clearly visible that there are 3 different levels of planning:

1. National
2. Regional
3. Local

Each of them has a different establishing organ and the different planning documents, according to rank- conception, planning act called **studium** and the zoning plan (MPZP). National authority is responsible for „Conception of politics in spatial planning”, Regional level works on a zoning plan for the whole region (more general with conceptual and strategic vision. This also has a metropolitan plan with effects to the neighborhood), to local governance is entrusted making studium and precise zoning plan on the local level, which is a main document in polish planning system and is a conceptual work. Their responsibility is huge and seems like a main ‘instrument’ of spatial planning politic, because they are showing the rules and the restrictions of investing action, also it regulates esthetic planning aspect, architectural order and landscape shaping. If those rules are not mentioned in the local zoning plan (MPZP) it can be established only by another national law- „**building law**”.

As the previous act said, what in fact is also considered in the act from 2003- lower range documents have to be connected with the acts on the higher level. For example, **local** zoning plan (MPZP) has to respect the rules of the **regional** zoning plan (MPZP) and notice it in its own text. The appropriate government is taking responsibility of the planning act on its level.

The new act of spatial planning also points out scopes and procedures of work taking „**spatial order**” and „**sustainable development**” as a base in a planning way.

According to this act:

Spatial order- is needed to understand as a specific shape which is creating a harmonious whole. I also considering the conditions and the functional, socio-economic, environmental, cultural and composition-aesthetic requirements.

Sustainable development- is a development which follows the rules of developing noticed in the art. 3 p. 50 from the environmental protection act set in 2001.

In addition, there are 13 'needs' in planning.

- Requirements of spatial order, including town planning and architecture
- Architectural and landscape values
- Requirements for environmental protection, including water management and protection of agricultural and forest land
- Requirements for the protection of cultural heritage and monuments as well as contemporary cultural goods
- Requirements for health protection and safety of people and property, as well as the needs of people with disabilities
- Economic advantages of space
- Ownership
- The defense and security of the state
- For the public interest
- For the development of technical infrastructure
- Ensuring public participation in the work on the studium and MPZP , by electronic equipment.
- Keeping the transparency and transparency of planning procedures
- The need to ensure the right amount and quality of water for the purpose of supplying the population

This is a social-economic development, which integrates all politics economic and social actions with environmental harmony. The aim of it is providing the basic needs of some society from today and from the future also.

All the Urban Planners are obligated to comply with these rules in creating the zoning plan (MPZP) and describing the destiny of land-use, to think about the private and public interest, for example by social consultation in case of the importance of social participation.

3.3.3 THE ACT OF THE DRAWING UP THE LOCAL ZONING PLAN (MPZP)

Creating the local zoning plan (MPZP), after making the socio-economic, functional and environmental analysis considering the spatial order as well is necessary to include the **minimal transport intensity**. Then due to art. 14 the act about drawing up the local zoning plan that is made for some special district of the area, exclude the case when is changing the destiny of land use from rural and forest areas to non-rural/non-forest area. In this case, the Local Zoning Plan (MPZP) is made for the whole area noticed in studium. Is obligatory to show the project of local zoning plan with the substantiation that shows:

- The way of realization according to the law
- Compatibility with the analysis
- The financial advantages

Local zoning plan (MPZP) has to include:

- The rules of saving and shaping the spatial order
- The rules of saving the environment and landscape
- The rules of saving the heritage
- All the needs of public spaces
- The rules of buildings shape and the land developed indicator, buildings intensity, biologically active area, the height of the buildings, parking spaces and building lines
- The rules due to protected objects

- All the rules about future planning and Local Zoning Plan (MPZP) which are not clear yet on this terrain.

Local Zoning Plan (MPZP) is creating with the geomatic maps, based on studium in 1:1000, sometimes in special cases is possible to make it in 1:500 or 1:2000. It depends on the type of land use in this area.

3.3.4 PLANNING PROCEDURE

Local Zoning Plan is created by the responsibilities but on behalf of the overlord (president, mayor), Urban Planner is obligated to do all the analysis and forecasts. After that masterplan/local zoning plan (MPZP) is shown to the social consultation and not accepted till the time if there will not be any remarks. If the local zoning plan (MPZP) is consistent with the studium arrangements and do not affect others, then is adopted. All the different ways are forbidden. If not follow these rules- the act is invalid.

3.3.5.1 URBANISTIC STANDARDS

In 2018 spatial planning had a revolution after applying the additional law- the act which helps to realize housing investments. It could be a way to stop the phenomenon of Urban Sprawl, by making strict rules, as a:

STANDARDS OF LOCATION, the general ones in case if the local government doesn't create their own.

- Housing buildings cannot be further than 1000 m from the nearest bus/tram stop. In the cities where a maximum amount of inhabitants is lower than 100 000- then 500 m.
- Housing buildings can not be farer than 3000 m from primary school which can afford the places for at least 7% of inhabitants in this investition. In the cities where maximum amount of inhabitants is lower than 100 000- there 1500 m.
- Family-housing building has to be located in the area where is access to the public places for taking a rest and a recreation. The distance cannot be bigger than 3000 m,

in the cities where the amount of inhabitants is higher than 100 000, if lower- then 1500 m.

- Maximum height of the building outside of the city or in the cities where the maximum amount of inhabitants is lower than 100 000, has to be 4 floors. In the cities where the amount of inhabitants is higher than 100 000- 14 floors.
- In case if any building is higher or incompatible with the new act, then this building sets the maximum height.

3.3.5.2 LOCAL URBANISTIC STANDARDS

Is forbidden to create the new standards if they are different for 50%, but a local government can describe the number of carpark places necessarily to realize the investment. All the standards are connected with the act of local zoning plan.

CHAPTER 4

4.1 PROBLEM IN THE CASE OF WROCŁAW

4.1.1 INTRODUCTION OF THE TERM OF LEAPFROGG

Having all the rules in planning is necessary to show the first and the most common issue what could gather all the problems and is called leapfrog. This is a new development separated from existing development by substantial vacant land. This is also referred to as sprawl as the development of lands in a manner requiring the extension of public facilities. In addition, the services are extended on the periphery of an existing urbanized area where such extension is not provided for in the existing plans of the local governing body. The change in farmers and periurban households' bid-rents affects both the size of the leapfrog area and the city

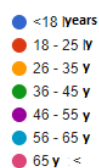
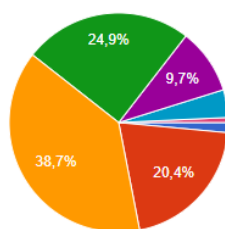
boundary. Thus raising agricultural prices leads to a smaller city and a lower leapfrog development, meaning a decrease in the total population (Coisnon et al., 2012). Leapfrogging is really dangerous for planning in case of unplanned settlement and unbalanced area's growth. It is due to inaccuracies in spatial development plans, because it is common in the rural, not-development area, that the planning documents are not updated. Urban Sprawl goes incredibly fast and the consequences of planning neglects are irreversible.

This is necessary to keep this fact in mind that the area, the destination of land should be **multifunctional**. It is obligatory to mix the land and do not arrange the land just for housing at the expense of nature.

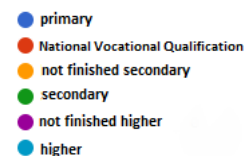
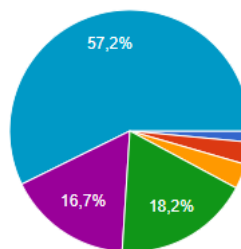
4.1.2. THE QUESTIONNAIRE

The problem in those terrains is dual, on the one hand, is spatial disorder and this is harmful to nature, but on the other hand- people there are not satisfied with the life that much as it would be supposed. Peri-urban areas have a dual identity: their residents are dependent on the town for employment opportunities and services, yet they retain close links with rural areas for social contact (Smith et al., 1998). I have done a questionnaire about the satisfaction of life in the 9 districts of Wrocław's suburban zone to get the topic about problems closer and as it is obligatory in the planning process having the social participation. In the questionnaire were 269 inhabitants (respectively: 12,3% Czernica; 1,9% Długołęka; 36,1% Kąty Wrocławskie; 2,6% Kobierzyce; 1,9% Miękinia; 1,1% Oborniki Śląskie; 31,2% Siechnice).

Age

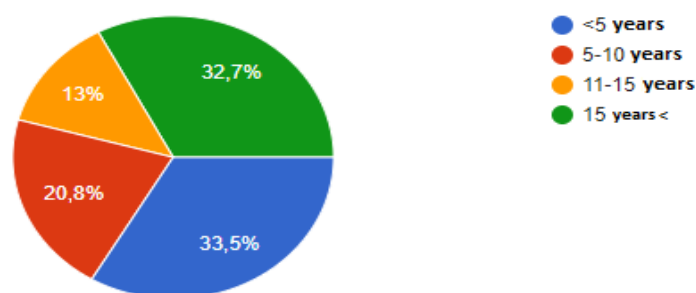


Education



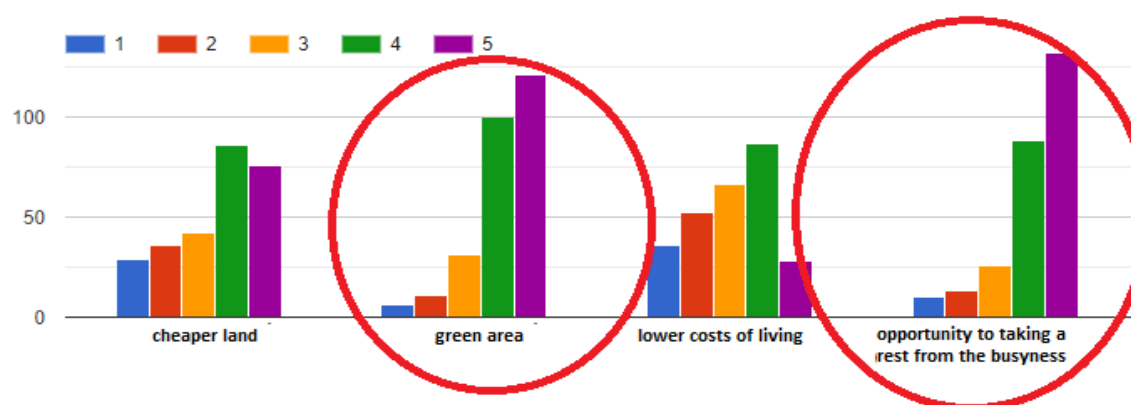
Most of the respondents are the „victims” of this phenomenon, due to the time when they moved out on the outskirts area. More than 50% respondents moved in the peri-urban area in the last 10 years, and their aims were exactly like these which are noticed in the previous chapters- link to nature and taking a rest from the busyness of the city.

How long are you living in your area?



Please, assess the importance of the reasons for settling in suburban areas

1-not important at all, 2-not important, 3-no opinion, 4-important 5-the most important

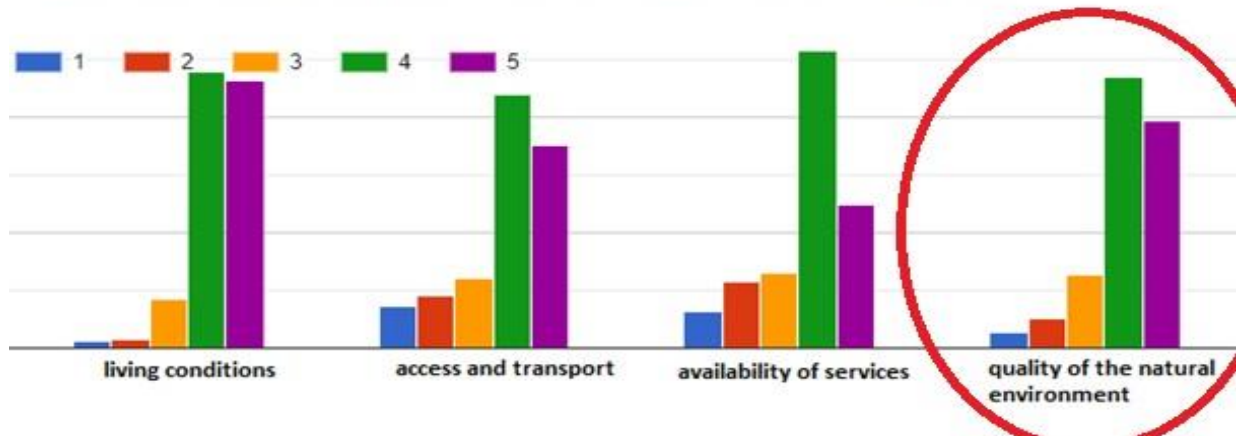


It confirmed my assumption and the urban sprawl theory. The natural values are big advantage of this region, but on the other hand it is strongly dependent on human activity. It has been developed by the planning process and while managing the area as a result of agricultural, pastoral and fish farming (Opracowanie ekofizjograficzne Dla Województwa Dolnośląskiego, 2005). Many of the valuable assets have developed on habitats created as a result of human activity, but also the discussed area is characterized by a significant density of the settlement network resulting in numerous impacts on the natural environment (Warczevska et al., 2010), what is not really good. The river valleys that cross the areas in the zones of intensive agriculture play an important role in the cohesion of the natural system (Opracowanie ekofizjograficzne Dla Województwa Dolnośląskiego, 2005). In the municipality of Kąty Wrocławskie is located one of the most valuable landscape park- „Park Krajobrazowy Dolina Bystrzycy”. In the Spatial Development Plan of the Lower Silesian Voivodship, the ECONET-PL network has been supplemented with 3 ecological corridors, including in the area

of peri-urban zone of Wrocław, the area of the existing Landscape Park of the Bystrzyca Valley (Warczevska et al., 2010). It has an impact on peoples quality of life.

Please, assess the impact of individual aspects on the quality of your life.

: 1-not important at all, 2-not important, 3-no opinion, 4-important 5-the most important



We can see that here showed off the different aspect- ACCESS. It generates a new issue for the planners and local government because, in fact, **the local government has to provide all the facilities in the municipality spatial planning acts.** The society is moving to the suburbs to look for the link to nature, but their satisfaction depends on the facilities (transport, services, infrastructure etc.) and it belongs to the government's duties.

Here are pointed out the main problems on the suburbs (according to the percentage):

- Lack of transport (very bad/ bad- 56%! No opinion- 17%)
- Lack of facilities as a technical infrastructure (very bad/ bad- 33%. No opinion- 35%)
- The conditions of places for rest and recreation (very bad/ bad- 31%. No opinion- 17%)

Please, assess the level of infrastructure in the inhabited area

1- really bad, 2-bad, 3-no opinion, 4- good, 5-very good



Along with the development of settlements, there are conflicts at the interface between nature and human activity. In the described metropolitan area, this is a strong conflict between the development of settlement and the protection of agricultural space with special qualities (Warczevska et al., 2010). Therefore, it is necessary to emphasize the necessity of proper management of the natural environment and the developing settlement and communication system. In case of the communication should be paid an attention to the threat to system continuity, generated by a growing road network. This problem concerns existing routes (eg A-4 motorway) as well as those which are planned, and which are also supposed to cross protected areas (eg Wroclaw's bypass through the Natura 2000 area). Is obligatory to consider the importance of nature according to the act Agenda 2030/ Agenda 21, and the development plan as well, to build the infrastructure and by the modern development of the area. Should be done the compromise between both the aims, it is difficult but is possible only by the concrete planning and by tightening this system.

CHAPTER 5

5.1 METHODS OF CONTROLLING URBAN SPRAWL

The spontaneous, poorly controlled process of suburban development often leads to disorganization or even chaos in space. Lack of order in the rural space will be greater if there is diversity and strength of interests of local and migrant populations, investors, central city influences etc. using deficiencies in the spatial planning system (Ciok, 2014). Taking consider the spatial planning act from 27th March 2003 about planning and spatial management is mentioned that the commune in spatial policy has to take as its basis the spatial order and sustainable development. However, the basic tool for conducting this policy, which is local spatial management plans, are not fully effective. Local plans very often do not cover the whole area of the commune, then the way of developing the land that does not have a plan is determined by the decision on determining the location of the public-purpose investment or the decision on building conditions, that is administrative decisions (Ciok, 2014). There is no doubt that **Urban Sprawl has to be controlled**, because in a result of it, there is a "shrinking" of open spaces, displacement of agricultural functions and disappearance of the existing

landscape and rural architecture occurs. Suburban villages are losing their identity, they become peripheral districts of cities, their composition layouts are more and more reminiscent of urban settlements (Ciok, 2014). Of course, it is good that the area is developed and those terrains are attractive for people, but it could not be allowed to make this place unattractive for others. There is a big challenge for urbanists and local government to make the suburban area great again as it was before the effect of urban sprawl, meantime providing the facilities necessary to exist in a developed area, close to the vibrant city.

5.1.1 BLUE, GREEN CORRIDOR

One of the ideas is creating the green corridor, which can favorably affect living standards, moreover, it is a key to stop the urban sprawl. Basically, the **blue or green corridor** is a silver bullet because it helps to solve ecological and planning problems. Importance of it could be a structure to the urban shape, in the meaning of mixed uses of land- farmland in the assumption is generated the food production, also as life protection and refuge.

5.1.2 STRICT PLANNING PROCESS

The level of urban sprawl is largely a function of socio-economic and demographic drivers and the geophysical context. Levels of urban sprawl need to be interpreted within the context of regional socio-economic and geophysical conditions. The planning process can help to control it and it is a good key to spine all the aims, as it is in some acts mentioned above. The problem is in inaccuracies of planning acts, but if create an idea for the future to determine the purpose of all the areas in a municipality, by the local zoning plans (MPZP), further following the idea of sustainable urbanization, what is a key to successful development, then controlling urban sprawl is possible. Local government units are responsible for controlling suburbanization processes using available planning tools, ie studies of conditions and directions of spatial development, and, above all, local spatial development plans (Michalski et al., 2015). Suburbanization processes can be controlled using the provisions of local spatial development plans. Findings of local plans limit suburbanisation or allow the phenomenon to escalate (Hełdak 2010). After the deep analysis of the problems of people who are living in the suburban zone of Wrocław seems that successful urban planning should consider the aims of agenda which will require that attention be given to urban settlements of all sizes. If well

managed, cities offer important opportunities for economic development and for expanding access to basic services, including health care and education, for large numbers of people. Providing public transportation, as well as housing, electricity, water, and sanitation for a densely settled urban population is typically cheaper and less environmentally damaging than providing a similar level of services to a dispersed rural population (unknown, 2014). It could merge the dispersed buildings and stop the unbalanced growth. During the planning and decision making should consider the protected natural areas (currently and for the future). The proper management of space plays a large role in shaping and protecting the natural system. The condition for this is the need to include airfoils and ecological corridors in planning documents prepared at various levels (Warczewska et al.,2010).

The Spatial Planning process should control urban sprawl, this is the challenge for the local government.

Here are pointed out some ideas of improving this system.

To control the phenomenon of rapid and unbalanced urban growth (urban sprawl):

- Strengthening and more strict spatial planning at all levels – from national to the local.
- The concept of appropriate shaping of the settlement network with determination of its concentration areas and infrastructure corridors connecting network elements.
- Protection of green areas
- Considering in spatial planning acts the negative impact to nature, and do not implement it.
- Creating the sustainable plans with minimal % of green areas and open spaces.
- Creating the long term spatial planning acts (studium) for the whole terrain.

The implementation of all tasks in the field of spatial policy in local government units must be based on a clear division of competences and responsibilities. The experience of many large cities indicates the need to establish in its administrative structures its own specialized budget units, referred to as urban planning and planning studios (Hudzik, 2005).

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