The regional preparatory land use plan
Tasks and objectives
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Dear readers,

our region is dynamic and is continuously changing: new business parks are being planned, houses are being built, green areas are being created and the infrastructure is being further developed. All of this is based on the regional preparatory land use plan. This plan specifies the type of land use, and takes into account the guidelines contained in the regional development plan – here land use and regional planning are combined. The plan applies to the 75 member municipalities in the Regional Authority FrankfurtRheinMain, and is valid for a period of around ten years.

Of course, a plan with such a long period of validity must be adapted to developments and changes. The regularly scheduled revision processes are not a sign of bad planning or flexible arbitrariness – rather they show the dynamics of our region and our intention of accompanying and shaping these developments in planning terms. Among other things, we are currently working on the concept of »renewable energies«, which considers priority areas for wind power. The Regional Retail Trade Concept, as a component of the plan, is also currently being revised. We want our regional preparatory land use plan and its principles to remain completely up-to-date – that is our aspiration.

We hope that this brochure will provide you with an overview of our regional planning activities in the FrankfurtRheinMain region.

Thomas Horn
Regional Authority Director

Rouven Kötter
First Deputy Director
### Regional preparatory land use plan

#### Facts and figures

The regional preparatory land use plan (RegFNP) was introduced in 1998 with the amendment to the land use planning act as a new planning instrument in Germany.

It is a regional plan and preparatory land use plan in one.

It went into effect for the local region of Frankfurt/Rhine-Main on 17 October 2011 upon being published in the Hesse State Gazette (Hessischer Staatsanzeiger) as part of the regional plan for South Hesse.

It applies to 75 cities and communities with:
- a surface area totalling 250,000 hectares
- extending around 57 kilometres from east to west and around 70 kilometres from north to south
- 2.2 million inhabitants (as of 12/2011)
- around one million employees who are liable to pay social security contributions (06/2011) and
- around 45,000 euros of gross domestic product per capita (2009).

It contains objectives and targets for the development covering the period up to 2020.

It has the legally stipulated scale of 1:50,000.
It is a template for the construction plan for cities and communities and other sectoral plans. It has no direct legal effect on citizens.

It presents existing properties and planned changes in different ways, making it possible to decipher what building developments are still feasible by 2020.

The aim of the plan is to ensure sustainable urban development.

It takes into account the target statements of the current landscape plans and landscape planning expert opinion reports.

It provides an outline of the type of land use and at the same time defines objectives, principles and other requirements of land use planning.

It contains depictions of the land from a minimum size of 0.5 hectare.

It is a template for the construction plan for cities and communities and other sectoral plans.
The **planning system** of the Federal Republic of Germany stipulates that spatial plans are created for the administrative divisions of the federal government, the states, administrative regions (if applicable) and municipalities. The subordinate plan specifies the level of detail of the master plan. Deviations from this procedure must be explained. The so-called principle of countervailing influence also applies, allowing subordinate plans to be incorporated into the master plan (see image on page 7).

The **spatial planning**, which generally encompasses the regional planning and the preparatory land use planning, is usually comprehensive, but spatial or objective sub-plans are also feasible. The legal requirements for realignments or updates vary depending on the administrative division.

The **regional preparatory land use plan (RegFNP)** is specific in that it combines two working plans that are actually independent, the South Hesse regional plan and the preparatory land use plan for the Regional Authority’s territory, into one joint regional preparatory land use plan. This has only been stipulated by the legislator, in this case the federal government, in the last few years. At the same time, the provisions of the Hesse federal state planning act (HLPG) for developing the regional planning content and the Federal Building Code (BauGB) also apply for the preparatory land use plan. Furthermore, two political institutions are involved in the decision on the joint plan, the South Hesse regional assembly and the chamber of the Regional Authority.

The **scale** of the plan is stipulated by the Hesse legislature. The provisions of the Hesse federal state planning act stipulate an update obligation within eight years.

The manner in which information is **displayed** on the maps is regulated by means of the federal standard for map symbols (Planzeichenverordnung des Bundes) for land use planning and the Hessian state government for regional planning. The lower limit of the information displayed in the regional preparatory land use plan is 0.5 hectare.

The purpose of the land use plans is to stipulate the **main features** of land use for their region with the focus of these being on developed land. It mainly relates to urban planning.

The purpose of the regional plan is to strike a balance between the **different spatial requirements** for the relevant region and therefore acts as a plan for the settlement area and the entire outlying area. This is accomplished by defining the priority and restricted areas, for example for flood control. The priority and restricted areas in the outlying area are usually displayed with hatches and are not necessarily specified by the land use planning.

The settlement area, on the other hand, is displayed in the regional preparatory land use plan using land use plan categories including for example »residential building areas« or »communal areas«. The »preferential settlement area« is stipulated by turning it into a more specific land use plan.
Der Abschnitt § 9 Abs. 1 Nr. 1 BauGB betrifft die landesrechtliche Zulässigkeitsprüfung für den Neubau von Wohngebäuden. Die Regelungen betonen die Notwendigkeit, dass die Baukosten darauf ausgerichtet sein müssen, dass das Gebäude nach der Eröffnung kraft der Bauart und des Baustoffes so erneuert werden kann, dass der Raum im Innern der Haushalten und der Besatzung und im Hause eine gewisse Dauer zu sichert.

Die allgemeine Wohnberechtigung (§ 4 BauNVO) beinhaltet die Möglichkeit, dass nur Einzelhäuser zulässig sind. Die Besonderheit der Gemeinde Großauheim liegt darin, dass die Gemeinde vorzugsweise Wohngebäude errichten möchte, die nachhaltig und energieeffizient sind.


The Frankfurt/Rhine-Main Metropolitan Region Act assigns the task of land use planning to the Regional Authority. It stipulates that a regional preparatory land use plan (RegFNP) must be created in cooperation with the South Hesse regional assembly.

The decision taken by the association chamber and the South Hesse regional assembly in 2003 to create a plan marked the start of an exciting and diverse planning process with many participants, ideas and changes. In addition to the political framework for the region, the legally effective land use plans, landscape plans and the South Hesse regional plan, as well as different concepts from technical disciplines represented the starting point.

The statutory involvement of citizens and functional authorities in 2007 and 2009 resulted in amendments to the plan as well as discussions with municipalities or in the adoption of adjustments to the population forecast as a result of new surveys. Plans from other stakeholders in the region were also taken into account. This includes for example the expansion of Frankfurt airport. In the course of proceedings, the planners received a total of around 15,000 amendment requests, which were reviewed from a functional perspective and submitted to the political decision-makers.

The plan has been legally effective since October 2011 and has replaced the previous land use plans of the 75 cities and communities and the South Hesse regional plan from 2000. However, it does not contain fixed statements: during the planning horizon until 2020, changes in the individual municipalities result in amendments being made to the target statements, which are integrated into the regional preparatory land use plan through amendment procedures.
The guideline »Frankfurt/Rhine-Main 2020 – the European metropolitan region« represents the agreement between all municipalities in the administrative region of Darmstadt about the goals the region has set up through 2020 in an attempt to compete at a national and international level. A general consensus is required for this.

Once a decision has been taken, the guideline acts as a recommendation for the planning in the region. The guideline was developed in 2004 with more than 230 people participating in numerous workshops. Following this, counsel was sought on the guideline in the South Hesse regional assembly and the chamber of the planning authority, the predecessor to the current Regional Authority, and a decision was adopted.

Keyword recommendations that are specified in more detail in the regional preparatory land use plan (RegFNP):

- Promoting the exchange of knowledge and communication as a basis for a successful region.
- Enhancing the different strengths and potential the cities and communities have to offer. Ensuring the development of the urban centres, using current settlement areas in the best way possible, and developing new areas on a case-by-case basis.
- Supporting the network of expertise in biotechnology, finance, communications technology, media, logistics, materials technology and management consulting services.
- Optimising mobility. Upgrading all transport routes. Improving the trade of goods as a basis for regional development.
- Expanding the region as a knowledge region.
- Enhancing the attractiveness for young people and families.
- Improving the range of cultural activities, recreational facilities and attractive countryside. Expanding the regional park.

The guideline is available for download in English at www.region-frankfurt.de/Service/Veröffentlichungen/English-Publications.
The regional preparatory land use plan (RegFNP) is made up of two parts: the text part and the map section. The text part is divided into a general section, a local section and an environmental report. The main map and two additional maps along with the legend constitute the map section.

**Text:**

**General section**

The general section offers an outline of the plan and the planning principles. In addition to the objectives, principles and other requirements of land use planning, it also contains an explanation of the images used for the land use plan in a congested urban area, the guideline and the comprehensive summary.

**Local section**

Those wanting to get a quick overview of the plan for a municipality are better off reading the community newsletter in the local section first.

**Environmental report**

In addition to a section of the main map, you will also find important information on the settlement structure, residential and industrial areas, transport, green areas and the countryside and a land area balance here.

What impact the plan has on the environment and which planning alternatives are more environmentally friendly were issues reviewed as part of a comprehensive environmental plan audit, the results of which are summarised in the environmental report. The impacts on sensitive and protected habitats, previously developed land and contaminated sites, flood areas and areas with a high level of air pollution are shown on the maps for the entire authority’s territory.

Potential damage to the European nature preserve system Natura 2000 is also looked at. There are also maps for the individual cities and municipalities that show the likely environmental impact on the different areas.
Maps:

Each map consists of six sheets.

Main map

The existing and planned land uses are presented graphically on the main map. It contains information about the settlement structure, residential and industrial areas, transport, green spaces and the countryside among other things.

Supplemental map 1

When formulating the regional preparatory land use plan, projects and plans from other planning authorities are accounted for. These guidelines include, for example, contaminated sites, nature preserves, monuments, drinking water protection areas and flood zones. Supplemental map 1 documents these sectoral plannings.

Supplemental map 2

Supplemental map 2 is dedicated to the regional retail trading scheme. It presents »central supply areas«, »service cores« and »additional locations«.

Legend

The legend also lists the legal basis for each representation. The legend sheet additionally contains important planning statements as texts on the topics of retail trading and transport. And lastly, the steps of the planning procedure are also documented on the legend sheet.

Residential building areas, existing/planned
Mixed use areas, existing/planned
Industrial building areas, existing/planned
Priority area for agriculture
Land for agricultural cultivation

Forest, existing/growth
Restricted settlement area
Priority area federal government
Green space (without symbol: park)

Regional preparatory land use plan – South Hesse regional plan

Those who are interested in hearing about the development of the entire South Hesse region rather than just about the local region of Frankfurt/Rhine-Main are also better off reading the South Hesse regional plan (www.landesplanung-hessen.de/regionalplaene). The regional preparatory land use plan is a part of this large-scale plan.
Frankfurt/Rhine-Main is a polycentric region. This means that cities and communities of widely differing quality and sizes form a combined metropolitan area as a result of dividing responsibilities. The citizens cross the region when they travel from their home to work, take their children to school, engage in physical exercise, or experience culture. A closely connected region like this needs a joint development plan.

Frankfurt/Rhine-Main is an attractive region for making many different investments: new residential and industrial areas, retail trade, sports venues and recreational facilities, expansion of roads and sites for renewable energy generation are just a few examples of projects that are going to be implemented in the region.

The focus of the regional preparatory land use plan (RegFNP) is on coordinating these diverse land use requirements with a well-organised urban development, while also considering the issues of nature and the countryside.

Regional preparatory land use plan
Plan content and land area balance

<table>
<thead>
<tr>
<th>Land use balance – regional preparatory land use plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>51.5 %</strong></td>
</tr>
<tr>
<td>Agriculture and forestry</td>
</tr>
<tr>
<td><strong>23.3 %</strong></td>
</tr>
<tr>
<td>Settlement structure</td>
</tr>
<tr>
<td><strong>22.7 %</strong></td>
</tr>
<tr>
<td>Nature and the countryside</td>
</tr>
<tr>
<td><strong>1.4 %</strong></td>
</tr>
<tr>
<td>Transport</td>
</tr>
<tr>
<td><strong>0.4 %</strong></td>
</tr>
<tr>
<td>Securing raw materials</td>
</tr>
<tr>
<td><strong>0.3 %</strong></td>
</tr>
<tr>
<td>Utility plants, waste disposal and sewage treatment</td>
</tr>
</tbody>
</table>
**Settlement structure**
In addition to building areas, statements will also be made for green spaces such as parks and for the restricted settlement area near the airport. We distinguish between existing and planned building areas.

**Transport**
Roads, railway lines and air traffic areas can be seen on the map. The legend sheet also includes a list for certain road plans.

**Utility plants, waste disposal and sewage treatment**
This encompasses, for example, sites for power stations, sewage plants or substations.

**Agriculture and forestry**
Land for agricultural use and forest areas are safeguarded by being presented in the portfolio, and development opportunities for the future are shown.

**Nature and the countryside**
Environmentally relevant land use is a new depiction of the development planning. It contains land that is particularly suitable for implementing nature conservation measures.

**Securing raw materials**
Existing and newly planned excavation areas for raw materials (gravel, sand, etc.) are shown.
Regional preparatory land use plan – Issues
Settlement development

The settlement structure of Frankfurt/Rhine-Main is impacted by the great number of attractive cities and communities that are linked to one another by large countryside areas. Having »nature right on the doorstep« is a special quality of our region. This settlement structure differs from other metropolitan regions such as Berlin, Hamburg or Munich, which are centred around a central city and are built up much more densely.

The map on the right shows the current and potential settlement structure in the congested urban area. The polycentric structure of the Authority’s territory is clearly recognisable – as are the open spaces that extend right into the heart of the region. There will be a huge range of diverse new residential and working locations in Frankfurt/Rhine-Main, ranging from lively inner city locations to the peaceful rural world.

In spite of the demographic change that is slowly taking hold in Germany, Frankfurt/Rhine-Main will continue to be subject to the pressure to develop until 2020 as a result of its function as a metropolitan city in Europe and the associated population and economic development. In order for our region to also be able to continue its dynamic development in the future, the regional preparatory land use plan (RegFNP) discloses around 2,350 hectares of planned residential building areas and 2,100 hectares of planned industrial areas each including 50 percent of planned mixed use areas.

Future development work will mainly take place in the large and mid-sized urban centres along important transport routes. For conserving nature and the countryside, planned building areas are identified on idle settlement areas when possible, for example on former military sites. When it comes to making plans for new settlement areas, care has been taken to ensure that the open spaces between the settlements are maintained. No new residential building areas have been planned in the noise protection area around Frankfurt airport (restricted settlement area) and in the danger zone around especially hazardous business operations (what are known as Seveso-II hazardous operations in accordance with EU law).

The demand for properties in new residential areas differs substantially in the municipalities. The number of inhabitants decreases in some municipalities irrespectively of the construction opportunities on offer, while the population in other locations continues to increase and building land is becoming scarce. There is also land in built-up areas that is suitable for redensification or restructuring. There is therefore an increased focus on the topic of »inner-city development«: the issue is to preserve vibrant locations with a sufficient population density, to secure the necessary infrastructure, to maintain the quality of open spaces, and to be economical with the valuable resource that is unsealed soil with its many functions (see also page 32).
Settlement development

Provision for land use:

- Around 2,350 hectares of planned residential building areas (250 hectares of which are mixed building areas)
- Around 2,100 hectares of planned industrial building areas (250 hectares of which are mixed building areas)

Objectives:

- Development work primarily in the large and mid-sized urban centres along important transport and settlement routes
- Taking advantage of the opportunities provided by practical compact forms of urban development
- Preserving open spaces between the settlements
- Prioritising inner-city over suburban development
- Economical and careful use of land and soil

Further information:

- Regional preparatory land use plan (RegFNP) – General section: Chapter 3.4
- Brochure of the Regional Authority »Innen vor außen« (Prioritising inner-city over suburbs)
Based on its central location in the European Economic Area, the region is a popular residential location and a significant traffic hub. However, the downside of good transport links is the considerable pollution caused by traffic noise and exhaust fumes. Designating new land use areas in central locations is likely to result in an extremely low amount of additional traffic pollution. Being able to reach these locations in the region quickly by using the local public transport network is a requirement for this.

Frankfurt/Rhine-Main is interspersed with many railway lines for local public transport. The major cities are usually easy to reach with long-distance, regional, metropolitan and underground trains and urban networks and tramways. The regional preparatory land use plan (RegFNP) will therefore primarily show new residential locations where public rail transport stops are located or planned and can be reached on foot.

54 percent of planned residential locations are located within the catchment areas of the rail transport stops. This development follows the principle of the regional preparatory land use plan, which prioritises a settlement development along transport routes or supports the designation of new residential building areas in the catchment area of the rail stops of the local transport network (ÖPNV). The operation and expansion of the local transport network (ÖPNV) has to be coordinated with this objective. Further plans in the catchment area of the stops are generally likely to facilitate higher building density, especially at stops that are often called at. The urban quality is to be enhanced by a sufficient number of apartments being available in central locations. The areas should be built up compactly and be used for residential and industrial properties, infrastructure, cultural facilities and retail trading. The transport system is to be expanded so that accessibility is improved for everyone with their different requirements.

In contrast, the population also requires residential areas outside the city centres close to nature and far away from train and suburban railway stations. These settlement areas of lower density should be conveniently located outside the rail routes and connected with bike and ride or park and ride facilities at the railway areas whenever possible.

Coordinating the desire of the population to have as much mobility as possible with the equally distinct desire to have high living quality without experiencing disturbing noises as efficiently as possible leads to conflicts of interest. Solving these conflicts is one of the main challenges that lie ahead.
**Living and local public transport (ÖPNV)**

- Rail transport route: around 800 kilometres, around 140 km of which are being expanded/newly constructed.

- Rail transport stops: around 400, around 50 of which are being operationally upgraded/newly constructed.

**Objectives:**

- Settlement development primarily along the transport routes.

- New building development areas in central locations with good transport infrastructure.

- Higher building density in the catchment area of the stops.

- Additional transport links with park and ride and bike and ride facilities.

**Further information:**

- Regional preparatory land use plan (RegFNP) – General section: Chapters 3.3 and 5.1.

- »Materialband Verkehr 2020« (Book of material on traffic 2020) of the Regional Authority.
Our idea of a city centre is very much influenced by the retail trade: people also always associate retailers and department stores, trade shops, shopping and strolling with a city centre. Shopping is one of the most important reasons for visiting a city centre. That’s why the target is being drawn up in the guideline for the regional preparatory land use plan (RegFNP) and the South Hesse regional plan that Frankfurt/Rhine-Main should be a region of strong urban centres with vibrant, attractive city centres where people can go out and take a stroll.

However, the structure of the retail trade is changing: the size of retail spaces is increasing each year in Germany. Many retailers prefer sites on the outskirts of the city or in industrial areas over established locations in the city centres because »grassland« is usually quicker and cheaper to build on. Unfortunately, these sites are often difficult to reach for people without a car. The shops on the outskirts of the city cannot be found in the city centres: this results in an increasing number of business closures and vacant properties. The range of shops is decreasing in the city centres and it is becoming more and more difficult to obtain everyday goods locally if people don’t have a car. The regional retail trade scheme is designed to counteract these trends:

The city, town and district centres are supposed to be enhanced and local shopping opportunities to be created for the general public.

The most important results of the scheme have been integrated into the regional preparatory land use plan as a text and a map (especially supplemental map 2). Areas especially suitable for establishing space-related retail trade projects are disclosed on supplemental map 2 (see page to the right). Enterprises with products that are usually expected to be available in the city centre or those products important for the local supply of the population (for example, retailers and department stores or supermarkets) should be directed to the »central supply areas« and the »service cores«: These are usually the city and district centres. The »additional sites« are intended for the major enterprises that do not offer any products relevant to the city centre – for example, DIY markets and garden centres or furniture markets. They are often located on the outskirts of the city and usually the best way to reach them is by car. »Other existing retail locations« refer to spatial arrangements of retail stores that are also usually established for customers who have a car and are generally not within walking distance.
Retail trade

- Around 1,500 businesses with collectively more than 2,000,000 square metres of retail space

Objectives:

- Consistent regional management of retail structures
- Enhancing the city centres, expanding and retaining the central supply areas
- Ensuring the local supply of goods

Further information:

- Regional preparatory land use plan (RegFNP) – General section: Chapter 3.4.3
Regional preparatory land use plan – Issues

Cycle route network

Frankfurt/Rhine-Main has more than a million commuters who travel to work in Frankfurt and other regional centres everyday. This poses particular challenges to the planning procedure. The aim is to use innovative concepts to ensure mobility for a sustained period of time. Quality of life also plays an increasingly significant role as a factor in the choice of location in the competition among the regions.

Bicycles are experiencing a boom in urban regions. Cycling currently stands for urbanity, vitality and lifestyle. Cycling is part of a modern integrated transport system and contributes to sustainable, urban mobility. The Regional Authority has already introduced a number of measures for promoting cycling in the region over the last few years. In addition to the cooperation platform »RADforum Rhein-Main«, the program »bike + business« and the long-distance cycle route »Main-Radweg«, the »inter-city cycle route network« in particular are also part of the regional preparatory land use plan (RegFNP).

The »inter-city cycle route network« is a higher-level network for the region with a focus on everyday life, and includes interesting regional and national leisure routes in the plan (for example, the Hesse long-distance cycle routes). The network connects cities and communities directly with other overriding sources and targets. From a planning point of view, identifying significant gaps in the regional network, preserving the route for inter-city cycling and the function are paramount as an important basis for decision-making when it comes to funding measures.

All relevant types of cycle paths will be integrated into the network. This relates to cycle paths along the roads, dedicated paths, mixed traffic on the roads, and expanded service roads.

Around 2,400 kilometres of inter-city cycle routes are depicted on the main map. Just under 2,000 kilometres of which are existing routes and 400 kilometres of these routes are planned. The existing routes do not indicate the structural quality of the paths. The plan generally contains all the planning stages, ranging from existing planning permits or urban land use procedure to the objectives that are part of the concept with 2020 as a time frame.

The plan has been reconciled since 2003 by means of the »RADforum Rhein-Main« moderated by the Regional Authority as an accompanying expert committee. The districts, cities and communities, road administrations and the general German cycling club have also been involved from the outset since 2004.
Cycle route network

- Length: around 2,400 kilometres, of which
  - 2,000 kilometres are existing, and
  - 400 kilometres are planned

Objectives:

- Route preservation
- Identifying gaps in the network
- Prioritising funding measures
- Synchronising differing route systems

Network components:

- Paths along the roads (structural cycle paths, cycle lanes, protective strips)
- Dedicated paths (including former railway lines)
- Mixed transport on roads
- Service roads

Further information:

- www.bikeandbusiness.de
- www.radroutenplaner.hessen.de
- www.region-frankfurt.de/Radverkehr
Frankfurt/Rhine-Main is not just an attractive place to live and work. The countryside as a recreational environment is also a valuable asset for the people living here. Preserving the countryside is an important aim. That’s why we have developed a nature conservation scheme to help us integrate precious habitats, therefore allowing species to spread and to maintain biodiversity.

In order to achieve this, the Regional Authority has developed and embedded the regional linked biotope system into the regional preparatory land use plan (RegFNP) as »environmentally relevant land use«. The municipal landscape plans then provide information on what specific nature conservation measures are recommended for the land.

The regional preparatory land use plan regulates »environmentally relevant land use« by two regional planning stipulations, the so-called priority and restricted areas for nature and the countryside:

- »Priority areas for nature and the countryside« is to mean that future plans that contradict the aim of nature conservation are not included in these areas. This doesn’t mean that all other requirements are ruled out (as part of a general prohibition of use) but just those uses, plans and measures that are not linked to the relevant aim of conservation. The focus here is on preserving and maintaining precious habitats and biological communities of animals and plants.

- The aim of the »restricted areas for nature and the countryside« shown along with the »priority areas for nature and the countryside« is to safeguard and develop the regional linked biotope system. They assume an important role as they compensate for and offer an alternative to interferences with nature and the countryside, and they find a balance in coherence and improve the link between the network of Natura 2000 nature preserves. Major importance must be attached to nature conservation in the »restricted areas for nature and the countryside«, compared to the competing usage requirements.

Around 23 percent of the land of the Regional Authority forms part of the regionally linked biotope system. Whether the system can be successfully developed depends on the involvement of all stakeholders in the region. It is only possible for the natural environment in the region to be preserved over a substantial period of time when owners, tenants, farmers, conservationists, politicians and authorities each take responsibility and proactively engage in their respective sphere of activity.
Nature and the countryside

- Environmentally relevant land use: around 53,500 hectares
- Priority areas for nature and the countryside: around 40,500 hectares
- Restricted areas for nature and the countryside: around 19,300 hectares

Objectives:

- Combining all nature conservation and compensation measures within environmentally relevant land use
- No infringement in environmentally relevant land uses

Further information:

- Regional preparatory land use plan (RegFNP) – General section: Chapter 4.5
- Brochure of the Regional Authority “Das Biotopverbundsystem – Freiraumakzente für den Naturschutz” (The linked biotope system – Emphasis on open spaces for nature conservation)
Leisure pursuits, recreation and exciting landscapes – this is also what the region of Frankfurt/Rhine-Main represents.

The rivers to which the region owes its name, the Rhine and the Main, as well as the Nidda and the Kinzig, the Taunus as the low mountain range with large expanses of forest, the open landscape of the Wetterau and the wide plains to the south of the Main are good examples of the diverse, attractive leisure and recreational landscapes the region has to offer. The Frankfurt skyline that is constantly the centre of attention from every direction forms an exciting contrast to this.

The regional preparatory land use plan (RegFNP) presents both the built-up area with its settlement, traffic, supply and disposal areas and the undeveloped area with its green and agricultural areas and forests. What’s special about the Frankfurt/Rhine-Main region: the region has a polycentric structure and the open areas extend all the way into the urban centres offering the countryside at people’s doorstep. These open areas have just as great an impact on the image of the region as the built-up areas and play an important role for the green image of the region as »soft location factors«.

The regional preparatory land use plan distinguishes green areas between parks, cemeteries, independent gardens and sport and leisure facilities. These recreation areas located close to residential areas are extremely important for relaxing after work and on weekends. They are supplemented by the large forest areas in the south and north west of the Authority’s territory. The nature parks in the Hochtaunus and Spessart districts, which are considered as especially important recreational areas, are disclosed in accordance with the nature conservation law and are therefore shown in supplemental map 1.

The regional park is a system for open spaces that makes the entire region accessible to people looking for rest and relaxation by offering paths and attractions that resemble parks. It links important local recreation areas in the urban landscape with the adventure and recreation spaces in the surrounding area. The regional preparatory land use plan represents a corridor network with the »priority area for the regional park« in which the regional park routes can be formally implemented.
Recreation and regional park

- Around 11,100 hectares of green areas
- Around 62,000 hectares of forest
- A total of around 84,300 hectares of which constitute the nature park
- Around 81,100 hectares of which constitute the Hochtaunus nature park and around 3,200 hectares the Spessart nature park

Regional park overall:

- 180 attractions along the route
- 1,250 kilometres of regional park routes
  - 350 kilometres of which have already been expanded
  - An additional 900 kilometres are being planned
- Accessibility of the regional park routes to the nature park paths

Further information:

- Regional preparatory land use plan (RegFNP) – General section: Chapters 4.4 and 4.7
- www.regional-parkrheinmain.de
- www.naturpark-hochtaunus.de
- www.naturpark-spessart.de
The valid regional preparatory land use plan (RegFNP) still does not include the events in Fukushima and the change in energy policy subsequently adopted in Germany and the targets of the Hessian Energy Summit set in November 2011 in Hesse. The target statements and plans of the regional preparatory land use plan must therefore be amended and updated.

The regional preparatory land use plan is already making target statements on energy saving and energy use as well as on the increased use of renewable energy sources (chapter 8). The issue of wind power use was initially omitted.

The South Hesse regional assembly and the chamber of the association have both already implemented an objective sub-plan on »wind power use« at the end of 2010. This sub-plan is developed taking into account the new political conditions for the change in energy policy. The decisions were amended to such an extent in the spring of 2012 that an »objective sub-plan on renewable energy« now has to be developed.

A multi-stage planning process is required for disclosing the »priority areas for wind power use« with a foreclosing effect:

- Land that is not available for wind power plants in fact or in law is not to be taken into consideration (hard exclusion criteria such as for example settlement areas, nature preserves).

- Additional criteria such as minimum plot sizes or buffer zones for example may keep additional areas clear of wind power plants (soft exclusion criteria).

- The potential areas that have been determined in this way must be compared and assessed against competing public interests.

Ultimately, a coherent, comprehensive concept has to be developed that must create a significant amount of space as a result of the wind power assessment. The »objective sub-plan for renewable energy« also formulates objectives and guidelines on the remaining renewable energy. The aim is to ultimately use informal concepts to add additional specialist topics to the formal sub-plan and make these concepts part of a regional energy scheme.
Hessian future energy act (Hessisches Energiezukunftsgesetz) (November 2012)

- Complete coverage of final energy consumption in Hesse (electricity and heat) with renewable energy, if possible by the year 2050
- Increasing energy efficiency and generating energy savings
- In the private sector, subsidies are provided for investment measures aiming at increasing energy efficiency, generating and using energy rationally and taking advantage of renewable energy.
- Establishing a monitoring procedure for gathering and updating renewable energy

The target of the state development plan is to specify priority areas for wind power usage in the regional plan with a foreclosing effect for two percent of the regional territory.

Further information:
- www.region-frankfurt.de/Energie
- www.energiegipfel.hessen.de

Inventories of renewable energy generation in the Authority's territory (as of: June 2013)

- Photovoltaics
- Wind power
- Hydropower
- Sewage gas, landfill gas
- Biomass, biogas

Sources: EnergyMap and Regional Authority

Installed nominal electrical power in megawatts (MW)

Equal to 9 MW
Regional preparatory land use plan – Issues

Aircraft noise

New settlement areas should usually not be planned in areas where there is lots of aircraft noise. The so-called »restricted settlement area« has therefore been marked down as a category of regional planning in the regional preparatory land use plan (RegFNP) on a large scale around Frankfurt am Main airport and the Frankfurt-Egelsbach commercial airport. The planned residential and mixed use areas have been shown within these boundaries only if there was already a specific building law in place for these areas when devising a plan and the conflict with noise had already been handled at this level, for example by identifying particular sound insulation measures.

The noise protection areas – which unlike the restricted settlement areas are not part of the regional preparatory land use plan – should also prevent new apartments or vulnerable facilities such as hospitals, retirement homes, schools, etc. from being built in noisy areas. A distinction is made between night and day protection zones 1 and 2 (see map on page 29).

There are however a number of exceptions in both the regional preparatory land use plan and in the German air traffic noise act (§ 5 para. 3 FluLärmG), that may enable plan amendments to be formally implemented. This means, for example, that it is possible to carry out restructuring work on the existing settlements within the restricted settlement area of the regional preparatory land use plan, such as converting industrial wasteland into residential areas. It is also possible to a certain extent to build apartments as well as schools and kindergartens in the different protection zones of the noise protection area around Frankfurt am Main airport.

The regional council of Darmstadt as the competent authority in accordance with the national law may make further exceptions if it becomes imperative to provide the population with public facilities or other resources that benefit the public.

If a municipality intends to make formal plan changes that are feasible within these areas, it also takes responsibility for effectively ensuring protection against aircraft noise in the following planning steps as far as the Regional Authority is concerned. Otherwise, the plan should be abandoned.
Aircraft noise

- Restricted settlement area
  - No new residential and mixed use areas
  - Restructuring to existing properties possible
- Night and day protection zones 1 and 2
  - No new construction of apartments, hospitals, homes, schools and kindergartens
- Night protection zone
  - No new construction of apartments, homes and hospitals
  - Schools and kindergartens allowed
- Day protection zone 2
  - No new construction of hospitals, homes, schools and kindergartens
  - Apartment construction with sound insulation allowed

Exceptions can only be made in justifiable, specific cases.

Further information:
- Regional preparatory land use plan (RegFNP) – General section: Chapter 3.4.4
- Noise protection area
- Aircraft noise monitoring (Environmental and neighbourhood house): www.forum-flughafen-region.de/monitoring/fluglaerm-monitoring

Summary of the Regional Authority Sources: Darmstadt regional council and Hessian Ministry of Economics, Transportation and Land Development (2011)
The regional preparatory land use plan (RegFNP) is a vivid plan. On the one hand, it represents a reliable long-term spatial development in a congested urban area, and on the other hand, it represents a flexible response to changing planning conditions. The amendment procedure for the regional preparatory land use plan may have different origins:

- Current and unpredictable planning tasks are part of everyday life in the communities and result in revisions and amendments to the representations shown in the regional preparatory land use plan.

- Planning guidelines from European, national or state law amendments and new guidelines have to be reflected in the working plan.

Amendments to the regional preparatory land use plan are made only after close consultation with the communities, citizens and authorities. The employees of the Regional Authority provide information about the content of the plan, the admissibility of the project and the possibility of getting involved.

The regional preparatory land use plan is updated once a year with the land use amendments that have been resolved and is made available on the Internet – www.region-frankfurt.de. Requests for printed maps and specific evaluations on certain planning information can be directed to the Regional Authority’s map ordering service (www.region-frankfurt.de/Karten).

In the event that the regional preparatory land use plan is amended, the public and authorities are allowed to have their say. The process is very transparent and any objection counts. The Regional Authority believes that people's local knowledge and diverse range of ideas are important for the development of the region and that the quality of the regional preparatory land use plan increases when many citizens participate in the planning procedure.
How does the municipality introduce an amendment procedure?

In order to introduce an amendment procedure, the Regional Authority requires a decision from the city councillor or municipality representative and an application to amend the regional preparatory land use plan (RegFNP) as a declaration of intent from the municipality. This decision may also be adopted along with a decision for a development plan.

What should the municipality consider before initiating a procedure?

The planned building areas shown in the regional preparatory land use plan (RegFNP) and reported in the text (local section) form the framework for further land use that should not be exceeded. That’s why it must be ensured that planned building areas are withdrawn (land adjustment) in another location in the district when it comes to reallocation of building areas. The employees of the Regional Authority are happy to offer information on the concept of land adjustment for the reallocation of building areas. Numerous amendment procedures of the regional preparatory land use plan have already been completed with planned building areas being withdrawn so that new ones can be planned in another location.

Who produces the documents?

The employees of the Regional Authority produce the required amendment documents including the environmental report.

Who takes responsibility for carrying out the procedure?

The Regional Authority is responsible for carrying out the amendment procedure in accordance with the Federal Building Code (BauGB) with all the required process and participation steps until the approval is published in the Hesse State Gazette.

Who can answer questions?

Most questions can be answered quickly in a personal meeting. The planning department at the Regional Authority is available to answer questions about the amendment procedure.
As far as the redesignation of residential and industrial areas is concerned, the member municipalities should consider in advance whether a further development to the inner-city area is possible. The federal government has drawn up the aim of reducing the daily utilisation of new land from around 80 hectares to 30 hectares by 2020. The daily utilisation of land in settlement and circulation areas may have decreased slightly over the last few years, but a lot still needs to be done to reach the target of 30 hectares.

The population forecasts for our region are still positive overall, but it is already evident in some cities and communities that there are not just vacant properties in the inner cities. Properties in residential areas are left idle for relatively long periods of time and the process of selling plots of land in new residential areas is no longer running as smoothly as it was a few years ago. It has barely been possible to expand locations that have experienced population growth either – due to environmental reasons or because of other restrictions such as aircraft noise, for example. A rethink is mainly needed for the competition among all municipalities to gain inhabitants in terms of the focus that until now has been heavy on only looking at the generous designation of building areas »in the open countryside«.

The Regional Authority has set itself the task of promoting inner-city development. In individual pilot municipalities, different tools for inner-city development such as detecting gaps between buildings and empty properties, developing a potential land register, carrying out an environmental evaluation of open inner-city areas or organising land use management have been tested. The municipalities of the Regional Authority can be provided with tried-and-tested tools and the necessary expert support. The Regional Authority also supports the municipalities when it comes to mobilising land use potential, for example with the project »inner-city development in existing industrial areas«.

The Regional Authority intends to make a contribution to ensure that a more area-saving and sustainable answer is provided to the question »inner-city or suburbs?«

Legend

- Gaps between buildings
- Redensification potential:
  - Built-up property of up to 20%, land amounting to above 1500 m²
  - Built-up property of between 20 and 40%, land amounting to above 2000 m²
The environmental audit is a procedure mandated by law that investigates the environmental impact of regional plans, urban land use plans and landscape plans. The audit is applied when the regional preparatory land use plan (RegFNP) and the landscape plan are established and for the amendment procedure of these plans, and it determines the »likely significant« impact that the plan may have on the environment.

The interactive environmental audit (WebSUP) that is available for everyone to use on the Internet supports the administrative bodies of the authority municipalities and the districts in making statements, for devising development plans (for example scoping process) and for assessing planning alternatives. The automated documentation and assessment instrument has been developed for the regional preparatory land use plan and assesses the environmental impact of individual plans on a regional scale. It cannot act as a replacement for environmental audits for development plans or projects mandated by law. Within minutes, the impact of any scheduled land use on the following environmental aspects are determined and assessed on screen:

- Health, population (noise, living environment, hazardous operations, issuing operations)
- Flora, fauna (FFH, bird, nature and landscape protection areas, linked biotope, protected species)
- Soil (sealing, habitat and production function, erosion, geotope)
- Water (nature reserves, flood areas, wells, bodies of water, groundwater)
- Climate, air (cold air, thermal load, air pollution)
- Countryside (forest, untouched spaces)
- Cultural heritage (archaeological monuments, historic monuments, cultural historic landscape elements)

The data sheet of results for the interactive environmental audit is created automatically. It lists all environmental issues that may prove to be technically justifiable, unpredictable »conflicts« or legally justifiable »restrictions« to the project that are usually insurmountable.

The auditing procedure and the data sources used are described in chapter 3.1.1 of the environmental report for the regional preparatory land use plan.

The interactive environmental audit is available on the Internet at [www.region-frankfurt.de/Umwelt](http://www.region-frankfurt.de/Umwelt).
You can view the working plan and receive information during normal office hours (Monday to Thursday from 9 a.m. to 5 p.m., Friday from 9 a.m. to 1 p.m.) from the Regional Authority. The office of the Regional Authority is located right in front of the north exit of Frankfurt central railway station. Please note that there is only a very limited number of parking spaces in the direct vicinity of the Regional Authority and these parking spaces are usually subject to a fee.

The Regional Authority makes all texts and maps of the working plan available in digital format. You can review these documents on our website at www.region-frankfurt.de under the heading Planung/Regionaler-Flächennutzungsplan (Planning/Regional preparatory land use plan) or download them as PDF files. Furthermore, you can also view the regional preparatory land use plan (RegFNP) in our RegioMap. Here you have more maps and additional information at your disposal. If you use a GIS system, we can offer you our WMS services.

You can receive information about the current regional preparatory land use plan amendment procedure at www.region-frankfurt.de/Planung/Aktuelle-Änderungsverfahren (Regional Authority/planning/current amendment procedures) and in the RegioMap.

You can direct your requests for printed maps to the map ordering service of the Regional Authority (www.region-frankfurt.de/Karten).

You can obtain the publications and brochures listed in the text from service@region-frankfurt.de or download them directly from the website of the Regional Authority.

You can find these services under the heading Service/Veröffentlichungen (Service/Publications) and in the Geoportal.

You can find the documents on the South Hesse regional plan on the website of the regional council of Darmstadt (www.rp-darmstadt.hessen.de).
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