



Helsinki-Uusimaa
Regional Council



Helsinki-Uusimaa Regional Land Use Plan 2050 – a new way of planning

Most important land use themes in Helsinki-Uusimaa in one plan

Our Helsinki-Uusimaa Regional Land Use Plan 2050 is comprehensive. It has three plans with legal effects. We have made these thematic plans for the Helsinki Metropolitan Region, the Eastern and Western Uusimaa. In the background, the Plan has a strategic structural plan for the entire region Helsinki-Uusimaa, without any legal effects. In the future, this plan will be called the Helsinki-Uusimaa Regional Land Use Plan.

The Helsinki-Uusimaa Regional Land Use Plan 2050 covers all important land use themes. It has a time span until the year of 2050. In other words, it describes what kind of a region we are aiming at.

It covers all 26 municipality areas in the region, only excluding the Östersundom sub-area in Helsinki. Sipoo and Vantaa.

Thematic land use plans have legal effects since the Supreme Administrative Court's ruling 13 May 2023. Due to court proceedings, the Thematic land use plan for Western Uusimaa includes a solution for trade differing from other similar plans.



The Helsinki-Uusimaa Regional Land Use Plan describes what kind of a region we are aiming at by 2050.

Future transient megatrends

Our Regional Land Use Plan has the following four main targets:

- Steering sustainable growth and a regional balance
- Facing climate change and the sustainable use of nature and natural resources
- Increasing welfare and attractiveness
- Enabling sustainable competitiveness



Main and sub-objectives

The Helsinki-Uusimaa Regional Land Use Plan is an attempt to meet the challenges and opportunities following the transient mega phenomena and megatrends of our time. The most significant of them being climate change, internationality and urbanism, as well as a weakening biodiversity.

Mitigating climate change

The Helsinki-Uusimaa Regional Land Use Plan is aiming at supporting solutions that are sustainable from a climate point of view, by for instance steering growth to current urban structure and by taking into consideration important areas and connections that are important for biodiversity and nature values. The plans also enable solutions based on circular economy, strengthening the preconditions for sustainable mobility and supporting the transition into renewable, emission-free energy. Helsinki-Uusimaa is aiming at climate neutrality by 2030.

Furthering internationality and sustainable competitiveness

Internationality can be seen as tighter connections to other countries, wider cooperation and integration and the mix of different cultures. Internationality and competitiveness

are especially furthered in Helsinki-Uusimaa by a better reachability and by concentrating sustainable growth on well reachable areas. By doing so prerequisites are created for services, productive business and other advantages of concentration.

Strengthening vitality of centres

The megatrend of urbanism is especially linked to steering sustainable growth, compact building and vital centres in the Regional Land Use Plan. The strength of centres and a well-functioning everyday life is being supported by good solutions for retail trade, land use and transport. Securing environmental resources and pull factors are also on the agenda.

Preventing environmental poverty

Weaker biodiversity can be seen in Helsinki-Uusimaa, as in other parts of Finland, as smaller habitats and weaker quality of species. Especially changes in forest habitats have led to the endangerment of many species. The Helsinki-Uusimaa Regional Land Use Plan helps to maintain natural values and to harmonize them with other development needs in land use. This is especially important for those urban areas with a lot of construction pressure.

Greater lines in Structure Plan, detailed in regional plans

A general structural plan is part of the Helsinki-Uusimaa Regional Land Use Plan, offering an overall view of the regional structure 2050.

-  Core urban area
 -  Peri-urban area
 -  Centres
 -  Development corridors for logistics
 -  Internationally important harbours and their sea connections
 -  International airport
 -  Ten-T corridor to Tallinn
 -  Corridors for public transport with no significant development projects
- Development corridors for public transport and land use**
-  Projects of phase 1
 -  Projects of phase 2
 -  Projects of phase 3
-  Green Belt of Helsinki Region
 -  Interregional green connection
 -  Other kind of land use



Structure Plan covering the whole region

The Structure Plan covering the entire region is a vision with no legal consequences. Its principles are given in a more detailed form in the regional thematic plans. The plan shows on a general level the areas, where the expected strong population growth could be placed sustainably.

In core urban areas, peri-urban areas and centres the services are easily accessible by sustainable forms of mobility, that is public transportation, walking or cycling. The most significant part of the regional growth is directed to them.

The most important development corridors for public transportation and land use will connect the metropolitan region to Helsinki-Uusimaa and other regions in Finland. Development corridors show entities formed by traffic routes and the land use surrounding these.

The colours of the transportation network show the recommended implementation order of the development corridors in public transportation and land use. The red, orange and yellow corridors are those considered to have the best prerequisites to develop both the land use and public transportation together.

The most important development corridors for logistics in Helsinki-Uusimaa are the freight transportation channels. They also include a concentration of workplaces and production in this field of business.

The Trans-European Transport Networks (TEN-T) corridor to Tallinn has been marked with an arrow in the structural plan, used to show a connection based on shipping, but also the planned Tallinn Tunnel.

There are international and national transportation connections to the most important hubs, that are the harbours and the airport.

International green connections and other unbuilt green areas are important areas to mitigate climate change, to adapt to it, to strengthen the biodiversity and when thinking about environmental productivity and attractiveness.

The Helsinki Regional Green belt, the network of green areas, archipelago and coast, and the connections between them are of special importance to the recreational use and the biodiversity of the Metropolitan region.

Regional thematic plans answering regional needs

Our Helsinki-Uusimaa Regional Land Use Plan 2050 is an entity with three plans that have legal effects:

We have made these thematic plans for the Helsinki Metropolitan Region, the Eastern and Western Uusimaa. These regional plans are answers to various needs, and they are presented in a more general and strategic way than before.

The outlines of the structural plan are more concrete and accurate in the form of plan markings and the regulations behind them in the regional plans. In addition, general planning regulations for the entire plan area have been given.

The plan material, that is the plan map, as well as markings and regulations have legal effects. Because of their legal character, they steer planning on a municipality level and the authorities have to advance their implementation.

The regional plans share a statement, opening up and offering reasonings for the solutions in the Helsinki-Uusimaa Regional Land Use Plan.

Eight themes are found in the regional plans:

- Steering sustainable growth
- Mobility and logistics
- Business and trade
- Environmental resources and pull factors
- Energy
- Technical services
- Environmental disturbances
- National defence and border control

Municipalities covered by thematic land use plans

Thematic land use plan for the Helsinki Region:

Espoo, Helsinki, Hyvinkää, Järvenpää, Kauniainen, Kerava, Kirkkonummi, Mäntsälä, Nurmijärvi, Pornainen, Sipoo, Tuusula, Vantaa and Vihti.

Thematic land use plan for Eastern Uusimaa: Askola, Lapinjärvi, Loviisa, Myrskylä, Porvoo and Pukkila.

Thematic land use plan for Western Uusimaa: Hanko, Inkoo, Karkkila, Lohja, Raasepori and Siuntio.



Sustainable growth

One of the most important aims for the Helsinki-Uusimaa Regional Land Use Plan is to sustainably steer the growing population and workplaces in Helsinki-Uusimaa. This means for instance supporting centres, using already existing structures and treasuring un-built land areas, reducing the energy needed for mobility and the emissions from traffic. Growth is first and foremost directed to centres, urban areas relying on them, station surroundings and other public transportation hubs.

Centres are being developed as versatile entities for living and working, as well as for both public and private services, utilizing the strengths and special features of each centre. Business services are mostly found in centres also reachable by various forms of mobility.

In the **development zones for built-up areas**, areas surrounding larger centres are shown. In the terms of the whole region, it is important to strengthen urban structures in these areas.

A more effective existing structure improves the preconditions for services, public transportation, walking and cycling. Versatile entities for living, working, services and green structure offer opportunities for versatile living and business.

In the thematic land use plan for Helsinki Metropolitan Region you can find **core zones** aiming at a more tense and effective network of public transportation than the development zone for built-up areas is able to show.

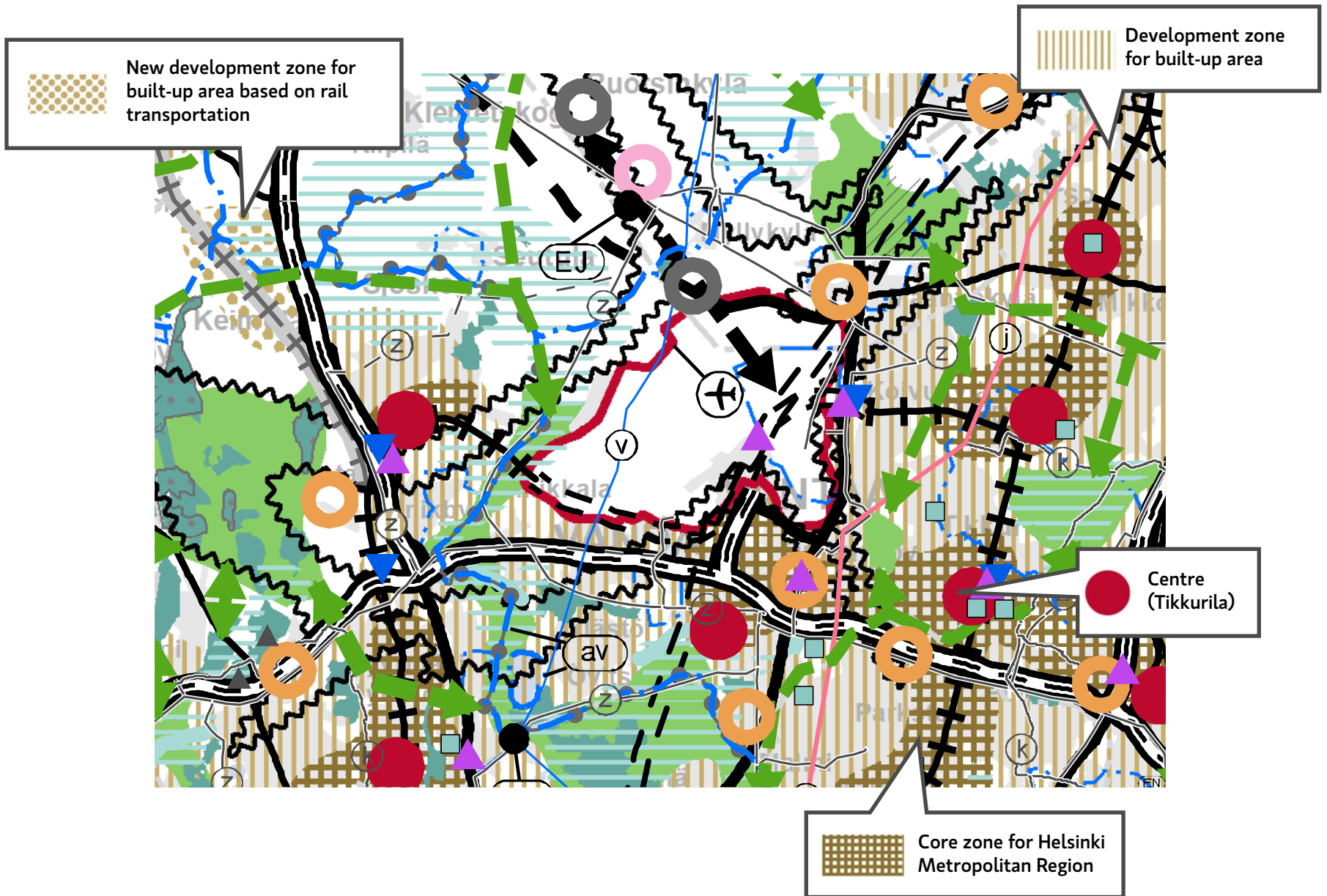
At the same time, it is important to take into consideration recreation possibilities and special nature values when urban structures are being made more effective.



Growth will first and foremost be directed to centres, built-up areas relying on them, station surroundings and other public transportation hubs.

Steering sustainable growth

Examples of thematical markings in the regional plans of Vantaa

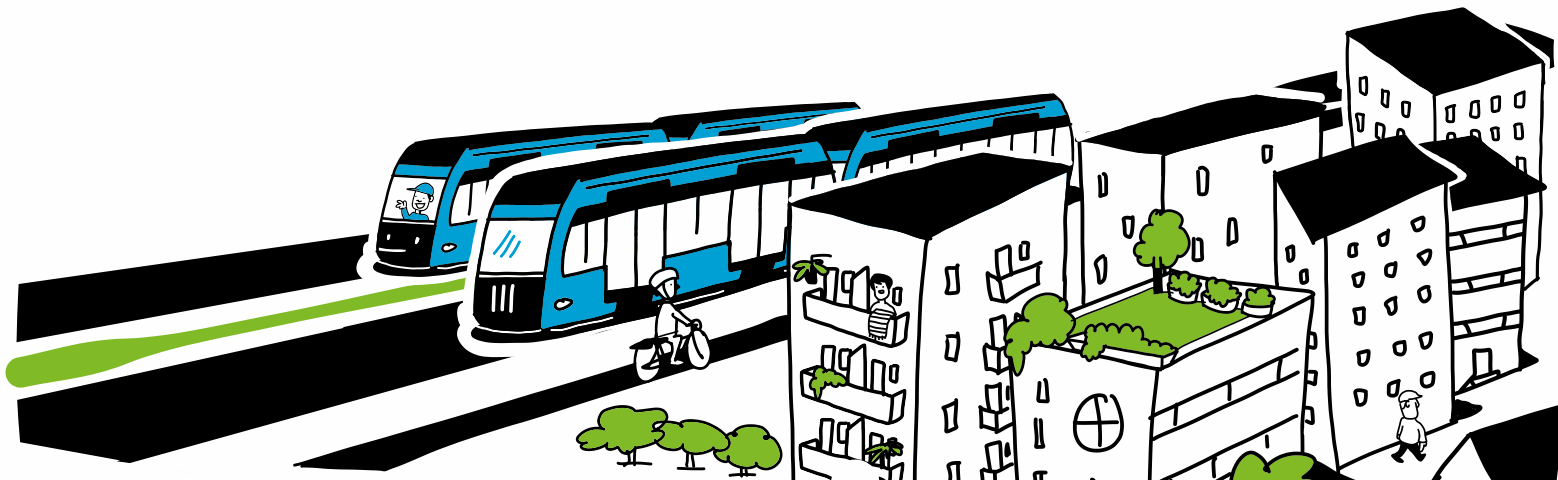


Helsinki-Uusimaa Regional Land Use Plan enabling sustainable development in a city: densing tramway city Vantaa as example

The regional land use plan can be implemented in many different ways at the municipality level of planning. As an example, for the area between Länsimäki and the airport, a **core zone for the Metropolitan Region** with centres have been shown. The zone aims at an efficient urban environment and high-quality public transportation. According to the plans of the City of Vantaa, the implementation of the zone will include a 20 km long tramway link and a dense zone for urban construction depending on it.

A new qualitative public transportation corridor will enable a new way of developing the urban structure of East Vantaa and will connect the area stronger to the network of the city itself and the other centres in the Metropolitan Region.

Other markings have been included in the regional land use plan to support the development of the tram city zone in Vantaa. Versatile centres with inhabitants, shops and other services are supporting the development of the city. **Places for changing for the public transportation** and **Park & Rides** will connect the centres more strongly to the surrounding network.





Space and support for business

A regional land use plan also steers business activities, like the retail trade. It also supports the location of other lines of business, like production and logistics or circular economy actions.

How is a regional land use plan steering trading?

The versatile markings for trade in the regional land use plan aim for a balanced and sustainably reachable service network. In this way the everyday life of inhabitants is supported, as well.

According to the Land Use and Building Act, the primary location for trade is a center. Therefore, there are no restrictions for the **centres** in the regional land use plan regarding the size and location of trade. This also supports the aim of the plan to support the vitality of centres and a well-functioning everyday life.

The regional land use plan has definitions for **trade** that is **of regional interest**. A large unit of trade that represents trade of a regional interest is significant for an area larger than one municipality. The boundaries for regular trade change in the markings and areas, and they are given in square meters. The trade being below these boundaries is seen as locally significant, which means it can be placed according to the estimation of the municipality itself.

Also large, regionally significant **trade concentrations** have also been placed outside of centres. They can include trade

requiring a lot of space, as furniture or car trading. In these areas, the maximum size for trade has been restricted according to the purchasing power in the surrounding area.

Special placement requirements for production, circular economy and land resources

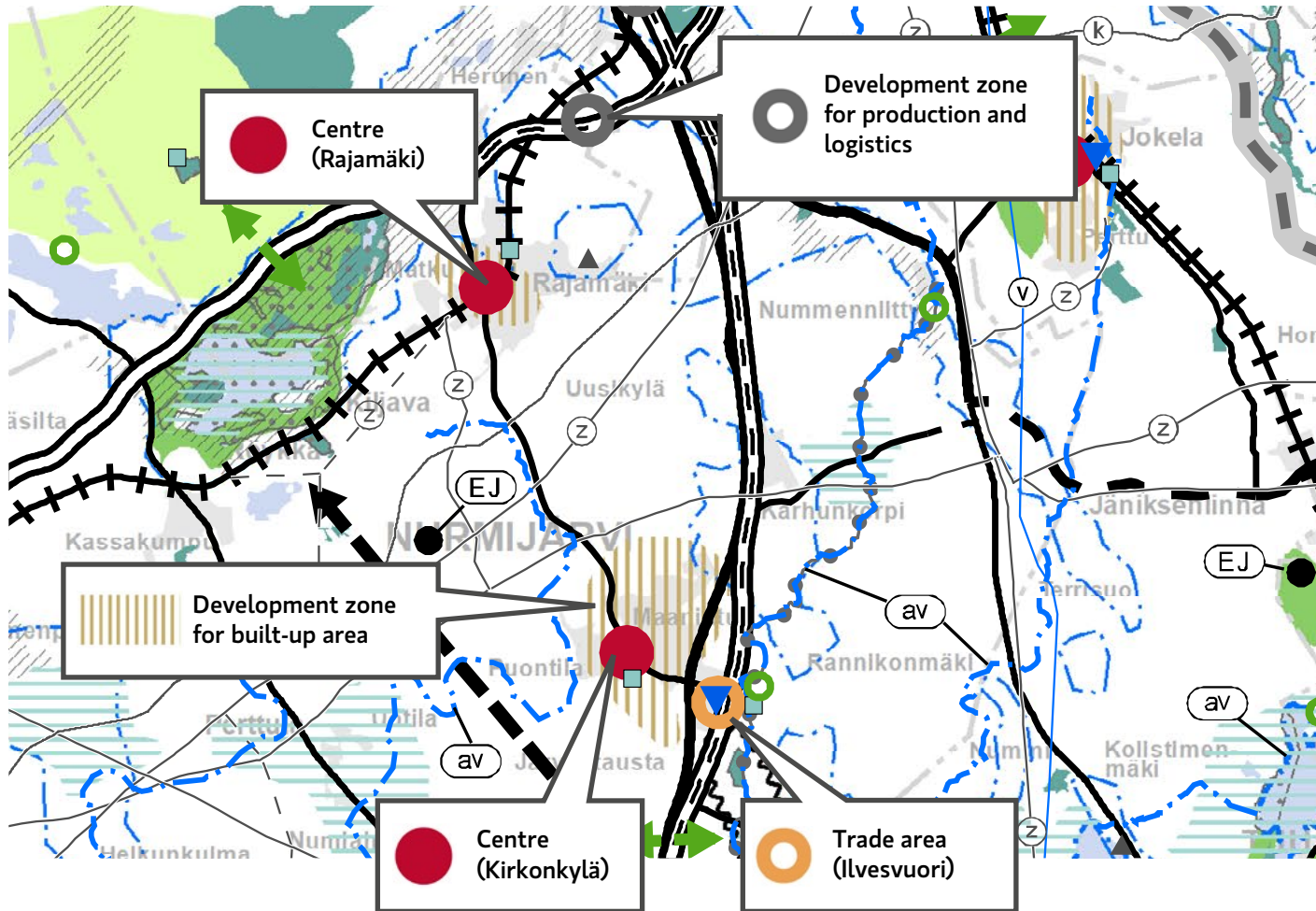
Versatile lines of business are wanted for the best spots of built-up areas, but because of functions requiring a lot of space and harmful effects production must often be placed outside of urban areas. The areas meant for **production and logistics** in the regional land use plan are situated along big roads, but because of the need of employees, as close to the population concentration as possible.

Circular economy is a branch of industry increasing employment in the future. It can reduce the use of natural resources, increase the utilization of recycled materials and the synergy benefits of various industries. Potential areas and objects for demanding **circular economy** have been presented in the Helsinki-Uusimaa Regional Land Use Plan.

Wide regional areas suitable for **aggregate sand and gravel management** have been shown in the comprehensive regional land use plan. The activities have negative environmental impacts and long transports lead to increased emissions and higher building costs. To coordinate aggregate sand and gravel management with other forms of land use, spatial planning is needed.

Business and trade

Examples of thematic land use plan markings in Nurmijärvi



Regional land use plan enabling many different business activities: Nurmijärvi as example

In the municipal planning, regional land use plans in Finland can be implemented in many different ways. For instance, in Nurmijärvi the regional land use plan enables the implementation of a versatile trade solution via spatial planning at the municipality level.

In the central areas of Nurmijärvi, that is Nurmijärvi Centre and Rajamäki, the regional land use plan is not restricting trade, but the municipality is able to decide upon the size and location of stores. According to the **general planning principles** of a regional land use plan, a store with a size falling under 4,000 square metres is a locally significant one.

In Nurmijärvi, as in other parts of Helsinki-Uusimaa, the municipality can freely decide upon the placing of a local store. In the **development zones of built-up areas** surrounding centres in the Helsinki Region, and therefore also in Nurmijärvi, the minimum level of a significant large trade unit is higher. This means it is possible to place larger trade units (regarding square metres) here than somewhere else.

Also, in the area of Mäyränkallio and Ilvesvuori, business and trade requiring space within the maximum limits, are separately defined.



The comprehensive land use plan includes definitions for trade that is of regional interest.





Sustainable transport system as goal

The goal for the Helsinki-Uusimaa Regional Land Use Plan is a transport system based on sustainable mobility, supporting the important national status of the region, the international competitiveness, as well as a fluent and sustainable mobility of inhabitants. Projects improving the accessibility of Helsinki-Uusimaa are important as to the international competitiveness and the enlargement of employment areas.

Managing growth furthers sustainable mobility

The more sustainable mobility, the less use of natural resources. Walking and cycling are the most sustainable ways of mobility for shorter trips, the best ways to get around on longer trips is to use public transportation.

The growth in Helsinki-Uusimaa is steered to such areas where the inhabitants can use the already available infrastructure and services of public transportation. Because of dense construction, the public transportation services and already available construction can be improved even more.

By developing roads and tracks, transports needed first and foremost by the financial life are secured. Possibilities are created and preparations are made for a future development. In the comprehensive regional land use plan, roads are ranked according to their primary importance; nationally, regionally and also as roads of a larger local interest. Tracks are ranked

into main and connective tracks, and metro tracks. The lines for the large track projects are shown as main tracks, for instance the Espoo–Salo connection, the Flight Track and Helsinki-Tallinn Railway Tunnel.

Changing logistics system

Well-functioning transport connections are of vital importance for industry and logistics. The increasing online shopping has already changed the transportation chains and increased the importance of urban logistics as a part of a well-functioning logistics system.

Important logistic hubs are harbours, the airport and comprehensive areas for production and logistics. It is essential for logistics that the development corridors and connections to the hubs are smooth and the travelling times predictable.

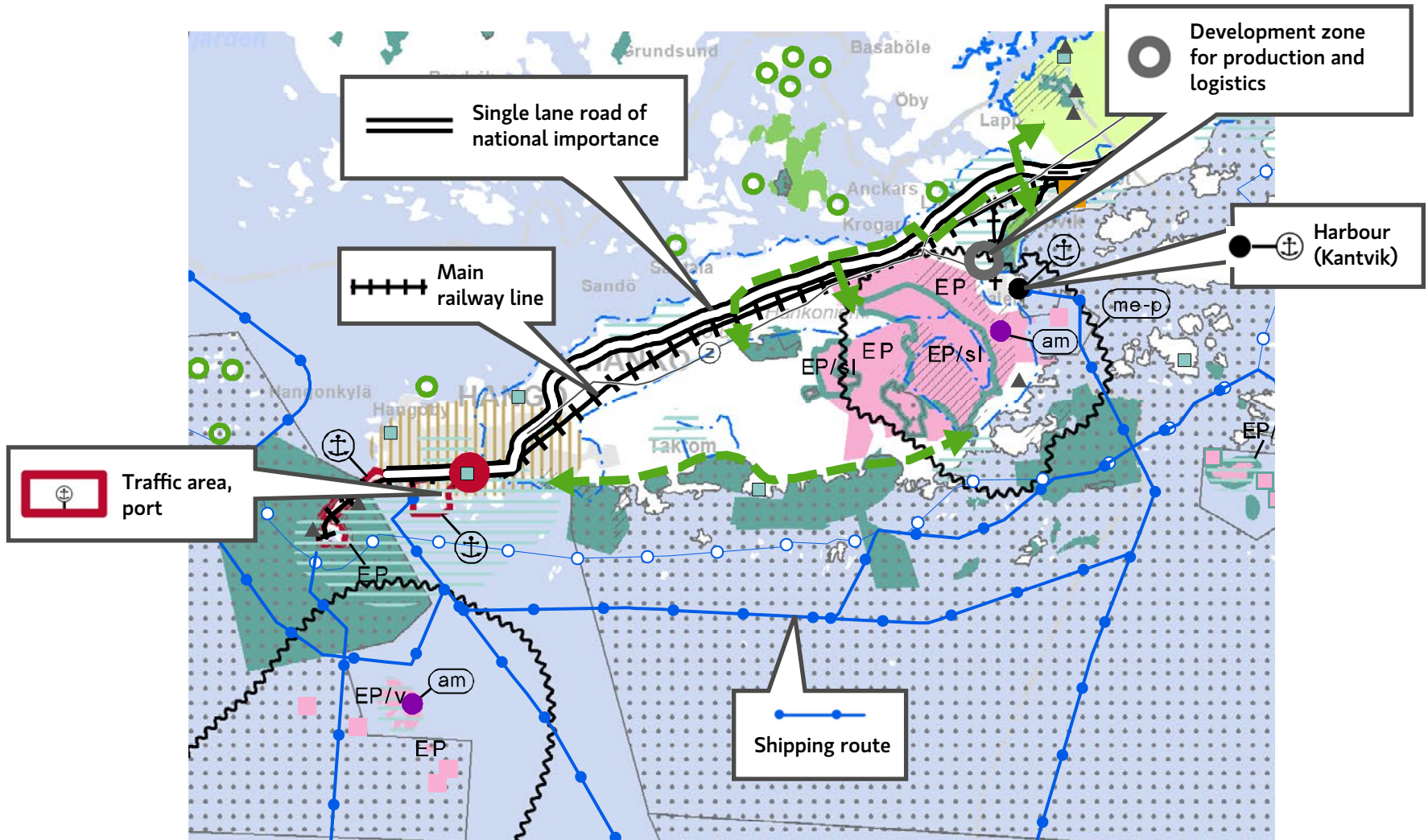
As with industrial areas, the areas for logistics have moved further away from the regional centres. Logistics centres are important workplace clusters, calling for an ensured accessibility also by public transportation, by walking or cycling.



Projects improving accessibility are important for the international competitiveness.

Mobility and logistics

Examples of thematic land use plan markings in Hanko

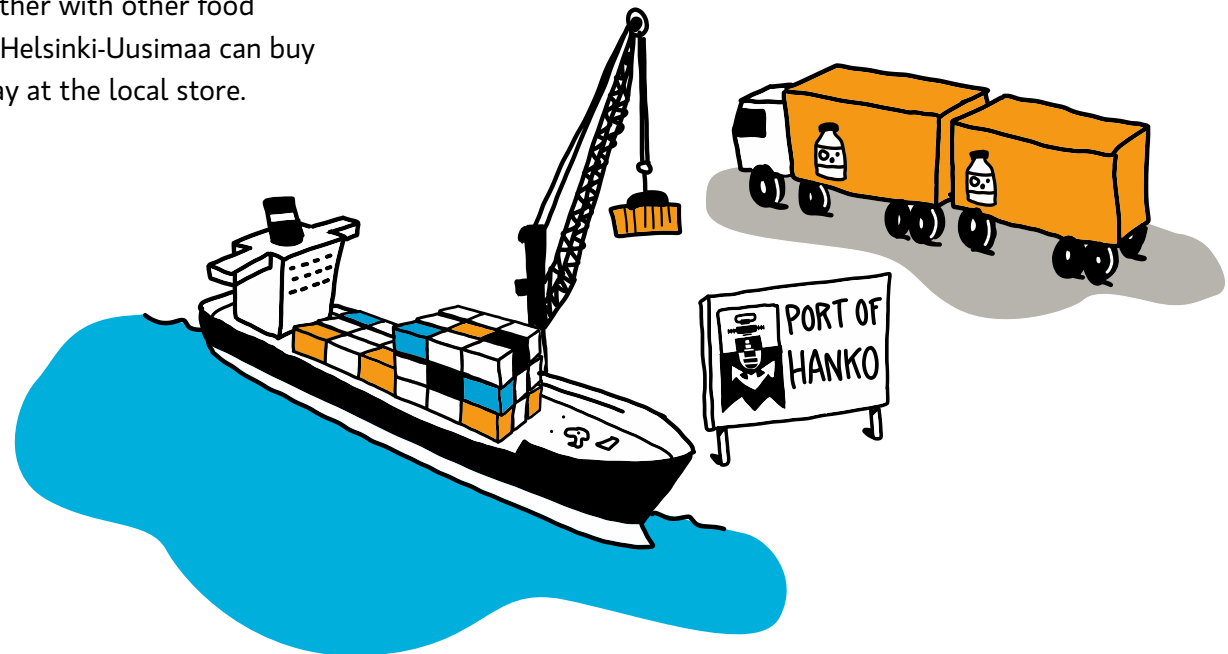


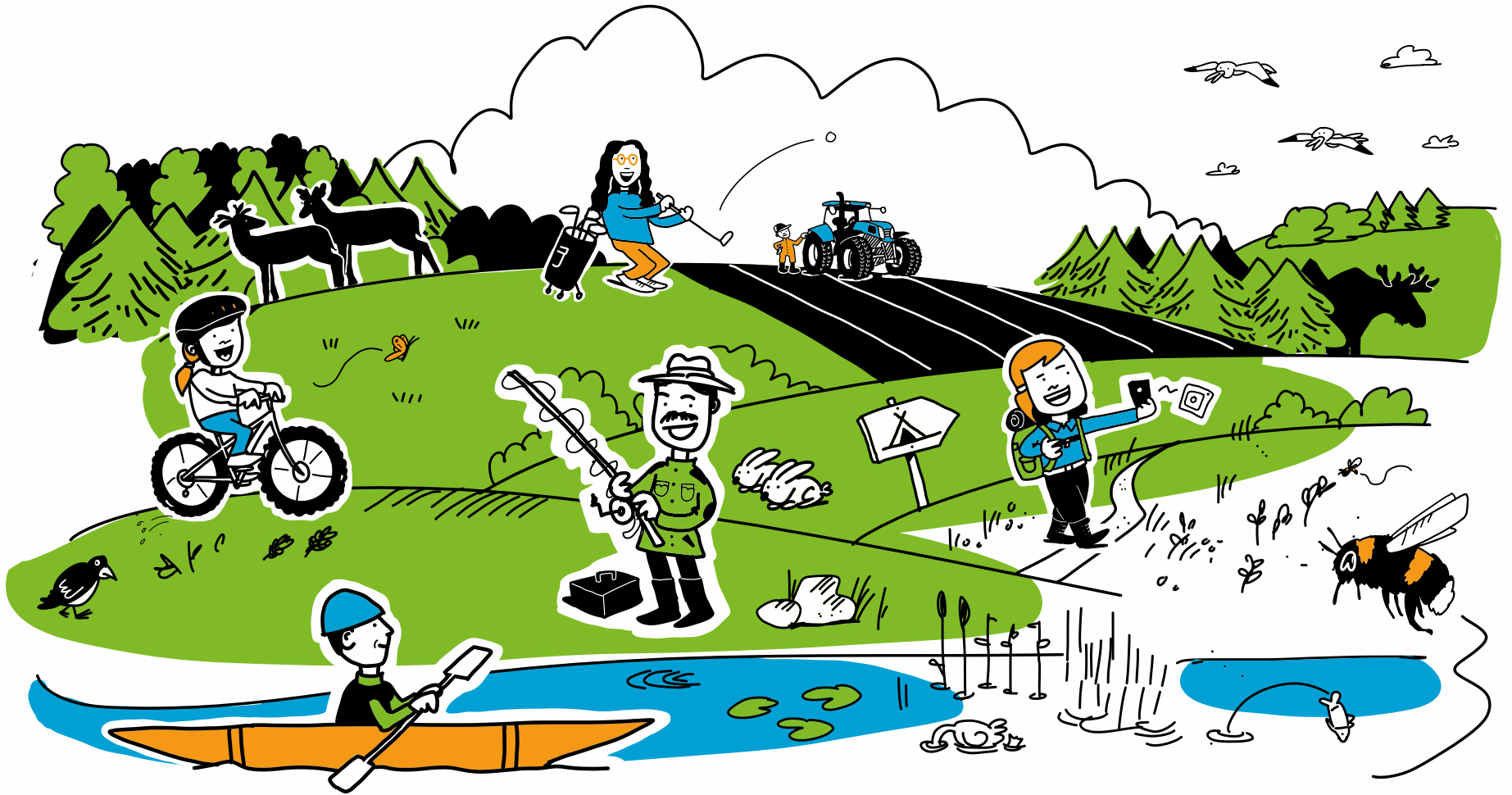
Helsinki-Uusimaa Regional Land Use Plan improving transportation chains in logistics systems

The logistics system in Helsinki-Uusimaa is like a net, with hubs like harbours or logistics centres connecting corridors going in different directions. Goods can be transported in ships, trains, lorries or even in aircraft and they can change means of transport several times. These different parts of the transport form a chain.

For instance, a soft drink bottle can arrive to the harbour of Hanko in a lorry on a ferry. The lorry leaves, continuing immediately on the main road 25 to the logistics centre in Mäntsälä. The bottle is delivered from the centre by a smaller lorry to the store, together with other food products. And everyone living in Helsinki-Uusimaa can buy his or her favourite drink everyday at the local store.

Industrial raw material are often transferred from ships to trains, enabling more environment friendly transports. The transports within the region are so short that rail transportation is not considered too often, but there is an objective to increase the share of it in deliveries via the harbours to other parts of Finland.





Verdant environments improve life quality and increase biodiversity

Vital nature is necessary for the well-being of human beings. Cherishing nature is, however, important regardless of human needs. The Helsinki-Uusimaa Regional Land Use Plan **shows areas and connections that are important for both biodiversity and cultural environments, for natural resources and recreation.** Environmental values are acknowledged along with the steering of other activities. This comprehensive plan solution can be called an environmental resource and attraction. These elements have a significant effect on the well-being of the inhabitants, the attractiveness of areas and the adaptive capacity of nature.

Green areas are preserving biodiversity, ecosystem functions and water resources. A green environment has a positive effect on the health of the inhabitants and on their quality of life. Also, the water areas are important ecosystems, but additionally they offer prerequisites for recreation and the development of tourism. On a large scale, green areas, including their connections, water systems and the sea are all part of the regional green structure.

The population of Helsinki-Uusimaa is expected to rise considerably, which calls for more construction. At the same time, climate change and adapting to it increases

the need for biodiverse areas comprehensive enough, as well as an ecological network connecting parts together. The demand for easily reachable nature sites is growing and a more versatile mobility in nature is to be expected. Many forms of business in the region are based directly on natural resources or they utilize nature indirectly.

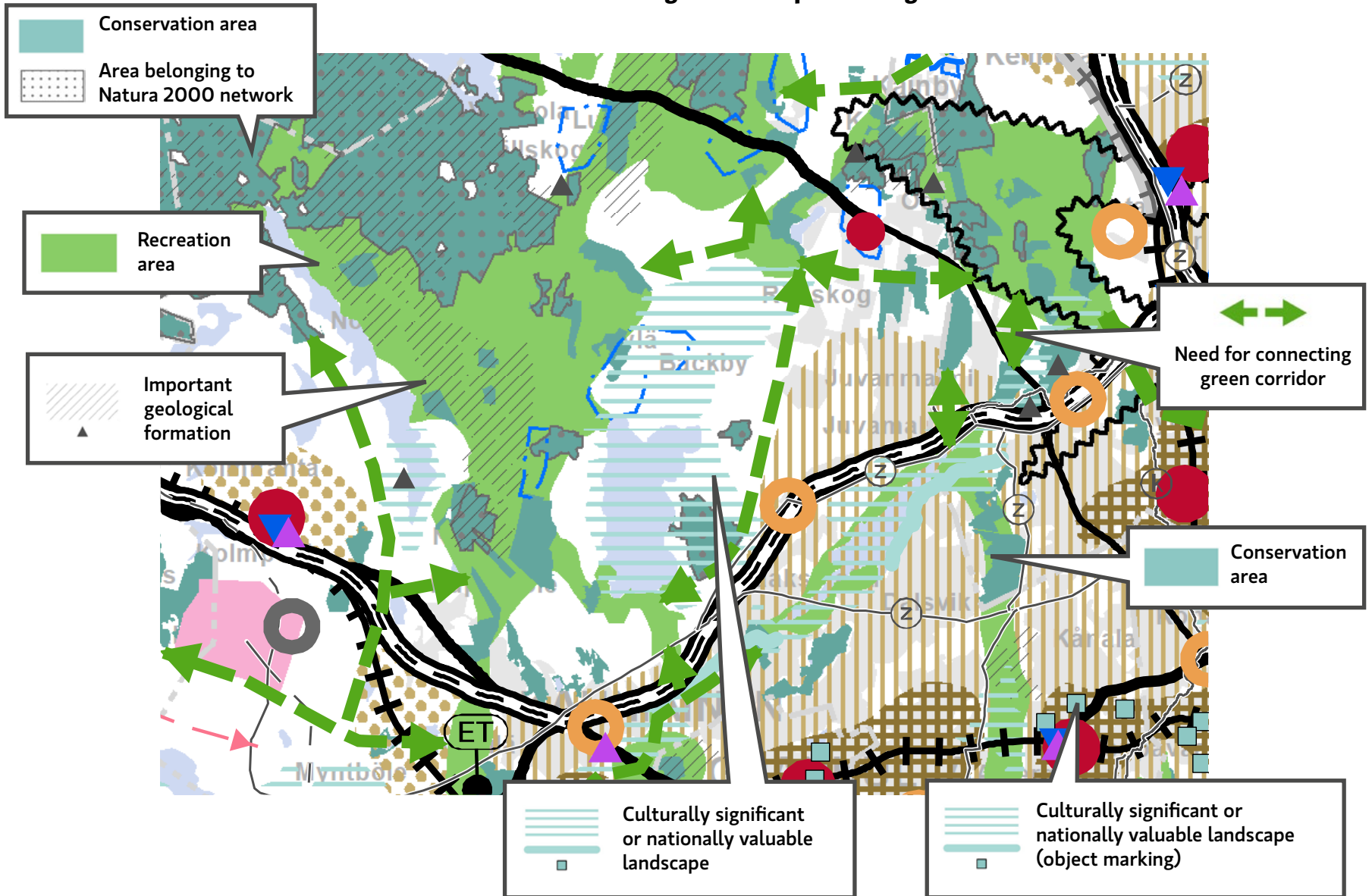
The solutions of the Helsinki-Uusimaa Regional Land Use Plan strive to preserve green structure areas and their connectivity. By making this, the entity will better stand for predictable and unpredictable changes. It is important to utilize environmental resources sustainably and with long term intervals. This helps to create an attractive environment, as to housing, leisure time and tourism.



On a large scale, green areas, including their connections, water systems and the sea are all part of the regional green structure.

Environmental resources and attractivity

Examples of thematic land use plan markings in the Green Belt surrounding the Metropolitan Region



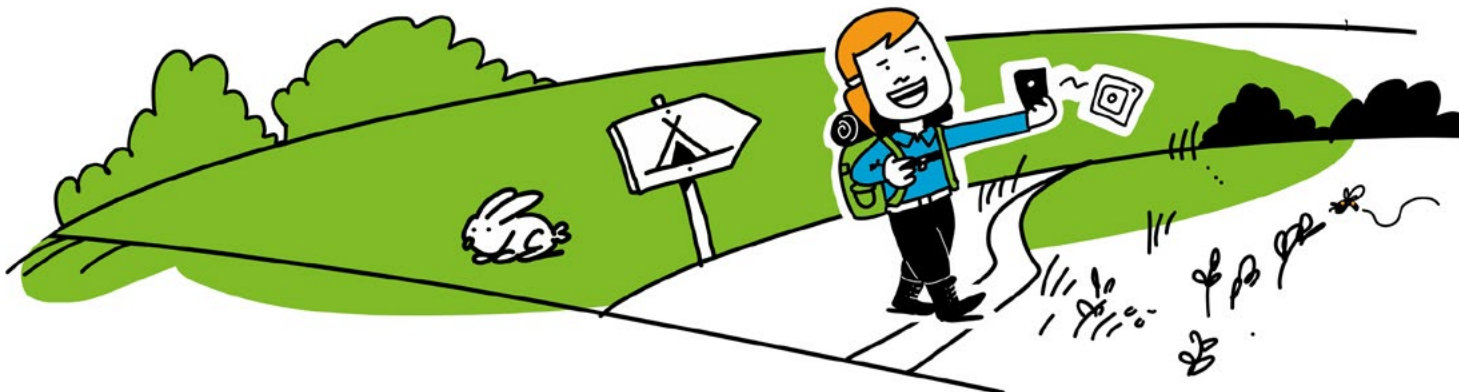
Comprehensive regional land use plan equaling the demand for recreation, Green Belt as example

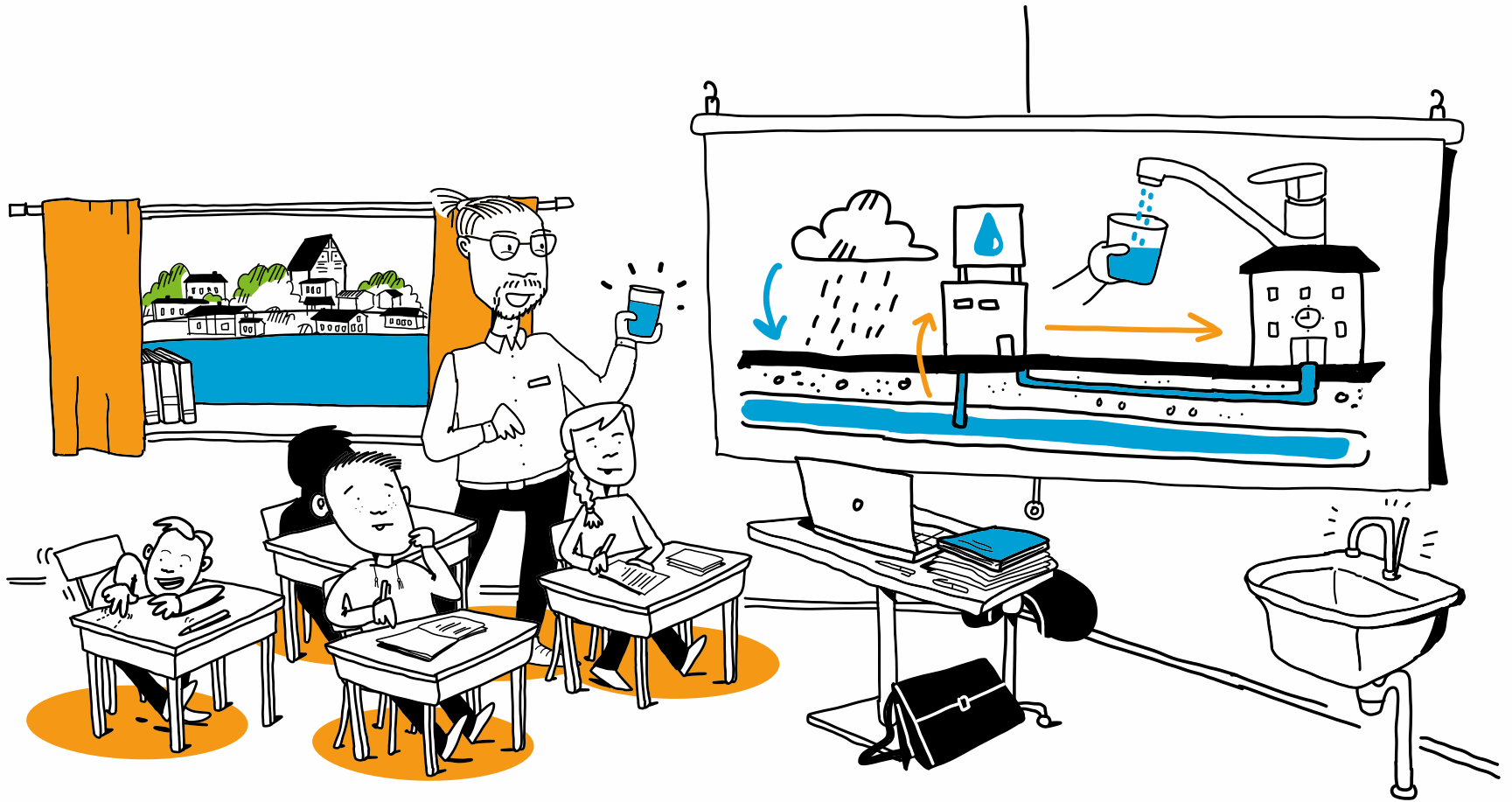
The entity of green areas, the coast and archipelago in the Helsinki Region is called the Green Belt. In an area most densely built in our country, it offers recreation and other nature benefits to its inhabitants, but also globally attractive nature objects for tourists. The attraction and functionality of the Belt requires secured ecologically important areas and connections, as well.

The Green Belt of the Helsinki Region can be seen in many ways in the plan solutions. The **conservation and recreation areas**, the **wooded green connections** and the **cultural environment** make the framework for the Green Belt. Forest and field areas, as well as water systems, belong to it. The use of them is being steered with **general planning markings**.

The Belt is very important to the well-being of inhabitants and regional attractiveness. On the other hand, the fast population growth requires more and more of the Belt, of its functionality and sustainability. A good accessibility to various recreational areas eases the operating pressure and wear on them. It is also a goal to use the Green Belt more and more as an entity, taking into consideration its diverse specific characteristics.

Already 1.5 million people are affected by the Belt today. The region has many businesses offering tourism and recreation services, not to forget a large amount of organisations. The most valuable asset of the Belt both now and in the future is its reachability; everyone has access to experiences in nature. Urban parks in bloom can be admired, majestic wild forests call for hikes and it is possible to enjoy the maritime nature of the archipelago.





**Critical functions of society
guaranteed by regional land use plan**

Based on technical services

A well-functioning and smooth community maintenance creates a good foundation for a safe, sound and pleasant community. Regional growth calls for secure technical compatible functions to meet with the needs for a growing region and the climate goals. The regional land use plan aims at securing networks and regional needs, as well as future development opportunities for energy transmission, water supply and waste management, that are important at national and regional levels.

Future in sustainable energy production

The Regional Land Use Plan furthers the transition to a sustainable energy system. Large plants and networks, like Loviisa nuclear power plant, the transmission grid, transmission links to Estonia and the natural gas system are shown in the Plan.

With general planning regulations the production of renewable energy is promoted and the marginal terms for the location of local windpower and comprehensive production areas for solar energy are steered.

By furthering the total area of forests remaining as large as possible, the possibilities of producing wood and forest bioenergy as a part of multiple-purpose forestry, are secured.

The wind power solution shown in the fourth regional plan is steering the regionally significant wind power construction.

Environmental damage controlled by spatial planning

Functions and activities demanding special attention in land use coordination due to environmental impacts are studied in a regional land use plan. In the Helsinki-Uusimaa Regional Land Use Plan such functions are **plants with major accidental hazards** and their **safety zones**, **noise from Helsinki-Vantaa International Airport** and **shooting ranges**.

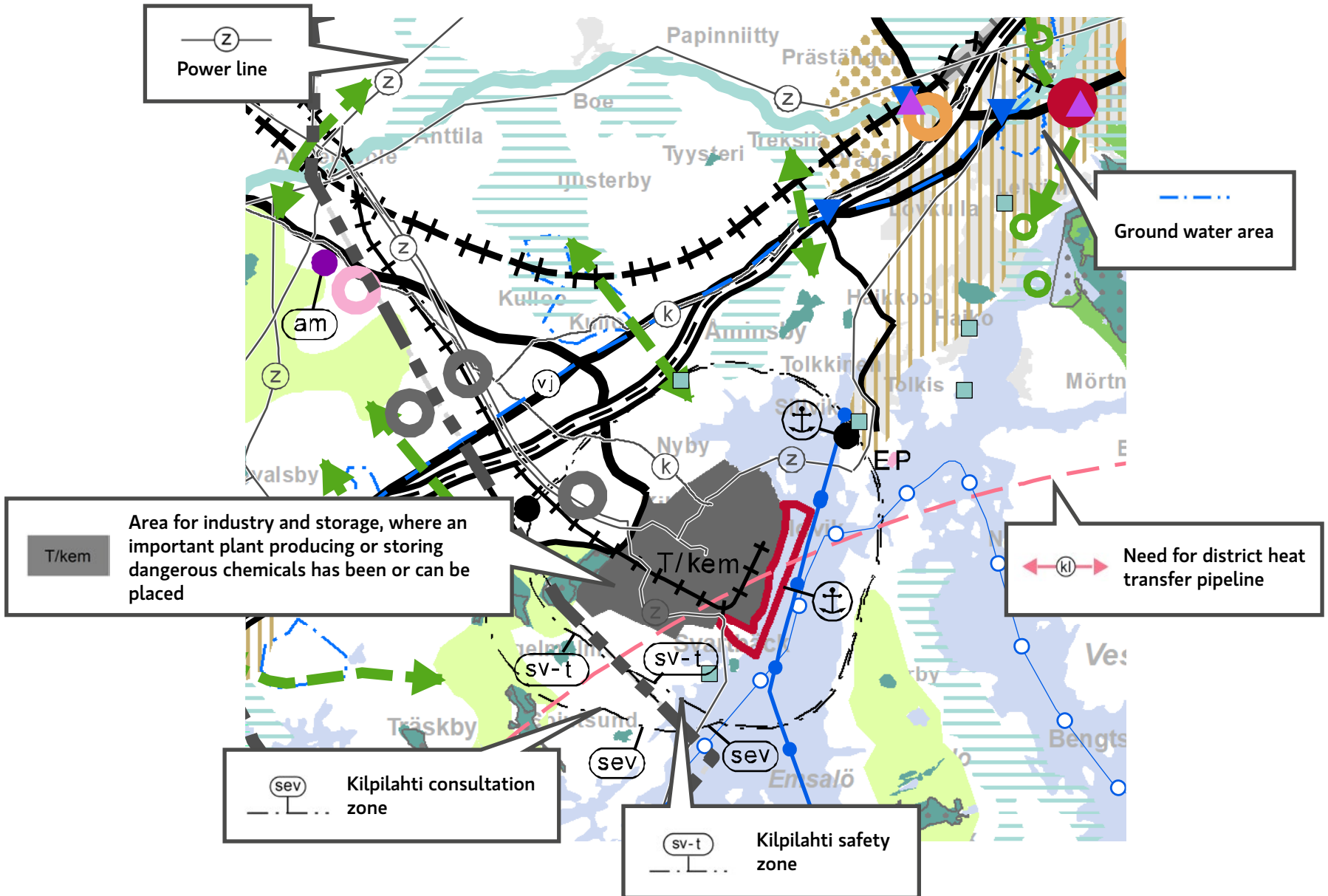
The so-called Seveso plants and storage sites with major accidental hazards are taken into consideration and in a more detailed planning, a **general regulation** is given **for the entire plan area**. Plants are shown on an attached map without legal effect.

National defence securing people

By showing **areas connected to the Finnish Defence Forces and the Border Guard**, the operational preconditions for the defence administration are being secured from a land use point of view. Changes in the operational environment are also considered.

Technical services

Examples of thematic land use markings in Porvoo

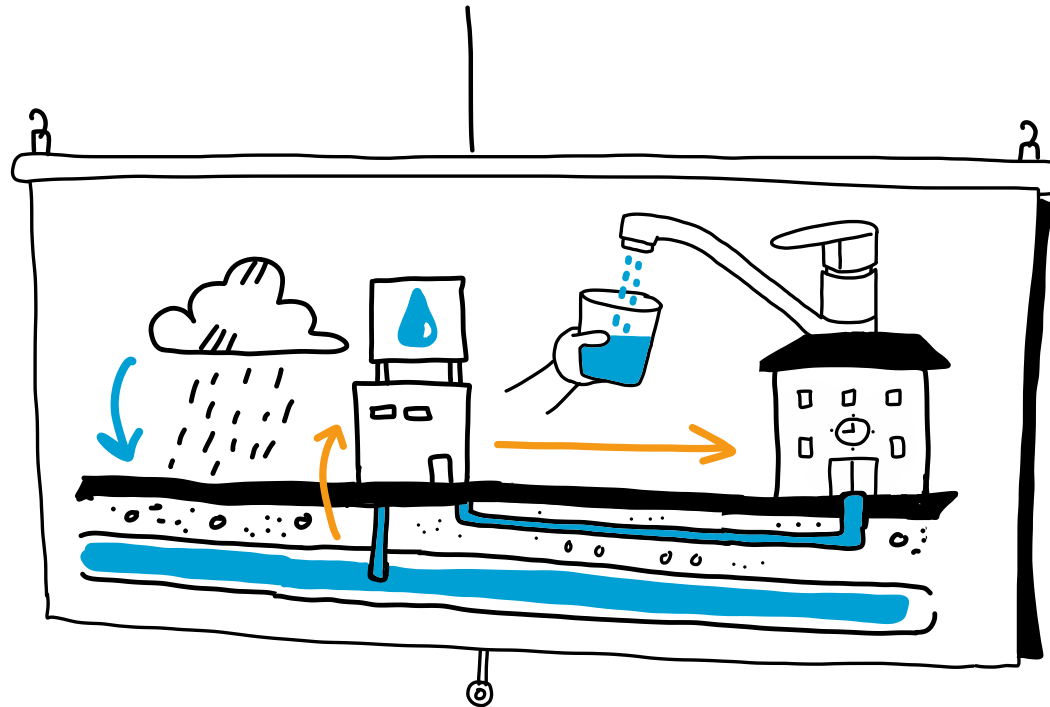


Regional Land Use Plan securing clean water: groundwater as example

About eight percent of the total land area of Helsinki-Uusimaa are groundwater areas. Many of the built-up areas in the region are in groundwater areas, such as Hanko, Lohja, Nummela in Vihti, the village centre of Nurmijärvi, Hyrylä in Tuusula, Järvenpää, Hyvinkää, Porvoo and Loviisa. They are all under the pressure of land use development, both currently and in the future.

The significance of clean water will only grow in the future. The municipal water management in Helsinki-Uusimaa is

mainly based on groundwater, with the exception of the Metropolitan Region, where the water comes in a tunnel from the lake Päijänne. The emissions from industry, transport and settlement, contaminated land areas and altered land use endanger the quality of groundwater. The climate change and the periods with a little rainfall are endangering the yield, that is the amount of water taken in a certain period of time. To ensure that the regional inhabitants can enjoy clean groundwater, there is an aim to secure the quality and yield of it with a groundwater marking. A regional land use plan is needed in order to adjust the protection of groundwater to other land use.



Regional land use plan furthered and followed-up

A regional plan itself is no implementation plan. However, its goals are implemented in the more detailed land use planning. As the municipalities make master and general plans for their areas, as well as other plans and programmes for their land use, the regional land use plan is always a guideline for more detailed planning.

The implementation of a regional land use plan is advanced via authority work and statements, the promotion of interests, projects and communication.

A close cooperation with the municipalities is an important way of the Helsinki-Uusimaa Regional Council to communicate and inform about the goals of its Regional Land Use Plan and to further its implementation.

Apart from having an impact on the land use planning in the municipalities, the Council's plans affect the land use of other authorities in their planning and decision-making. The state's role in the implementation of land use plans is vital, for instance when it comes to roads, tracks and protected areas.

Via the follow-up of the ways a regional land use plan has been implemented, it can be estimated how well the goals of a plan have been reached. How the regional and urban structures, the transport network or the cultural and regional environment change in relation to the plan goals can be part of the follow-up of the implementation.

Another way of estimating the implementation of a regional land use plan is to study how the areas and other markings shown in the plan can be seen in the municipal plans or in the decisions of the authorities. In such a case, the implementation can, for instance, be founding natural conservation areas. It can also be the furthering of a track reservation and a planning process of a station surrounding it.

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