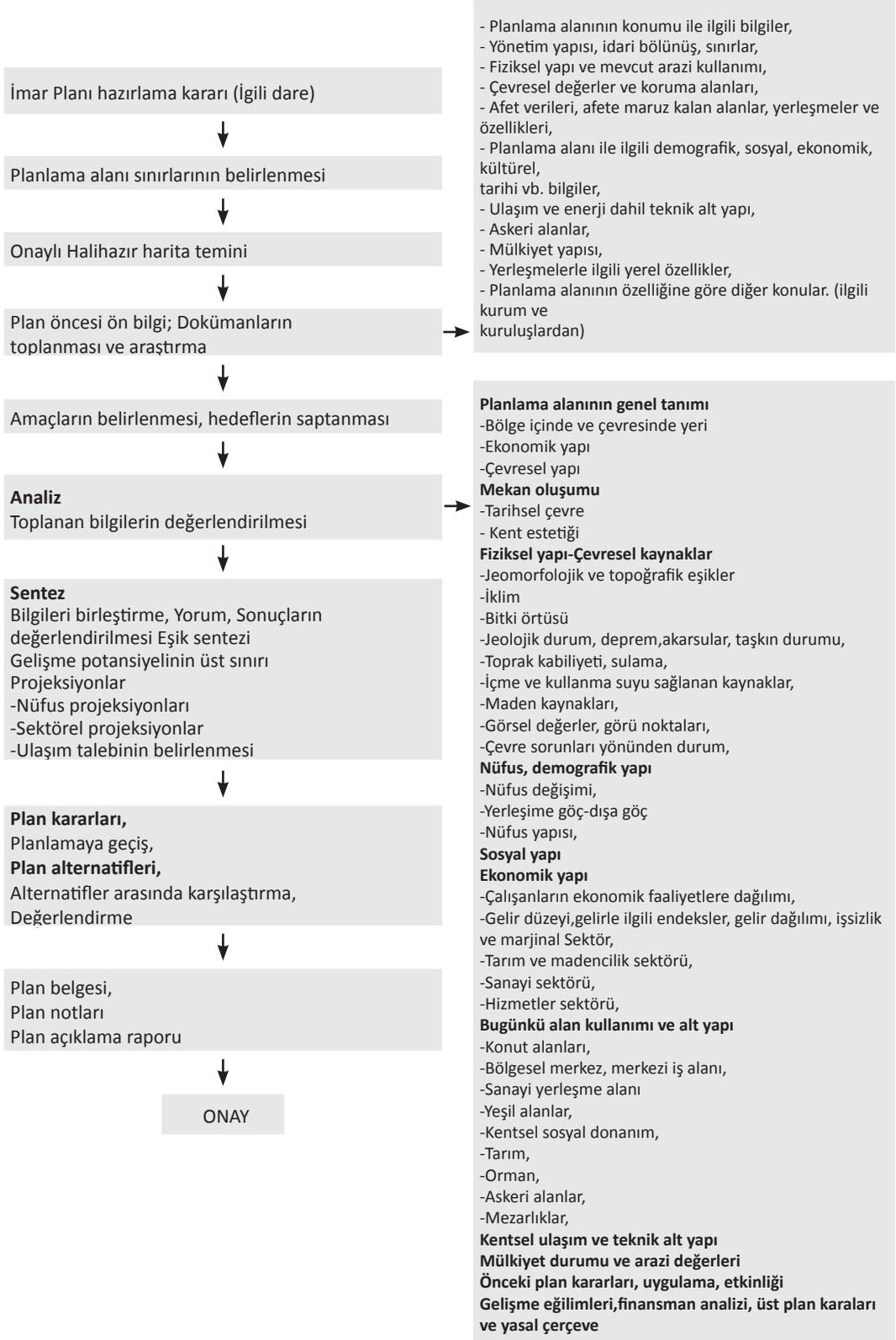


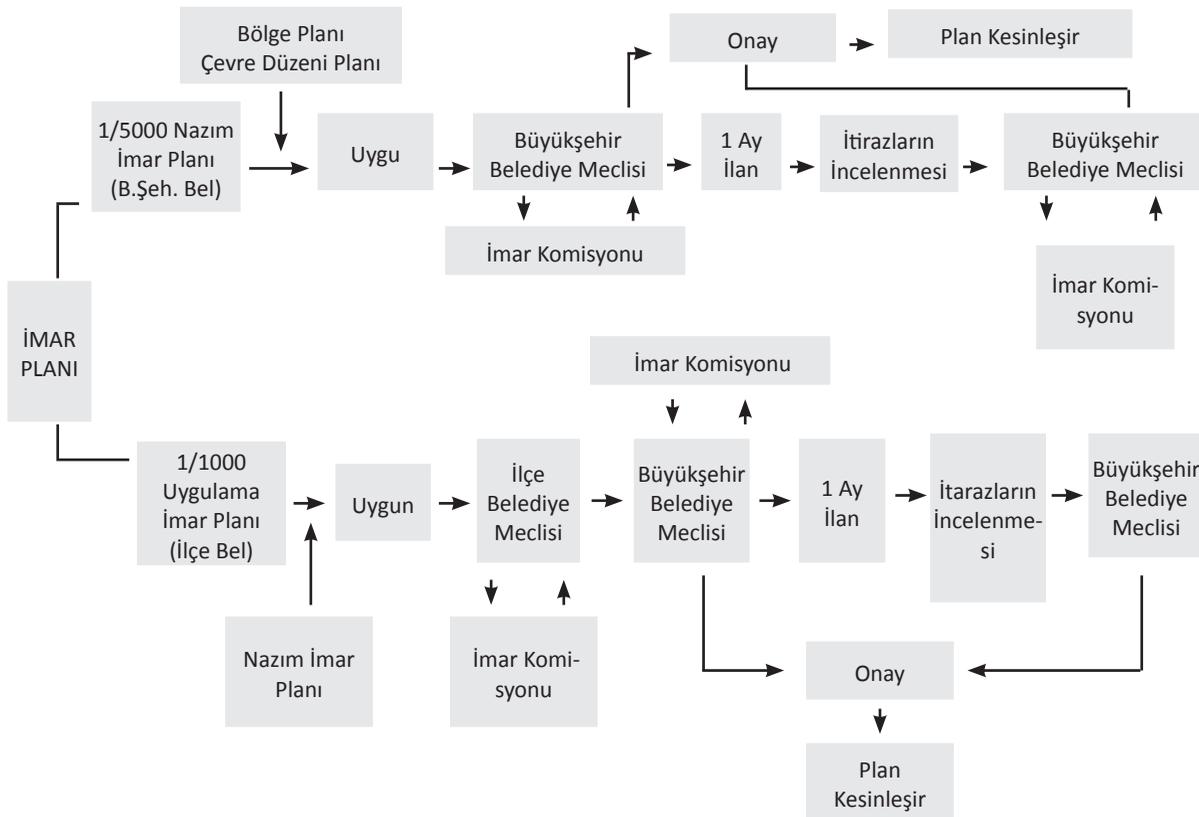
Plan Hazırlama Süreci Şeması



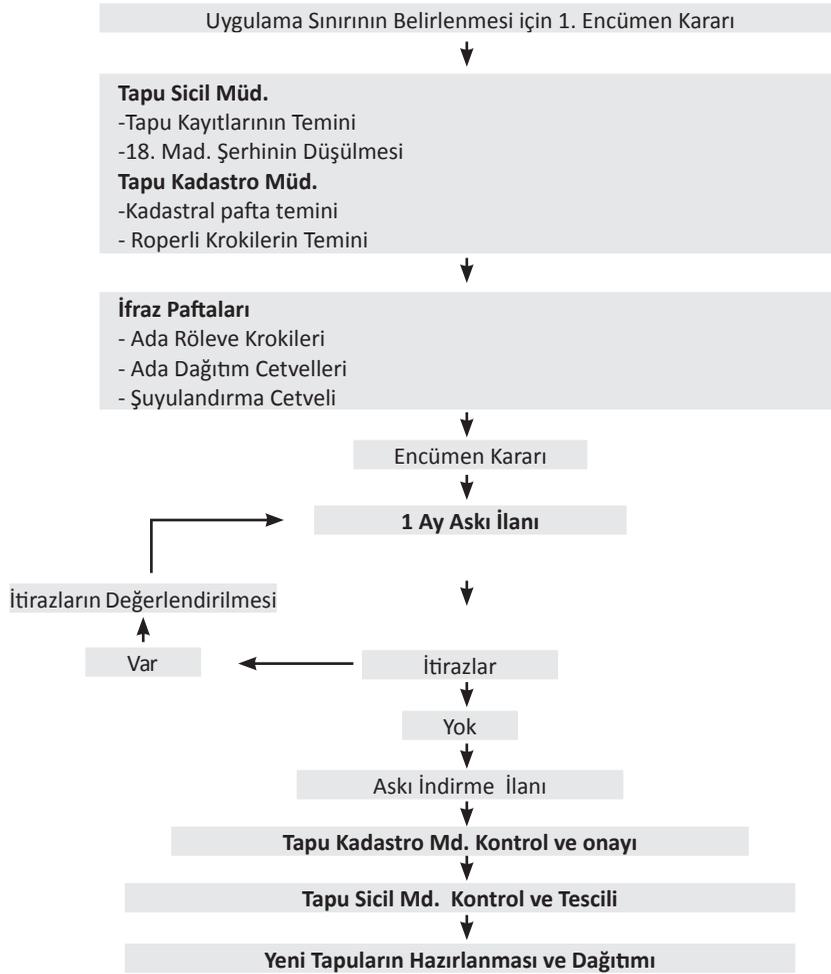
A.3. İMAR PLANLARININ MECLİSTE GÖRÜŞÜLMESİ VE ONAYLANMASI

- Plan resmi yazı ile meclise gönderilir.
- Belediye Meclisi imar planını kabul eder veya İmar Komisyonuna havale eder.
- İmar Komisyonu planı aynen veya değiştirerek kabul ederek raporla birlikte belediye meclisine sunar.
- Belediye Meclisince kabul edilir.
- İlgili birim planda gerekli düzeltmeleri yapar ve yeteri kadar çoğaltıp başkan'a onaylatılır.
- Plan askıya çıkarılır.
- Askı süresince yapılan itirazlar değerlendirilir.
- Değerlendirmeler meclise iletilir.
- Meclisin vereceği karar doğrultusunda gerekli işlemler yapılır.
- Onaylanan İmar planının ilgili birim ve kurumlara dağıtımı yapılır.
- Yapılan nazım imar planı doğrultusunda uygulama imar planları yapılarak gerekli yasal süreç
- Sonrasında onaylanarak uygulamaya konulur.

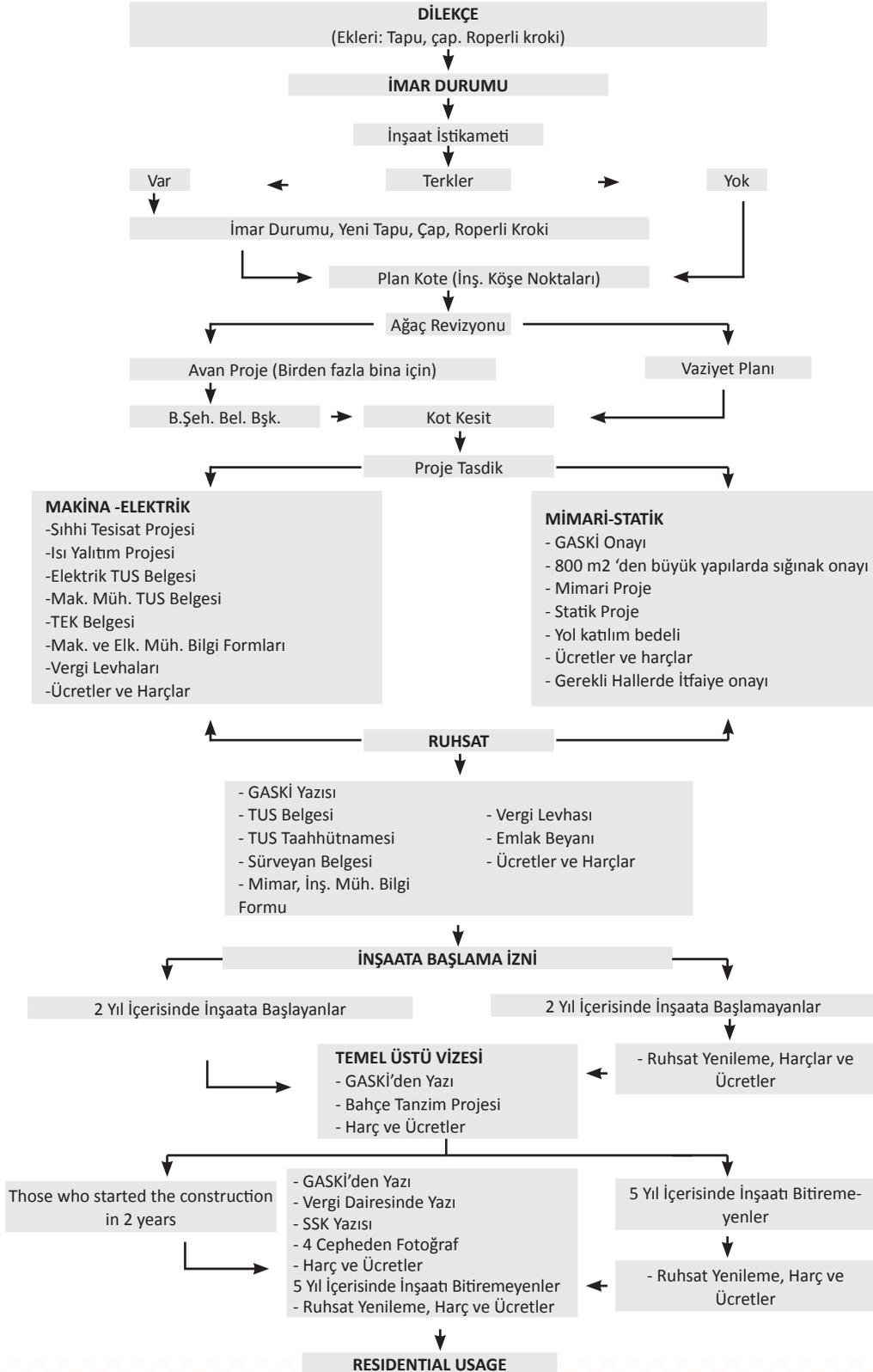
A) PLAN ONAYLAMA SÜRECİ



B) PARSELASYON PLANI SÜRECİ (Şuyulandırma, 18. Mad. Uygulaması)



C) İNŞAAT RUHSATI VE İSKAN



THE PLANNING SYSTEM IN SWEDEN

Introduction

Planning has a long tradition in Sweden. Strong government instruments, an important public sector, and self-governing primary local authorities have all been fundamental parts in creating a system geared to develop important elements of social welfare: good housing, good transportation, and facilities for social services, education and health care, technical supply systems, and land for an expanding economy.

During the course of time, planning has changed; problems have become more complex and new planning methods have started to be used. The aspects on the use of land have been accompanied by ecological and social considerations and requirements. Perspectives have been widened in terms of both content and time. Planning has become more a question of being prepared than of presenting unambiguous forecasts.

In principle, there is a municipal planning monopoly in Sweden, and therefore the planning system is basically designed for the municipalities.

The Swedish system stands out uniquely in that the municipal planning process is also the interpretation of national planning interests. Compared to other countries that express country-wide interests in national plans relative to local decision-making, the national government's role as a planning co-ordinator in Sweden is much less clear.

State influence on the planning is done primarily through legislation and regulations, and guidelines established in the light of the laws.

The Planning and Building Law, PBL (Plan- och Bygglagen), expresses the basic requirements of planning: Which plans to be included, what plans should contain, what may be regulated by

different plans, the factors to be taken into account in the planning and how the planning process will proceed to ensure for example a citizens' influence in the process. Furthermore, PBL specifies which parts of the Environmental Law (MB) to be applied in planning.

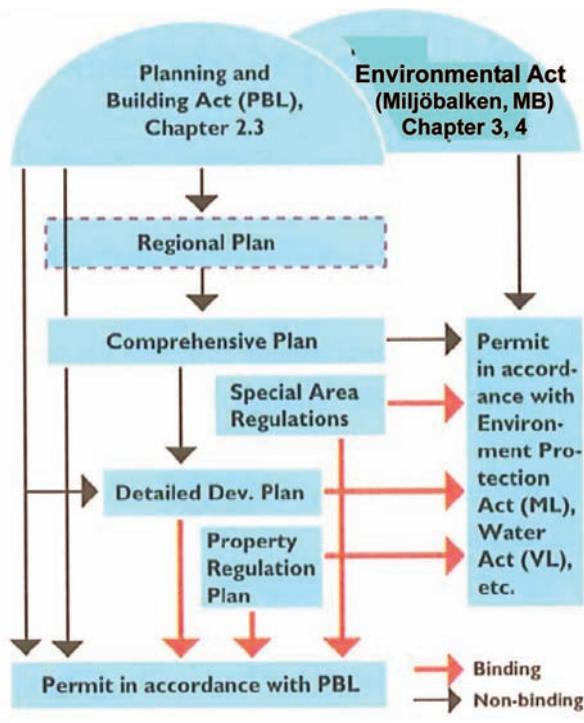
The Environmental Act, MB (Miljöbalken), indicates areas that have such large values that are of national interest, and therefore must be protected. The law is an important basis for planning. The Environmental Law also stipulates conditions how the beaches should be protected.

The County Administrative Boards have the task to plan in order to coordinate state interests. The County Administrative Boards should also provide the municipalities with the basis for planning. Therefore many County Administrative Boards make comprehensive plans and programs, for example on environmental and heritage protection. However, these programs have no legal consequences.

The County Administrative Board should also be consultative towards the municipality, promote national interests and should ensure the coordination of matters that would be of concern to other municipalities.

For the planning of matters that are of mutual interest to several municipalities, the national Government may appoint a **Regional Planning** Body with the task of monitoring regional issues and providing basic planning data for municipalities and Government authorities.

The plan hierarchy



All municipalities must have a **comprehensive (general) plan** that covers their entire area of responsibility. Although the plan is not binding, it must be kept up to date.

The **detailed development plan** is a legally binding, executive planning instrument – a legal agreement between the municipality, the public and landowners – that makes it

possible for the intentions of the comprehensive plan to be implemented.

Special **area regulations** are also binding, and this form of planning is used within limited areas to guarantee compliance with certain comprehensive plan goals.

A **property regulation plan** may be used to facilitate implementation of the detailed development plan.

The task of the comprehensive plan is to describe, in general, how the municipality's land and water

are to be used. Comprehensive plans are to an increasing extent taking on the form of municipal development programmes in which housing, employment, and the environment play leading roles. Land use proposals are increasingly being weighed against social welfare goals.

The detailed development plan is the municipality's implementation instrument. It is legally binding and gives the municipality the opportunity to assess land use impacts. Most of the measures prescribed in the detailed development plan are implemented by others outside the municipality.

The detailed development plan must show which are intended for private or public building – developed areas – as well as areas that are free to be used by everyone – public areas. Public areas, developed areas, areas of water, and implementation time are information that must be contained in the detailed development plan. The municipality can add its own requirements. This may concern the location, design and construction of buildings, protective measures for developed areas, demolition bans, etc.

Building permits in the area with a detailed plan should be consistent with

the detailed plan. The building must meet the society requirements in general as expressed in PBL. Building permits can also be given for a building in the area where no detailed plan exists. In such a case, the examination is based on the provisions of the Plan and Building Law. The building permit is also examined in the light of the municipality's master plan.

The planning process of the detailed plans

Initiative to set up a detailed plan may be taken both by the municipality and by a single landowner or developer. However, the municipality is always the legal body that decides if a detailed plan should be made; the municipality has the plan monopoly. Nobody can force a municipality to make a detailed plan.

The PBL indicates when the detailed plan is needed: for new connected urbanization, for new single buildings which may have significant impact on the environment, in the case of housing should be changed or maintained, or if the settlement needs to be created in a particular context.

In Karlstad, usually the Local Building Committee decides if an area should be planned. In some cases, the Local Building Committee gets an assignment to plan from the municipality administration or the city council.

PBL regulates how the planning process should go, as follows:

In the process of the plan, the municipality is to consult with the County Administrative Board, the Surveying Authority and municipalities concerned. Landowners, residents, organisations, etceteras -

which have substantial interest in the plan - should be included in the consultation. (PBL 5:20).

The consultation and the commentary received are to be reported in a consultation statement. This statement should also indicate which changes in the plan are proposed and the reasons for the comments. (PBL 5:21).

Early in the planning process it should be assessed if the plan may result in significant environmental impacts, and if so, what issues need to be addressed in an environmental impact assessment (EIA)

Once the consultation is finalised, the municipality is to present the plan on public notice for at least three weeks, before the plan is adopted. (PBL 5:23)

When the three weeks have passed, the municipality is to compile the received written comments by the above mentioned exhibition time at the latest. The municipality's suggestions in response to the received comments are to be reported in the compilation. (PBL 5:27)

Detailed plans shall be adopted by the city council, which has the power to delegate the decision to the municipality administration or the Local Building Committee. (PBL 5:29)

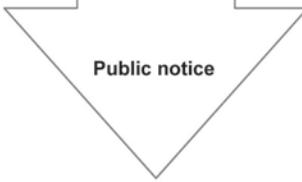
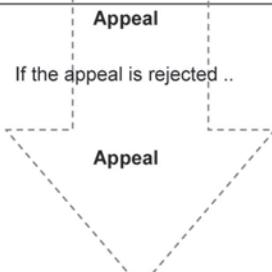
The adopted decision can be appealed to the County Administration within three weeks from the announcement that the plan has been adopted (PBL 13:4) and the State Provincial Office's any decision rejecting the appeal, may be appealed to the government (PBL 13:4).

When the detailed plan has gained legal force it shall be announced through local newspapers and be posted on the municipality bulletin board. (PBL 5:31)

*Figure 1. The Process
The Planning and
Building Law (PBL)
Chapter 5*

**Decision Authority
and What decision**

**Phase of the planning
process**

<p>1 § Detailed Development Plan is compulsory for certain issues 3-10 §§ A detailed development plan shall comprise ... 18 § The plan shall be based on a programme</p>	<p>Building Committee Resolution to make a plan</p>	<p>Planning request</p> 
<p>18 § The Environmental Act, chapter 6, shall be used if there is risk for substantial effect on environment</p>	<p>Building Committee Resolution on environmental judgement</p>	<p>Judgement on environment (there is risk - or there is not)</p>
<p>20 § The municipality shall consult authorities and others who may be concerned</p>		<p>Public hearing Remarks shall be recorded in a consultation report</p>
<p>23 § The municipality shall publish the proposal of the plan 24-26 §§ The public inspection shall be announced</p>	<p>Building Committee Resolution of publicity</p>	<p>Public inspection Remarks and changes due to them shall be recorded in a formal report</p>
<p>29 § The detailed development plan shall be adopted by the City Council 30 § The decision shall be sent to those who are affected if they have given remarks which are not satisfied</p>	<p>City Council Resolution to adopt (before City Council making decision the Building Committee and the Municipal Executive Board shall approve the plan)</p>	<p>Adoption</p> 
<p>Chapter 13, 2 § Appeal to the County Administration Board against the decision by City Council to adopt the plan Chapter 13, 4 § Appeal to the Government against the decision by County Administration Board to reject the appeal</p>	<p>County Administration Board Resolution to ratify or reject Government Resolution to ratify or reject</p>	<p>Appeal</p> <p>If the appeal is rejected ..</p> 

The contents of a detailed plan

The required documents for a detailed plan are:

- A plan map with the regulations (this is the legally binding document)
- A plan description; this should describe the objectives of the plan, and make clear the significance of the plan and the consequences at implementation. Also the requirements for the plan should be reported.
- A description of the implementation; this should explain the organisational, real estate judicial, technical and financial measures necessary for achieving a coordinated and effective implementation of the detailed plan.

The minimum requirement of a detailed plan is to show the borders of public spaces, settlement areas and water areas. For public places, for which the municipality is responsible, the usage and design should be identified, and the settlement and water areas should be specified.

A description of a detailed plan in Sweden may include these elements

Overall conditions

Geographical situation

Where in, relation to the plan, for example, are the city centre and major hubs planned?

Purpose of the plan

Why is there a need to plan the area and what does the municipality want to achieve?

Earlier standpoints

Here it describes the previous decisions taken about the area. This can include the summary plan's intentions for the area, what the valid detailed plan (if there is one) allows or other municipal decisions affecting the area. The time for the decision taken on the plan is reported.

Plan data

Here the plan size is mentioned, what it contains in general (such as number of housing or the type of activities). The areas adjacent to the planned area are described and the phenomena which are not in the area's immediate vicinity, but may affect the planned area (such as a road of large amount of traffic that might effect the planned area or a recreation area of a key importance to the surrounding population).

Is the ground municipal-owned or privately owned and are the owners many or few?

Description of the area

Land usage

In this section it is described how the land is used today, for example if it is a residential area with segments of trade and offices along the main street in the area and park area on the outskirts. If the detailed plan already exists, there might be building rights which have not been utilized, that can be described.

Existing squares and parks can be described and the extent of use by the public. Built-up land - housing, shops, workplaces, etc

Housing

If there are important buildings to be protected they should be described. Other aspects that are of value to describe to give a picture of which buildings the area contains, it could be the type of housing, density, height, age and standard.

Nature- and culture

Natural areas and parks are described and if they are identified as valuable it should be explained why or in what sense. Protected or endangered animal or plant species might occur in the area or the green surface can be a part of a larger area. Beach areas are described and in what sense they are accessible for the public.

Historically interesting environments and buildings are identified and the area's history can be described.

Streets and traffic

Pedestrian and cycle traffic, vehicle traffic and public traffic are described.

What is the traffic volumes on streets within or adjacent to planned area, street widths, type of streets, are the exits safe and where are the parking places? How the traffic volumes are expected to be in the long term, for example, within 10 years? Is there passing a large amount of heavy traffic in the area and how much traffic is the intended land usage/ exploitation generate?

Stages and important passages of the bicycle roads and links to other parts of the city are examined. Is it within cycling distance to targets, such as the city centre?

What is the distance to bus stops and what are the bus routes which pass the planned area?

Land

What is the geotechnical and topographical conditions and is there a need for land surveys?

Technical Supply

Water, sewage, daily water, electricity, heating and telecommunications are described regarding wiring, capacities, pumping stations, transformer stations, etc.

Disorders, health and safety

Environmental assessment

A needs assessment is done to clarify whether there is a risk for so-called significant environmental impact. A checklist can be used as a helping tool and can be done in conjunction with experts in the areas affected by the plan. It can be about, for example, risk and environmental issues. If significant environmental impacts can be expected to occur, it can be decided to do an EIA (environmental impact assessment). If the area is not expected to be exposed to significant environmental impact the consequences of the implementation in the plan description will be described.

Traffic noise and vibrations

If the planned area is located nearby the roads or railways, the traffic noise generated will be examined. Even vibration measurements will need to be done if trains pass through the area and the ground might be affected by the vibration.

Soil Pollution

By looking at the area's historic usage, an assessment can be done as to whether soil pollution samples need to be taken. Depending on what the land will be used for, decontamination of the soil needs to be done.

Traffic safety

What do the accident statistics look like, especially for crossings with unprotected passengers? Is there any need to do any changes in the streets designs to improve road safety? For example, if a school is built near a road, there can be a need to increase the number of traffic safety crossings.

Dangerous activities

Are there any activities that are harmful to health in the area? (for example petrol station which have the risk of explosion, power generating electromagnetic fields or horse activities that increase the levels of allergens in the air).

Dangerous goods

Are the dangerous goods transported by the roads and railways going through or near the area, or are the dangerous substances handled in the field?

Security

Are there any insecure places in the area? (Dark tunnels, hidden ports and passages, dense bushes etc). Are the people passing through the area mostly during the daily hours?

Air quality

Are there any places within the planned area where pollution concentrations in the air are or is likely to be high?

Flood

How high is the land within and around the area? Is there risk of flooding from rivers, lakes or seas? In that case how much is the risk and is there potential to prevent or minimize damage from flooding?

Content of the plan - description of the plan proposal**Land usage**

The demarcation between neighbourhood land (for housing, schools, workplac-

es, etc.) and a public place (street, square, and park) are shown. The usage of green areas show how much care a green surface will need (the parks have greater care needs than the nature).

Housing

Housing location and design can be specified. This may be necessary for considering the houses in the vicinity and their placing on the land, facing the street or other buildings can be determined. Furthermore, the height of the building and the number of floors, the footprint on the land, etc. can be regulated.

Even technical requirements can be specified, such as special foundations or noise window / facing.

Green surface and water area

The design of the park and nature can be specified. It may be necessary to reserve an area for a playground, protect valuable trees or show where surface water ponds are planned to be placed. Environment creation elements such as avenues may be required or that the future usage of the area has to follow an operation plan.

The water area can be the designed with bridges or other buildings specified.

Streets and traffic

How much traffic does the implementation of the plan generate? The design of the street ground is indicated to clarify the environment and function and can function as a basis for cost estimations. The requirement of a certain design can be a follow up to road safety awareness requirements which are released by new exploitations.

The need for parking and unloading and loading points is shown. There may be a need to regulate location of exits, and also the number of exits.

Changing guidelines or removal of bus stops is described.

Pedestrian and cycling traffic

Structure

Drawing of pedestrian and bicycle paths to different targets is reported. The design of pedestrian and cycle paths can be specified in order to create a safe, secure and comfortable route.

Consequences of implementing the plan

The consequences are discussed based on a comparison between current circumstances and the opportunities that the detailed plan proposal is giving. Below the consequences are divided into environmental consequences, socio-economic consequences and social aspects.

Environmental consequences

Environmental consequences can include the consequences on the area's physical structure, cultural environment and consequences on human health and safety. An environmental impact assessment (EIA) should be undertaken where there is a risk of significant environmental impact. If there is no risk of that the consequences are described directly in the plan documents.

How does the plan affect the determined, national environmental quality objectives, for example, air quality?

Consequences for human health can be applied:

- Noise pollution - air, train and car traffic, other activities, industrial noise
- Air quality - emissions from traffic and other activities

- Impact on climate
- Electromagnetic fields, radiation
- Road accidents
- Dangerous goods - the placement of activities on major roads, rail, etc.
- Flood Risk

Are the animals and plants affected if the green area is removed, changed humidity, if the streets are cut?

Is the water affected by changing water flows in streams, etc., water level, water emissions, requirements for treatment?

Are the city and the landscape affected? (Can be both positive and negative impacts)

Are the ancient and cultural relics and other cultural heritages affected through digging and excavation in the culture layer, buildings that are changing or disappearing, protection of valuable environments?

Socio-economic consequences

What impact may an implementation of the plan have relating jobs? Are municipal investments required? Can trade in other parts of the city or other municipalities be affected?

Social aspects, health consequences and other horizontal perspectives

Does the plan give the possibilities for mixing of different population groups? (Age groups, ethnicity, social background)

Can the area / buildings serve the disabled people, children, people who do not have access to a car?

Is the area designed to promote equality between men and women? How does the Swedish national public health target being affected?

1. Participation and influence
2. Economic and Social security
3. Safe and good growing conditions
4. Increased health at work
5. Healthy and safe environments and products
6. A more health promoting health-care
7. Good protection against contamination
8. Secure and safe sexuality and good reproductive health
9. Increased physical activity
10. Good eating habits and safe food.
11. Reduced use of tobacco and alcohol, a society free from drugs and doping, reduced harmful effects of excessive gambling.

The building process

Building permits

Building permits are required to construct new buildings, make additions to buildings and to change the purpose of the building or some part of it. Building permits are also required for closing the terrace with glass as well as other measures such as signs, tanks, warehouses, walls, planks, parking spaces and the master.

An application for building permits will be submitted to the municipality and the matter will be reviewed by the official who may request additional documents if necessary. In the building permit review, the location and design of the planned construction will be reviewed. The examination is based on the Plan and Building Act. If the planned construction will be detailed in the proposed area, but the building has

a small deviation from the plan, it will be heard with the neighbours.

A building permit is valid for five years, but construction should begin within two years so that the building permit will remain valid. Most buildings also require that a construction application is made three weeks before the construction starts.

Construction application and consultation

In the construction application the building or the facility is examined according to the technical characteristics which are written in The Swedish Board of Housing, Building and Planning (Boverket) construction rules.

Many actions require a construction application even if they do not require building permits. Measures requiring a construction application, but not building permits are for example, modification of buildings involving structural elements, substantial changes of the layout, installation of elevators, fireplaces, FLUE, ventilation or water and sewage. A Construction application should always be completed for the new buildings and the additional buildings and should be made three weeks before the construction starts.

The municipality, the builder and the quality control person responsible should go through the technical requirements which are applicable to the building or the facility and determine how the builder plans to meet these requirements.

Examples of points that can be taken up on a construction consultation:

- The builder's organization with consultants, contractors, etc.
- Technology solutions

- Compliance with building permits
- Permits and notifications from / to other authorities
- Requirements for pre construction, for example determination and building faults insurance
- Review of control plan

Supervision and final proof

The Construction Board supervises the building projects during the construction period.

When the control points of the inspection plan have been met and signed, it will be sent to the Local Building Committee for the issuance of the final proof. A building or a part of a building can not be used until there is such a proof. If the building has defects and deficiencies the City Local Housing

Committee can decide to issue an injunction to remedy them or can decide to prohibit the usage.

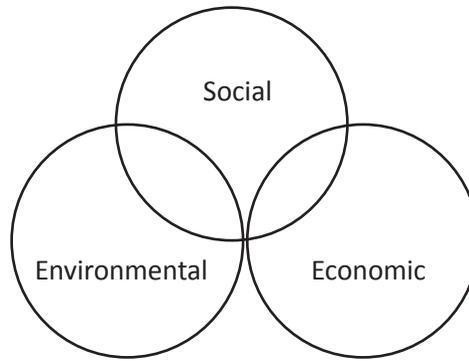
SUSTAINABLE DEVELOPMENT IN URBAN PLANNING

What is sustainable development?

The concept of sustainable development was formed in the United Nation's Brundtland Report "Our common future" from 1987. The aim is to improve living standards for human beings without compromising the ability of future generations to meet their own needs. The concept of sustainable development comprises a time perspective: that something shall function during a long period of time. Furthermore, the concept implies that a system shall be

able to stand both internal and external strain. Systems and phenomena can be sustainable by being strong and solid but also by being flexible.

In order to make the concept of sustainability more concrete and understandable, the concept is composed of three dimensions that are interlinked: social, ecological and economic sustainability. Sustainable development may also be described as the phase when all three dimensions are coordinated, and when one perspective does not develop at another dimension's expense.



Social sustainability comprises relations between individuals as well as the rules and regulations in society. If rules and regulations are clear and equally applied in society the citizens will know what is expected from them. An important part of social sustainability is the opportunity to participate in decisions that influence the life situation of an individual. In physical planning social sustainability can be supported by the creation of public space at strategic locations in the city; places that make it possible for people to meet. Such public places shall be accessible for people with dysfunctions, be designed with the

view of safety and security for children and women, etceteras.

Ecological sustainability implies that natural resources are cautiously used and that the ecocycles are respected. The interplay between the constructed environment and the natural environment needs to be in balance. One method to promote the ecological dimension in physical planning can be to form a connected city net of pedestrian and bicycle roads, which facilitates the use of transportation that emits a minimal amount of carbon dioxide.

Economic sustainability deals with the issue of economizing on both human and material resources in the long run. The economic dimension is strongly connected to the ecological perspective because strong economic growth has traditionally occurred at the expense of ecological sustainability. The distribution of economic resources influences social sustainability by the fact that anxiety and discontent grow in areas where economic resources are unevenly distributed. One way for physical planning to promote economic sustainability is to allow for various types and sizes of activities in society. Another method is to build new residential and business areas in connection to existing infrastructure in order to optimize the efficient use of this infrastructure.

Aspects that cross through ecological, economic and social sustainability may be studied in order to reach long term sustainability. Such examples are gender equality, equality of opportunity, security and safety, public health, etceteras. In this chapter two perspectives are highlighted: risk and equality. Risks such as accidents related to

dangerous goods, earthquakes, etceteras affect social, economic

and ecological sustainability to various extents. The aspect of equality has mainly an influence on social and economic sustainability.

The example of gender equality in planning

Methods to work with issues on equality

One element in creating a long term sustainable municipality is to create a city that – as much as possible - meets the various needs of the citizens. In order to find out women’s requests on the city or village among women planners and politicians need to meet them on equal terms and at their venues. If evaluation of a consultation meeting shows that the majority of the viewpoints and questions were given by men, and few women participated, the reason could be that the timing was inappropriate because women were busy elsewhere and simply could not attend. Were the facilities accessible to both men and women? If the group of participants was partly men and partly women, were the subjects discussed of interest to both the sexes or did the women perhaps feel uncomfortable to speak in front of a large group of people?

Two common aspects that are emphasized in equality and physical planning are transportation and safety. Men and women may have different ways of moving around in the municipality and have accessibility to different vehicles of transportation. In many places the majority of car drivers are men while women to a higher extent move

by using public transport and by foot. If a man makes the choice of whether to invest in roads or sidewalks most likely the probable decision would be to invest in roads. The result of such a decision will be that resources are allocated to satisfy men's needs and not women's wishes.

Women might not dare to go outside if there is a feeling of insecurity in the city space. This is a complex problem where one ingredient that may be influenced is how the physical environment is designed. If the road is lit, and how it is lit, makes a big difference in safety. When placed in the wrong way, green shrubbery that seems thickly and beautiful at daytime might look threatening at the coming of night. As much as possible narrow passages and corners, which makes it difficult to see the road in front, should be avoided.

What do women in Gaziantep say?

In order to illustrate a method of finding out how women look upon their municipality, this is a summary of a survey which has been carried out within the project.

A survey was sent to 250 women in Gaziantep and around 50 answers were collected. The majority of the answering women, around 60 percent, were gainfully employed while the second largest group (around 25 percent) consisted of housewives. The rest of the sample group were students and retired citizens.

The questions that were put were:

- Can you describe your municipality from buildings and the perspective of urban planning?
- Can you describe the strong and weak points of the municipality from a female perspective?

- How would you describe the perfect municipality in which you would like to live?
- How do you describe to be a woman in a developing metropolitan municipality?
- If you were a city planner, how would you like to plan your city?

The women also were given the possibility to add comments after the questions.

In general, and for all the groups of the survey, there was a wish for a greener municipality. The need for more green areas was expressed and one proposal suggested more trees instead of open grass areas only.

Some suggestions for change regarding the way to form the urban environment were to avoid too large concrete blocks, more of verdure or creating greens gardens. Air pollution and noise from traffic were seen as present problems that need solutions. One suggestion was to plan trees as a way to reduce air pollution.

The women also expressed a need to feel safer when they spent time outside home. Important factors to achieve this could be better electric lighting and, as example, cultural events that could attract more women to be out in the evenings. The lack of a well functioning public transportation system seems to affect many of the women.

"I would build bicycle roads. Unfortunately cycling is not popular in Turkey. It is sad that I need to take the car to my work even though I live so close to my work place. Then of course you wonder why I do not walk; because I finish late at night and then it does not feel safe to walk alone."

"A municipality that is alive day and night with a large selection of social and cultural activities. Better lighting and access to water; I want to see water!"

All women (in the survey) wished to see more meeting points. There were wishes for access to facilities where to meet and a demand for cultural events.

The most critical group was the owners of businesses. What this group would like to see is a functioning child care due to the fact that many of them have long working hours and also works at weekends.

The group that was most positive to the public sector is the civil servants employed by the municipality. This can for example be explained by the fact that they have better access to information about the activities of the municipality. At the same time this is the main group asking for more power to women in political and operative leadership.

The example of risk management in planning

Accidents hurt people, environment, property and vital functions of society. They may change the quality of life for humans and for society for the worse. Creating a safer and more secure society for the citizens of today and tomorrow is an important task, which is of concern to individuals and all levels of society. Physical planning is an important element in the design of a safe society because of decisions made on the use of land and water as well as the development of the residential area environments.

Risk management is a systematic work to reduce the risk of accidents to occur.

The concept of 'risk management' includes various ingredients: making inventories of various risks; the carrying out of risk analyses; the valuation of different levels of risk; taking risk reducing measures; and the communication around the work on risk management including follow ups.

Risk management is to be integrated in physical planning in order to give matters of risk a central role in the entire democratic planning process. It is important to communicate the risk of accidents; the public and parties concerned shall have the opportunity to control and influence through consultation and exhibitions. On a regular basis, the experiences from and the new knowledge about accidents and risks shall be implemented in the physical planning. Risk management is a cross-sector work, which demands cooperation between different actors. Cooperation between departments within the municipality is essential, such as city planning, health and environment, technical works, education, and social services. Collaboration between the municipality, private business and organisations is equally important.

The Rescue Services in Sweden are actively involved in the work with the comprehensive/general map by contributing to the collection of facts and to the geographical presentation of risk objects within the municipality. Such objects of risk must be considered at new establishments. Basic data related to road and railway networks of transport, where dangerous goods are transported, is presented as GIS information in each revised comprehensive map.

The maps produced show the varying distances to risk from the transport net-

works and what kind of use of land that can be accepted. Additionally is illustrated the potential need to make risk analyses, related to the use of land that does not follow the risk distance recommendations. When working with the comprehensive map, the Rescue Services also care for the conditions that regulate matters concerning the risk for landslide along streams as well as the risk for flooding.

However, the main contribution by the Rescue Services in risk management and physical planning comes with the work on detailed plans. At early consultation issues are highlighted, such as the risk for accidents, health and environment that might result in the need for further documentation and decisions. Such additional documentation could be descriptions of environmental consequences and risk analyses. In some cases the correctness of a detailed plan must be judged also from these aspects.

Through the task of designing risk analyses, the Rescue Services have an important quality function. This function guarantees that the municipality actually receives analyses that put the light on and guarantees satisfactory standards. A well produced detailed plan, which takes the risk perspectives into account, becomes the basis for building permits handled by the municipality within the actual planning area.

Even though the overall matters in the risk management processes previously have been dealt with, to a high extent the Rescue Services are involved also in the phase of building permits. At this stage the security issues are related to the design of

the building with traditional focus on security perspectives such as fire prevention and emergency exits.

CONCLUSIONS

Comparing the Planning Systems and Processes in Turkish and Swedish Municipalities

Different scale of urban development

There is population growth and a fast urbanization because of migration in Turkish cities. This situation causes more population growth in some cities and this causes an increase in the problems of these cities. In order to find a solution to this, it is necessary to make plans starting from national scale to housing scales (national plans that determine the investments in the territorial scale - regional scale planning - Landscape Plans - Regulatory Development (Structure) Plan - Implementing Development Plan. This is the form that is executed for planning in Turkey.

As large areas are generally planned in Turkish cities, many factors related to those areas are involved and each of these factors is examined separately.

We need to plan large areas for housing and employment for this increased population in our cities. The fast population growth causes many buildings to be built in every area of the city at the same time. As a result of this, it is becoming hard to inspect the buildings and implement the plan.

This case is different in Swedish municipalities as the population growth and

migration is less. Very small areas need to be planned in the cities. In order to plan these small areas, the solution is created with implementation plans instead of a planning approach that goes from the top scale to sub scale. In Swedish cities, there are fewer issues to be investigated as the small areas are planned and the problems that affect these areas are less.

As the population growth is low, fewer buildings are built in the cities during the year and it is easy to control these buildings.

Planning systems and plan hierarchy

The hierarchy of the planning system is well defined step by step in Turkey in such a way that it is binding from the top scale to the sub scale and also from national scale to local scale. Thus the Turkish planning is more influenced by top scale planning than is the case in the Swedish system. In the Swedish system the first legally binding level is the detailed development plan.

In Turkey the municipalities have less possibility to make their own priorities in the midst of various interests. However, there is higher extent of certainty in the earlier stages of the Turkish system – one knows what to expect.

In Sweden the comprehensive plan shows the intentions of the municipality, but it is possible to deviate from it, if it is well motivated.

Research and gathering data

There is a difference between the countries in the way that data is collected.

In Turkey, the data related to the planning area is collected by the enforcing institution and planner and aggregated with

the information from other official institutions and field research. The collected data is put on the maps and evaluated. Those areas that are restrictive for the plan are determined. Therefore, the areas to be protected or attract risk factors lead the plan.

To Swedish municipalities, this situation is provided by Government Authority. In Sweden the regional state authority – the County Council - is obliged by law to provide the municipalities with data. The role of the County Council is to coordinate national interests and to give advice to the municipalities. On the municipality level, additional local data is collated, such as risks, ground conditions, traffic pollution and noise.

The planning process

The planning processes differ in some aspects: the format for citizens to participate in the planning process, the adopting process of plans, and the system for appeals.

Citizen participation

In Turkey, the planning draft is produced, after the municipal council's approval, public participation is provided by announcement. The objections of the citizens are evaluated at the municipal council through the planning department. Also they can bring a lawsuit for annulment at the regional administrative court.

In Sweden the citizens have greater possibility to participate early in the planning process (this is regulated by law and is a fundamental part of the Swedish planning system). In Swedish municipalities, the public participation is provided at the beginning of the planning. Normally twice

during the process the planner must address people who are affected by a plan or who may have special interests in the plan. In Sweden, as a result of this, those who are affected by the plan will influence the plan to encompass their own interests.

The public awareness about planning in general is not very high in Sweden and seems to be even smaller in Turkey. One explanation to this difference is that in Turkey the citizens are not informed at early stages about the specific plan and can not react until the final draft of the plan is presented.

Appeal

Regarding plans, in Sweden there is the possibility to complain/appeal to the County Council on the municipality's decision to adopt a plan. In turn, the decision of the County Council can be appealed to the Government's Environmental Department.

Following the European rights and legal system, since some years back there is also the possibility of having the Government's decision tried in court (Regeringsrätten). All political decisions can be appealed to the European Court. This is a right for a citizen as a member of the European Union.

However, as to the decisions on building permits, these can be appealed to the county court and are thereby a case for the legal court system.

In Turkey it is possible to appeal to the city council against the adoption of a plan. One has the right to file a lawsuit at a related court if the request is rejected by the Municipal Council.

Regulations in a development plan

There are some differences between the countries regarding what is possible to regulate in a plan.

In Turkey, the laws that influence planning are the Construction Law, the Code of Protection of Cultural and Natural Properties, and the Coastal Law ...etceteras, and the appropriate regulations apply to these laws.

In Sweden, the plans are made within the framework of the Plan and Building Act. In these plans, vibrations from train traffic and traffic noise, as well as the amount of energy to be used by the building, can be regulated. The health and security of the people are given particular importance. The local authority has also the possibility to regulate the ground level in order to adjust to the surroundings.

Health and security issues

One of the areas that the Swedish County councils have to cover is health and security. A detailed plan that is believed to bring negative consequences, for example regarding how noise from traffic affects the residents, can in this regard be repealed by the County council.

In Turkey, the physical planning is given more importance; the issues such as health, security and noise come after the physical plan.

In Sweden, the planning is made by giving priority to the risk factors that affect the planning regions. This risk based approach is not yet sufficient in Turkey.

Environmental issues

In Turkey, when a development plan is produced, the environmental status of a settlement is considered on the basis of general settlement and this status remains in the background in details. However, a ÇED (Environmental Impact Assessment) is made based on the *basis of building for*

industrial organizations and big business centres. The design of the plan considers the environmental conditions and can be affected by these. In accordance with the plan, the environmental impact assessment is made based on the features of the facility while obtaining the facility building permits.

SONUÇLAR

Türkiye – İsveç Belediyelerinde Planlama Sistem ve Süreçlerinin Karşılaştırılması

Farklı Bir Ölçekte Şehir Planlama

Türkiye kentlerinde nüfus artışı ve göç nedeniyle hızlı bir kentleşme olmaktadır. Bu durum bazı şehirlerde daha çok nüfus artışının olmasına neden olmakta ve bu şehirlerde sorunların artmasına neden olmaktadır. Bunun çözümünün sağlanması için ülke ölçeğinde başlayarak yerleşme ölçeğine kadar planlanması (Yatırımların ulusal planlar - Bölgesel ölçekli planlamalar - Çevre düzeni planları - Nazım imar planı - Uygulama imar planı) gerekmektedir. Türkiye de uygulanan planlama sistemi bu şekildedir.

Türkiye şehirlerinde genelde geniş alanlar planlandığı için alana ait çok sayıda etken devreye girmekte ve bu konuların her biri ayrı ayrı araştırılmaktadır.

Şehirlerimizde artan bu nüfusun iskânı ve istihdamı için ise büyük alanların planlanmasına ihtiyaç duyulmaktadır. Hızlı nüfus artışı nedeniyle şehrin her noktasında aynı anda çok sayıda yapının yapılmasına

This is also done within the Swedish planning system which, in addition, goes one step further. This step consists of describing the environmental effects that the execution of a plan may have. In Sweden, this situation is handled based on the *basis of building*. This is mandatory and is, when necessary, done by performing an environmental impact assessment.

neden olmaktadır. Bunun sonucu olarak yapıların denetimi güçleşmekte ve planın uygulanması zorlaşmaktadır.

İsveç Belediyelerin nüfus artışı ve göçün az olması nedeniyle bu durum farklıdır. Şehirlerde çok küçük alanların planlanmasına ihtiyaç duyulmaktadır. Böyle küçük alanların planlanması için ise üst ölçekten alt ölçeğe inen bir planlama yaklaşımı yerine uygulama planlarıyla çözüm üretilmektedir.

İsveç kentlerinde küçük alanların planlanması ve bu alanı etkileyen sorunların az olması nedeniyle daha az konunun araştırılması yapılmaktadır.

Nüfus artışının az olması nedeniyle kentlerde yıl içerisinde az sayıda bina yapılmakta ve bu yapıların kontrol altında tutulması kolay olmaktadır.

Planlama sistemleri ve plan hiyerarşisi

Türkiye’de planlama sistemi, ülke ölçeğinde yerel planlama ölçeğine doğru ve üst ölçekte alt ölçeğe bağlayıcılığı olacak şekilde kademe kademe plan hiyerarşisi iyi tanımlanmıştır.

Böylece, Türk planlama sistemi İsveç sisteminde olduğundan daha fazla bir şekilde büyük ölçekli planlardan

etkilenmiştir. İsviçre sisteminde ilk yasal bağlayıcı seviye, detaylı imar planıdır.

Türkiye’de belediyelerin çeşitli çıkarların ortasında kalarak kendi önceliklerini oluşturmada daha az olanakları vardır. Ancak Türk sisteminin ilk aşamalarında yüksek oranda bir kesinlik vardır-insan ne umacağını bilmektedir.

İsviçre’te kapsamlı plan belediyenin amaçlarını gösterir ancak eğer iyi bir şekilde harekete geçilirse, bu amaçlardan sapmak mümkündür.

Araştırma ve veri toplama

Verilerin toplanması bakımından iki ülke arasında bir fark vardır.

Türkiye’de planlama alanına ilişkin veriler, planı yaptıran kurum ve plancısı tarafından diğer resmi kurumlardan elde edilen bilgilerle birleştirilerek ve saha araştırmasında elde edilmektedir. Elde edilen bilgiler haritalar üzerine aktararak değerlendirilmektedir. Bu verilerde plan için sınırlayıcı olanlar belirlenmektedir. Böylece korunması gereken yerler ile risk oluşturacak faktörler planı yönlendirmektedir.

Bu durum İsviçre belediyeleri için Devlet Otoritesi tarafından sağlanmaktadır.

İsviçre’te bölgesel devlet otoritesi- İl Meclisi- yasa gereği belediyelere veri sağlamak zorundadır. İl meclisinin rolü, ulusal çıkarları koordine etmek ve belediyelere tavsiye vermektir. Belediye düzeyinde ise; risk, zemin koşulları, trafik kirliliği ve gürültü gibi ek yerel bilgiler derlenir.

Planlama süreci

Planlama süreci bazı konularda farklılıklar gösterir. Bunlar: planlama sürecine katılacak vatandaşlarla ilgili format,

planların kabul süreci ve itiraz ile ilgili sistemdir.

Vatandaşın katılımı

Türkiye’de planlama taslağı hazırlanıp belediye meclisinin kabulünden sonra askıya asılmak suretiyle halkın planlamaya katılımı sağlanmaktadır. Vatandaşların itirazları planlama birimi aracılığıyla belediye meclisinde değerlendirilir. Ayrıca vatandaşlar bölge idare mahkemelerine iptal davası açabilirler.

İsviçre’te vatandaşların planlama sürecinin ilk aşamalarında yer almak için daha fazla fırsatı vardır

(bu yasayla düzenlenmiştir ve İsviçre planlama sisteminin temel parçasıdır).

İsviçre belediyelerinde halkın katılımı planlamanın başlangıcında sağlanmaktadır. Normalde planlama süreci sırasında, planlamacı plandan etkilenen veya planda özel çıkarları olabilecek kişilere iki kez yazı gönderir. İsviçre’teki bu durum sonucunda, plandan etkilenen kişiler planı kendi çıkarları yönünde yönlendirecektir.

İsviçre’te genel olarak planlama ile ilgili kamu bilinci çok yüksek değildir ve Türkiye’de daha da az olduğu görünmektedir. Bu farklılık ilgili bir açıklama şudur: Türkiye’de vatandaşlar ilgili plan hakkında ilk aşamada bilgilendirilmiyorlar ve planın son taslağı sunulana kadar da tepki göstermiyorlar.

İtiraz

Planlarla ilgili olarak, İsviçre’te belediyenin bir planı kabul etme kararı konusunda İl Meclisine şikayet etmek/başvuruda bulunmak olasılığı mevcuttur. Sırasıyla, İl