



PLANNING

GREAT PARIS REGION MASTER PLAN

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THE PARIS REGION'S 2030 DEVELOPMENT MASTER PLAN: A SOCIAL BLUEPRINT TO BE SHARED

By 2030...

- 13 MILLION RESIDENTS IN THE PARIS REGION
- + 77 TRAIN STATIONS, + 240 KM OF METRO LINES, + 70 KM OF RER LINES, + 75 KM OF TRAMWAY LINES
- + 1.5 MILLION HOMES, + 2,300 HA OF PARKS AND GARDENS, 930 DENSIFIED STATION DISTRICTS
- 1,300 HA OF POTENTIAL URBAN DEVELOPMENT PER YEAR, 140 KM OF URBAN FRONTAGE OF REGIONAL INTEREST
- + 350 ECOLOGICAL AREAS AND GREEN CORRIDORS
- + 2 REGIONAL NATURE RESERVES
- 90% OF AGRICULTURAL AND WOODED AREAS PRESERVED

THE PARIS REGION'S 2030 DEVELOPMENT MASTER PLAN¹ SETS OUT THE JOINT BLUEPRINT FOR THE REGIONAL DEVELOPMENT TRANSITION TO BE CONDUCTED. A SERIES OF *NOTE RAPIDE* SUMMARISES THE PLAN IN ORDER TO HIGHLIGHT AND SHARE ITS FOUNDING VALUES AND MAIN OBJECTIVES.

The Paris Region's development master plan for 2030 (SDRIF 2030), approved on 27th December 2013, was drawn up by the Paris Region in conjunction with the French state and involved numerous planning players in the region. It sets out the conditions for creating a pleasant, attractive, socially integrated and robust region. The wealth of technical detail in the document illustrates the complexity of the issues at a time of global, social, economic and environmental challenges. This is a project that affects us all and one that will define our living environment between now and 2030, so it is essential to help people understand it and take ownership of it. As the project manager for the drawing up of the SDRIF, the Paris Region Development and Urban Planning Institute (IAU idF) has been tasked with participating in disseminating the plan, helping people to understand it and monitoring its implementation. It is therefore publishing this *Note rapide* as a general introduction to the plan.

WHY DOES THE PARIS REGION NEED A DEVELOPMENT MASTER PLAN?

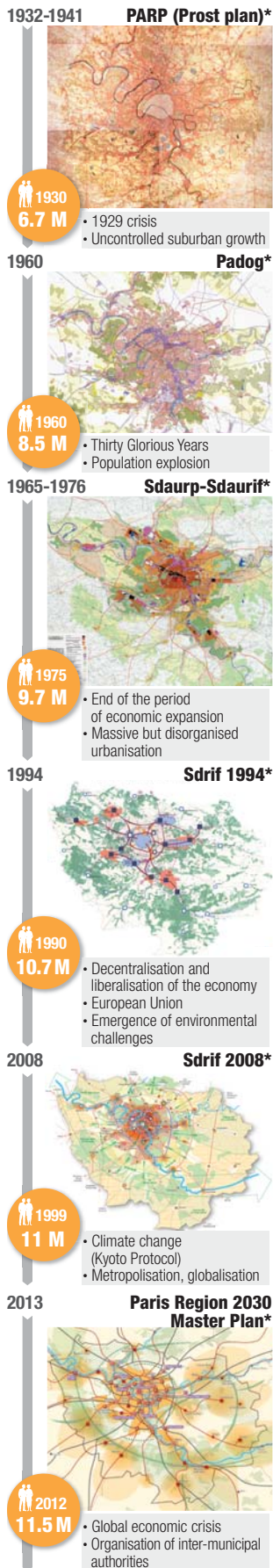
The determination to keep the growth of the Paris agglomeration under control led to the enactment of a "development plan for the Paris Region" by a law dated 14th May 1932. Since then, the development of the Paris Region has always been governed by a regional plan. Although the plan's initial objectives are still relevant, the underlying motivations and the responses to them have changed profoundly. The Paris Region, which accounts for over 30% of France's GDP, is now one of the world's largest metropolitan areas, with 12 million inhabitants. This highly attractive area is the second-largest region in Europe in terms of foreign direct investment inflows and the world's number one tourist destination. Sustaining this dynamic and organising the associated flows while protecting people's day-to-day quality of life and preserving the environment means setting out a vision and mobilising the resources to reconcile, prioritise and coordinate the relevant public policies. Most of the world's largest metropolitan areas either already have or are re-establishing a planning system, of which the SDRIF is a famous example.



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Plans and master plans from 1932 to today



*Cf. Glossary p.4

HOW WAS THIS 2030 MASTER PLAN FOR THE PARIS REGION PRODUCED?

The SDRIF 2030 is the first decentralised plan for the Paris Region. It was commissioned by the Paris Region. The French state was involved in the development of the plan to ensure its legitimacy and take account of national issues, as was the Regional Economic, Social and Environmental Council (CESER).

Numerous public bodies contributed to the design of the plan (counties, municipalities, inter-municipal authorities, chambers of commerce, etc.) by taking part in working groups, technical projects, steering committees of a more political nature, public debates and formal opinions. Partners in the Paris basin were also involved in the discussions, particularly during the interregional conference. This process differed from previous ones, above all, in respect of the role given to private-sector partners and citizens via public enquiries, of course, but also throughout the plan's development by the sending of questionnaires and the holding of "citizens' conferences" and "citizens' round tables". Discussions and a learning process were therefore key features of the SDRIF's development.

WHAT ARE ITS OBJECTIVES?

In terms of improving the day-to-day lives of people in the Paris Region, the SDRIF plans to:

- build 70,000 homes a year and renovate the existing stock to resolve the housing crisis;
- create 28,000 jobs a year and place more emphasis on mixed housing/employment areas;
- guarantee access to high-quality amenities and public services;
- design transport systems to reduce dependence on the car;
- improve the urban space and its natural environment.

In order to improve how the Paris Region functions as a metropolitan area, the SDRIF sets out plans to:

- boost the economic dynamism of the Paris Region;
- support a transport system that increases its appeal;
- develop attractive amenities;
- ensure sustainable management of the natural ecosystem and increase the robustness of the Paris Region.

WHAT DOES IT CONTAIN?

Planning has undergone a series of shifts in recent years. There have been changes to content, which is no longer strictly limited to land use. It includes cross-cutting elements related to the drive for sustainable development and how the concept is implemented in different ways, favours a qualitative rather than a quantitative approach, and justifies and explains as much as it regulates.

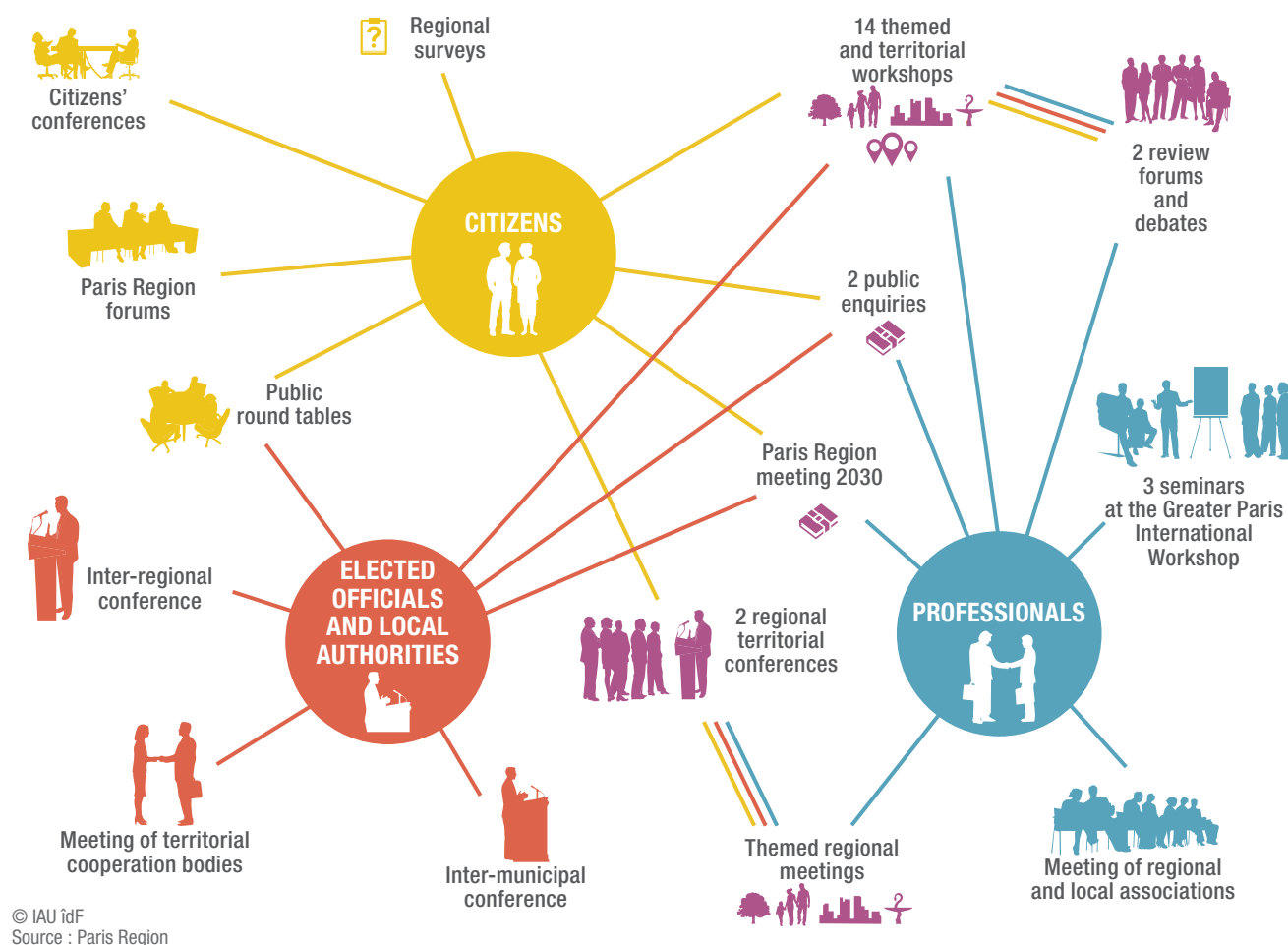
The SDRIF 2030 is an illustration of this new approach to planning, which works on a range of spatial levels and timescales: from vision to operation; from standards to scheduling; and from assessment

to evaluation. The development project, considered in light of its effects on the environment, is clearly identified and the various elements needed to implement it, from standards to support policies, are set out in detail.

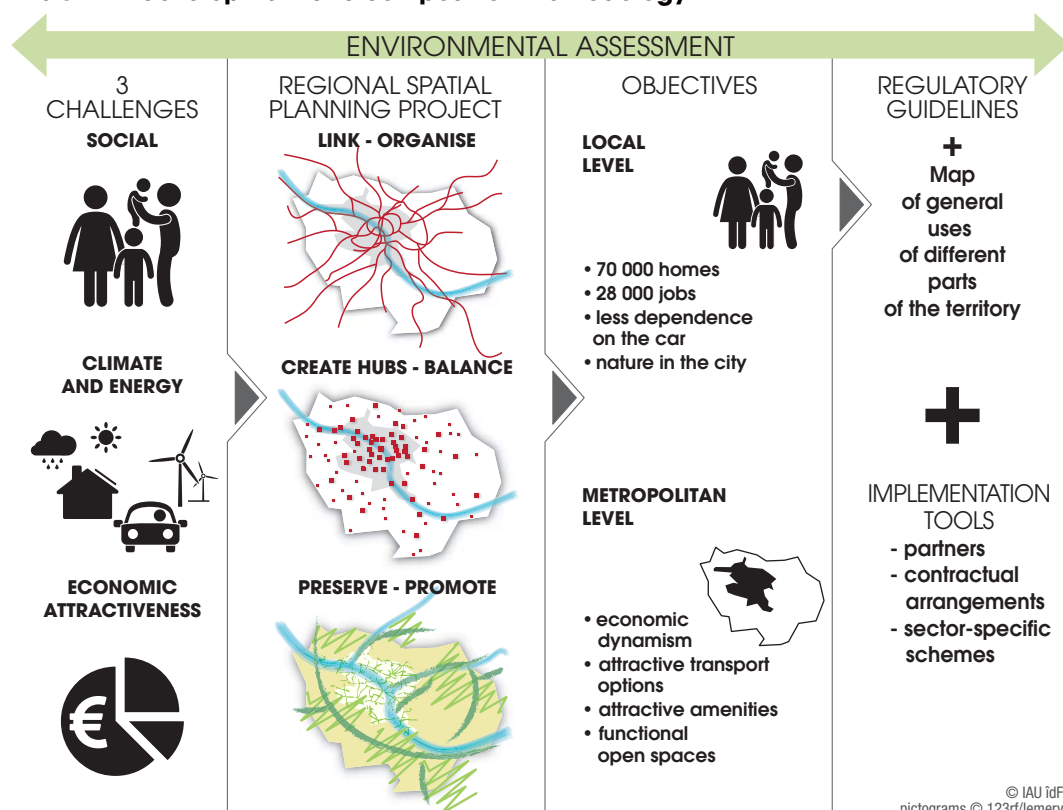
For ease of reading, the SDRIF 2030 is split into six booklets, which link together and complement each other to form a single whole comprising the following.

- The **Regional Vision** is a fully illustrated introduction, which outlines the changes in the Paris Region and in its residents' lifestyles, as well as the variety of landscapes and extent of urban diversity in the region.
- The **Challenges, regional spatial planning project and objectives** express the region's aims for sustainable planning and development between now and 2030 in response to social, economic and environmental issues. This booklet sets out the founding principles that underpin the structure of the region: polycentrism, the link between urban planning and public transport to limit the use of private vehicles, more intense use of urban space, social integration and mixed use, and controlling the use of space to protect agricultural, natural and wooded areas. It also sets out objectives to support residents and enhance the region's attractiveness.
- The **Regulatory Guidelines** examine how the development plan is implemented in line with standards and, in particular, how it is translated into local urban planning documents. Combined together into a single booklet, these are in the form of written requirements or shown on maps illustrating the main use of different parts of the region on a 1/150,000 scale. These regulatory guidelines are designed to take account of the urban planning powers of municipalities and inter-municipal authorities.
- The **Environmental Evaluation** justifies and explains the development choices made in light of their impact on the environment. This evaluation has underpinned the project from the outset, to put the living environment – and the environment as a whole – at the heart of the regional strategy. As an educational tool, the environmental evaluation also helps to raise awareness among citizens and key planning stakeholders. It was designed to be useful to municipalities and inter-municipal authorities, which carry out evaluations when developing or revising their urban planning documents.
- The **Implementation Proposals**, which form an appendix to the document, set out the various public partnership and contractual policies, as well as the organisations and institutions that could contribute to the implementation of the development project and its objectives. They also provide an interpretation of how the region functions by defining "territories of metropolitan interest".
- the **Summary**, in another appendix, provides a simple explanation of the Paris Region's 2030 development master plan to make it easier for residents to understand.

Key stakeholders in the Paris Region involved in the consultation process



The SDRIF: development and composition methodology



THE THREE PILLARS: KEYS TO UNDERSTANDING THE SDRIF

The regional spatial planning project is split into three pillars, each of which is a key component of regional planning:

- "link and organise" to organise the transport network and other amenities;
- "create hubs and balance", to structure urban development;
- "preserve and promote" to understand the environment and integrate a system of open spaces.

These three pillars underpin the "regulatory guidelines" (text and captions on the map illustrating the main uses of different parts of the region/CDGT) and, in part, the "implementation proposals". This is a common thread to guide the reader and help explain the connections between strategy, standards and support policies.

On the Paris Region Development and Urban Planning Institute website: regulatory guidelines and the CDGT. <http://bit.ly/1nhMd7l>

WHAT IS ITS SCOPE?

The SDRIF prevails over the Territorial Coherence Plan (SCOT²) and, in its absence, the local urban development plan (PLU³) or any similar document on the basis of mutual compatibility. Similarly, it prevails over the Paris Region Transport Plan (PDUIF), the Regional Housing and Accommodation plan (SRHH) and the Metropolitan Housing and Accommodation Plan (PMHH). In turn, it must comply with or take into account various higher-ranked provisions, for example, Flood Risk Prevention Plans (PPRI) and the Regional Ecological Consistency Plan (SRCE).

The requirement for mutual compatibility is less stringent than an obligation of compliance and provides a means of linking regional interests with the local context. It means that the documents or decisions concerned must “enable the objectives and options set out in the SDRIF to be implemented during the period of application” of the said documents or decisions and “not compromise the objectives and options planned for a subsequent phase”. The requirement for compatibility “must be viewed as applying to the fundamental options and essential objectives of planning and development that form the basis for the overall consistency of the guidelines set out in the SDRIF”⁴. Unless otherwise indicated, the SCOTs or, where these do not exist, PLUs that exist when the SDRIF is approved have until 27 December 2016 to align themselves with the latter⁵.

Numerous sector-specific policies (housing, biodiversity, transport, etc.) therefore hinge on the Paris Region’s 2030 master plan. Its cross-cutting nature and regional scale make it a coordination tool for public action and investments. As a result, it has been the main framework for the negotiations on the 2015-2020 planning contract, which sets the timetable for planning and development actions funded by the state and the Paris Region.

The SDRIF is a long-term master plan, which requires that the partnerships that were formed for the development of the project remain in place throughout its implementation. Ensuring it is sustainable will require educating people and ensuring its implementation is monitored using spatial, quantitative and qualitative data. This work has already begun (see *Note rapide #4*) and plans are in place to prepare for the first evaluation, which will take place five years after the approval of the plan, i.e. in 2019.

Our society is changing constantly and undergoing a number of major transitions. The aim of this planning is not to ossify or constrain the way the region functions. It is to ensure the sustainability of the major guiding principles of development, by helping to adapt our tools to new patterns of behaviour and new needs. ■

Sandrine Barreiro, *planning department manager*

RESOURCES

- Massonneau Édouard, «Implementation of the Great Paris Region master plan. 2014 report: monitoring methodology», #4, Paris Region Development and Urban Planning Institute (IAU îdF), July 2016.

On the Paris Region Development and Urban Planning Institute (IAU îdF) website:

- Planning the Ile-de-France Region (Great Paris Region) of 2030. <http://bit.ly/1Qk0fPd>
- Référentiel territorial du Sdrif (support tool for the implementation of the Great Paris Region master plan). <http://refter.iau-idf.fr>



GLOSSARY

PARP (Prost plan): development plan for the Paris Region.

Padog: development and general organisation plan for the Paris Region.

Sdaup-Sdaurif: main urban development master plan for the Paris/Ile-de-France Region.

Sdrif 1994: development master plan for the Ile-de-France Region (Paris Region).

Sdrif 2008: development master plan for the Ile-de-France Region (Paris Region).

Sdrif Ile-de-France 2030: development master plan for the Ile-de-France Region (Paris Region), project by 2030.

1. Its legal name is the SDRIF: “Schéma directeur de la région Île-de-France” (Paris Region development master plan). Article L. 141-1 of the French Urban Planning code.
2. The SCOT is the forward-looking document which sets out the general guidelines for spatial planning, across the area covered by the plan (including several municipalities or one or several inter-municipalities).
3. The PLU, which covers the area of one or more municipalities, sets out the urban development rules to be abided.
4. Source: opinion of the Conseil d’État (Council of State), 5th March 1991.
5. The Urban Planning Code provides for a three-year period to ensure compatibility once the SDRIF has been approved.

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