Possibilities of third parties in real estate management in the light of the INSPIRE Directive

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"with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good" – Article 1 Item c


“Member States shall adopt a balanced approach in dealing with noise problems at airports in their territory” – Article 4 Item 1
Balanced approach

- Predictable results of aircraft noise reduction at its root.
- Spatial planning.
- Noise abatement operational procedures and operating restrictions.

Source: www.google.pl

NASA invests in quiet plane

Source: www.google.pl
The situation in Poland

**Environmental Protection Law**

*environmental review* – a document the objective of which is to "create an objective basis of merit to determine the impact on the environment [...], determine the range of the impact exceeding the existing standards to indicate the legitimacy and need to establish a limited use area."

Source: Resolution No. 32/470/09 dated 25 May 2009 on the creation of a limited use area for the Krakow Airport (...)

Source: msip.um.krakow.pl
## Three zones

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>From the outside the maximum range of the night-time noise contour line LN = 50 dB or noise contour line LDWN 60 dB, from the inside the border of the airport. It is forbidden to locate and construct: - new single and multi-family residential buildings, farm buildings and collective residential buildings, residential and commercial constructions, hospitals, nursing homes and buildings associated with permanent or long-hour stay of children and adolescents, locating recreational and leisure areas outside the city, - it is prohibited to change the function of buildings from non-residential to residential.</td>
</tr>
<tr>
<td>B</td>
<td>From the outside contour line LDWN = 55 dB, from the inside the maximum range of the contour line LN = 50 dB, LDWN = 60 dB or the border of the airport. It is prohibited to locate and construct new hospitals, nursing homes and buildings associated with permanent or long-hour stay of children and adolescents.</td>
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<tr>
<td>C</td>
<td>The boundary is determined by the noise contour lines LN = 45 dB, from the inside the maximum range of the contour line LDWN = 55 dB. It is prohibited to locate and construct new buildings associated with permanent or long-hour stay of children and adolescents – operating at night.</td>
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</tbody>
</table>
The INSPIRE Directive introduces the possibility of involving third parties and public authorities in the co-creation of inter-operational spatial data. Such an option should be used in particular by the entities of strategic importance for the society. Such entities include airports, which, creating their own geo-portal integrated with the INSPIRE geoportal, may follow their own environment-related action policy.
Sample land value map concerning the areas surrounding the Krakow Airport

Source: Author’s own study based on transaction prices registered in the given area
Land development plans
Integrate spatial data

The necessity arises to integrate spatial data in the form of, for example:

- allocating the areas surrounding the airport,
- directions of its development,
- maps of the value of land surrounding the airport,
- actual noise maps
- economic impact of airport development.
"Principles of good governance" of the European Commission White Paper

- Openness: transparency of information,
- Participation: of public authorities and third parties only,
- Accountability: collective,
- Effectiveness: effectiveness of the decisions made,
- Coherence: possibility to track information.
Applications

- Airports, by creating their own geoportals integrated with the INSPIRE geoportal, can follow their own environmental-related action policy.

- Geoportals of the areas surrounding the airport will support policy-making in relation to policy and activities that may have a direct or indirect impact on the environment.

- They limit the repercussions related to the operation or development of airports.

- The comparison of spatial development policies of the European Community will enable the optimization of spatial order of the areas exposed to aviation activity.