

Korea's spatial planning has greatly advanced since 1960. Spatial planning is a standardized and refined framework that is utilized to maximize the efficient use of Korea's territorial land and water bodies. Spatial planning is also a key component in the Comprehensive National Territorial Plan (CNTP), regional development plans, and comprehensive city/county plans. Spatial planning intends to seek balanced approaches to land development, to enhance regional competitiveness, and to pursue environmentally friendly land management.

More specifically, the CNTP is a master plan that aims to efficiently manage territorial land resources in a manner that is compatible with the primary direction and underlying strategies of national policies. The first CNTP (1972–1981) was implemented in 1971; it was followed by the second CNTP (1982–1991), the



third CNTP (1992–2001), and the fourth CNTP (2000–2020). Because of rapid economic growth and urbanization in Korea, national development progressed in an unbalanced manner, and in order to narrow regional development gaps, various regional development plans, such as the enterprise city, innovative city, and multifunctional administrative city plans, have been designed and implemented. More recently, a five-year regional innovative development plan has been executed to promote local economic self-reliance through regionally specialized development. A district development promotion plan has been applied to areas that remain significantly underdeveloped. A culture and tourism development plan has also been prepared to help foster more distinctive regional development projects.

Another crucial element of Korea's spatial planning system is

the urban planning system, which was designed to be compatible with the CNTP. The urban planning system encompasses area-wide regional plans, city/county master plans, city/county management plans, and district unit plans.

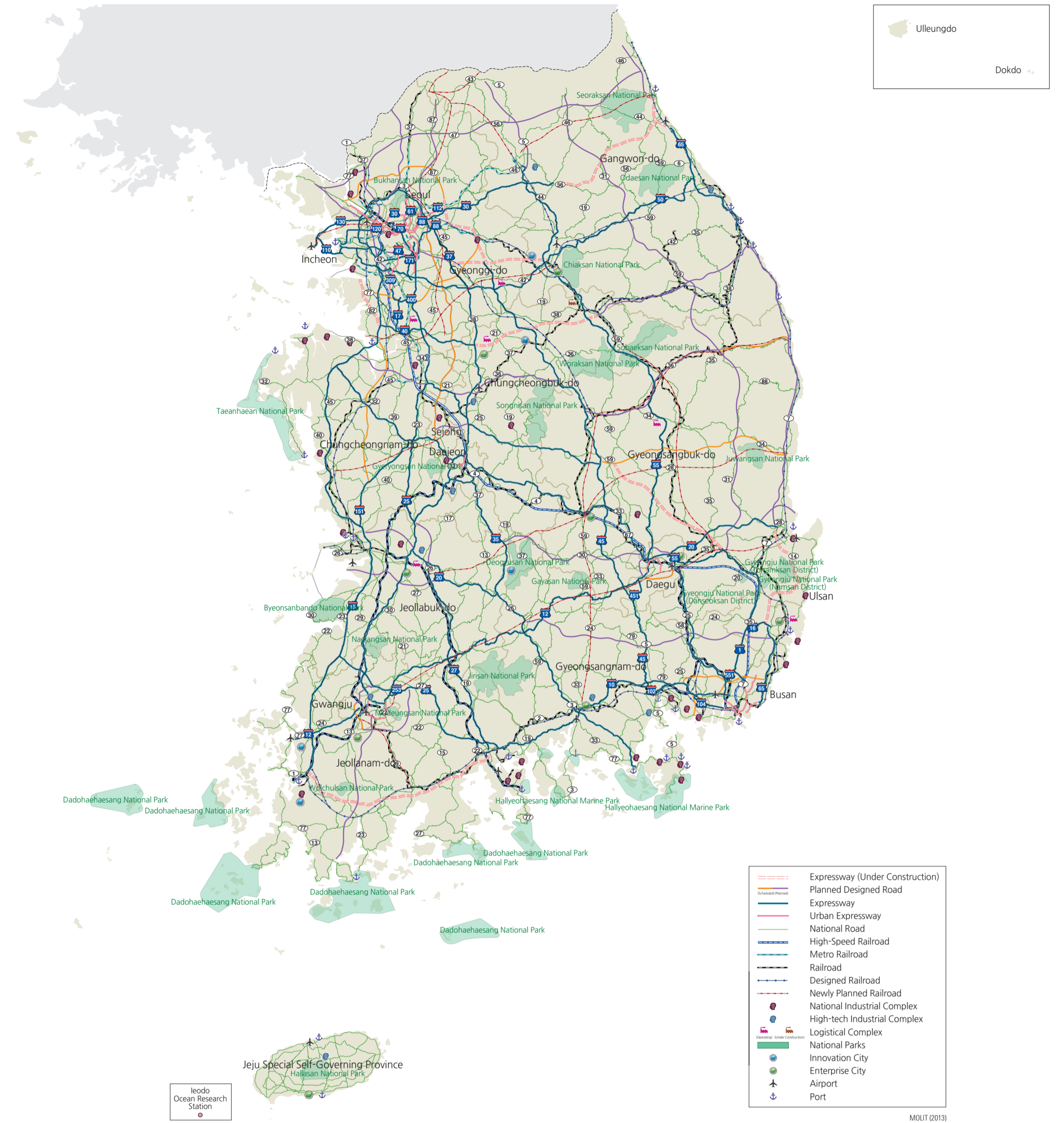
Currently, the Fifth National Territorial Comprehensive Plan for 2040 is being established. It is a strategic plan for realizing people's hope for a safe, balanced, and clean national territory. In addition, as part of the 300,000 housing provision plan to stabilize the housing market in the Seoul metropolitan area, five new towns have been designated, and their development is underway. The urban regeneration policy of 2007 has been promoted in earnest since 2017 with Urban Regeneration New Deal projects.

Changing Economic and Social Conditions and the Land in Korea

						
Economy	Foreign Aid & Production Restoration	Economic Development Base (Light Industry)	Economic Growth Period (Heavy Industry)	Economic Vitalization (Machinery, Electronics Industry)	Steady Growth After Financial Crisis (IT & Fusion Tech Industy)	Low Growth Trends and Knowledge Base of the Economy
National Territory	Post-War Restoration & Irrigation Projects	Industrial Base & Special Area Development	Heavy Industrial City Development	Concentration in the Capital Region and Equal Development Policy	Decentralization of the Capital Region and Regional Development	Quality of Life and Realistic Space Planning
Transportation	Restoration of Transportation Facilities	Expressways and Industrial Railroad Construction	Expressways and Industrial Railroad Construction	National Primary Transport Network Expansion and Urban Subway Construction	Eco-Friendly Transportation System	Autonomous Driving and Smart Mobility Systems
						
1960s—Curo Export Industry Complex	1970s—Shipyard	1980s—Seoul Olympics	1990s—Seohaedae Gyro Bridge	2000s—Aerogenerator in Baekdudaegan Mountain Range	2010s—Automatic Driving	

National Territorial Planning

4th Comprehensive National Territorial Planning

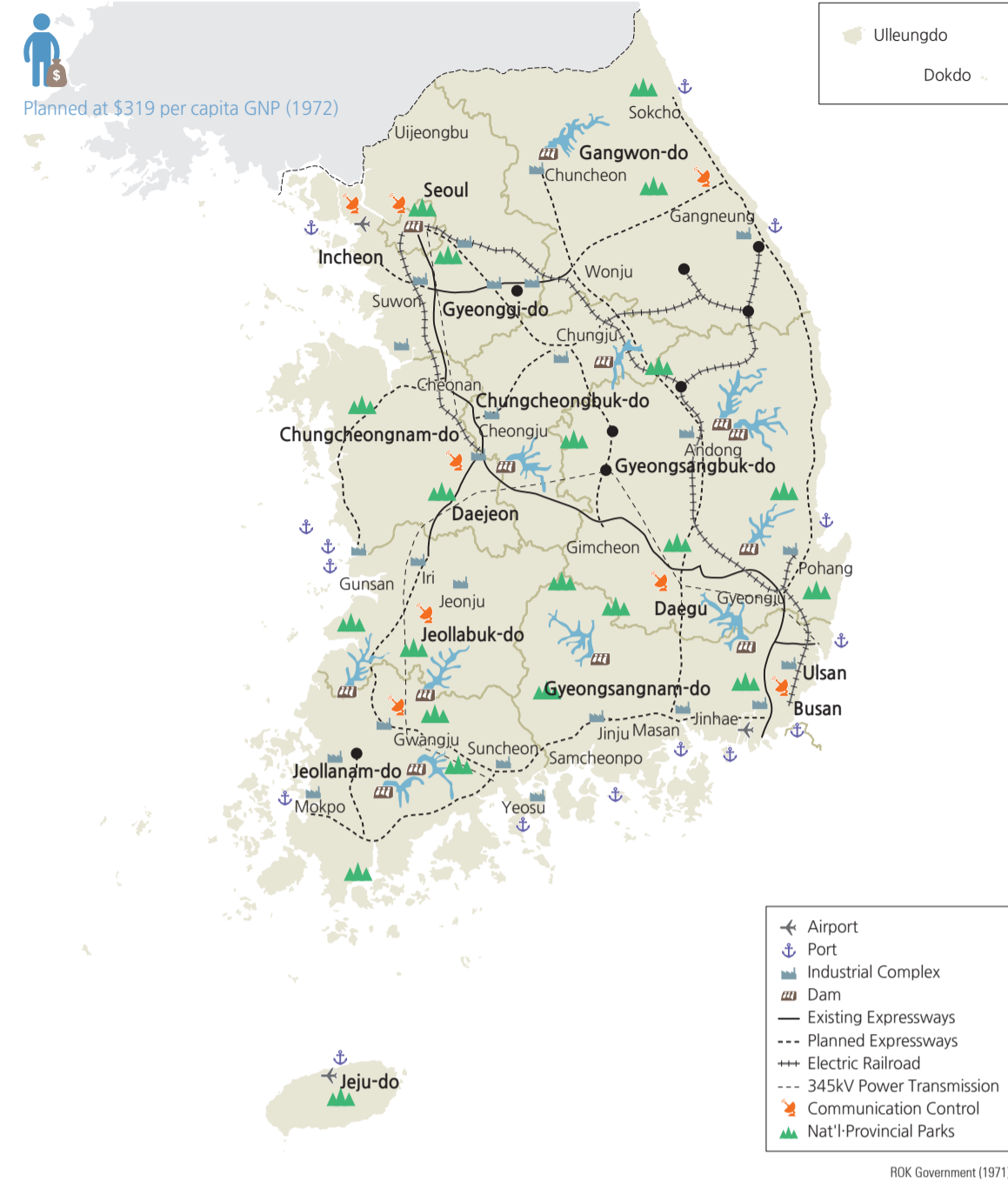


Change in the Comprehensive National Territorial Plan

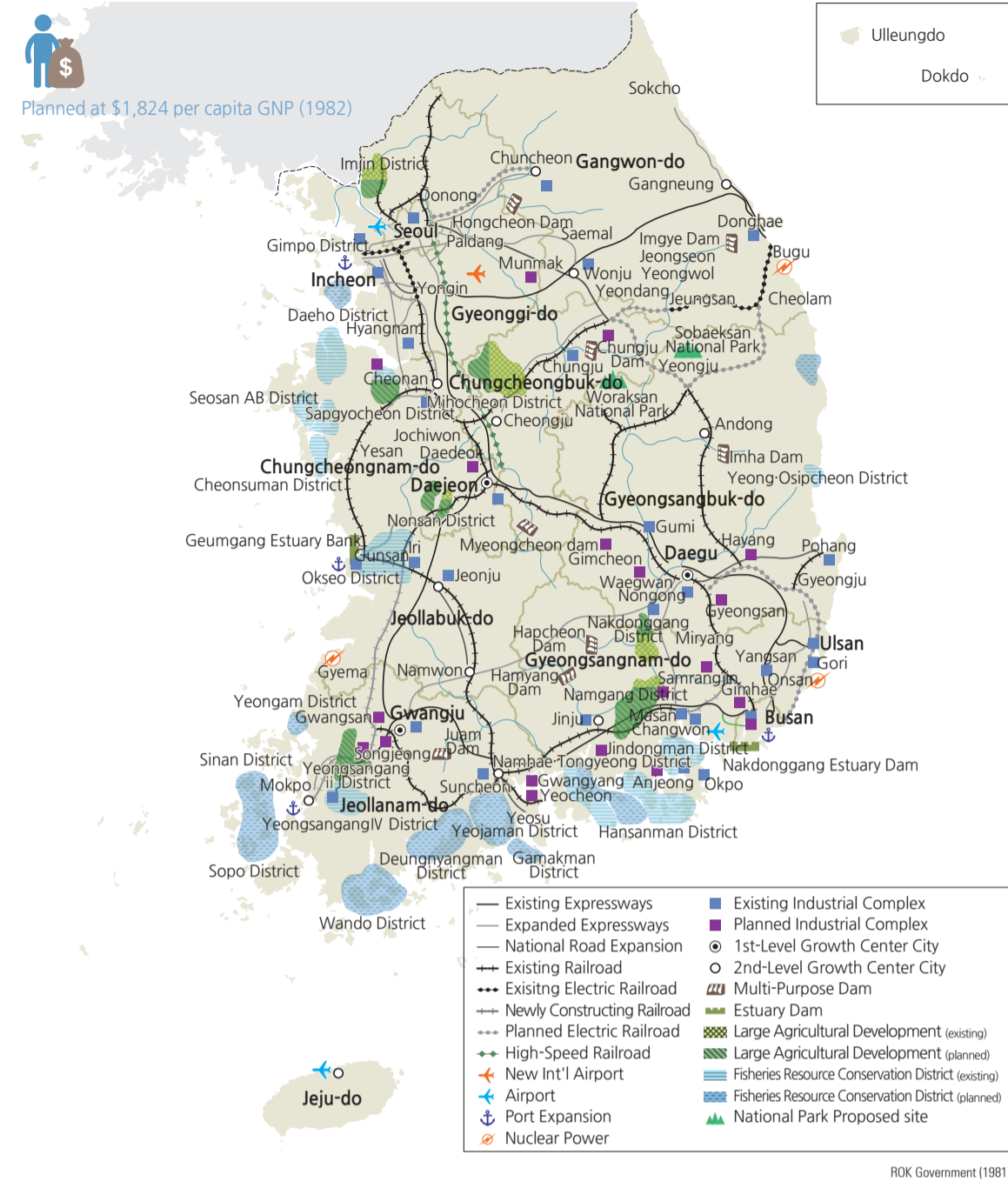
The Fourth Comprehensive National Territorial Plan Revised 2011–2020	The Fifth Comprehensive National Territorial Plan 2020–2040
Global Green Land for New Great Leap of Korea	Land for All, Living Place being Together
Vision	Vision
Competitive Integrated Land, Sustainable Eco-Friendly Land, Noble, Attractive Land, Land Open to the World	Wherever Liveable Balanced Land, Safe & Sustainable Smart Land, Healthy & Energetic Innovative Land
Goals	Goals
Key Urban Region Development with 5+2 Economic Regions, Open Territorial Development Axis	Realizing Flexible Smart Land through Solidarity and Cooperation
Spatial Concept	Spatial Concept
Development Strategy	Development Strategy
<ol style="list-style-type: none"> Promoting Regional Specialization and Regional Cooperation for Territorial Competitiveness Building Eco-Friendly and Secure Land Building the Pleasant Cultural Urban Residential Environment Constructing a Green Transportation and Land Information Integrated Network Constructing New Growth Oceanic Land to the World Constructing the Trans-Border Land Management Foundation 	<ol style="list-style-type: none"> Promoting unique regional development and solidarity and cooperation Regional industry innovation and cultural tourism promotion Creating a safe living space that encompasses generations and classes Creating elegant and eco-friendly spaces Efficient operation of infrastructure and making intelligent land Creating a peaceful land linking the continent and the ocean

The Comprehensive National Territorial Plan is a top-level national spatial plan based on the Constitution and the Framework Act on the National Land, and presents a cohesive, long-term development perspective for the national territory. Because The Fourth Comprehensive National Territorial Plan will be completed in 2020, the government has established The Fifth Comprehensive National Territorial Plan for the next 20 years. The plan reflects megatrends such as population decline, demographic changes, low growth trends, climate and environment changes, technological innovation and intelligent land and living space, participation and decentralization, and changes in political conditions at home and abroad. It was established with the vision of “The Land for All, Living Place being Together.” The three goals of the plan include Balanced Land, Smart Land, Innovative Land. The plan also has six national territorial development strategies.

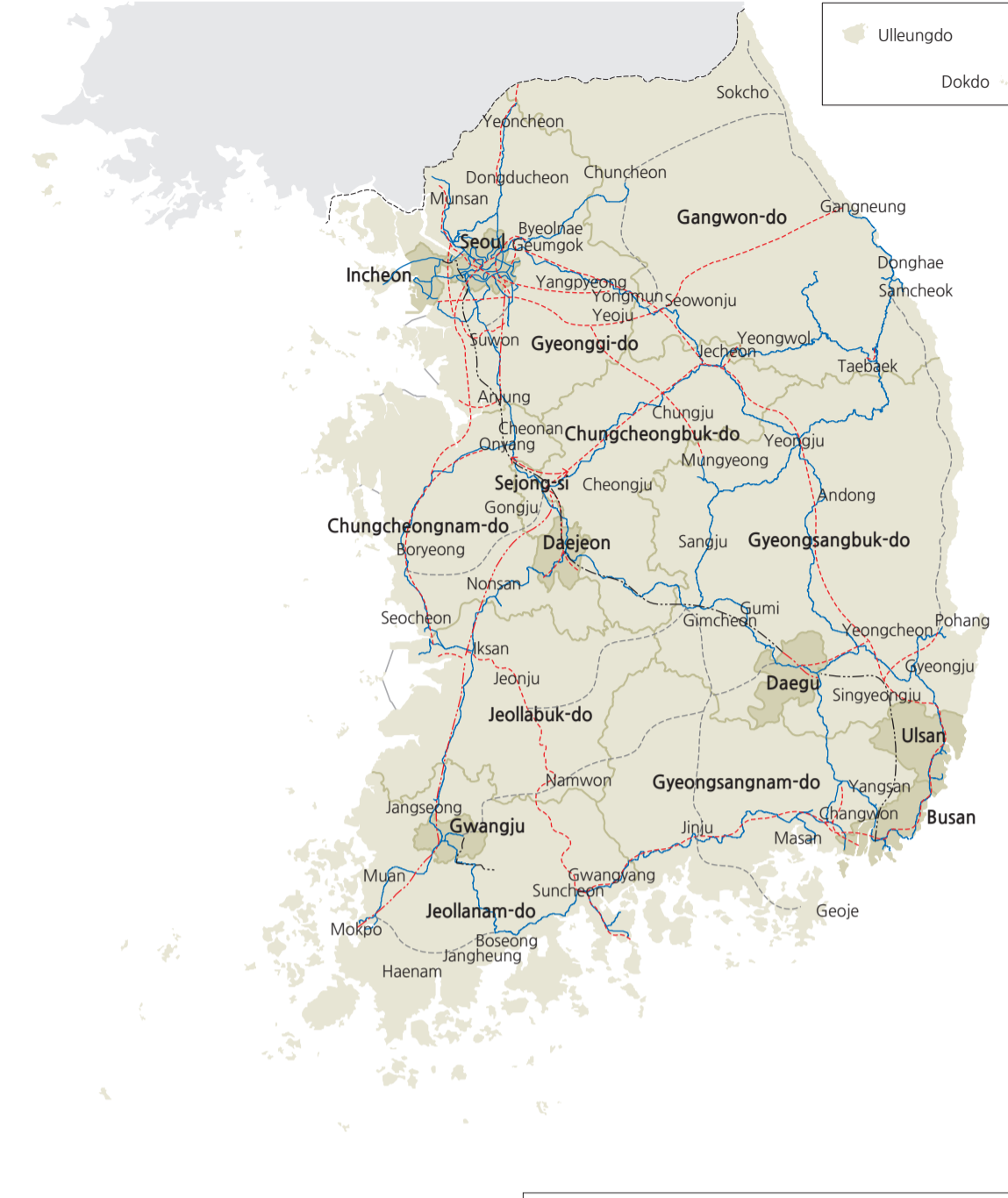
1st Comprehensive National Territorial Planning (1972-1981)



2nd Comprehensive National Territorial Planning (1982-1991)



National Railroad Network Plan (2011-2020)



National Principal Road Network Plan (2011-2020)

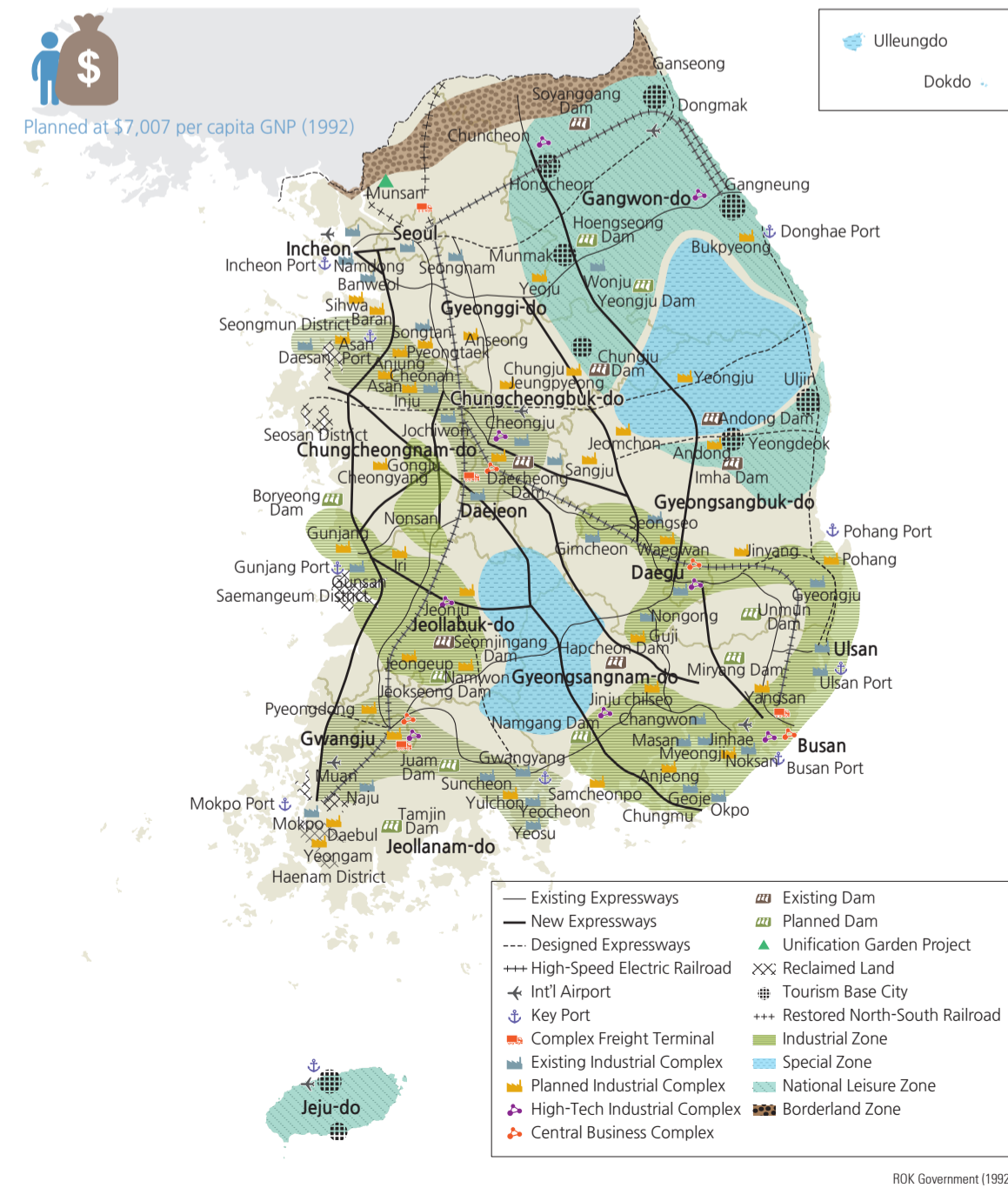


The goals of the First Comprehensive National Territorial Plan were straightforward and focused primarily on cultivating the effective use of the national territory, expanding social overhead capital, developing natural resources, protecting the environment, and improving the quality of life. These goals were aimed at fostering economies that could, in turn, facilitate the accumulation of wealth, a process that relied upon a nationally-led growth pole development strategy to assist in developing smaller regions. The plan's main development strategy was predicated upon investing in large-scale industrial complexes; building supply chains for transportation, communication, and energy industries; and strengthening the economic status of underdeveloped regions.

The Second Comprehensive National Territorial Plan aimed to implement a multi-pronged spatial plan to redefine the nation's territory for development in a manner that would help to achieve regional and life zone balance. This plan specifically controlled the growth of Seoul and Busan, expanded social overhead capital to underdeveloped regions, and further fostered the development of undeveloped regions by designating them as promotion areas. In order to facilitate more balanced development and settlement in specific local areas, the plan dispersed or relocated medium-sized industrial complexes to those areas deemed to have the potential for growth. It also established industrial areas in regions that possessed favorable geographical conditions for development, and it pursued economic growth by connecting and integrating existing concentrations of industries to intra-regional industries.

The Third Comprehensive National Territorial Plan applied multi-pronged development and regional economic bloc development strategies intended to encourage underdeveloped regions. Specifically, the plan reduced the concentration of industries in metropolitan areas, increased small and medium-sized industrial complex development in underdeveloped regions, and regulated new industrial complexes in metropolitan areas. It also attempted to spur the voluntary relocation of major companies to the provinces to help foster the redistribution of the population away from congested urban centers. The plan also focused on upgrading the industry-related infrastructure of the southeast coastal industrial belts. It also contained revised environmental legislation, and it expanded express transportation networks between metropolitan areas and the more recently developed industrial areas.

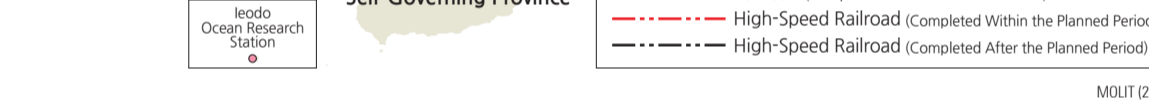
3rd Comprehensive National Territorial Planning (1992-2001)



The Development Process of The Comprehensive National Territorial Plan

Type	The First Comprehensive National Territorial Plan (1972-1981)	The Second Comprehensive National Territorial Plan (1982-1991)	The Third Comprehensive National Territorial Plan (1992-2001)	The Fourth Comprehensive National Territorial Plan (2000-2020)	The Fourth Comprehensive National Territorial Plan Revised (2011-2020)
per Capita GNP	USD 319 (1972)	USD 1,824 (1982)	USD 7,007 (1992)	USD 10,841 (2000, GNI)	USD 20,870 (2011, GNI)
Background	<ul style="list-style-type: none"> Promoting national power Advancing industrialization 	<ul style="list-style-type: none"> Improving citizen's living environment Reducing congestion of the capital region 	<ul style="list-style-type: none"> Expanding SOC Enforcing local autonomy 	<ul style="list-style-type: none"> Preparing for globalization and the East Asia Era A stable growth period for the economy and population 	<ul style="list-style-type: none"> Preparing for climate changes and low-carbon green growth Deepening the global competition system
Goals	<ul style="list-style-type: none"> Efficient use and management of land Expanding SOC Land resource exploitation and natural preservation Improving citizens' living environments 	<ul style="list-style-type: none"> Inducing local settlement National expansion of development possibilities Promoting citizens' welfare level Conservation of the national natural environment 	<ul style="list-style-type: none"> Constructing a locally decentralized land framework Building a productive resource-saving land use system Improving welfare and conserving the land environment Building the foundation for national unification 	<ul style="list-style-type: none"> Visions of the plan Realizing unified land in the 21st century 	<ul style="list-style-type: none"> Competitive integrated land Sustainable eco-friendly land Noble, attractive land Open land to the world
Development Strategies and Policies	<ul style="list-style-type: none"> Building large-scale industrial bases Supply chain maintenance of transportation & communication, water resources, and energy Empowering local capacity for developing less-developed regions 	<ul style="list-style-type: none"> Building a multi-core regional living zone Growth control and management of Seoul and Busan Expanding SOC including transportation & communication Promoting the development of less-developed regions 	<ul style="list-style-type: none"> Promoting local development and concentration control of the Capital Region Constructing new industrial zones and upgrading the industrial structure Constructing the integrated high-speed transportation network Expanding investment in citizen's lifestyle and environment sectors Development and management of South-North Korea exchange regions 	<ul style="list-style-type: none"> Formation of an open and integrated land axis Upgrading respective regional competitiveness Building the healthy and pleasant land environment Building the high-speed transportation information network Building the foundation of South-North Korea exchange and cooperation 	<ul style="list-style-type: none"> Promoting regional specialization and regional cooperation for territorial competitiveness Building eco-friendly and secure land Building pleasant cultural urban residential environment Constructing new growth oceanic land to the world Constructing the trans-border land management foundation

Jeju Special Self-Governing Province

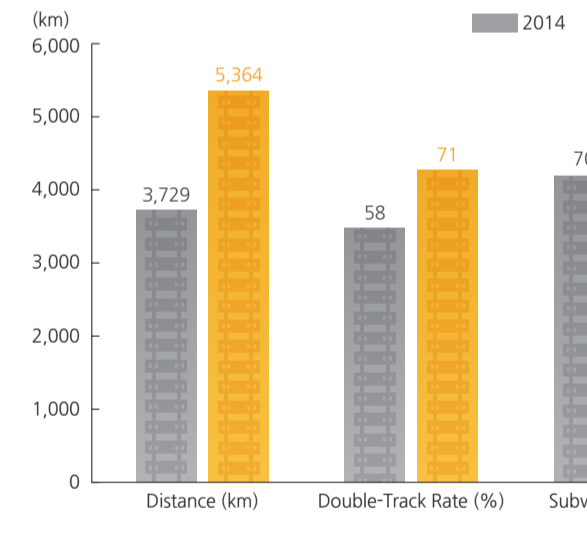


Jeju Special Self-Governing Province



Until 2000, the focus on improving the nation's transportation infrastructure resulted in major road construction projects that linked key nationwide routes. After 2000, the focus shifted toward maximizing traffic efficiency and improving the overall balance in regional development. Continued investments in the national transportation infrastructure have provided the foundation for increasing Korea's overall transportation capacity. The framework of a national level arterial road system has now been established. People can now travel from one side of the country to another within a few hours after the Gyeongbu High-Speed Railway began operation in 2004. After the Incheon International Airport opened in 2001, international air travel significantly improved. Since 2010, greater investment in autonomous driving and smart mobility from cutting-edge AI technology has modernized the transportation infrastructure.

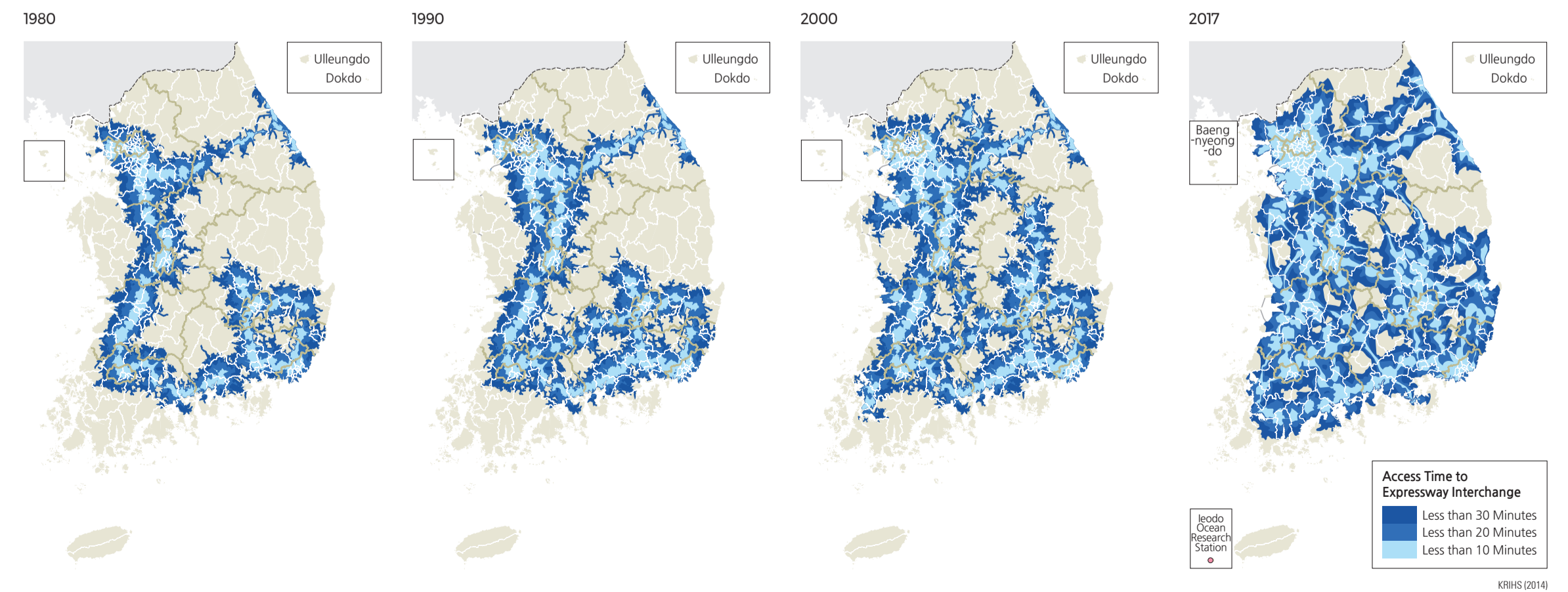
Double-Tracking and Electrification of Railroad



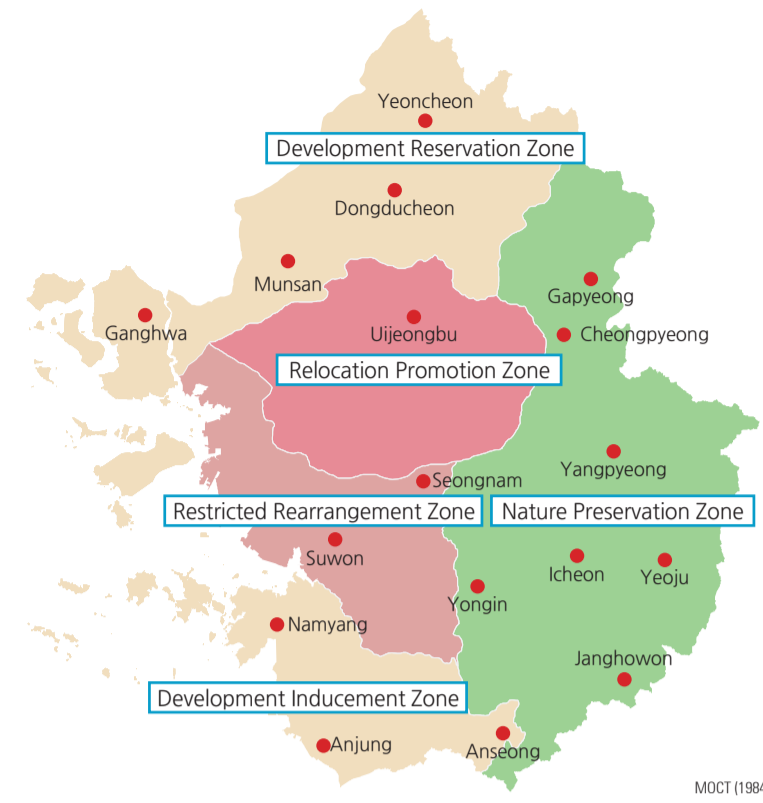
National Road Status



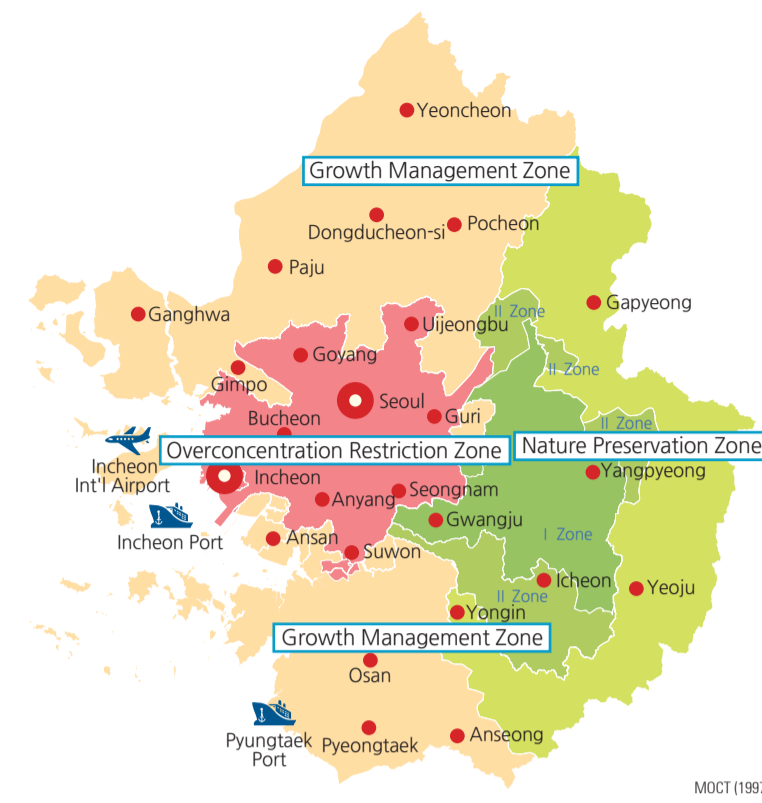
Regions Accessible to Expressway IC Less than 30 Minutes



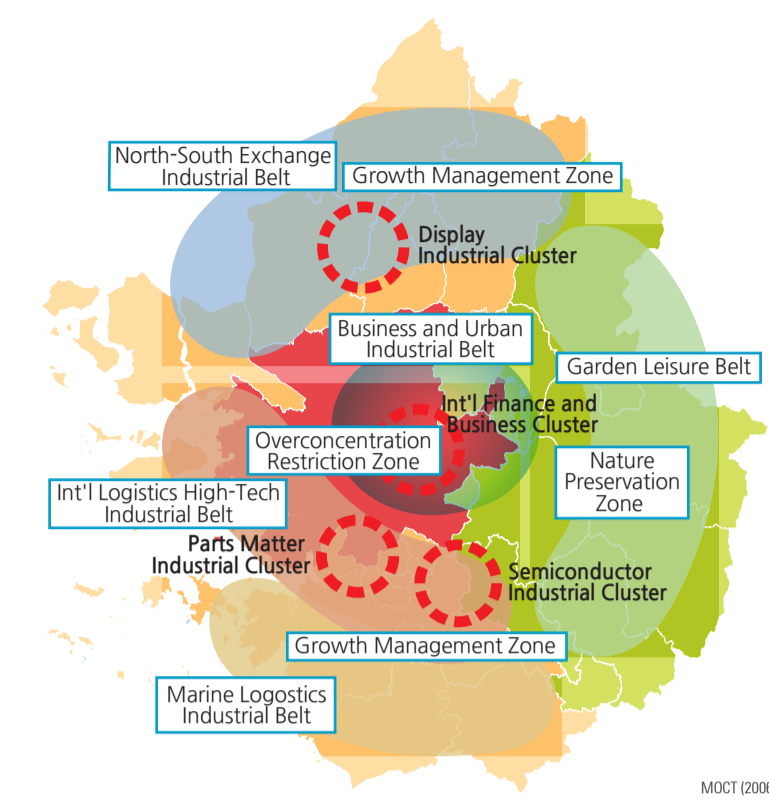
1st Seoul Metropolitan Area Readjustment Plan (1982-1996)



2nd Seoul Metropolitan Area Readjustment Plan (1997-2011)



3rd Seoul Metropolitan Area Readjustment Plan (2006-2020)



The First Seoul Metropolitan Readjustment Plan introduced strong regulations to control the excessive concentration of population and manufacturing industries in the Seoul metropolitan area and to encourage the selective functional distribution of both for a more balanced regional development.

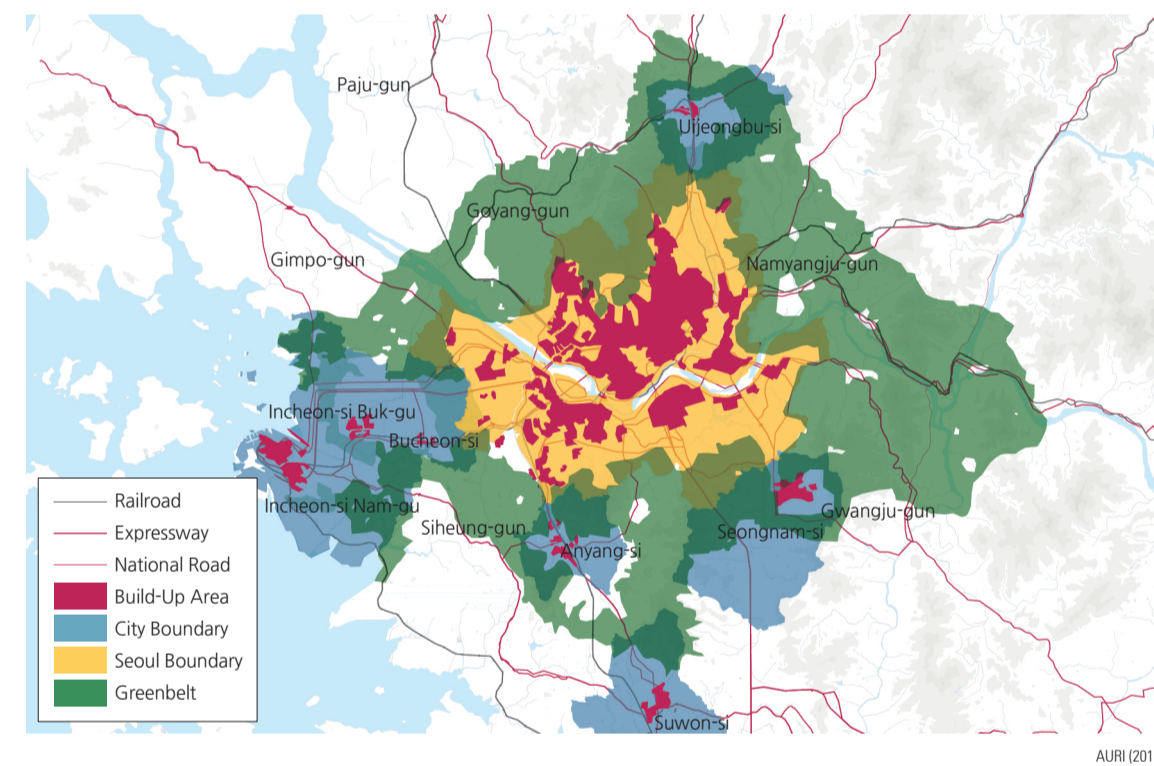
The Second Seoul Metropolitan Readjustment Plan had much more concrete aims such as reorganizing the Seoul metropolitan

area, improving regional self-sufficiency, augmenting the capital's response to globalization, providing adequate infrastructure for potential reunification, implementing environmental conservation efforts, and increasing the focus on quality of life issues.

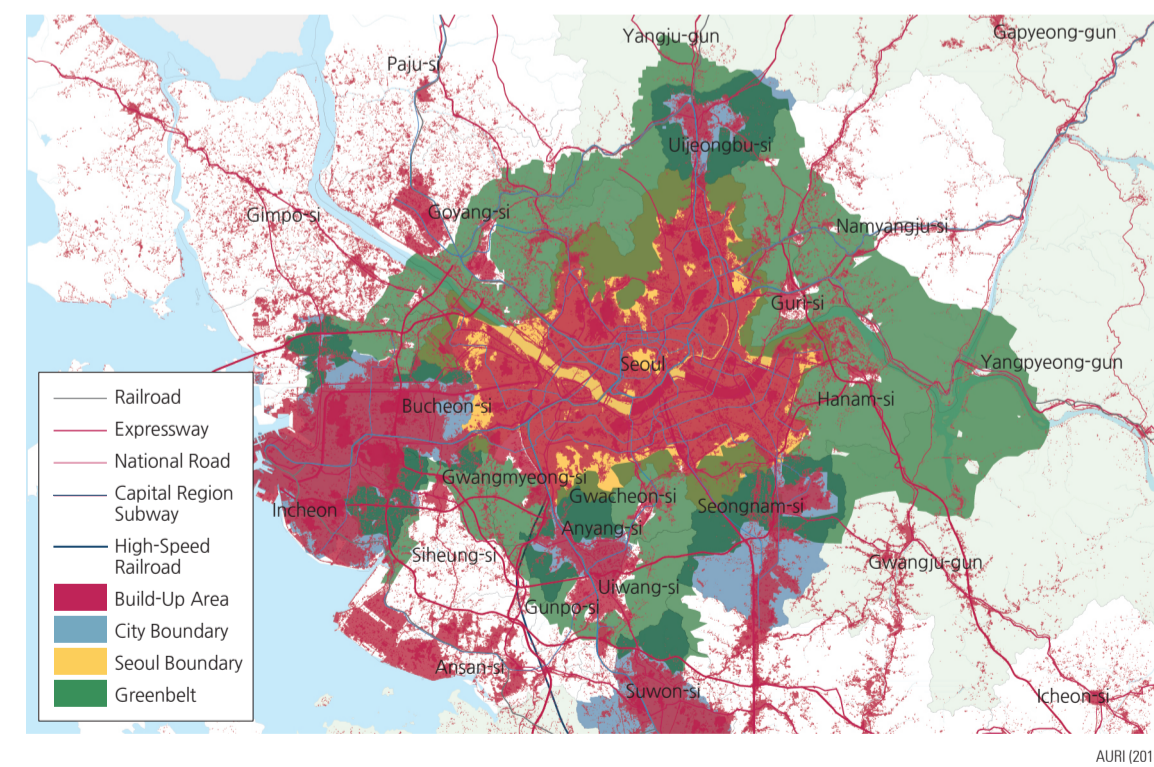
The Third Seoul Metropolitan Readjustment Plan set forth the goals of population stability, high global competitiveness, and the strategic development of the Seoul metropolitan area along

with balanced development of the Seoul metropolitan area with that of other regions. The plan focused on the transition from a Seoul-centered spatial structure to a multipronged approach to development nationwide to encourage wider dissemination of specialized industrial belts across different regions.

Seoul Metropolitan Spatial Structure (1980s)



Seoul Metropolitan Spatial Structure (2000s)



A new Seoul metropolitan area readjustment plan is under discussion in preparation for the end of the third readjustment plan in 2020. The fourth Seoul metropolitan plan will be in effect from 2021 to 2040 to coincide with the comprehensive national territorial plan. The new plan aims to present mid- to long-term policy objectives and visions for reinforcing fundamental competitiveness and qualitative development of the Seoul metropolitan area beyond the regulation-oriented policy of population and industry

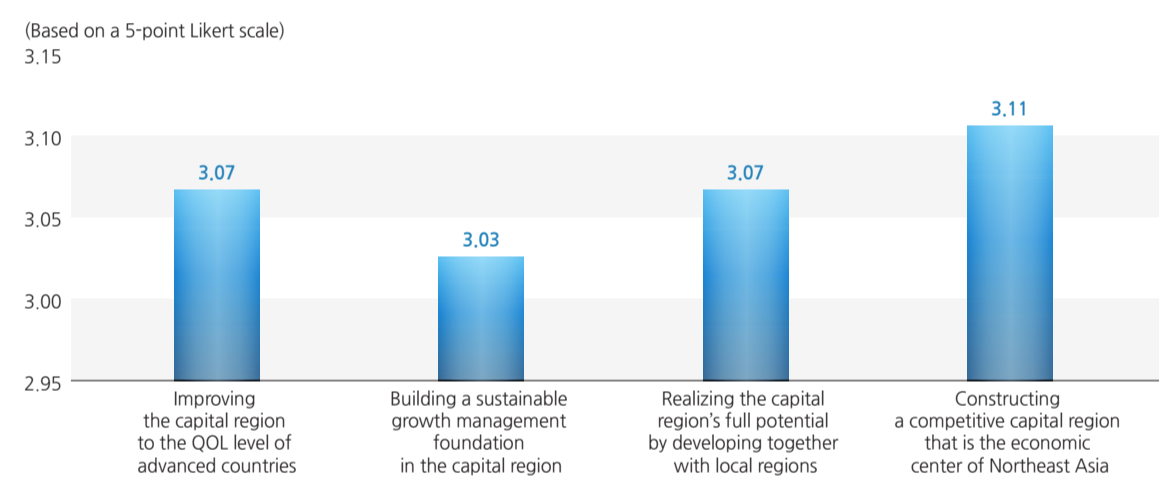
decentralization.

The existing Seoul metropolitan area readjustment plan pursued qualitative development of the area on the premise of population stabilization and aimed at the area's high competitiveness and win-win development. In particular, the core tasks include maintaining 47.5% of the population compared to the national total by 2020, a factory quota system, university regulation, a congestion fee, and land management for relocated public institutions. However, at present,

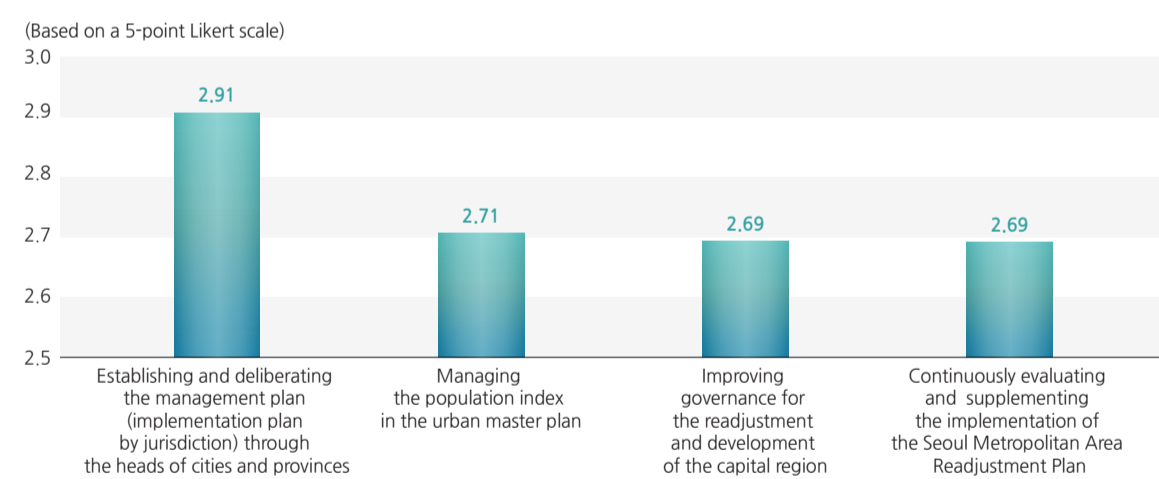
the population of the area is almost 50% of the national total, and the situation between the area and the remaining regions is far from win-win development, thus requiring a new approach to the plan.

To this end, the government must first ascertain the current status of the metropolitan area, i.e., population changes, commuting and movement patterns of the resident population, and motives for entering and exiting the metropolitan area. Based on the results, the government will explore new policies.

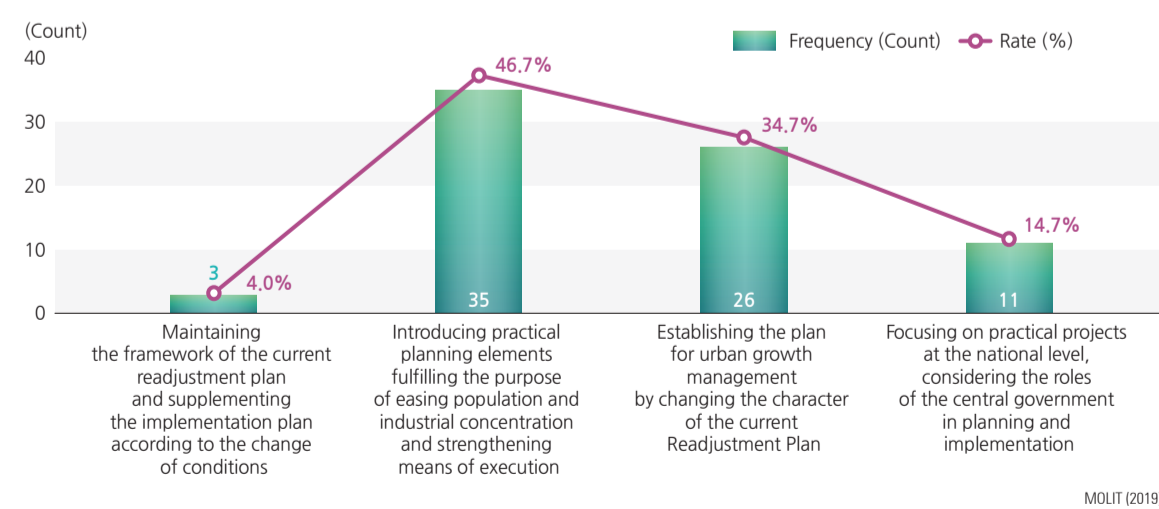
The Degree of Achievement of the Four Goals of the 3rd Seoul Metropolitan Area Readjustment Plan



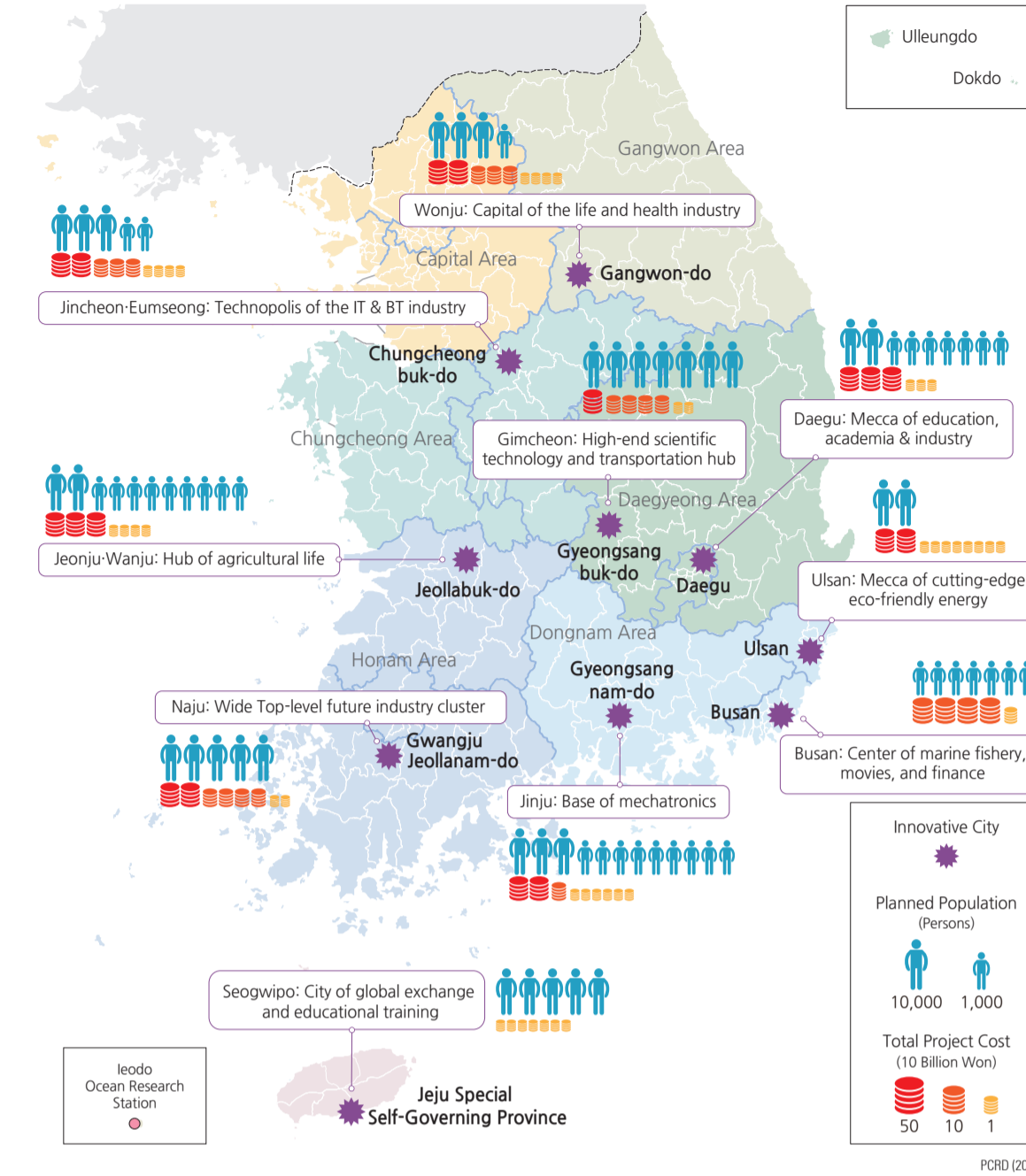
The Efficiency Evaluation of Institutional Aspects of the 3rd Seoul Metropolitan Area Readjustment Plan



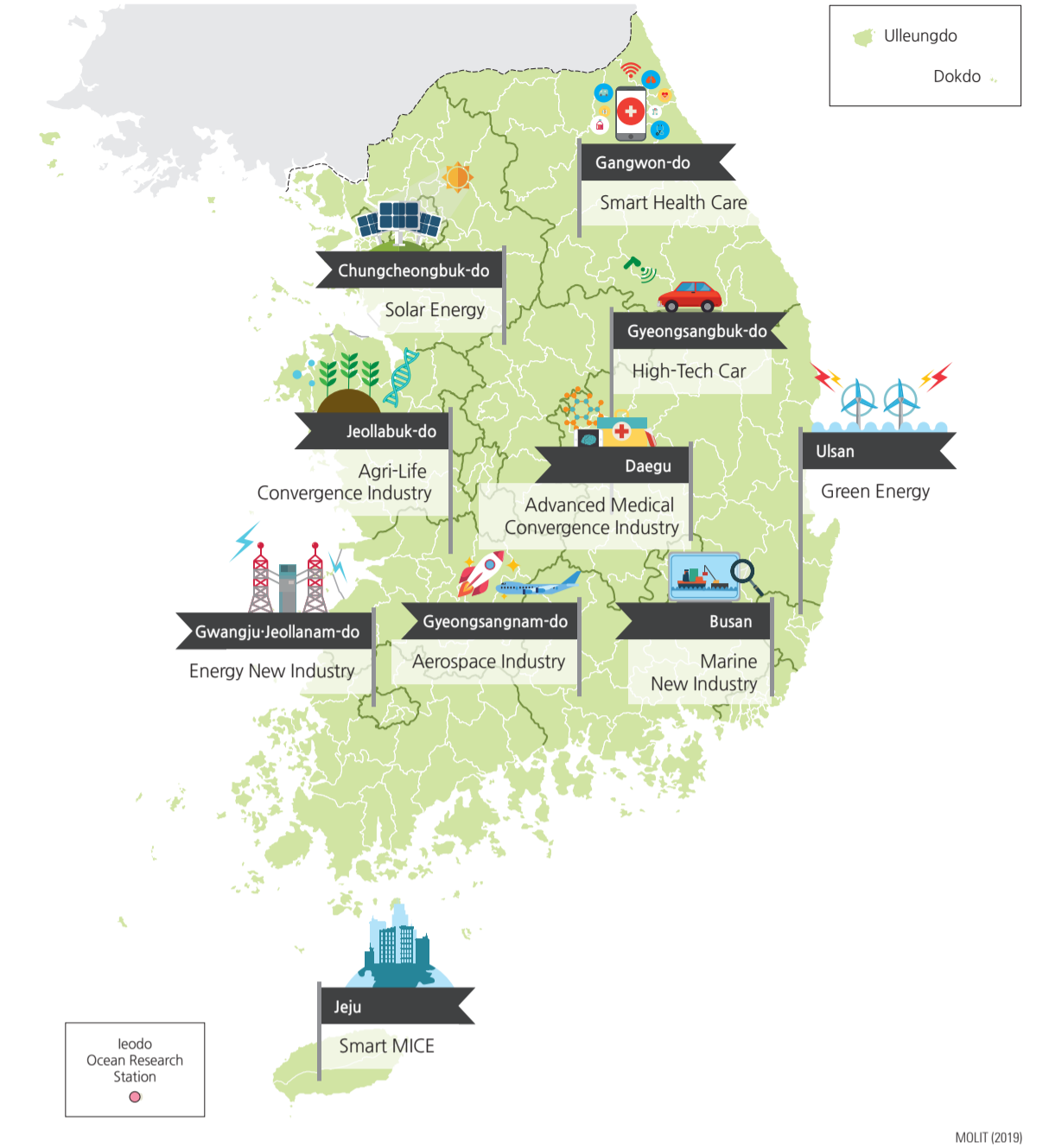
The Direction of a Future Plan for the Seoul Metropolitan Area



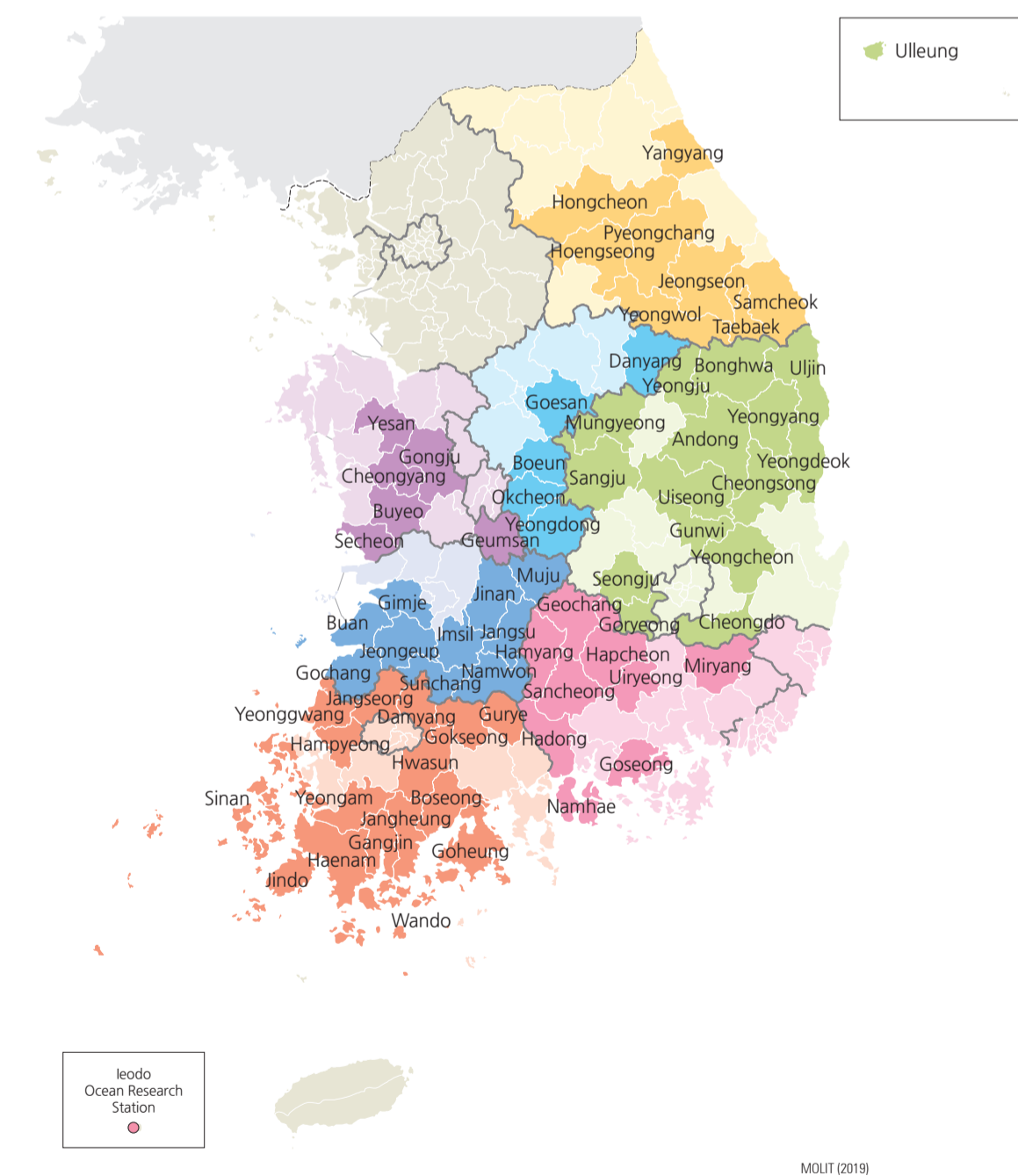
Current Status of Innovative City



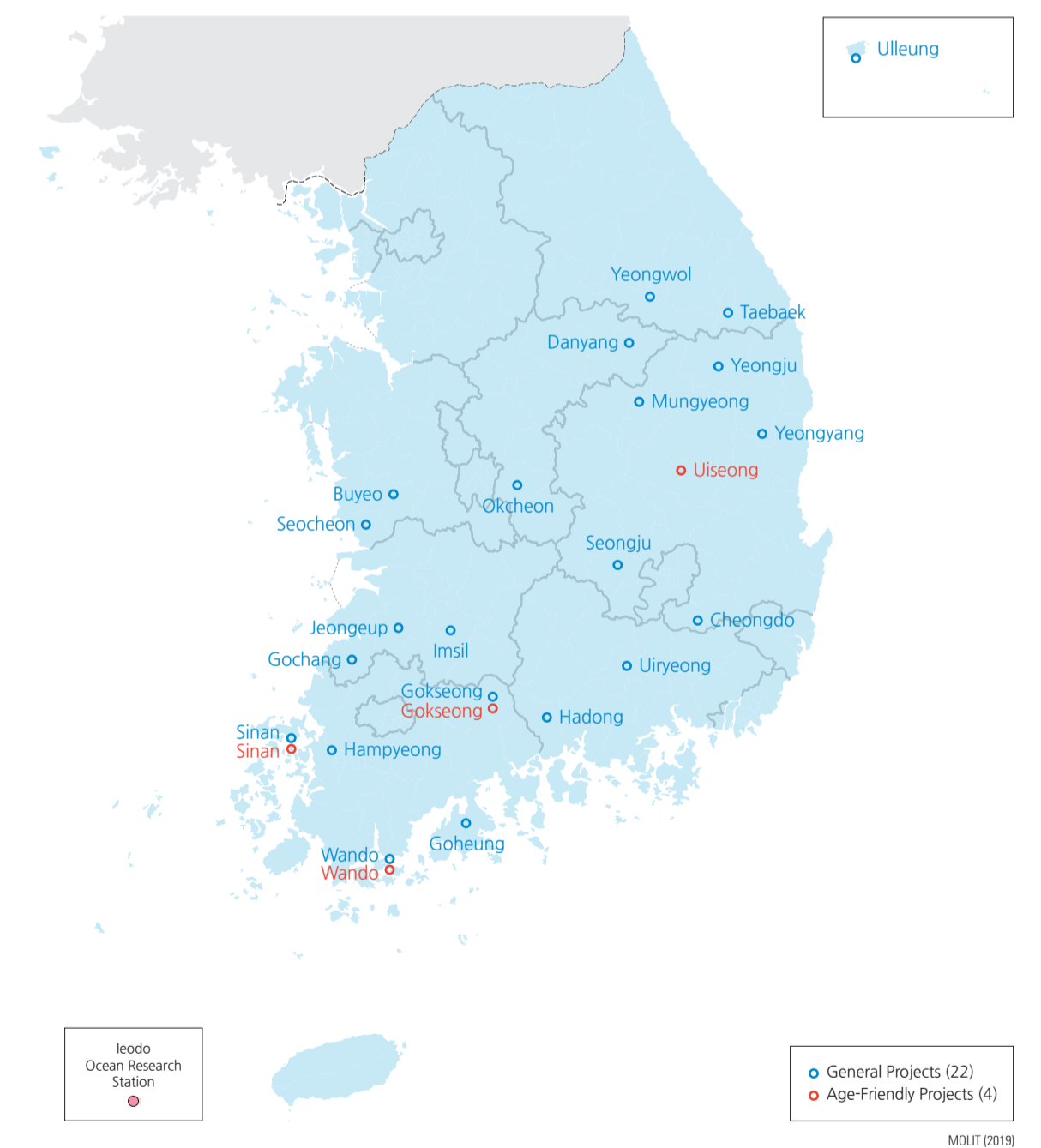
Subject of Innovative City



Growth Promotion Region



Final Designated Regions for Local Demand-Tailored Support Projects



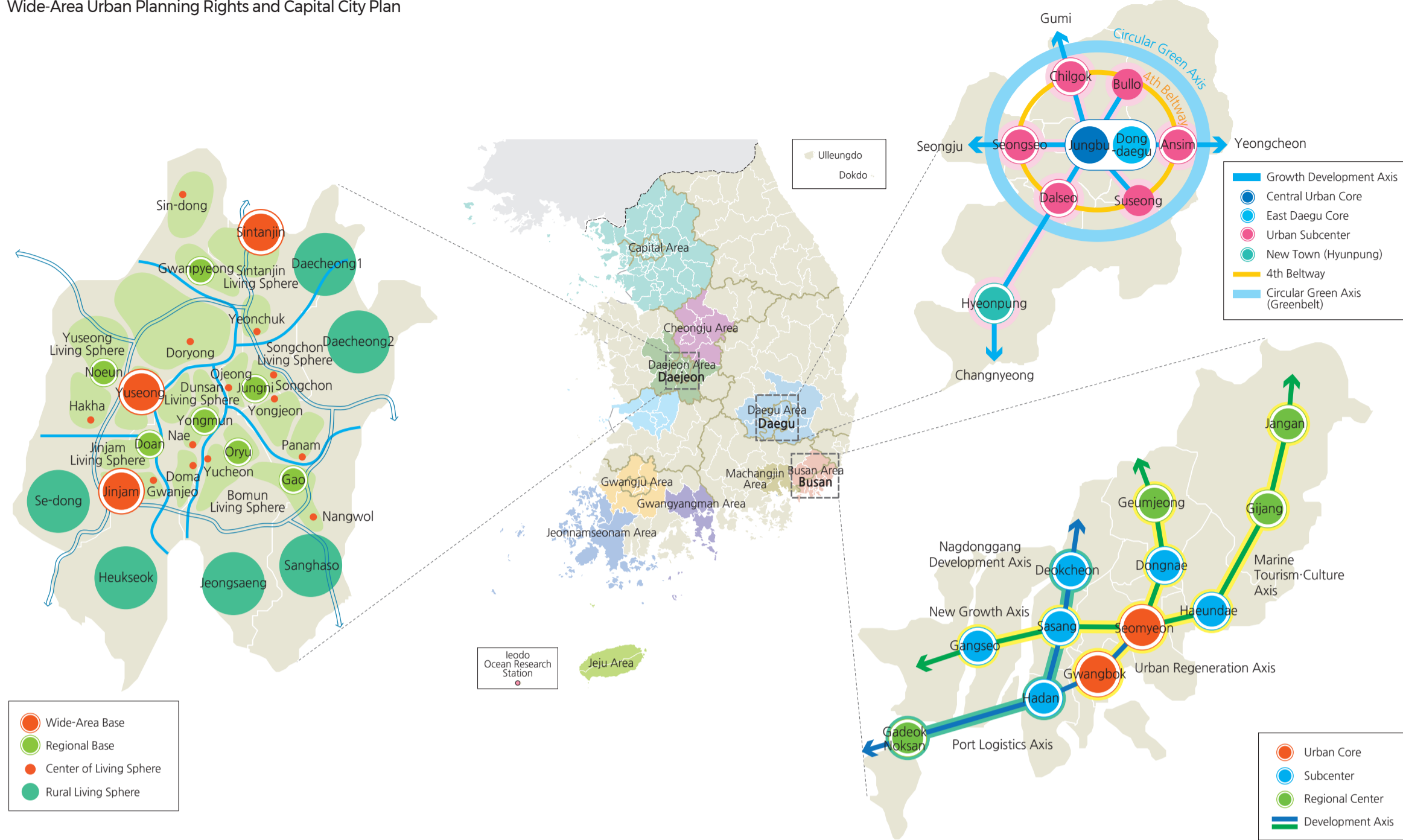
During the Roh Moo-hyun administration, 153 public institutions in the Seoul metropolitan area were relocated, and ten innovation cities were built to accommodate them as part of the decentralization policy to overcome the problems of polarization and uneven regional development. Recently, all ten innovation cities were completed, and the transfer of the relocating public institutions was almost completed. However, the task of building regional development hubs is incomplete. As a result, the current government has pushed ahead with the "Innovation City Season 2" policy to foster innovation cities as a new regional growth base

for balanced national development. The Innovation City Season 2 policy also prepared three strategies: expanding infrastructure for innovation cities, settling down public institutions and stabilizing cities, and establishing industry/university/research convergence clusters centered in innovation cities. The government has long promoted regional development by supporting infrastructure in underdeveloped areas, which are significantly less developed than other regions, and strengthened regional competitiveness by improving the income base and living environment. Its most significant policy case is a support project

for the Growth Promotion Area. According to the Special Balanced National Development Act, the government appoints 70 growth promotion regions every five years and implements various support projects. In August 2019, 70 new growth promotion regions were designated. In addition, the Ministry of Land, Infrastructure and Transport promoted various projects utilizing local assets through competition for 70 regions, and selected 26 projects, including four age-friendly projects, as "regional customized support projects." It will also provide KRW 45 billion to these projects.

Urban Planning

Wide-Area Urban Planning Rights and Capital City Plan



The Metropolitan plan provides long-term administrative directions for two or more neighboring city and county administrative districts or promotes proper growth management by interconnecting city and county functions. It is the 20-year, long-term top-level plan in the urban planning system, and serves as a guide for sub-plans such as urban and county basic plans and management plans.

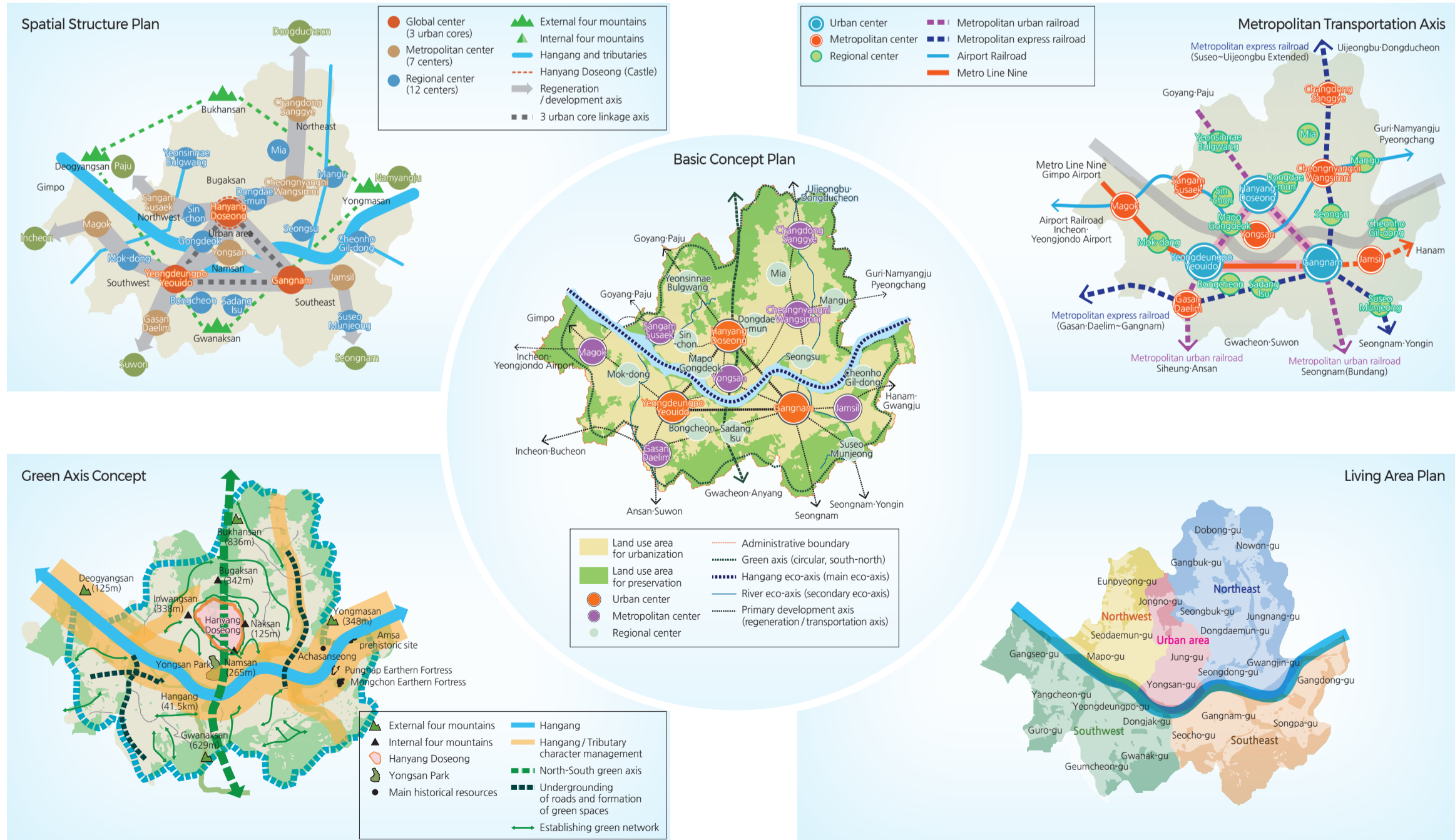
The basic urban plan is a comprehensive plan that covers not only material aspects but also socio-economic aspects such as population,

industry, social development, and finance. This plan presents a future vision and a long-term development direction including the regional characteristics and planning directions and targets, the establishment of spatial structure and living areas and the distribution of populations, the use and development of land, demand, and supply by land use, environmental conservation and management, infrastructure, parks, and green spaces.

The urban management plan is a statutory plan that controls

residents' private land use, that is, the maximum occupancy ratio, floor area ratio, and the number of floors in building activities. To this end, plans for the designation and modification of the use area, district, and zone, plans for the installation, maintenance and improvement of infrastructure, urban development projects under the Urban Development Act and maintenance projects under the Urban and Residential Environment Maintenance Act, plans for designating and changing districts, and district unit planning are included.

Seoul Urban Master Plan



The construction of new, entirely modern towns began in earnest after the 1960s. This new town policy was centered on two goals: first, the development of the national territory and its regions; and second, the resolution of urban problems.

During the 1970s, the industrial cities were constructed in maritime regions with the primary goal of promoting heavy chemical industries. The construction of Changwon-si as a newly industrialized city with a population of 300,000 led to the use of the term "New Town." In the 1980s, new towns in large cities were constructed in both Mok-dong and Sanggye-dong with the primary goal of providing adequate housing. Five new towns around the capital associated with this First Stage New Town Development were also constructed as a part of a plan to facilitate population dispersion by building two million homes. Daejeon-Dunsan and the Gyeongyeong area were constructed to facilitate the partial relocation of administrative functions out of Seoul and into the greater

metropolitan area. Bundang, Ilsan, Pyeongchon, and Sanbon were all also First Stage New Towns.

By the 1990s, there were many critics of these simultaneously developed large-sized new towns, and the policy trend shifted toward the development of small-sized communities that were dispersed through the outlying areas of major metropolitan communities. Unfortunately, this attempt to redress the problems of First Stage New Towns was hindered by many serious obstacles, not the least of which included the lack of suitable infrastructure. By the turn of the last century, Second Stage New Towns were constructed as planned cities. The goal was to redress the problems created by the past approach and to supplant the smaller-sized dispersed development model with a more idealized one. Pangyo, Dongtan, Gimpo Hangang, Paju Unjeong, Yangju, Wirye, Godeok, Geomdan, Asan, and Daejeon-Doan are all examples of planned cities.

In September 2018, the designation of new towns was made when the 300,000 housing provision plan was announced to stabilize the Seoul metropolitan housing market. The designation of the new towns was made in districts such as Namyangju Wagsuk, Hanam Gyosan, and Incheon Gyeongyang in the second announcement, and Goyang Changneung and Bucheon Daejang in the third announcement. The new towns in the latter announcement were to be developed according to the following criteria: first, a new town must be a city with less than a 30-minute commute to downtown Seoul; second, it must be a city that creates jobs; third, it must be an environmentally-friendly city where children can be raised; and fourth, it must be a city planned by experts and local governments. In order to preemptively prepare transportation measures for the construction of new towns, the government prepared a plan to expand the wide-area transportation facilities.



Ilsan



Bundang



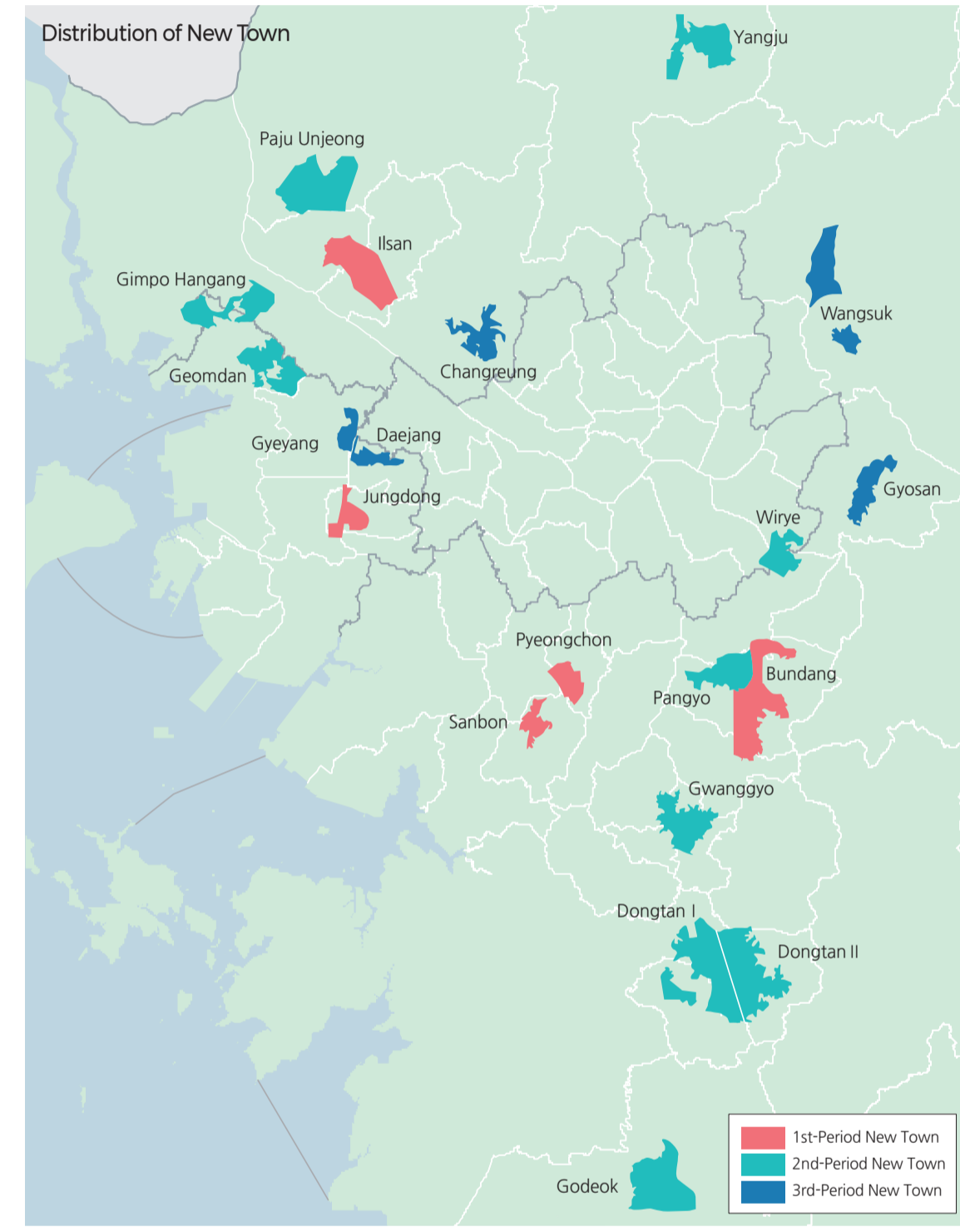
Jungdong



Pyeongchon



Sanbon



Pangyo



Gimpo Hangang



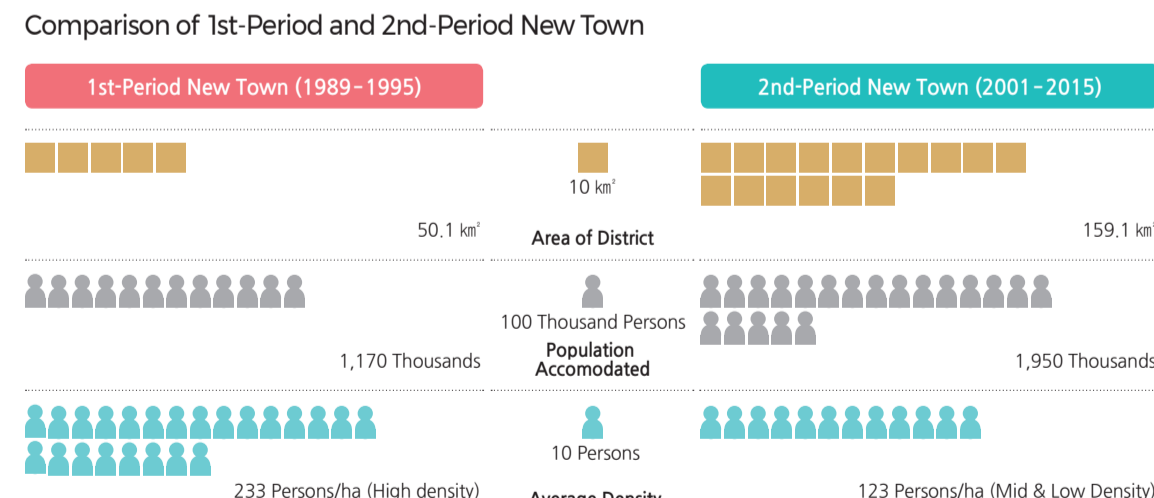
Dongtan 1



Paju Unjeong



Wirye

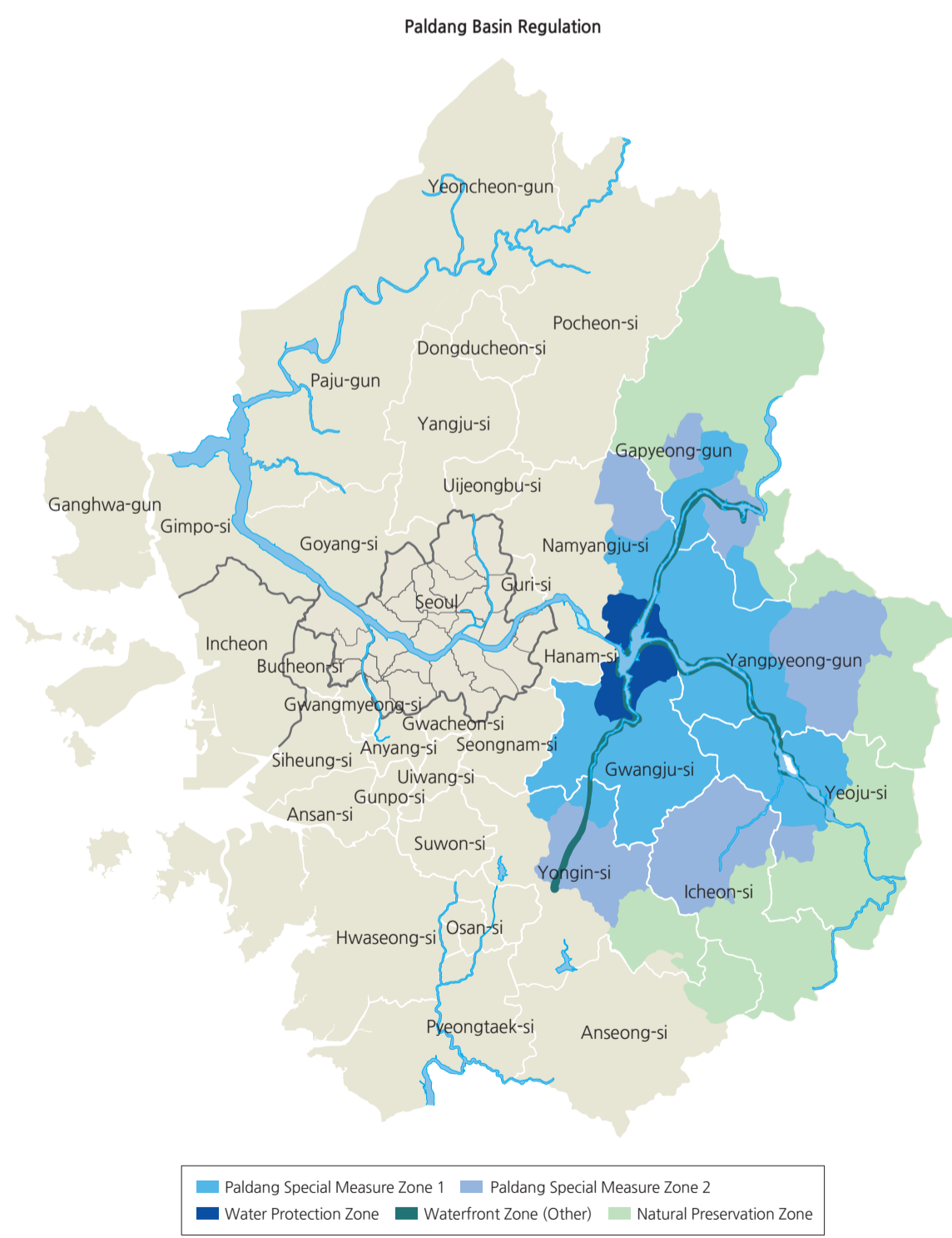
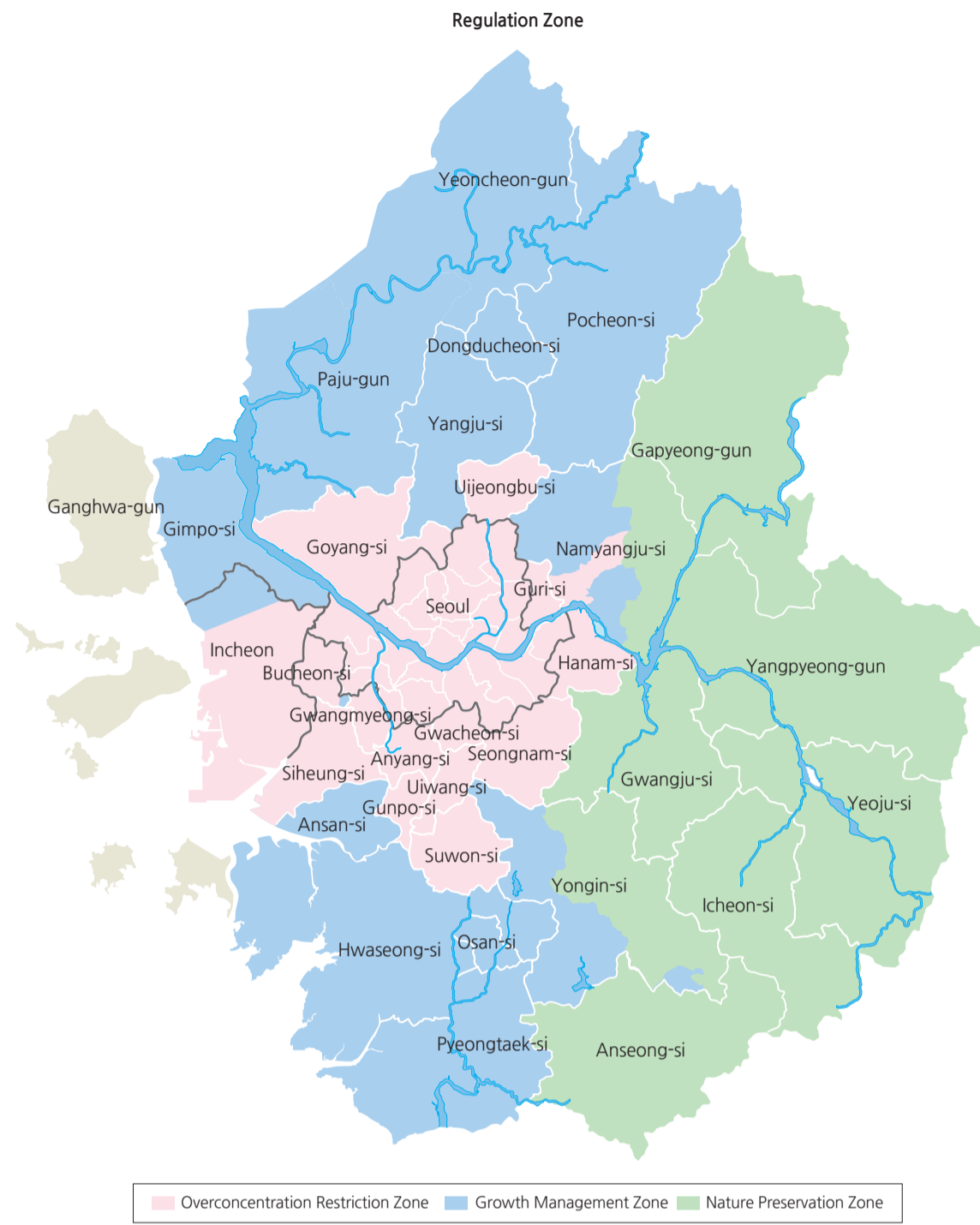


Plan of 3rd-Period New Town

Classification	2nd Announcement			3rd Announcement	
	Wangsuk, Namyangju	Gyosan, Hanam	Gyeongyeong, Incheon	Changneung, Goyang	Daejang, Bucheon
Area of New Town	11.3 km ²	6.5 km ²	3.4 km ²	8.1 km ²	3.4 km ²
Number of House	66,000	32,000	17,000	38,000	20,000
Regional Area	Eastern Area		Western Area	Western Area	

* 1st-Period New Town: Bundang(19.6 km²), Ilsan(15.7 km²), Pyeongchon(5.1 km²), Jungdong(5.5 km²), Sanbon(4.2 km²)

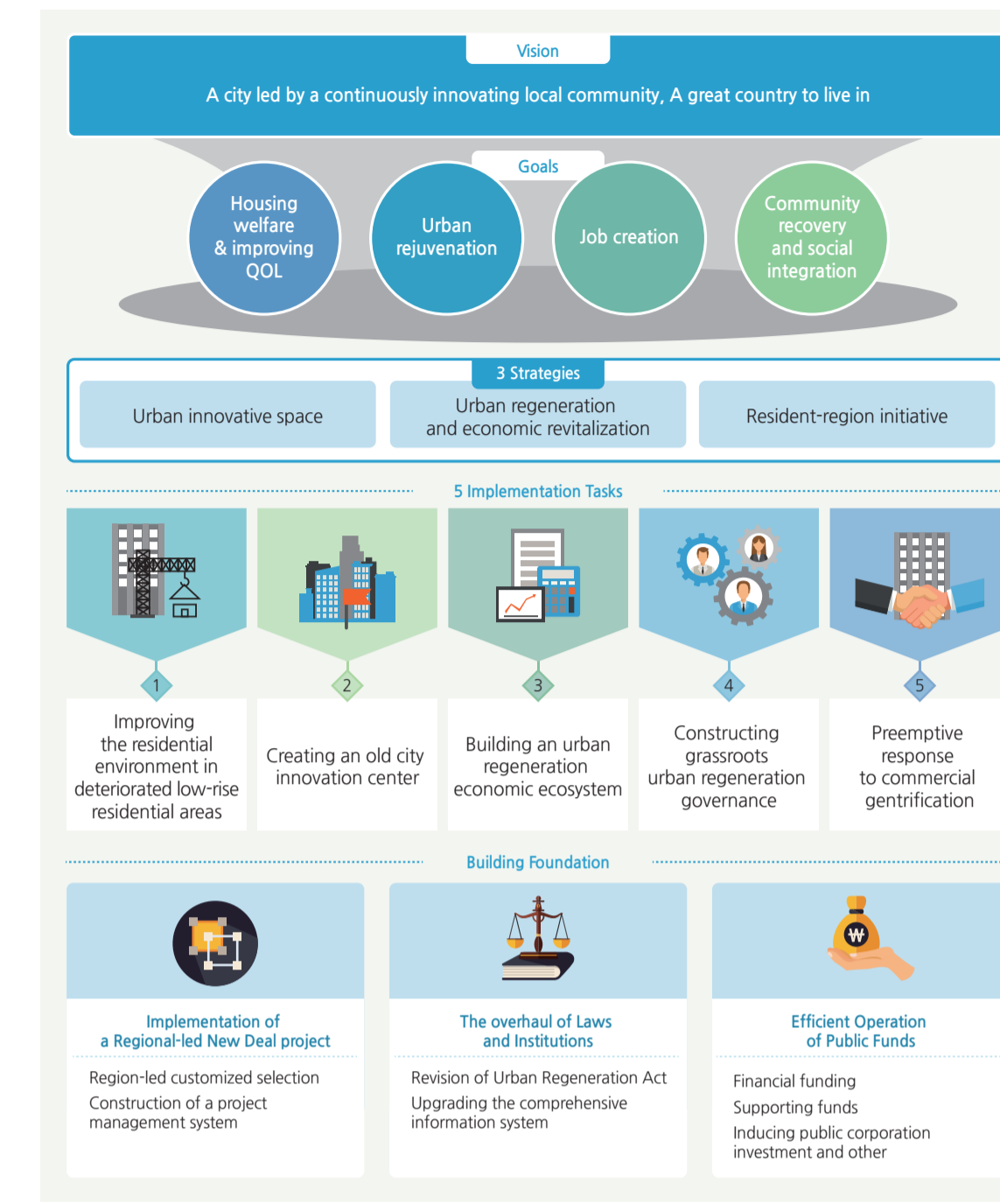
Land Regulation in Gyeonggi-do



The Regional Regulation portion of the Seoul Metropolitan Read-justment Plan divided Seoul into three regions: an overpopulation control area, an urban growth management area, and a nature conservation area. Among the regulations included in the Readjustment Plan are the prohibition of new

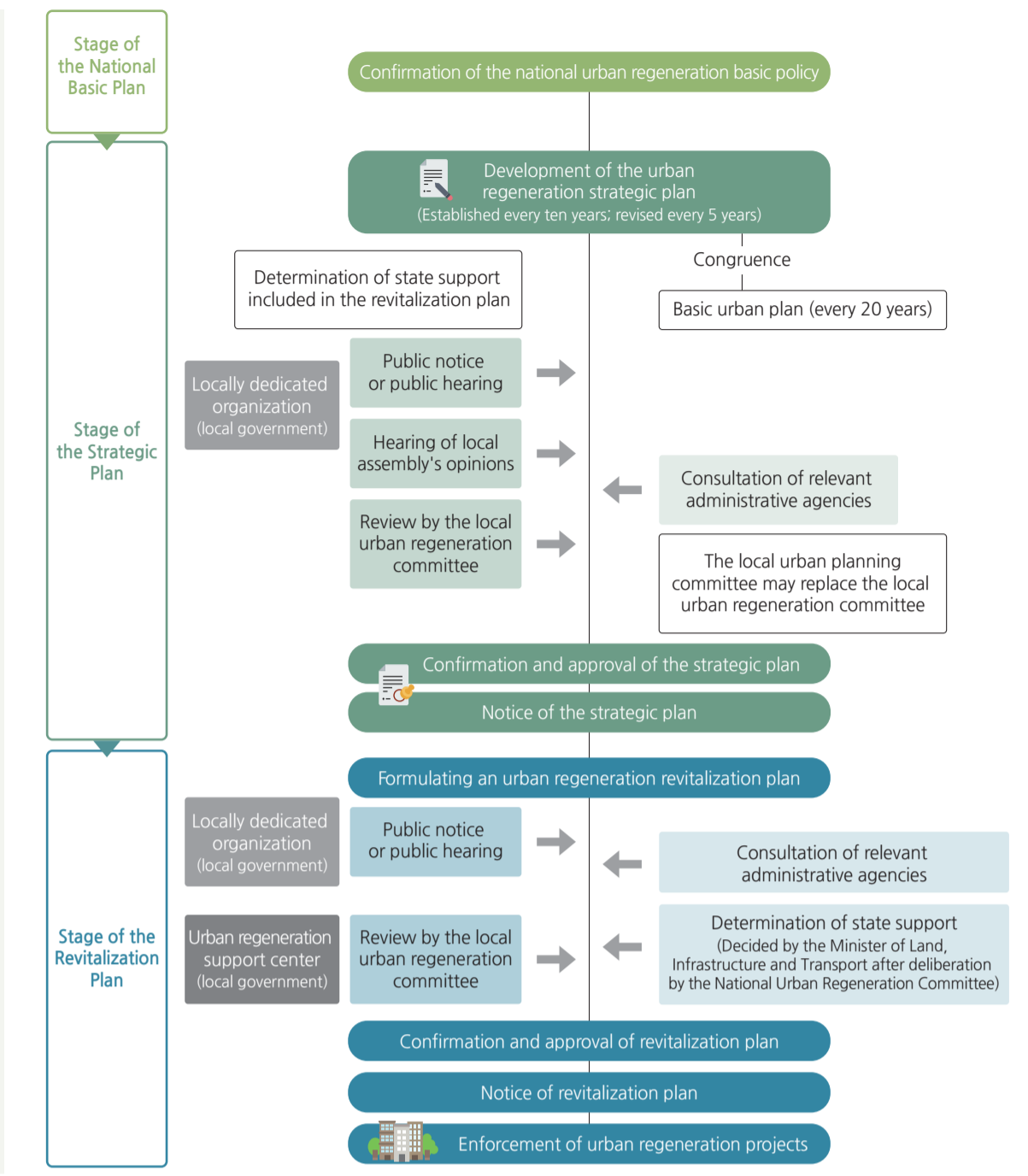
large company complexes, the prohibition of new large universities, restriction on large development projects, and stricter regulation of existing industrial sites.

The Direction of New Deal Policy Implementation



MOIT (2019)

Urban Regeneration Implementation Procedure



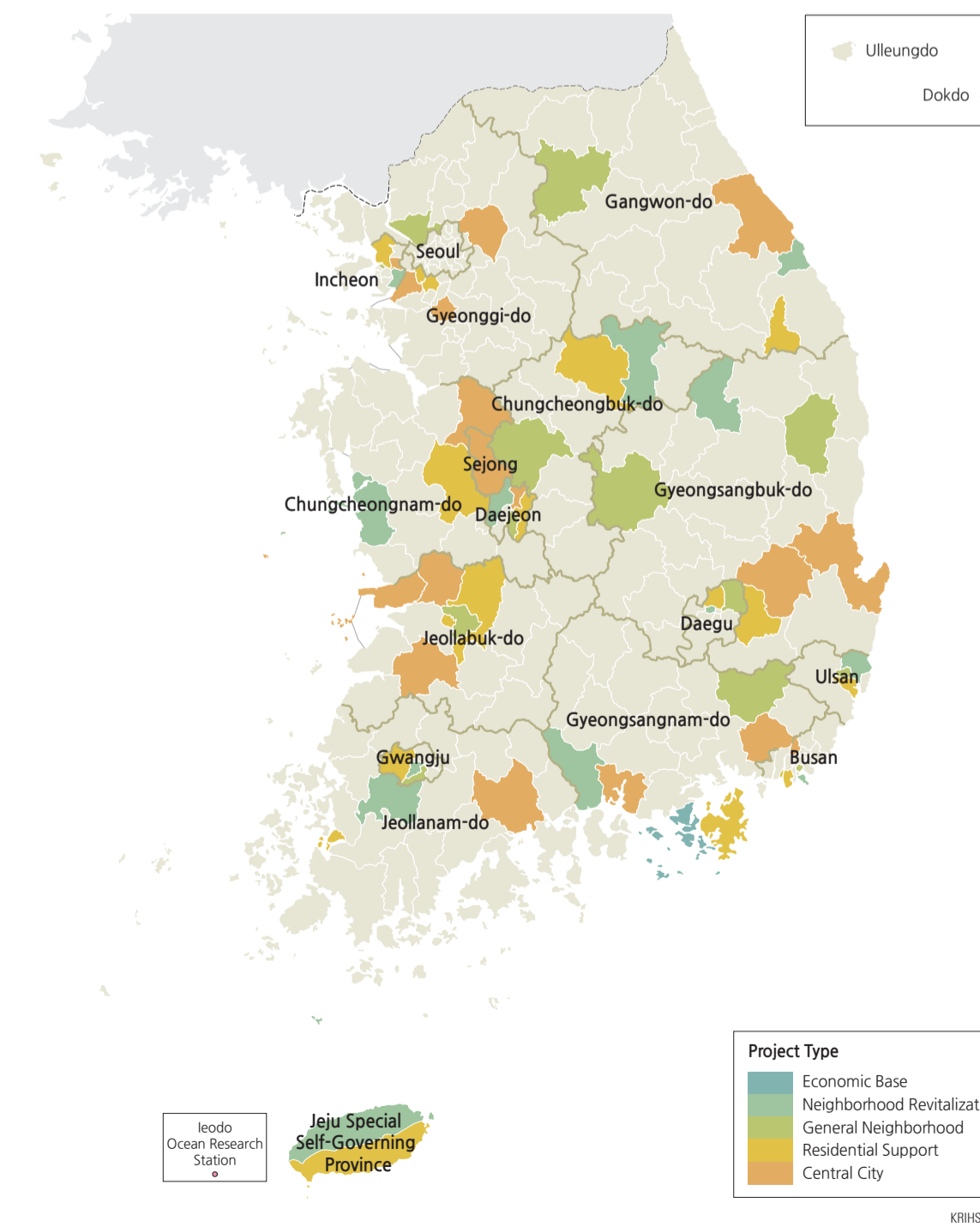
MOIT (2019)

Up to now, urban redevelopment projects such as New Town have been promoted by large-scale demolition methods, and have addressed side effects such as soaring real estate prices and aftereffects of demolition. In addition, the existing urban regeneration project was promoted centered on the establishment of regeneration plans, which resulted in inadequate performance for residents and lack of support. As a result, in response to the decline of the city, which is becoming a national problem, the government has greatly expanded its government support and promoted the Urban Regeneration New Deal Project, which residents can feel.

The Urban Regeneration New Deal is a project to comprehensively rebuild the city through physical environment improvement (hardware) and residents' capacity (software) in response to the decline of the city.

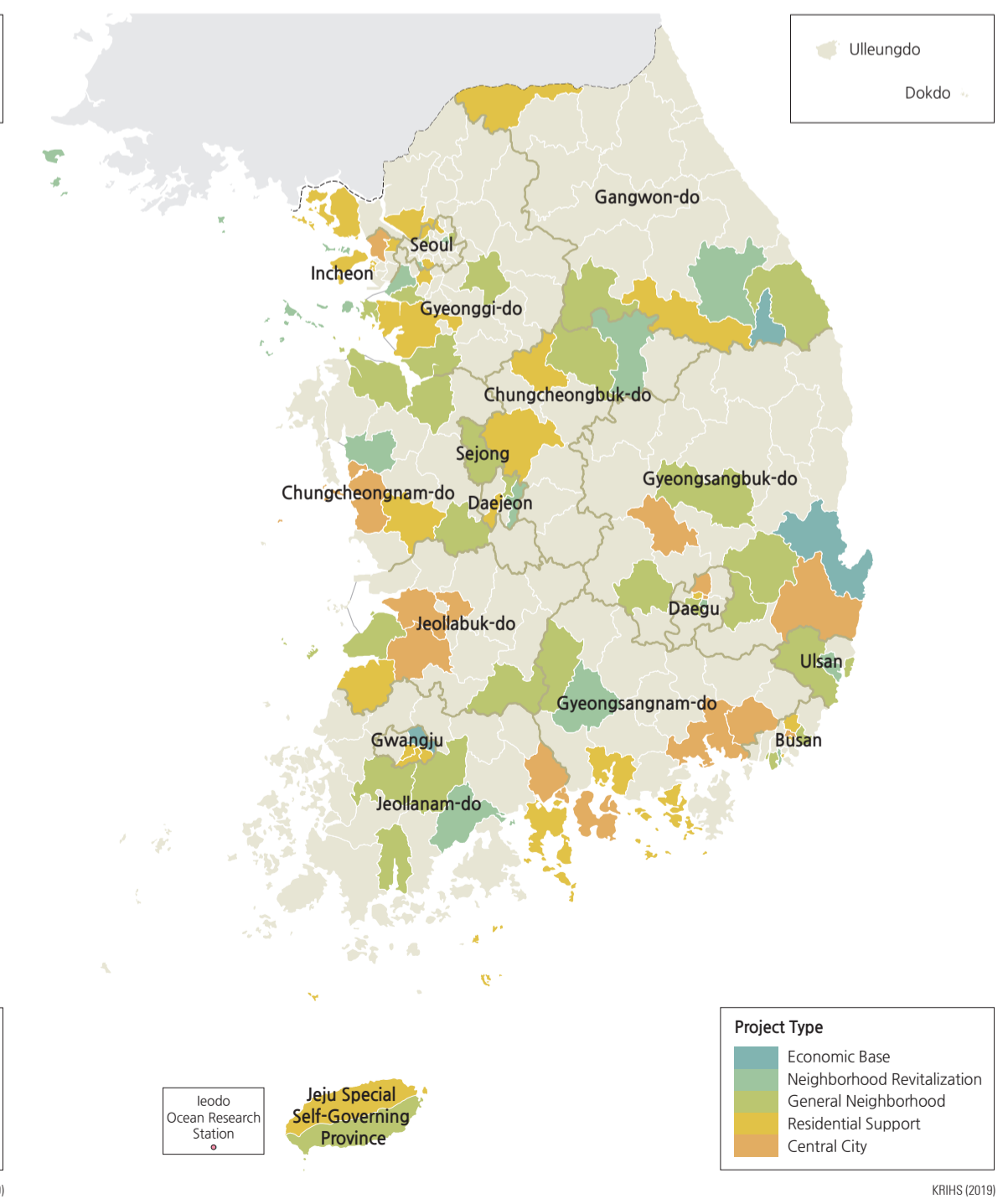
The goals of the Urban Regeneration New Deal includes the realization of housing welfare, the recovery of urban competitiveness, social cohesion, and the creation of jobs.

District of Urban Regeneration Project (2017)



KRHS (2019)

District of Urban Regeneration Project (2018)



KRHS (2019)