N e w P u b l i c a t i o n
of the Ordinance on the Lower Saxony Spatial Planning Programme
[*Verordnung über das Landes-Raumordnungsprogramm Niedersachsen*] (LROP-VO)

Dated 26 September 2017

[1]Pursuant to Article 2 of the Ordinance to Amend the Ordinance on the Lower Saxony Spatial Planning Programme [*Verordnung zur Änderung der Verordnung über das Landes-Raumordnungsprogramm Niedersachsen*] dated 6 July 2017, (Lower Saxony Law and Ordinance Gazette (Nds. GVBl.) p. 232), the text of the Ordinance on the Lower Saxony Spatial Planning Programme is published below, as currently amended, in accordance with

1. the publication dated 8 May 2008 (Nds. GVBl. p. 132),
2. Article 2 of the Act dated 18 July 2012 (Nds. GVBl. p. 252),
3. the Ordinance dated 24 September 2012 (Nds. GVBl. p. 350),
4. Article 2, Section 12 of the Act dated 12 November 2015 (Nds. GVBl. p. 307),
5. the Ordinance dated 1 February 2017 (Nds. GVBl. p. 26, 272) and
6. the Ordinance dated 6 July 2017 (Nds. GVBl. p. 232).

[2]The Ordinances have been issued

re 3.: pursuant to Section 7, subsection 3 in conjunction with Section 3, Section 7, subsection 1 and Section 9, subsection 1 of the Lower Saxony Spatial and Regional Planning Act [*Niedersächsisches Gesetz über Raumordnung und Landesplanung*] as amended on 7 June 2007 (Nds. GVBl. p. 223) in conjunction with Section 28, subsection 1 of the Federal Spatial Planning Act [*Raumordnungsgesetz*] dated 22 December 2008 (Federal Law Gazette [*Bundesgezetzblatt*] (BGBl. I p. 2986) and in conjunction with Section 21, subsection 1, sentence 1 of the Lower Saxony Spatial Planning Act [*Niedersächsisches Raumordnungsgesetz*] dated 18 July 2012 (Nds. GVBl. p. 252),

re 5.: pursuant to Section 7, subsection 7 in conjunction with Section 8, subsections 1 and 5 - 7 of the Federal Spatial Planning Act dated 22 December 2008 (BGBl. I p. 2986), as last amended by Article 124 of the Ordinance dated 31 August 2015 (BGBl. I p. 1474), and in conjunction with Section 4, subsections 1 and 2, sentence 1 and Section 5, subsection 8 of the Lower Saxony Spatial Planning Act dated 18 July 2012 (Nds. GVBl. p. 252), as amended by Article 1 of the Act dated 25 June 2014 (Nds. GVBl. p. 168), and

re 6.: pursuant to Section 7, subsection 7 in conjunction with Section 8, subsections 1 and 5 - 7 of the Federal Spatial Planning Act dated 22 December 2008 (BGBl. I p. 2986), as last amended by Article 5, sentence 2 of the Act dated 23 May 2017 (BGBl. I p. 1245) and in conjunction with Section 4, subsections 1 and 2, sentence 1 of the of the Lower Saxony Spatial Planning Act dated 18 July 2012 (Nds. GVBl. p. 252), as amended by Article 4 of the Act dated 2 March 2017 (Nds. GVBl. p. 53).

Hanover, 26 September 2017

Lower Saxony Ministry
of Food, Agriculture, Consumer Protection

Meyer

Minister

Ordinance

on the Lower Saxony Spatial Planning Programme (LROP-VO)

as amended on 26 September 2017

Section 1

(1) The Lower Saxony Spatial Planning Programme consists of a descriptive report **(Appendix 1)** and a graphical representation **(Appendix 2)**.

(2) Regulations on reporting in Regional Spatial Planning Programmes can be found in **Appendix 3.**

Section 2*)

[1]This Ordinance will enter into force on the day after its promulgation. [2]Simultaneously, the decision of the Lower Saxony government on the Lower Saxony Spatial Planning Programme – Part II – dated 25 May 1982, Appendix on publication by the Ministry of the Interior dated 16 June 1982 (Lower Saxony Ministerial Gazette (Nds. MBl.) p. 717), as last amended by the decision dated 30 March 1993, Appendix on publication by the Ministry of the Interior dated 6 April 1993 (Nds. MBl. p. 371), will cease to apply.

*) This provision concerns the entry into force of the Ordinance in its original version dated 18 July 1994 (Nds. GVBl. p. 317). The date of entry into force of subsequent amendments is as stated in the ordinances and laws described in detail in the publication dated 8 May 2008 (Nds. GVBl. p. 132) and in the above publication.

Appendix 1

(to Section 1, subsection 1)

Lower Saxony Spatial Planning Programme (LROP)

[1]The objectives [*Ziele*] and principles [*Grundsätze*] of spatial planning as defined in Section 3, subsection 1, Nos. 2 and 3 of the Spatial Planning Act [*Raumordnungsgesetz*] (ROG) are set out below and more detailed provisions concerning the substance, purpose and scope of individual objectives and principles of spatial planning in the Regional Planning Programmes are the subject of a descriptive report (Section 4, subsection 1 of the Lower Saxony Spatial Planning Act [*Niedersächsischen Raumordnungsgesetz*] (NROG)). [2]Regulations with the status of spatial planning objectives are printed in bold type; the remaining regulations have the status of spatial planning principles.

1. Objectives and principles for spatial development across Lower Saxony and its regions

1.1 Development of Lower Saxony's spatial structure

01 [1]In Lower Saxony and its regions, the aim is to create the conditions for environmentally compatible prosperity for generations to come on the basis of sustainable spatial development.

[2]Any region-specific development potential is to be exploited and the peculiarities of sub-regional development are to be taken into account through coordinated collaboration between Lower Saxony and the regional planning authorities.

02 [1]Plans and measures to develop Lower Saxony's spatial structure are to contribute to sustainable growth and competitiveness. [2]The intention is

- to safeguard the functional capacity of the spatial and settlement structure and the infrastructure and improve them by creating networks,
- to satisfy land uses so as as required, perform the required functions and save on costs in an environmentally compatible way,
- to create and further develop infrastructure facilities for communication, conditions for knowledge networking and access to information across Lower Saxony.

[3]In particular,

- natural resources are to be safeguarded and environmental conditions improved,
- detrimental effects on the living conditions of people, animals and plants are to be avoided or reduced,
- the consequences for the climate are to be considered and any opportunities for controlling the greenhouse effect are to be grasped,
- any possibilities for adapting spatial and settlement structures to mitigate the effects of climate change are to be considered,
- any opportunities to reduce the new use of land and the new sealing of open spaces are to be exploited.

03 The effects of demographic change, future trends in the population structure and spatial population distribution are to be taken into account in all plans and measures.

04 The development of Lower Saxony and its subspaces is intended

- to aim for regional growth, regional balance and cohesion,
- to concentrate on all structurally effective spheres of action in an integrated way and across policy areas,
- to guarantee an efficient, regionally targeted deployment of measures and funds,
- to be implemented with regionally adapted action strategies and instruments coordinated between levels, based on decentralised responsibility and
- to strengthen cooperative self-management and capacity for action at regional levels.

05 [1]All subspaces are to achieve an increase in economic growth and employment. [2]In all plans and measures, any opportunities for promoting innovation, strengthening competitiveness, unlocking the potential of sites and areas of competence are therefore to be exploited and are to contribute to sustainable regional development in general.

06 Subspaces with special structural problems and slow growth and with a pressing need to adapt their public infrastructure for demographic reasons are to be

included in large-scale development strategies and linked to economically stronger regions.

07 [1]The rural regions are to be preserved both with their commercial and industrial structures and as living, economic and natural spaces with a unique profile and further developed so that they can make a significant and lasting contribution to the innovative capacity and international competitiveness of Lower Saxony's economy. [2]They are to be provided with the latest information and communication technologies and networks, opened up by supraregional transport axes and connected to transport hubs and economic spaces. [3]To facilitate the large-scale provision of information and communication technology, preferably high-speed broadband networks, and be prepared for future technical requirements and the necessary infrastructure, any opportunities to lay cable ducts during civil engineering projects are to be grasped to meet possible demand.

[4]The development of rural regions is also to be promoted in order to

- be able to provide small and medium-sized enterprises in particular with a suitable environment,
- improve the production and working conditions in agriculture and forestry and make them more competitive,
- lessen the effects of demographic change on villages and preserve them as places that provide a great quality of life,
- safeguard and further develop the social and cultural infrastructure and be able to provide the population with the necessary permanent educational facilities and offerings within a reasonable distance,
- safeguard natural resources through measures to protect drinking water, bodies of water and the soil and to support preventive flood protection and
- to preserve and improve the environment, biodiversity, beauty and recreational value of the countryside.

08 The densely populated regions and their centres are to exploit and expand their diverse potential and functions to mobilise innovation, economic growth and employment, for the benefit of healthcare, education and social services and culture, and to improve living and working conditions.

09 Cooperative ventures between densely populated and rural regions are to be initiated, intensified and expanded on the basis of shared and complementary resources and potential.

10 Decisions on the location of spatially significant public amenities are to take account of the regional balance in favour of structurally weak rural regions.

11 [1]Spatial structure measures will aim to help eliminate gender-specific disadvantages. [2]Gender-specific effects are to be taken into account in spatially significant plans and measures.

1.2 Integration into North-German and European development

01 [1]In all regions of Lower Saxony, European and cross-border ties and locational advantages are to be expanded and exploited for regional development. [2]To this end, measures to boost international competitiveness and improve the infrastructure are to be supported.

02 The collaboration between the North-German *Länder* (federal states) in spatial planning and regional development and for the coordination and representation of common interests in European cooperation is to be continued and expanded.

03 Within the constraints imposed by increasing globalisation and bearing in mind the objectives of common European integration and growth policies for the expanded European Union, the spatial structure of Lower Saxony is to be developed with the aim of

- boosting Lower Saxony's competitiveness and its locational qualities in international competition,
- exploiting and expanding Lower Saxony's locational advantages with seaports, airports and its intersections with Europe's north-south and east-west axes and boosting its logistical potential,
- exploiting and expanding economic and cultural development opportunities arising from commonalities and cross-border advantages of the European neighbourhood,
- using the North Sea as a hub, by agreement with European neighbouring states, for the worldwide linkage of goods flows, along with its potential for the extraction of food, energy and raw materials, while bearing in mind its special

ecological sensitivity and environmental risks and its importance to the tourism industry, by agreement with European neighbouring states,

– using subsidies to implement sustainable regional development.

04 Spatial developments and measures specifically aimed at boosting Lower Saxony's locational qualities in international competition are to be supported.

05 [1]In the metropolitan regions of Hanover-Braunschweig-Göttingen, Hamburg and Bremen-Oldenburg in the north-west,

– innovative capacity and international competitiveness,

– international transport and communication hubs,

– labour market priorities and

– centres of science, education and culture

are to be boosted. [2]The metropolitan regions are therefore to work out common development strategies; the metropolitan regions of Hamburg and Bremen-Oldenburg in the north-west are to establish binding, cross-border arrangements to this end.

[3]In the metropolitan regions, a cooperative partnership that will exploit and develop the specific resources and potential of the various subspaces is to be established between the metropolitan centres and the rural catchment areas in the interests of the sustainable development of Lower Saxony.

[4]The development of metropolitan regions and their linkage and partnership with Lower Saxony's other regions and with neighbouring *Länder* and countries is to be expanded and optimised.

06 [1]The subspaces outside the metropolitan regions are to be bolstered as efficient business, innovation and technology locations and further developed as important players in research, knowledge, communication and culture.

[2]Regional cooperative and growth initiatives, such as the Ems Axis and the Hansalinie A 1 growth initiative, are to be supported.

1.3 Integrated development of the coast, the Islands and the sea

01 [1]All spatially significant plans and measures in the coastal zone are to take account of the following principles for establishing an integrated coastal zone management system:

- [2]Sustainable development is to be promoted in the coastal zone.
- [3]A broad thematic and geographical perspective is to be adopted in the coastal zone and all of the affected interests are to be integrated.
- [4]All the affected sectors, groups and actors as well as the relevant local, regional and national administrative authorities are to be involved in planning and development processes.
- [5]Plans and measures are to be reversible and adaptable so as to be able to make allowances for dynamics, changeable conditions and a subsequent gain in knowledge. [6]Planning and decision-making processes are to be subject to impact monitoring.

02 **[1]In Lower Saxony's coastal zone, conflicts of use must be avoided and existing conflicts of use are to be minimised at an early stage by an integrated, balanced spatial management system.**

[2]Public interests in spatially significant uses must be balanced at an early stage and in a coordinated way; the land required is to be secured and developed.

03 **[1]The Lower Saxony coastline and the offshore East Frisian Islands must be protected from damage due to storm surges and loss of land. [2]The land required for this, including land for sand and clay extraction, must be secured.**

[3]Land for clay extraction for coastal protection must be designated in the Regional Spatial Planning Programmes as a priority area [*Vorranggebiet*] for mineral extraction, preferably on the landward side of the dykes.

[4]Where it is not possible to secure sufficient land in the Regional Spatial Planning Programmes for clay extraction for coastal protection on the landward side of the dykes, the options for using similar, suitable land on the foreshore must be explored.

[5]Land for the extraction of sand or soil material to make up sediment deficits on the East Frisian Islands and to preserve Island and coastal protection facilities can be

used in the territorial waters north of the islands, where this is not contrary to the protective purpose or other regulations of the Lower Saxon Wadden Sea [*Niedersächsisches Wattenmeer*] National Park.

[6]The use of land for the extraction of sand to make up sediment deficits is to be consistent with the careful use of resources and with the interests of ecology, statutory nature conservation, tourism, the fishing industry and archaeology. [7]For sand and clay extraction, the consumption of land at the expense of agricultural land is to be minimised and any opportunities for sustainable extraction on the foreshore are to be checked and taken up in individual cases.

[8]All spatially significant plans and measures in the vicinity of dykes must take account of the importance of sand and clay extraction for coastal protection.

[9]All plans and measures in flood-prone areas on the coast are to take flood risk management options into consideration as a precautionary adaptation to the consequences of climate change. [10]This also applies in areas protected by dykes and barriers as well as in areas of the East Frisian Islands protected by main dykes and protective dunes. [11]In these areas, flood risks are to be taken into account through flexible flood-adapted plans and measures as well as suitable location and utilisation strategies. [12]Areas with a particularly high potential risk are to be designated as reserve areas [*Vorbehaltsgebiete*] due to flooding.

04 **[1]Vulnerable marine habitats must be preserved and developed.** [2]These areas are not to be affected by uses that could have harmful effects. [3]Any damage should preferably be compensated in marine habitats.

[4]The uniqueness and natural functional diversity of the Lower Saxon Wadden Sea National Park must also be preserved, supported and developed by matching development in the surrounding area. [5]The aim will be to work towards a balanced protection system that takes account of the vulnerable marine areas in the Exclusive Economic Zone.

05 **[1]Tourism uses in the coastal zone must be secured and sustainably developed.**

[2]The tourism priority areas on the East Frisian Island must be secured and developed.

06 [1]The special features of the coastal area, i.e. its cultural heritage and scenic qualities, are to be preserved as identifying characteristics of the maritime

landscape. [2]They are to be included in the tourism and business use if this contributes to their preservation.

07 The unrestricted view of the sea and the unspoilt horizon are to be preserved as a scenic experience.

08 **[1]The conditions for the permanent and sustainable settlement of the East Frisian Islands must be guaranteed. [2]The ferry links and other public utility infrastructure must be adapted as required.**

09 [1]The conditions for a sustainable coastal fishery are to be secured and further developed from the point of view of securing livelihoods and promoting a traditional, maritime industry and because of its importance to maritime scenic qualities and tourism.

[2]The catch areas of significance to the coastal fishery are to be kept free of competing uses and other encroachments; in individual cases, the spatial significance of the catch areas concerned must be taken into account in spatially significant plans and measures. [3]Suitable space must be allowed for some forms of mariculture.

10 [1]Near-surface and deep-lying mineral resources present in the coastal zone are to be kept available for exploitation. [2]During extraction of the deposits, the other interests of the coastal zone must be taken into account. In particular, adverse effects caused by changes in the material balance of the near-shore area and the continental shelf are to be avoided.

11 **[1]Plans and measures in the territorial waters must not impair the safety and ease of navigation of shipping traffic either permanently or significantly.**

[2]The locational advantages of the coastal zone, which are based on shipping and port industries, are to be used, exploited and secured to ensure the economic development and competitiveness of Lower Saxony and its subspaces.

[3]The function of the inshore traffic zone, river estuaries, marked shipping channels and ports for shipping must be secured.

[4]The subaquatic placement of uncontaminated dredged material by relocating the dredged material within the system is to be preferred to disposal on land. **[5]Dredged material may only be placed in coastal waters if it does not have a serious adverse effect on marine species and habitats. [6]Dredged material heavily contaminated with pollutants must be disposed of on land.**

12 Against a background of expected climatic changes, account is to be taken of the study, development and testing of alternative coastal protection strategies.

1.4 Development in the catchment areas of Bremen/Lower Saxony

01 The spatial development of Lower Saxony in the catchment areas of the high-order centres Bremen and Bremerhaven is to be guided by special forms of inter-municipal coordination and cooperation on the following priorities:

- boosting of local settlement priorities, centres and local centres,
- regional control of large-scale retail developments,
- matching of local settlement developments with regional plans for local public transport,
- pooling of regional commercial expertise and development of shared commercial locations,
- extension of the criteria for mobility in the region and
- securing and further development of regional landscape conservation areas and open spaces.

02 The Inter-municipal Spatial Structure Strategy for the Bremen Region jointly prepared by the municipalities of Lower Saxony and the City of Bremen as well as the process for establishing the Regional Forum jointly initiated by the municipalities of Lower Saxony and the City of Bremerhaven are to be elaborated and deepened.

03 By agreement with the affected municipalities in Lower Saxony and the *Land* (federal state) of Bremen, regionally coordinated plans for spatial and structural development are to be prepared, which are suitable for inclusion in the Spatial Planning Programme as objectives or principles of spatial planning, provided that the *Land* of Bremen guarantees a similar binding effect.

2. Objectives and principles for developing settlement and service structures

2.1 Developing the settlement structure

01 In the settlement structure, evolved structures and open spaces close to settlements that dominate the landscape and local views, the way of life and identity of the population are to be preserved and further developed in accordance with urban planning requirements.

02 Settlement structures are to be secured and developed, guaranteeing the provision of and access to public service facilities for all sections of the population; these facilities are to be included in the local public transport network.

03 Neighbouring municipalities whose settlement structures are closely linked spatially and functionally are to coordinate their plans and measures on the basis of common objectives and principles with regional structural development so as to strengthen their common development potential.

04 The designation of areas for residential and commercial premises is to be in line with sustainable settlement development, taking account of demographic change and infrastructure maintenance costs and using the minimum amount of land.

05 The development of residential and commercial premises is to be concentrated, as a priority, on the central places [*Zentrale Orte*] and existing settlement areas with sufficient infrastructure.

06 [1]Plans and measures for infill development are to have priority over plans and measures for greenfield development. [2]This does not affect the targeted preservation and creation of open spaces in urban centres for urban development reasons.

07 **To comply with any regional or supraregional requirements, development tasks in the municipalities must be designated as spatial planning objectives in the Regional Spatial Planning Programmes.**

08 [1]Tourist facilities and major tourism projects are to help to improve the living and employment conditions of the local population, to boost tourism in a region and to supplement and stimulate the traditional forms of tourism, including city tourism. **[2]The implementation of major tourism projects must not cause significant harm to historically valuable cultural landscapes and evolved settlement and service structures and public services or put at risk the recreational value of the countryside.** [3]The facilities are to be connected to central places in terms of spatial planning and infrastructure.

09 [1]Adverse events and exposures for the population due to air pollution and noise are to be avoided by precautionary spatial separation of incompatible uses and by maintaining sufficient spatial distance from uses that cause disturbance.

[2]Existing exposures of the population to noise and air pollution are to be reduced by technical measures and by measures to divert and limit traffic.

[3]Where noise control measures are inadequate, sources of noise must wherever possible be combined and the exposures reduced to as few areas as possible.

10 **For military airfields and training grounds, for which noise control regulations have been issued under the Aircraft Noise Act [*Gesetz zum Schutz gegen Fluglärm*], at least protection zones 1 and 2 must be designated as noise zones in the Regional Spatial Planning Programmes.**

11 **[1]To protect the population from noise pollution around Hannover-Langenhagen airport and secure the long-term functional and development capacity of Hannover-Langenhagen airport as a priority location, it has been definitively designated as a settlement restriction area in the map attached to this report as Appendix 1. [2]Inside this settlement restriction area, new areas and zones for residential uses and especially noise-sensitive establishments as defined in Section 5, subsection 1 of the Aircraft Noise Act must not be represented or designated in land-use plans [*Flächennutzungsplänen*] and zoning plans [*Bebauungsplänen*]. [3]The same applies to rules as specified in Section 34, subsection 4, sentence 1, Nos. 2 and 3 of the Federal Building Code [*Baugesetzbuch*] (BauGB), if residential buildings or especially noise-sensitive establishments as defined in Section 5, subsection 1 of the Aircraft Noise Act were permitted on undeveloped plots of land as described in Section 34, subsections 1 and 2, BauGB.**

[4]The first-time use of areas and zones for residential purposes and especially noise-sensitive establishments, as defined in Section 5, subsection 1 of the Aircraft Noise Act, in areas situated in the settlement restriction area for the first time with effect from 30 January 2008, may only amount to a maximum of 5 percent of the settlement area in the newly added areas for a transitional period until 31 December 2015.

[5]If areas or zones as specified in sentence 4 are designated in zoning plans within the transitional period laid down in sentence sentence 4, the conversion of the designation into binding conditions through zoning plans is also permissible after 31 December 2015.

[6]Plots of land for noise-sensitive uses, as defined in Section 5, subsection 2 of the Aircraft Noise Act, which by virtue of the nature of their use do not require night-time noise protection, e.g. schools and day-care facilities, may

exceptionally be designated to the settlement restriction area described in sentence 1, provided that

- **the land is outside the noise control area as described in the Aircraft Noise Act,**
- **the land is an alternative site for an existing establishment as defined in Section 5, subsection 1, sentence 2, for which an urgent public interest exists and which is used to provide a local service of communal facilities, and the noise-sensitive use is established on the existing site and**
- **a greater degree of noise protection is provided on the alternative site than at the existing location.**

12 [1]**Priority areas for port-oriented business facilities are designated in the graphical representation, attached to this report as Appendix 2, beside the channel for sea-going shipping in the cities of Cuxhaven, Emden, Stade and Wilhelmshaven.**

[2]**Inside the priority areas for port-oriented business facilities, only such spatially significant plans and measures are permitted as are compatible with attracting port-oriented enterprises.**

[3]**In the western part of the priority areas for port-oriented business facilities on Wybelsumer Polder, city of Emden, the designation of compensation areas under planning law is exceptionally possible, provided that they help to implement port-oriented plans and measures in the Wybelsumer Polder and Rysumer Nacken priority areas.** [4]**In the planning and implementation of compensation measures, the compatibility of these measures with the neighbouring port-oriented use must be secured.** [5]In the planning and implementation of compensation measures in this region, the transport links and infrastructure for the priority areas for port-oriented business facilities around Wybelsumer Polder and Rysumer Nacken, city of Emden, must be taken into account.

[6]**A sufficient number of sites for port industries and port-oriented businesses must be secured and developed around the new deep water port in the city of Wilhelmshaven.** [7]**The spatial and legal conditions must be created at an early date to ensure that the priority area for port-oriented business facilities**

designated on Voslapper Groden in the city of Wilhelmshaven can also be used in the medium term in the regions of Lower Saxony that fall within the protection of Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJEU No. L 20, p. 7) as last amended (hereinafter: EC Birds Directive).

2.2 Development of public services and central places

01 [1]To ensure equal living conditions across Lower Saxony, the provision of public services and service structures of sufficient scope and quality is to be secured and developed in all of its regions.

[2]The services are to be secured and developed as required, taking into account the special requirements of young families and the mobility of all sections of the population and the anticipated changes in population trends, age and household structure, in all regions of Lower Saxony. [3]They are also to be efficiently allocated in spatial plans to ensure sustainable development and take account of the specific mobility and safety requirements of the population.

[4]Public amenities and services for children and young people are to be provided as nearby as possible, within a reasonable distance from home.

02 [1]All municipalities are to secure and develop for their population a reasonably accessible up-to-date range of services to meet general everyday basic needs.

[2]A measure of the provision and improvement of supralocal public services is to be a reliable infrastructure network tailored to the evolved settlement structures, existing population and economic centres and existing locational qualities. [3]In order to address the anticipated changes in population trends and age distribution, adaptation and modernisation measures coordinated at regional level and between municipalities are to be introduced at an early date to secure and develop supralocal public services.

03 **[1]Central places are high-order centres, middle-order centres and low-order centres. [2]The functions of the high, middle and low-order centres are to be secured and developed to preserve a sustainable and balanced settlement and service structure in all parts of Lower Saxony.**

[3]In the catchment areas of high and middle-order centres, plans and measures relating to settlement, open space, service structures and infrastructure are to be coordinated with and among each other.

[4]The high-order centres and middle-order centres have been definitively designated in the Lower Saxony Spatial Planning Programme. [5]In some cases, middle-order centres have been allocated partial high-order functions.

[6]The low-order centres must be designated in the Regional Spatial Planning Programmes. [7]In some cases, low-order centres may be allocated partial middle-order functions. [8]The low-order catchment area of a central place is the territory of the relevant municipality or association of municipalities [*Samtgemeinde*]. [9]Where multiple central places are designated in a municipality or association of municipalities, the low-order catchment areas must - notwithstanding sentence 8 - be designated in the Regional Spatial Planning Programmes by agreement with the municipality or association of municipalities.

04 **Central places must be designated as central settlement areas in spatial plans in the Regional Spatial Planning Programmes by agreement with the municipalities.**

05 **[1]The type and size of central place facilities and services must be geared the requirements of the population to be serviced and the business community in the catchment area.** [2]When setting the boundaries of the relevant function-specific middle- and high-order catchment areas, account must be taken of accessibility and cross-border ties and evolved structures.

[3]The efficiency of central places must be secured and developed in accordance with the relevant designation.

[4]The following must be secured and developed:

- **in high-order centres: central place facilities and services to satisfy the higher specialised demand,**
- **in middle-order centres: central place facilities and services to satisfy enhanced demand,**
- **in low-order centres: central place facilities and services to satisfy general everyday basic needs,**
- **outside central places: facilities and services to provide basic large scale local amenities.**

[5]High-order centres must also perform middle- and low-order service tasks and middle-order centres must also perform low-order service tasks.

[6]Regional objectives and testing and coordination requirements must be designated for combined centres as part of the regional planning process. [7]The functions and capacities of neighbouring central places should not be impaired by the designation of central places and combined centres or the allocation of partial high-order and middle-order functions.

06 **[1]The high-order centres are in the cities of Braunschweig, Celle, Göttingen, Hanover, Hildesheim, Lüneburg, Oldenburg (Oldenburg), Osnabrück, Salzgitter, Wilhelmshaven and Wolfsburg.**

[2]The high-order centres in Braunschweig, Salzgitter and Wolfsburg form a combined high-order centre in close spatial interrelationship with the middle-order centre in Wolfenbüttel; Lower Saxony-wide and regional planning decisions that concern the combined high-order centre have to be based on the different development priorities of the cities and secure and develop the existing high-order facilities.

[3]Hamburg, Hamburg-Harburg, Bremen, Bremerhaven, Groningen, the Network City of Twente, Münster, Bielefeld, Paderborn and Kassel are high-order centres for the surrounding area of Lower Saxony.

[4]The middle-order centres in Delmenhorst, Emden, Hamelin, Langenhagen, Lingen (Ems) and Nordhorn have partial high-order functions.

[5]The middle-order centres in Goslar, Bad Harzburg, Clausthal-Zellerfeld and Seesen form a combined middle-order centre with partial high-order functions.

07 **Middle-order centres are in the cities of Achim, Alfeld (Leine), Aurich (Ostfriesland), Bad Gandersheim, Bad Harzburg, Bad Nenndorf, Bad Pyrmont, the municipality of Bad Zwischenahn, the cities of Barsinghausen, Brake (Unterweser), Bramsche, Bremervörde, Buchholz in der Nordheide, Bückeburg, Burgdorf, Burgwedel, Buxtehude, Clausthal-Zellerfeld, Cloppenburg, Cuxhaven, Delmenhorst, Diepholz, Duderstadt, Einbeck, Emden, Friesoythe, Garbsen, Georgsmarienhütte, Gifhorn, Goslar, Hamelin, Hann, Münden, Helmstedt, Hemmoor, Holzminden, Jever, Laatzen, Langenhagen, Leer (Ostfriesland), Lehrte, Lingen (Ems), Lohne (Oldenburg),**

Lüchow (Wendland), Melle, Meppen, Munster, Neustadt am Rübenberge, Nienburg (Weser), Norden, Nordenham, Nordhorn, Northeim, Osterholz-Scharmbeck, Osterode am Harz, Papenburg, Peine, Quakenbrück, the municipality of Rastede, the cities of Rinteln, Rotenburg (Wümme), Sarstedt, Seesen, the municipality of Seevetal, the cities of Soltau, Springe, Stade, Stadthagen, the municipality of Stuhr, the cities of Sulingen, Syke, Uelzen, Uslar, Varel, Vechta, Verden (Aller), Walsrode, Westerstede, Wildeshausen, Winsen (Luhe), Wittingen, Wittmund, Wolfenbüttel, Wunstorf and Zeven.

2.3 Developing retail service structures

01 To ensure equal living conditions on a permanent basis across Lower Saxony, retail facilities and services of sufficient scope and quality are to be secured and developed in all of its regions.

02 **[1]New major retail projects are only permitted if they meet the requirements in Numbers 03 - 10. [2]Shopping centres and large-scale retail enterprises as specified in Section 11, subsection 3, Nos. 1 - 3 of the Land Use Ordinance [*Baunutzungsverordnung*], including factory outlet centres, are classified as major retail projects. [3]Multiple self-contained retail enterprises, not large-scale in themselves, which have become established in a spatially concentrated area or intend to do so and and are or can be assumed to have overall the same spatially significant impact as a major retail project are also classified as major retail projects (agglomerations).**

03 **[1]In a low-order centre, the catchment area of a new major retail project may not significantly exceed in size the low-order catchment area as described in Paragraph 2.2, Number 03, sentences 8 and 9 as a congruent space [*Kongruenzraum*] (congruence requirement, low-order centres).**

[2]In a middle- or high-order centre, the catchment area of a new major retail project may not significantly exceed the low-order catchment area as described in Paragraph 2.2, Number 03, sentences 8 and 9 as a congruent space, in relation to its periodic product ranges (congruence requirement, low-order centres).

[3]In a middle- or high-order centre, the catchment area of a new major retail project should not significantly exceed the relevant congruent space in relation to its aperiodic product ranges (congruence requirement, aperiodic, middle- and high-order centres). **[4]The relevant congruent space referred to in sentence 3 must**

be determined by the subordinate Lower Saxony planning authority, taking into account, in particular

- **the central place service tasks of the municipality and neighbouring central places,**
- **traffic-related accessibility of the central places concerned,**
- **cross-border catchment areas and**
- **the market areas of middle- and high-order centres based on local retail strategies,**

provided that it has not been designated in the Spatial Development Plan.

[5]The congruent space is deemed to be significantly exceeded as referred to in sentences 1 - 3 if more than 30 percent of the project turnover would be achieved using purchasing power from outside the relevant congruent space.

[6]The congruence requirement must be observed both for a new major retail project as a whole and in relation to product ranges.

[7]Periodic product ranges are product ranges with a short purchasing cycle, in particular foodstuffs, beverages and toiletries. [8]Aperiodic product ranges are product ranges with a medium to long purchasing cycle, e.g. clothing, consumer electronics, homeware or furniture.

[9]The regional planning authorities may in some cases designate in the Regional Spatial Planning Programmes sites for major retail projects with an aperiodic core product range in a neighbouring middle- or low-order centre outside the congruent central place. [10]The above is conditional on the principles and objectives for developing service structures being observed in the same way as in the case of a location inside the congruent central place.

04 **New major retail projects are only permitted inside the central settlement area of the central place concerned (concentration requirement).**

05 **[1]New major retail projects whose core product ranges are centre-relevant are only permitted inside the integrated planning locations (integration requirement). [2]These areas must be included in the local public transport network. [3]New major retail projects whose core product ranges are at least**

90 percent periodic product ranges, are exceptionally also permitted on the basis of an urban development strategy outside the integrated planning locations inside the central settlement area of the central place spatially liked to a housing development, if a new project is not possible in the integrated planning locations for reasons relating to urban development or settlement structure, in particular the maintenance of evolved building developments or attention to a historically valuable local view or for traffic-related reasons; sentence 2 is not affected.

06 **New major retail projects with non-centre-relevant core product ranges are also permitted outside the integrated planning locations on sites accessible by good transport links inside the central settlement area of the central place,**

a) if the retail floorspace for centre-relevant peripheral product ranges does not exceed 10 percent of the total retail floorspace and amounts to a maximum of 800 m² or

b) if a binding regional retail strategy shows that the larger peripheral product range is spatially compatible [*raumverträglich*] and it is guaranteed that the extent of the retail floorspace for the permitted centre-relevant peripheral product range is confined to the assessed major retail project.

07 [1]**New major retail projects must be coordinated (coordination requirement).** [2]Regional retail strategies are to be drawn up to improve the basis on which decisions on the location of retail projects are taken. [3]A system for cross-border coordination, taking account of accessibility and evolved structures, is to be established to improve service structures in border areas.

08 **Balanced service structures and their implementation, the functional capacity of central places and integrated service locations and the servicing of the population close to consumers must not be significantly impaired by new major retail projects (impairment prohibition).**

09 **[1]In the supraregionally significant tourism region of Lüneburg Heath, tourism development is also to be strengthened by grasping any opportunities to create a sustainable combination of major tourism projects and major retail projects, provided that they do not involve any development-inhibiting impairments for the existing city retail structures of the high-order centres,**

middle-order centres and low-order centres with a partial middle-order function located in the catchment area. [2]Notwithstanding Number 02, sentence 1 and Numbers 03 - 05, a factory outlet centre with a retail floorspace not exceeding 10,000 m^2 may be permitted on only one site in the supraregionally significant tourism region of Lüneburg Heath, provided that it is spatially compatible. [3]Details of the spatial compatibility [*Raumverträglichkeit*] of the site, including its accurate designation, and a spatially compatible product range structure of the factory outlet centre must be clarified in a spatial planning procedure. [4]This spatial planning procedure must be implemented after the entry into force of the Lower Saxony Spatial Planning Programme. [5]The site of this factory outlet centre must be close to and be functionally interconnected with existing major tourism projects. [6]The factory outlet centre must be integrated into a tourism strategy significant to Lower Saxony for the supraregionally significant tourism region of Lüneburg Heath, in which the interactions between major tourism projects and major retail projects are also taken into account, provided that a spatially compatible site is found. [7]If a factory outlet centre is found to be spatially compatible in the spatial planning procedure, the conditions specified in the spatial planning procedure, in particular those relating to the product range structure and integration into the tourism strategy, must be set out in detail in a spatial planning contract between the government of Lower Saxony, the local municipality and the project operator.

10 **[1]Notwithstanding Number 02, sentence 1 and Numbers 03 - 05, new major retail projects, whose product ranges on at least 90 percent of the retail floorspace are periodic, are also permitted if**

- **they are built on sites designated in the Regional Spatial Planning Programme as sites of paramount importance to local service,**
- **they satisfy the requirements in Numbers 07 (coordination requirement) and 08 (impairment prohibition),**
- **they are spatially linked to the relevant town centre or housing development and**
- **its catchment area does not exceed in size the area to be serviced as defined in sentence 4.**

[2]**The sites of paramount importance to local service must not impair the functional capacity and efficiency of the central places and must be designated by agreement with the relevant municipality or association of municipalities.** [3]They must be included in the local public transport network. [4]**The Regional Spatial Planning Programme must designate an area to be serviced for each of these sites.**

3. Objectives and principles for developing open space structures and open space uses

3.1 Developing a linked open space system across Lower Saxony and its functions

3.1.1 Elements and functions of the linked open space system across Lower Saxony, soil preservation

01 [1]Open spaces not occupied by settlement or traffic areas are to be preserved in order to perform their diverse functions, especially in the protection of natural resources, preservation of cultural landscapes, countryside recreation and agriculture and forestry.

[2]Climatically significant open spaces are to be secured and developed in Regional Spatial Planning Programmes. [3]In these areas, plans and measures are to contribute to a reduction in the impact of the consequences of climatic changes.

[4]**Open spaces must be further developed into a system of linked open spaces across Lower Saxony.** [5]**The functional diversity of the linked open space system across Lower Saxony must be secured and developed.**

02 [1]**Any further use of open spaces for settlement development, the extension of transport routes and other infrastructure facilities must be minimised.** [2]In the planning of spatially significant uses in the outer zone, the aim is

- to preserve as many large, non-fragmented areas unimpaired by noise as possible,
- to leave out areas of a mainly natural character and
- to minimise the use of land and the effects of the use that go beyond the directly affected land.

03 [1]Open spaces close to settlements are to be preserved and their ecological, social and economic functions secured and developed. [2]**To comply with any regional**

or supraregional requirements, open spaces close to settlements must be designated as priority areas for open space functions in Regional Spatial Planning Programmes.

04 [1]The soil is to be secured and developed as a basis for life and a habitat, to preserve biodiversity in its natural capacities and functions. [2]Land-consuming measures are to follow the principle of using land and soil sparingly, seizing any opportunities for infill development within settlement areas and the regeneration of derelict industrial, commercial and military sites. [3]Soil, which performs substantial natural soil functions and archive functions, especially land with a high-level habitat function, is to be preserved and afforded specific protection from settlement and infrastructure development measures.

05 [1]Soil with a high carbon content is to be preserved in its function as a natural store for climate-relevant substances.

[2]Peatlands are to be developed so that they can fulfil their natural function as a carbon store and, where possible, perform their other natural functions in the natural balance, such as species protection.

06 **[1]In the priority areas for peatland conservation specified in Appendix 2, the existing bodies of peat must be conserved in their function as carbon stores.**

[2]An agricultural and horticultural use in line with good professional practice or a use of drained mire beds in line with normal forestry activities which does not significantly accelerate peat degradation does not conflict with the spatial planning priority of peat preservation.

[3]Sustainable, climate-friendly land uses are to be promoted in the priority areas for peatland conservation to support the carbon bonding function.

[4]The priority areas for peatland conservation must be included in the Regional Spatial Planning Programmes and there given a detailed spatial designation. [5]The regional planning authorities may in addition designate other priority areas for peatland conservation in the Regional Spatial Planning Programmes.

[6]Notwithstanding sentence 1, peat-cutting is exceptionally permitted in priority areas for peatland conservation if it is absolutely necessary for nature conservation and hydrological reasons to level out the body of peat in order to achieve desired rewetting objectives.

[7]**Notwithstanding sentence 1, peat-cutting to produce a typical natural remedy is exceptionally permitted for therapeutic and medicinal purposes, where required to maintain its function as an "officially approved mud spa" or an "officially approved location with mud spa".**

[8]**Notwithstanding sentence 1, the cutting of black peat is permitted, where it is an essential fuel for the manufacture of special clinker bricks as a typical regional building material.**

[9]Peat-cutting as described in sentences 7 and 8 is, where possible, to be restricted to the outer edge of a body of peat in order to minimise the impact on the body of peat and its retention capacity and viability.

[10]**Inside the priority area for peatland conservation in Gnarrenburger Moor and Marcardsmoor, peat-cutting has been permitted, notwithstanding sentence 1, on the basis of an Area Development Strategy to be approved by Lower Saxony's top-tier planning authority, provided that the peat-cutting affects a less important part of the priority area and when the land on which peat-cutting is to be permitted, has been the subject of a spatial designation in the Regional Spatial Planning Programme.** [11]The designation of the land specified for peat-cutting in the strategy is expected to be included in the Regional Spatial Planning Programme in the near future. [12]Two years after the entry into force of this LROP-VO, a review will be carried out on the basis of what has been achieved to establish whether renewed regulatory intervention is required. [13]**Permission for peat-cutting on the basis of the strategy is subject to the specifications in Paragraph 3.2.2, Number 05 of this Ordinance.**

3.1.2 Nature and landscape

01 **Areas, landscape components and habitats of value to the natural balance, the plant and animal world and scenic qualities are to be preserved and developed.**

02 [1]**A biotope system is to be created across Lower Saxony to safeguard in a sustainable way native animal and plant species and their populations including their habitats and biotic communities and to conserve, restore and develop functional ecological interrelations.** [2]In this system, valuable habitats whose existence is under a particularly acute threat are to be preserved, protected and developed and functionally linked together by suitable areas of land. [3]**Supraregionally significant core areas of the Lower Saxony biotope system**

and wildlife crossings of significance to Lower Saxony have been designated as priority areas for biotope systems in Appendix 2. [4]They must be included in the Regional Spatial Planning Programmes as priority areas for biotope systems, priority areas for open spaces, priority areas for nature and landscape, priority areas for grassland management, maintenance and development, Natura 2000 priority areas or priority areas for improving the landscape structure and the natural balance and there given a detailed spatial designation.

03 **Plans and measures must not impair the linking and the functional capacity of the wildlife crossings in the priority areas for biotope systems in Appendix 2.**

04 [1]Complementary core areas are to be designated in the Regional Spatial Planning Programmes on the basis of nature conservation strategies. **[2]Suitable habitat corridors linking core areas must be designated on the basis of nature conservation strategies.**

05 To assist in the implementation of the biotope system by subordinate planning levels and zur save valuable agricultural and forestry land, compensation measures are to be prioritised in land pools and in the areas designated for the biotope system, including the habitat corridors.

06 [1]Damaged areas and landscape elements low in natural substance are to be developed so as to improve the functional capacity of the natural balance. **[2]The diversity of biotopes and species must be increased in areas with biotope and species poverty not caused by nature.**

07 [1]For areas which have been created by extensive location-dependent management methods, maintenance and development measures are to be implemented that safeguard natural processes. [2]Extensive or unused land, specific landscape components and small-scale differentiations in the scenic qualities of the landscape are also to be secured and developed through agricultural and forestry use.

08 [1]All spatially significant plans and measures must take account of the protection requirements of the following areas.

1. Areas containing biotopes of significance internationally, nationally and across Lower Saxony,

2. Areas containing resources of significance internationally, nationally and across Lower Saxony,

3. Areas of national representative significance for nature conservation,

4. Areas of significance to Lower Saxony for peatland conservation,

5. Areas of significance to Lower Saxony for the protection of rivers.

[2]Following consideration of their protection requirements in the Regional Spatial Planning Programmes, the areas are to be spatially designated and protected according to their significance in terms of nature conservation as priority areas or reserve areas for nature and landscape or as priority areas or reserve areas for grassland management, maintenance and development.

[3]In accordance with legal requirements and consistent with their significance in terms of nature conservation, national parks and nature reserves must be protected in the Regional Spatial Planning Programmes as priority areas for nature and landscape, and biosphere reserves as priority areas or reserve areas for nature and landscape or as priority areas or reserve areas for grassland management, maintenance and development.

[4]The areas of significance to Lower Saxony are to be expanded in the Regional Spatial Planning Programme to accommodate the necessary buffer zones.

3.1.3 Natura 2000

01 **The areas in the "Natura 2000" European environmental network must be protected in accordance with the relevant conservation objectives.**

02 **[1]In the Natura 2000 priority areas, spatially significant plans and measures are only permitted subject to the criteria set out in Section 34 of the Federal Nature Conservation Act [*Bundesnaturschutzgesetz*] (BNatSchG). [2]Natura 2000 priority areas are any areas that**

1. have been entered in the list referred to in Article 4, Section 2, Subsection 3 of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJEC No. L 206, p. 7), as most recently amended (sites of community importance),

2. have been nominated to the European Commission as specified in Article 4, Section 1 of Directive 92/43/EEC (proposed FFH areas) or

3. are European special protection areas for birds as defined in Section 7, subsection 1, No. 1 BNatSchG.

[3]They have been designated in Appendix 2 or, where they are small-scale (smaller than 25 ha), listed in Annex 2. [4]If a change to the relevant area status referred to in sentence 2 occurs, the top-tier planning authority in Lower Saxony will give notice of this change in the Lower Saxony Ministerial Gazette.

[5]The Natura 2000 priority areas must be spatially designated in the Regional Spatial Planning Programmes.

[6]The Natura 2000 priority areas can be overlaid with further designations of priority or reserve areas in accordance with the conservation objectives.

03 **[1]For the special protection areas for birds, as specified in the EC Birds Directive, in the Voslapper Groden area of Wilhelmshaven, the conditions must be created for ensuring that these areas are available for further port-oriented economic development in the medium term.**

[2]Land around the priority area for port-oriented business facilities in the city of Wilhelmshaven must be designated at an early date and developed so that it is equally suitable as a habitat for bird species, which are a valuable asset in the special protection areas for birds under the EC Birds Directive in Voslapper Groden, in order to safeguard the coherence of the "Natura 2000" European ecological network as a whole and thus to facilitate a port-oriented economic use of the whole Voslapper Groden area.

[3]The designation of Natura 2000 priority areas in the Voslapper Groden district will lapse if and insofar as the approval of the direct consumption of priority land and the protection of the coherence of the "Natura 2000" European ecological network by areas as referred to in sentence 2 is established as part of plans or project-related approval procedures as specified in Section 34, in conjunction with Section 36, BNatSchG.

3.1.4 Developing large-scale protection areas

01 **The "Harz (Lower Saxony)" National Park, the "Lower Saxon Wadden Sea" National Park and the "Lower Saxony Elbe Valley Meadows" biosphere reserve (large-scale protection areas) must be preserved and developed in accordance with the relevant legal requirements.**

02 **Outside its core area and buffer zones, which are essentially the rest and intermediate area of the "Lower Saxon Wadden Sea" National Park, the UNESCO "Lower Saxon Wadden Sea" biosphere reserve must be further developed by modelling and implementing sustainable environmentally compatible land uses.**

03 [1]The large-scale protection areas are intended to stimulate and contribute to sustainable regional development beyond their own region. [2]Plans and measures in the large-scale protection areas and their surrounding areas are to be coordinated with one another.

3.2 Developing open space uses

3.2.1 Agriculture, forestry and fisheries

01 [1]Agriculture is to be preserved in all the regions of Lower Saxony as a spatially significant sector which is an essential part of the cultural landscape and have its socio-economic function guaranteed.

[2]The competitiveness of agriculture is to be strengthened, with economic and ecological interests being harmonised. [3]Management methods that give agriculture a specific function in the natural balance, landscape preservation, recreation and the shaping and preservation of rural areas are to be preserved and further developed.

[4]Farmers are to be helped with redeployment, reorientation and diversification, so as to safeguard jobs or create new ones.

02 [1]Forests are to be preserved and increased in number on account of their economic benefit and their importance for the environment and for people's recreation. [2]Efficient forest management is to be safeguarded in a sustainable way.

[3]In sparsely forested regions, forests are to be enlarged and forest coverage increased.

03 [1]Forests should not be fragmented by transport or service routes.

[2]Forest edges are to be kept free from disruptive uses and from building developments.

04 In densely forested regions, the open spaces significant for preserving the diversity of the landscape are to be kept free from reforestation.

05 The interests of coastal and inland fisheries must be taken into account in all spatially significant plans and measures.

3.2.2 Safeguarding and extracting mineral resources

01 [1]**Near-surface and deep-lying reserves of mineral resources must be safeguarded because of their present and future importance as a production factor for industry and as a basis for life and an economic resource for subsequent generations.** [2]**The spatial conditions must be created for the orderly exploration for and extraction of these resources.** [3]**Their exploitation and environmentally compatible utilisation must be secured in plans as required.** [4]**The extraction of reserves must be directed to areas in which competing uses and exposures are least in evidence for the population and the environment.** [5]**Reserves of mineral resources must be exploited as fully as possible.** [6]**The possibility of extracting broken natural stone for road, concrete and hydraulic construction must be safeguarded for the long term, taking account of substitution options.** [7]Exploitable deposits are to be kept free from conflicting uses in planning legislation.

02 [1]**Large-scale deposits (25 ha or larger) of supraregional significance, which are secured for exploitation in the interests of Lower Saxony as a whole, must be designated in** Appendix 2 **as priority areas for mineral extraction.** [2]**They must be included in the Regional Spatial Planning Programmes and there given a detailed spatial designation.**

[3]**Subject to the conditions referred to in Number 08, it is permitted to designate priority areas for mineral extraction and priority areas for mineral safeguarding in a different way.**

[4]**It is only permitted to reduce the amount of land under cultivation when**

- **the inclusion is opposed by substantiated interests requiring consideration that were not known when the Lower Saxony Spatial Planning Programme was being drawn up or have not been considered for reasons of scale, or**
- **the conditions referred to in Number 04, sentence 3 apply.**

[5]**Reductions in the amount of land under cultivation must be justified.**

[6]**In exceptional cases, the inclusion of priority areas for mineral extraction in the Regional Spatial Planning Programmes can be dispensed with, when**

– **a site equal in size and quality of mineral reserve is more sustainable elsewhere in the planning space, taking account of local or regional interests,**

– **supraregional interests do not oppose this and**

– **the specialist authorities give their consent.**

[7]The priority land use must not be impaired by a designation of compensation areas (areas to compensate for or substitute for impairments to nature and landscape) in priority areas for mineral extraction and priority areas for mineral safeguarding. [8]Plans and measures outside priority areas for mineral extraction and priority areas for mineral safeguarding must not impair the neighbouring mineral extraction use in the priority areas designated for this purpose.

03 **[1]The small-scale deposits (smaller than 25 ha) specified in Annex 3, whose mineral reserves are of supraregional significance due to their special quality and rarity, are priority areas for mineral extraction. [2]They must be designated in the Regional Spatial Planning Programmes.**

[3]Small-scale gypsum deposits (smaller than 25 ha) in the district of Göttingen have been designated in Appendices 4 a and 4 b and Appendix 2 as priority areas for mineral extraction.

04 [1]In general, mineral extraction inside the priority areas for mineral extraction designated in this Programme does not significantly impair any conservation objectives of areas in the "Natura 2000" European ecological network.

[2]In priority areas for mineral extraction Nos. 29.1 - 29.3, 128, 132, 138.3, 145.2, 145.3, 160.4, 177, 192, 194, 201, 226, 229, 272, 319, 1195.1 and 1195.2, which are situated in whole or in part in areas of the "Natura 2000" European ecological network, extraction is generally possible provided that the method of extraction is designed to be so compatible that it is not contrary to the conservation objectives for these areas.

[3]For priority areas for mineral extraction Nos. 13, 18, 22, 61.2, 61.3, 94, 131, 151.1, 151.2, 151.3, 154, 173.2, 216.1, 216.2, 222, 223, 227.1, 235.1, 235.2, 235.3, 236.1, 237.1, 237.2, 242, 244, 249.1, 250, 262.2, 1217, 1253.2 and 1282, which border areas of the "Natura 2000" European ecological network or are situated in whole or in part in these areas, reductions in the amount of land

under cultivation and other restrictions of the priority designation are permitted, provided that they are required to prevent substantial impairments of the Natura 2000 areas by mineral extraction.

05 **[1]The priority areas for peat extraction designated in Appendix 2 (Nos. 7.1, 13, 38, 48.1, 50.1, 59.2, 59.3, 61.2, 61.3, 72.2, 72.3, 72.5, 72.6, 74.4, 74.5, 80.2, 80.7, 80.8, 80.12, 86.1, 146, 326.2) are restricted solely to extraction uses which can be reconciled with the designations in Section 3.1.1, Number 05, sentences 1 and 2 on the basis of specific climate-related compensatory measures. [2]These climate-related compensatory measures include, on the one hand, preparing a site the same size as the extraction site to allow peatland regeneration to take place on it, with the corresponding positive impact on climate, species and biotope protection. [3]On the other hand, the following must be additionally prepared, as described in sentence 2, for each hectare of the extraction site begun in accordance with the existing land use on the compensatory land**

- **in the case of near-natural, unused, dried-out peatland: 1 hectare**
- **in the case of extensive grassland: 0.5 hectare,**
- **in the case of intensive grassland: 0.33 hectare or**
- **in the case of agricultural fields on a layer of peat: 0.25 hectare**

. [4]This does not affect the regulations on compensation under nature conservation law as set out in the Federal Nature Conservation Act [*Bundesnaturschutzgesetz*]. A combination of the two compensation obligations for the same peat-cutting project is permitted. [5]Evidence of additional compensatory measures is based on the rules on compensation under nature conservation law. [6]Climate-related compensatory measures should be implemented as soon as possible.

[7]Priority areas for mineral extraction Nos. 38 and 59.2 are exempt from the regulations referred to in sentence 1, where peat-cutting implements the Integrated Area Development Strategy coordinated with Lower Saxony's top-tier planning authority.

[8]The regulations referred to in Number 05, sentences 1 - 6 must also be observed in all plans that designate new sites for peat-cutting.

06 **[1]The following objectives apply to individual deposits:**

- [2]**Surface gypsum extraction in the district of Göttingen must be limited to the priority areas for mineral extraction designated in Appendices 4 a and 4 b on a scale of 1:50,000.** [3]**Subject to the conditions referred to in Number 02, sentence 6, it is not necessary to include these priority areas for mineral extraction in the Regional Spatial Planning Programme of the district of Göttingen, if they support interests of nature conservation of a particularly high quality.**

- [4]**The heavy mineral deposits in Midlum and Holssel, district of Cuxhaven, and the kieselguhr deposits north of Bergen in the district of Celle (deposit Kg 3 on the Lower Saxony mineral reserve safeguarding map, map sheet 3126) must be kept permanently free from uses that could impede or prevent any extraction that may be required.** [5]**Their spatial demarcation is governed by the existing designations in the relevant Regional Spatial Planning Programmes.**

- [6]**The sand deposit of supraregional significance east of Ohlendorf in the district of Harburg (deposit S 16 on the Lower Saxony mineral reserve safeguarding map, map sheet 2626) must be secured in the Regional Spatial Planning Programme and kept free from uses that could impede or prevent extraction in the long term.**

- [7]**During any extraction of the gypsum deposit near Lüthorst-Portenhagen (Annex 3, priority area for mineral extraction No. 1308) it is essential to ensure that no substantial impairments of the river Bewer, its flood plain or tributaries occur.**

- [8]**Extraction of the sand deposit south of Achim (priority area for mineral extraction No. 92) is only permitted if there is no increased risk of flooding or discharge of pollutants from the abandoned landfill site into the groundwater.** [9]**The stability of the abandoned landfill site near the deposit must be guaranteed.**

- [10]**The natural stone deposit near Königslutter am Elm (priority area for mineral extraction No. 184), which overlaps the water conservation areas of Lutterspring and Erkeroder Quellen, may only be quarried in exceptional and individual cases on a small scale and at a shallow depth and only for the purpose of meeting the demand for natural stone used to conserve historic buildings.** [11]**It is a prerequisite for extracting mineral**

reserves that suitable measures must be taken to rule out the possibility of the drinking water supply being impaired in connection with extraction activities.

– **[12]The two oil shale deposits north of Hondelage (city of Braunschweig) and Wendhausen (municipality of Lehre, district of Helmstedt) and between Flechtorf, (municipality of Lehre, district of Helmstedt) and Schandelah (municipality of Cremlingen, district of Wolfenbüttel) are to be kept free from uses that could impede or prevent long-term and necessary extraction as they are a nationally significant energy reserve. [13]Their spatial demarcation is governed by the areas designated in Annex 6. [14]Within these areas, new development areas must not be represented or designated in land-use plans and zoning plans. [15]Projects which are completed within a limited period are permitted, so long as they do not militate against subsequent mineral extraction.**

07 **[1]Priority areas of regional significance and reserve areas for mineral extraction must be designated in the Regional Spatial Planning Programmes on the basis of current mineral reserve safeguarding maps. [2]Priority areas of regional significance and reserve areas must be spatially designated in a size that, together with the priority areas for mineral extraction designated in the Lower Saxony Spatial Planning Programme, is sufficient to meet long-term demand.**

08 [1]In regional planning spaces or subspaces significantly affected by mineral extraction, priority areas for mineral safeguarding for individual types of mineral can also be designated, in addition to priority areas for mineral extraction in the Regional Spatial Planning Programmes, to ensure the well organised spatial planning control of ground excavation. **[2]Priority areas for mineral safeguarding serve to safeguard reserves of mineral resources in the long term. [3]In order to avoid bottlenecks in the supply of raw materials, an accompanying monitoring system must be provided in the context of the designation differentiating between priority areas for mineral extraction and priority areas for mineral safeguarding to observe depletion levels.**

09 [1]In regional planning spaces or subspaces significantly affected by mineral extraction, priority areas for mineral extraction can be designated with an exclusion

effect, in order to ensure the well organised spatial planning control of ground excavation. [2]The exclusion effect can be confined to individual types of mineral.

10 [1]Priority areas for mineral extraction with an exclusive effect and priority areas for mineral safeguarding should be designated on the basis of a ground excavation master plan. [2]The latter is to take account of demand, restrictions on use, subsequent uses and compensation requirements across all planning spaces.

11 **[1]Areas for surface plant for mining, processing and storing deep-lying minerals must be secured, if necessary, in Regional Spatial Planning Programmes as priority areas for mineral extraction**.

[2]Sites for surface plant for mining, processing, storing and transporting deep-lying minerals around the potash mine near Wunstorf, Hanover region, the rock-salt mine near Grasleben, district of Helmstedt, and the potash mine kept in operational readiness near Giesen, district of Hildesheim, must be secured in the Regional Spatial Planning Programme for mineral extraction and processing.

3.2.3 Landscape-related recreation

01 [1]The conditions for recreation and tourism in nature and landscape are to be secured and further developed in all subspaces.

[2]Areas whose structure, unspoiled nature and accessibility make them suitable for countryside recreation, should be developed for this use. [3]Where compatible with the relevant protective purpose, areas protected under conservation law are also to be made accessible so that these areas can be used to provide experience of nature and communicate environment-related information to the public.

[4]In areas with little diversity in terms of landscape structure, measures to care for the landscape are to be taken to help improve conditions for recreational use.

[5]The use of nature and landscape for recreation and tourism should not impair the ecological functions of the natural balance and scenery.

3.2.4 Water management, water supply, coastal and flood protection

01 Spatially significant plans should, as part of an integrated management system across comptencies, help to safeguard bodies of water as the basis for human life, as an element of the natural balance and as a habitat for fauna and flora.

02 **[1]Bodies of water must be managed in a sustainable way.**

[2]Water management in the parts of the Elbe, Weser, Ems and Rhine river basin districts situated in Lower Saxony must be coordinated across district and municipal boundaries according to water uses so as to avoid any adverse change in the condition of the bodies of water and to make improvements.

03 **[1]Inputs of nutrients and pollutants into bodies of water, in particular any diffuse inputs into the groundwater, must be reduced; in the case of surface waters, the biological passability and structural diversity of the waters must be improved. [2]During this process, the special conditions of the slowly flowing waters of the lowlands and especially the marshlands must be taken into account, as well as the requirements of coastal waters.**

04 [1]For the uses of surface waters and coastal waters, the management objectives specified in the Federal Water Act [*Wasserhaushaltsgesetz*] (WHG), implementing Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJEC No. L 327 p. 1), as last amended and the interests of the natural balance and land stewardship must be taken into account in hydraulic engineering measures and the maintenance of water bodies.

[2]Decisions on the siting of a wastewater discharge must ensure that exposures that have an adverse effect on the condition of the body of water are avoided and, where this is not possible, minimised.

05 **The groundwater must be managed so as to ensure that no adverse changes occur in its quantitative status, the surface waters that are fed from it or groundwater-dependent terrestrial ecosystems.**

06 **[1]Current and future demand for the public drinking water supply must be met in all parts of Lower Saxony.**

[2]Known groundwater and surface water reserves must be secured for the public drinking water supply.

07 **[1]The supply to the people of Lower Saxony must be assured by means of centralised water supply facilities.**

[2]The aim is to provide a local water supply.

[3]The security of the water supply is to be increased by connecting individual supply systems.

08 [1]**Supplying water from existing supply facilities has precedence over exploiting new groundwater reserves, where this is economically and ecologically viable.**

[2]New groundwater reserves should only be developed if this is necessary to preserve, extend or optimise a local service structure or where an existing supply has to be replaced as a result of adverse changes to the quantitative or chemical status of the groundwater.

09 [1]**Catchment areas for existing or planned drinking water extraction plants and for mineral springs and other groundwater reserves significant to the long-term security of the drinking water supply not already protected under water law by means of a designated water conservation area have been designated as priority areas for drinking water extraction in Appendix 2.**

[2]**All spatially significant plans and measures must take account of the protection requirements for water and mineral spring conservation areas designated under water law and the designated priority areas for drinking water extraction referred to in sentence 1.**

[3]**The catchment and conservation areas for drinking water extraction plants, mineral springs and groundwater reserves referred to in sentences 1 and 2 must be included in the Regional Spatial Planning Programmes and designated as priority areas for drinking water extraction.** [4]Other groundwater reserves are to be designated in the Regional Spatial Planning Programmes as priority or reserve areas for drinking water extraction to meet regional and supraregional requirements.

10 [1]Settlements, farmland, traffic areas and other assets are to be protected from damage due to flooding.

[2]**Flood protection plans and measures must be provided in the risk areas identified (Section 73, subsection 1, WHG) in the coastal zone and in the Elbe, Weser, Ems and Rhine river basin districts.**

[3]**Following the precautionary principle, land must be secured in the Regional Spatial Planning Programmes for dyke construction and coastal protection measures.**

[4]Coastal and flood protection measures must take into account the interests of settlement development, commerce and industry, agriculture, forestry, nature

conservation, historic building conservation, landscape preservation, tourism and recreation, as well as climate change.

11 [1]**Floodplains must be preserved in their role as natural retention areas, especially in water meadows and by rivers.**

[2]Across Lower Saxony, water retention measures are to be provided and natural flood retention systems improved.

12 [1]**The floodplains as described in Section 76, subsection 2, sentence 1 and subsection 3, WHG and as described in Section 115, subsection 2 of the Lower Saxony Water Act [*Niedersächsisches Wassergesetz*] must be designated as priority areas for flood protection in the Regional Spatial Planning Programmes to provide preventive flood protection.**

[2]Spatially significant plans and measures are only permitted there, if they are compatible with flood prevention requirements, flood retention in particular is not impaired, their implementation is mostly in the public interest, alternative locations outside the floodplains are not available and the interests of upstream and downstream populations are taken into account.

[3]To create an effective flood risk management system and as measures for adapting to climate change, reserve areas for flood protection are to be designated, as a precaution, for areas which have a low probability of being inundated in the event of a flood.

[4]Sites for the construction of retention basins must be designated as reserve areas for flood protection in the Regional Spatial Planning Programmes.

4. Objectives and principles for the development of technical infrastructure and potential spatial and structural locations

4.1 Mobility, transport, logistics

4.1.1 Development of technical infrastructure, logistics

01 [1]**The functional capacity and efficiency of the transport infrastructure must be preserved, and extended as required and optimised.**

[2]With an integrated transportation system and coordinated settlement development and the optimisation of passenger and freight transport services, mobility is to be secured and preserved across Lower Saxony and the money and time invested in transport minimised.

[3]The transport infrastructure and the measures (telematics) to support modal change are to help regulate and optimise traffic flow and the capacity of the infrastructure.

02 **[1]The locational conditions for a forward-looking freight transport management system must be optimised.** [2]The aim is to reduce congestion on the road infrastructure and the associated negative impact on mobility and the environment.

03 [1]Logistics regions are to be developed and their logistics nodes strengthened in order to enhance Lower Saxony's potential as a logistics hub. [2]The following are logistics regions:

- Hamburg with its logistics nodes of significance to Lower Saxony in Stade, Maschen, Lüneburg, Uelzen and Hamburg-Harburg,
- Hanover-Hildesheim with its logistics nodes of significance to Lower Saxony in Hanover, at Hannover-Langenhagen airport and in Lehrte, Wunstorf and Hildesheim,
- South-eastern Lower Saxony with its logistics nodes of significance to Lower Saxony in Braunschweig, Salzgitter, Wolfsburg and Peine,
- Southern Lower Saxony with its logistics nodes of significance to Lower Saxony in Göttingen and Bovenden,
- Hansalinie Bremen, Cloppenburg, Vechta, Osnabrück with their logistics nodes of significance to Lower Saxony in Osnabrück, Bohmte, Verden (Aller) and Bremen,
- North-west with its logistics nodes of significance to Lower Saxony in Wilhelmshaven, Nordenham, Emden, Brake (Unterweser), Leer (Ostfriesland), Friesoythe-Saterland (C-Port), Oldenburg (Oldenburg), Bremerhaven and Cuxhaven,
- Soltau-Fallingbostel,
- Emsland/Grafschaft Bentheim with its logistics nodes of significance to Lower Saxony in Papenburg, Dörpen, Meppen-Haren and Coevorden-Emlichheim.

[3]In the logistics regions, supraregionally significant locations with good transport connections must be identified, which are particularly suitable for

attracting the logistics sector and managing freight traffic. [4]**They must be designated as priority areas in the Regional Spatial Planning Programmes.**

[5]**The following freight traffic centres have been designated as priority areas for freight traffic centres in Appendix 2:**

- **Braunschweig,**
- **Coevorden-Emlichheim,**
- **Emsland-Dörpen,**
- **Göttingen and Bovenden,**
- **Hanover, Hildesheim, Lehrte and Wunstorf,**
- **Oldenburg,**
- **Osnabrück and Bohmte,**
- **Salzgitter,**
- **Stade,**
- **Uelzen,**
- **Verden,**
- **Wilhelmshaven and**
- **Wolfsburg.**

[6]**The designated freight traffic centres listed in sentence 5 must be spatially designated in detail in the Regional Spatial Planning Programmes.**

[7]**In order to create a range of intermodal transhipment facilities in the medium-to-long term, covering all the subspaces of Lower Saxony, further additional priority areas for freight traffic centres must also be secured in the Regional Spatial Planning Programmes, even in spaces with low freight traffic volume.**

04 [1]**The logistics functions of seaports and inland ports must be secured and further developed.** [2]During this process, the potential for transferring freight from road to rail and waterway including coastal shipping and short sea shipping is to be taken into account and exploited. [3]**The function of the ports of Cuxhaven and Emden in supporting the utilisation of wind energy in the offshore sector must be secured and further developed.** [4]**In the port of Norddeich sufficient**

land must be secured to provide additional logistical functions and services for offshore wind energy utilisation.

4.1.2 Rail transport, public transport, bicycle use

01 [1]Rail transport is to be improved for both passengers and freight and developed to enable it to take on a larger proportion of the volume of traffic; this also applies to cross-border transport.

[2]The rail network is to be preserved in all parts of Lower Saxony and brought to a standard of safety and efficiency, reflecting the latest advances in technology and meeting service requirements. [3]Additional tracks are to be laid to make it possible to separate fast and slow traffic.

[4]Level crossings are to be removed.

02 [1]The quality of the range of passenger rail transport options is to be further enhanced by a coordinated and regular system of long-distance, regional and local trains.

[2]The accessibility and interlinking of interchange stations is to be improved. [3]They are to be connected to public transport services.

03 **[1]For high-speed trains in the European rail network, the following routes:**

- **Hanover–Hamburg and Hanover–Bremen,**
- **Hamburg–Bremen–Osnabrück,**
- **Ruhr region–Hanover–Berlin**

must be extended and partly built as new.

[2]The Hamburg–Uelzen–Hanover route must be secured as an upgraded line for high-speed trains; the Hanover–Göttingen–Würzburg route must be secured as a high-speed line.

[3]The lines referred to in sentences 1 and 2 have been designated in Appendix 2 as a priority area for the main line.

04 **[1]For conventional rail traffic in the European network, the following routes:**

- **Cuxhaven–Hamburg,**
- **Cuxhaven–Bremerhaven–Bremen,**
- **Wilhelmshaven–Oldenburg (Oldenburg)–Bremen,**

– **Norddeich–Emden–Leer (Ostfriesland)–Münster,**

– **Groningen–Leer (Ostfriesland)–Oldenburg (Oldenburg)–Bremen,**

– **Langwedel–Uelzen–Stendal,**

– **Hanover–Braunschweig–Magdeburg,**

– **Amsterdam–Hengelo–Bad Bentheim–Osnabrück–Löhne–Hanover–Berlin,**

– **Paderborn–Hamelin–Hanover,**

– **Löhne–Hamelin–Hildesheim,**

– **Hildesheim–Braunschweig–Wolfsburg,**

– **Hildesheim–Lehrte–Celle (freight traffic),**

– **Lehrte–Hanover–Seelze (freight traffic),**

– **Minden–Nienburg (Weser)–Verden (Aller)–Rotenburg (Wümme),**

– **Hanover–Wunstorf–Nienburg (Weser)–Langwedel–Bremen,**

– **Hanover–Alfeld–Northeim–Göttingen–Bebra,**

– **Kassel–Hann, Münden–Halle,**

– **Lüneburg–Lübeck**

must be secured and extended as required; these lines have been designated in Appendix 2 as priority areas for the main line.

[2]The connecting function of the remaining lines designated in Appendix 2 as priority areas for other rail lines must be secured and extended as required.

[3]The extension of the Wilhelmshaven–Oldenburg (Oldenburg)–Bremen line is absolutely necessary on account of the construction of the deep water port in Wilhelmshaven and the development of port facilities and its implementation is therefore a priority.

[4]The Bassum–Sulingen–Lower Saxony border (Rahden), Dannenberg–Lüchow and Lüchow–Wustrow lines must be secured; they have been designated in Appendix 2 as priority areas for other rail lines. [5]A suitable route must be developed for the continuation from Wustrow towards Salzwedel.

[6]The link connecting the port of Emden to east-west traffic must be improved in the long term by means of a connecting curve between Norddeich–Rheine and Leer (Ostfriesland)–Oldenburg (Oldenburg).

[7]Extension and new building projects must not result in the deterioration of the current connection quality of central places.

05 **[1]The public transport system must be secured and extended as required.** [2]Mobility options that supplement public transport, e.g. flexible modes of transport, are to be further developed and strengthened, specifically to improve the accessibility of low- and middle-order centres and to develop rural areas**.** **[3]Regional Spatial Planning Programmes must contain designations to secure and develop public transport as required, ensuring that public transport by road and rail is coordinated.**

06 **In the densely populated regions of Braunschweig, Bremen, Göttingen, Hamburg, Hanover, Oldenburg and Osnabrück, public transport by rail must be secured and improved as a priority in order to cope with large volumes of traffic.**

07 [1]The shift from individual motorised transport to public transport and bicycle use is to be supported by urban development and traffic measures.

[2]The cycle path routes significant to Lower Saxony are to be secured and developed.

4.1.3 Road transport

01 **[1]To encourage the provision of access and to integrate economic spaces into the European transport network, the existing motorway network including the extensions listed in sentence 2 must be secured in accordance with the designation in the demand plan for the federal highways [*Bundesfernstraßen*] and expanded as required; it has been designated as a priority area for motorways in Appendix 2.**

[2]The extensions are:

- **Continuation of the construction of the A 26 to connect with the Lower Elbe area at the high-order centre of Hamburg,**
- **Construction of the A 20 from Schleswig-Holstein with new Elbe crossing near Glückstadt–Drochtersen,**

- **Continuation of the A 20 as the A 20 coastal motorway from the Elbe crossing near Drochtersen via the Weser tunnel to connect with the A 28 near Westerstede,**
- **A 21 Hamburg eastern bypass,**
- **New construction of the A 39 Wolfsburg–Lüneburg including a link road from the B 4 near Breitenhees as far as the A 14 Magdeburg–Schwerin,**
- **Completion of the missing links along the A 33 and the A 39 and**
- **Continuous 6-lane upgrade of the A 1 and the A 7.**

[3]The federal roads B 72, B 213 and B 402 must be upgraded as required to improve the link connecting the A 1 near Cloppenburg with the Dutch road network.

02 **[1]The other trunk roads of supraregional significance must be secured and upgraded as required. [2]They have been designated as priority areas for trunk roads in Appendix 2.**

[3]Other measures in the federal highway network, in particular bypasses and the re-routing of roads, the need for which is specified in the Federal Highway and Trunk Road Expansion Act [*Fernstraßenausbaugesetz*], must be designated in the Regional Spatial Planning Programmes as priority areas for trunk roads to ensure that routes are secured at an early date.

03 [1]The **priority areas for motorways and priority areas for trunk roads designated in Appendix 2 must be included in the Regional Spatial Planning Programmes and there given a detailed spatial designation.** [2]Where different routings or route cross-sections arise as a result of the determination of road lines, they must be taken into account in the nearest spatial designation in the Regional Spatial Planning Programmes.

04 **The river crossing of the Elbe near Darchau/Neu Darchau must take the form of a bridge as part of a regional solution.**

4.1.4 Shipping, ports

01 **[1]The trans-European network of maritime shipping lanes and inland waterways must be secured in an environmentally compatible way and expanded where necessary; it has been designated in Appendix 2 as a priority area for shipping.**

[2]The approaches to the seaports referred to in Number 02, sentence 2 and the seaports of Hamburg, Bremen and Bremerhaven which are equally significant to Lower Saxony must be secured and – where economically and environmentally feasible and compatible with the interests of coastal protection – upgraded to meet the changing requirements of maritime shipping.

[3]The seaports' links to the hinterland must be further developed with railway lines and inland waterways.

[4]If necessary, disused lines should be reopened for thus purpose.

02 **[1]Sea and inland ports significant to Lower Saxony and the island supply ports must be secured and developed as required.**

[2]The following seaports significant to Lower Saxony have been designated as priority areas for seaports in Appendix 2:

- **Brake,**
- **Cuxhaven,**
- **Emden,**
- **Leer (Ostfriesland),**
- **Nordenham,**
- **Oldenburg (Oldenburg),**
- **Papenburg,**
- **Stade-Bützfleth and**
- **Wilhelmshaven.**

[3]The seaports must be developed as multi-purpose ports.

[4]In Wilhelmshaven, the deep water port including the port-related logistics areas must be further developed as required.

[5]The following inland ports significant to Lower Saxony have been designated as priority areas for inland ports in Appendix 2:

- **Braunschweig,**
- **Bückeburg,**
- **C-Port (Küstenkanal),**

- **Dörpen,**
- **Eurohafen Emsland (Haren/Meppen),**
- **Port of Hanover with sites at Linden, Nordhafen, Misburg and Brink,**
- **Hildesheim,**
- **Lingen,**
- **Lüneburg,**
- **Nienburg,**
- **Osnabrück/Bohmte,**
- **Peine,**
- **Salzgitter-Beddingen,**
- **Spelle,**
- **Uelzen,**
- **Wittingen and**
- **Wolfsburg-Fallersleben.**

[6]The trimodal functionality of the interface between water, rail and road at the ports referred to in sentences 2, 4 and 5 must be secured and upgraded.

03 **[1]To attract port-oriented businesses the necessary locational advantage must be secured and a sufficient number of sites must be prepared and secured in urban development plans. [2]These plans must make allowance for the expected or desired transport development and sufficient distances to be maintained for noise control purposes during area measurement.**

04 **[1]The transport function of the Oberweser river must be preserved and developed as required. [2]The Mittelweser river between Minden and Bremen and the Dortmund-Ems Canal between the Mittellandkanal and Papenburg, including the link between these two waterways via the Küstenkanal , must be upgraded to accommodate large inland cargo vessels [*Großmotorgüterschiffe*] (GMS). [3]The question as to whether, under certain conditions, oversize large inland cargo vessels [*übergroße Großmotorgüterschiffe*] (ÜGMS) could also be permitted, must be verified. [4]The construction of a new lock with a chamber length of 225 m is required at the Scharnebeck boat lift on the Elbe-Seitenkanal. [5]The branch canals to**

the Mittellandkanal must be upgraded as required; the dimensions of the ÜGMS are generally used as the measure for this.

4.1.5 Air transport

01 **[1]Lower Saxony's part in the national and international air transport system must be secured via Hannover-Langenhagen airport and the airports of Hamburg, Bremen and Münster/Osnabrück and further developed as required.**

[2]Air transport must be included in an integrated overall transport strategy and, in particular, linked to the rail system across all transport modes.

[3]To attract airport-oriented businesses, the necessary locational advantage must be secured and a sufficient number of sites must be prepared as required.

02 **[1]Hannover-Langenhagen airport has been designated in Appendix 2 as a priority area for airports. [2]Its opportunities for development as part of the trans-European network of airports must be secured. [3]They must not be impeded by the proximity of settlement development.**

03 **[1]Braunschweig-Wolfsburg airport must be secured and extended as required. [2]It must be designated in the Regional Spatial Planning Programme as a priority area for airports.**

[3]The airfield at Emden must be secured. [4]It must be designated in the Regional Spatial Planning Programme as a priority area for airfields.

[5]Care must be taken to ensure that upgrades and extensions of Braunschweig-Wolfsburg airport and Emden airfield are not impeded by settlement development.

[6]Airfields of regional significance must be secured and spatially designated in Regional Spatial Planning Programmes.

4.2 Energy

01 [1]Security of supply, affordability, consumer convenience, efficiency and environmental impact are factors to be considered in energy production and distribution.

[2]The use of local energy sources and renewable energy is to be supported. [3]The regional planning authorities are to take steps to increase the proportion of local

energy sources and renewable energy, especially wind energy, solar energy, hydroelectric power, geothermal energy as well as energy from biomass and biogas in a spatially compatible way, taking regional conditions into account.

[4]The conditions for developing energy clusters based on renewable energy are to be created on suitable sites; an energy cluster significant to Lower Saxony and based on renewable energy is to be developed on the Hannover-Langenhagen airport site with a particular focus on deep geothermal energy.

[5]Existing sites, routes and composite systems, which are already used for energy production and distribution, must be secured as a priority and upgraded as required.

02 When regional settlement and economic structures are being developed, the opportunities for saving energy and using energy in a rational way are to be exploited, taking account of the potential for local energy production.

03 **[1]The following sites have been designated as priority areas for a major power station in Appendix 2:**

- **Buschhaus,**
- **Dörpen,**
- **Emden,**
- **Emden/Rysum,**
- **Grohnde,**
- **Landesbergen,**
- **Lingen,**
- **Mehrum,**
- **Meppen,**
- **Stade,**
- **Unterweser,**
- **Wilhelmshaven.**

[2]These priority areas must be spatially designated in detail in the Regional Spatial Planning Programmes. [3]In these priority areas, the construction of new power stations is only permitted when the efficiency reaches at least 55

percent. [4]It is only permitted to fall below the minimum efficiency referred to in sentence 3 if the power station is built to accompany the expansion of renewable energy, e.g. power stations to provide peak load and system services, or for industrial processes. [5]A land requirement of 40 – 50 ha is to be assumed for restructuring and replacement projects and 80 – 100 ha for new building projects.

04 **[1]Sites significant to Lower Saxony which are suitable for the use of wind energy must be secured and, taking into account the repowering options in the Regional Spatial Planning Programmes, designated as priority areas or suitability areas for wind energy use. [2]In parts of Lower Saxony with particularly favourable wind conditions, the scope of the designations as priority areas for wind energy use must enable the following output:**

- **District of Aurich, 250 MW,**
- **District of Cuxhaven, 300 MW,**
- **District of Friesland, 100 MW,**
- **District of Leer, 200 MW,**
- **District of Osterholz, 50 MW,**
- **District of Stade, 150 MW,**
- **District of Wesermarsch, 150 MW,**
- **District of Wittmund, 100 MW,**
- **City of Emden, 30 MW,**
- **City of Wilhelmshaven, 30 MW.**

[3]A transboundary balancing system is possible. [4]A balancing system is also possible with other renewable energy plants, which are permitted in the outer zone pursuant to Section 35, subsection 1, BauGB.

[5]Height restrictions are not to be designated in priority and suitability areas for wind energy use.

[6]Where individual spatially significant wind turbines are built in a subspace outside priority and suitability areas for wind energy use and their sites are not spatially compatible with repowering measures, suitable additional priority or suitability areas for wind energy use are to be designated, by agreement with the affected

municipalities, landowners and project operators, exclusively for repowering measures in the Regional Spatial Planning Programmes.

[7]**As regards the additional priority or suitability areas for wind energy use which are only to be used for repowering measures, the removal of old turbines must be set out in detail in a spatial planning contract between the regional planning authority, the municipalities, the landowners and the rights holders of the old turbines.**

[8]Because of its diverse functions, especially its significance in terms of climate-change ecology, forest should not be consumed for wind energy use. [9]Sites inside the forest can only be consumed for wind energy use if

– other potential sites are not available either for new priority or for new suitability areas in open country and

– the sites concerned were previously exposed to technical plant or buildings.

05 [1]**Offshore wind energy use must be encouraged to facilitate climate protection and to further the development of a sustainable energy supply.** [2]Offshore wind farms are to be erected in the Exclusive Economic Zone. [3]**Inside the planning space between the mean tidal high-water line and the 12-mile limit, hereinafter referred to as the 12-mile zone, only turbines used for testing wind energy use offshore and for developing it may be erected in areas outside municipalities and districts.** [4]The grid connection cables for the wind turbines in the Exclusive Economic Zone are to be laid, spatially concentrated and bundled together, inside the 2-mile zone.

[5]**With regard to the functions of the coast, the offshore islands, the coastal waters and the Wadden Sea, the erection, the development and the operation of offshore wind turbines must**

– **avoid any substantial impairment of the natural functions of the coastal waters and the Wadden Sea,**

– **ensure that especially vulnerable areas are kept clear of wind turbines,**

– **maintain a distance of at least 10 km between the turbines and the coast and islands to avoid any substantial impairment of the scenic qualities of the landscape and tourism,**

- **minimise any impairment of fishing opportunities, especially for small fishing vessels, in the interests of maintaining a sustainable commercial fishing use,**
- **prevent any impairment of shipping traffic in the principal and secondary waterways designated as a priority area for shipping,**
- **maintain a distance of at least 2 nautical miles between the turbines and the outer limit of the traffic separation schemes, the deep-water roadstead and the approaches to the rivers Ems, Jade, Weser and Elbe designated as priority areas for shipping to protect against shipping accidents and to minimise risk, unless this protection is provided by other means, and**
- **minimise the impairment of the exploration for and extraction of mineral resources, especially in relation to areas for which licences have been granted to explore for hydrocarbons.**

[6]In Appendix 2, the Nordergründe suitability area and Riffgat suitability area have been designated for the testing of offshore wind energy use inside the 12-mile zone.

[7]Project plans inside these suitability areas are finely adjusted to take account of the other spatially significant interests as part of a spatial planning procedure. [8]The agreement of the relevant Dutch authorities must be sought for project plans inside the Riffgat suitability area.

[9]With the designation of the suitability areas, permission cannot be granted for wind turbines to be situated in another location inside the boundaries of the exclusion effect designated in Appendix 2. [10]The designation of the suitability areas will end with effect from 31 December 2020; thereafter, the exclusion will also extend to these areas.

[11]The assessment of the impact of projects as described in Section 34, BNatSchG, will not be affected by a designation as referred to in sentence 6.

[12]A cable route via the island of Norderney must be designated in Appendix 2 to connect wind turbines in wind farms in the Exclusive Economic Zone to the grid. [13]To minimise possible impairments of nature and landscape, cables must only be laid during the period from 15 July to 30 November when they cross breeding areas and migratory stops for birds and seal

colonies. [14]**The existing capacity of the cables laid in this route must be exploited as fully as possible.**

06 [1]**To continue the route designated in Number 05, sentence 12, from the landfall point at Hilgenriedersiel as far as the connection point to the high-voltage and extra-high-voltage grid, a priority area for cable routes must be designated in the Regional Spatial Planning Programmes for the grid connection.**

07 [1]**The cable routes designated in Appendix 2 as priority areas for cable routes must be secured for energy transmission in the extra-high-voltage grid at a rated voltage of over 110 kV.** [2]**The network of cable routes formed by these cable routes as the spatial basis for the transmission grid must be further developed as required in a spatially compatible way.** [3]It should be borne in mind that the laying of extra-high-voltage AC cables in the transmission grid underground is to be tested and assessed as a planning alternative, as a way of resolving conflicts arising from proximity to settlements and with nature conservation law. [4]**The existing cable routes and the cable route corridors they occupy as described in Appendix 2 must be checked in accordance with these objectives to ascertain whether they are suitable for extension, re-laying and bundling and secured according to their suitability.**

[5]**In the further development of the cable route network for cables with a rated voltage of over 110 kV, the use of existing cable routes and cable route corridors suitable for extension and re-laying has precedence over designating new cable routes and cable route corridors.**

[6]**Routes for new extra-high-voltage overhead cables must be planned to ensure that the extra-high-voltage overhead cables can maintain a distance of at least 400 m from residential buildings, provided that**

a) these residential buildings are situated within the scope of a development plan or in the unplanned inner zone as defined in Section 34, BauGB and

b) these areas are used for residential purposes.

[7]**The same applies to premises in these areas, which are of a similar sensitivity to residential buildings, in particular, schools, children's nurseries, hospitals and care homes.**

[8]The minimum distance referred to in sentence 6 must also be maintained from building plots in areas intended for residential purposes, on which it is permitted, in accordance with the rules of a current development plan or pursuant to Section 34, BauGB, to erect residential buildings or buildings as referred to in sentence 7.

[9]In exceptional cases, it is possible to fall short of this distance, provided that

a) equal preventive protection of the quality of the surrounding residential area is guaranteed or

b) there is no other technically suitable alternative route permitted under energy industry law that would make it possible to maintain the minimum distances.

[10]When new development areas are designated under construction planning law in urban development plans or other regulations under the Federal Building Code, which are for residential purposes or in which premises as defined in sentence 7 are permitted, a distance of at least 400 m must be maintained from priority areas for cable routes as defined in sentence 15. [11]**The same applies to any priority areas for cable routes that have already been checked, as described in sentence 4, to ascertain whether they are suitable for extension, re-laying and bundling and secured according to their suitability.** [12]**Planned sections, for which underground cabling has been approved, are excepted from the above.**

[13]Routes for new extra-high-voltage overhead cables must be planned to ensure that a distance of 200 m is maintained from residential buildings, which are situated in the outer zone as defined in Section 35, BauGB; sentence 9 applies mutatis mutandis.

[14]The extra-high-voltage grid is in urgent need of an extension to the cable routes between

- **Wilhelmshaven and Conneforde,**
- **Ganderkesee and Diepholz, Sankt Hülfe,**
- **Dörpen and the Lower Rhine and**
- **Wahle and Mecklar, district of Hersfeld-Rotenburg in Hessen;**

steps must be taken to speed up the planning and securing of routes.

[15]For the 380-kV extra-high-voltage cables designated in Appendix 2 as **a priority area for cable routes , i.e.**

- **Wilhelmshaven – Conneforde,**
- **Ganderkesee – Diepholz, Sankt Hülfe,**
- **Wahle – Mecklar, district of Hersfeld-Rotenburg in Hessen,**
- **Dörpen West – Lower Rhine,**
- **Emden – Conneforde**

combined cable and overhead cable routes are spatially compatible if produced by spatial planning testing and coordination.

[16]In all plans and measures, it should be noted that between

- **Wehrendorf and Lüstringen and further towards Gütersloh (North-Rhine Westphalia),**
- **Emden Ost and Halbemond,**
- **Conneforde and Cloppenburg Ost and Merzen,**
- **Dollern and Elsfleth West,**
- **Stade and Landesbergen and**
- **Wahle and Helmstedt and further towards Wolmirstedt (Saxony-Anhalt)**

the construction of new extra-high-voltage AC cables and the extension or construction of new ancillary systems are required.

[17]In all plans and measures, it should be noted that between

- Emden and the Lower Saxony border heading towards Osterath (North-Rhine Westphalia),
- Brunsbüttel (Schleswig-Holstein) and Großgartach (Bavaria) and between Wilster (Schleswig-Holstein) and Grafenrheinfeld (Bavaria),

the routing of new extra-high-voltage DC transmission cables and the extension or construction of new ancillary systems are required.

[18]During the planning of extra-high-voltage AC cables, underground cable options which are permissible under energy law must be considered and included in the spatial impact assessment at an early date as a planning alternative.

[19]The cable routes referred to in sentence 15 and designated in Appendix 2 as priority areas for cable routes must be included in the Regional Spatial Planning Programmes and kept free from opposing plans until such time as a final route has planning approval.

[20]Cable routes must be secured for energy transmission in the high-voltage grid at a rated voltage of 110 kV or less and designated in the Regional Spatial Planning Programmes as priority areas for cable routes. [21]The network of cable routes formed by these cable routes as the spatial basis for the distribution grid must be further developed as required in a spatially compatible way. [22]The further development of this network of cable routes is to be planned to ensure that new routes of cables can be laid as underground cables, provided that the total cost of laying and operating the underground cable does not exceed the total cost of a technically similar overhead cable by a factor of 2.75.

[23]The protection of the scenic qualities of the landscape must be taken into account in the planning of cable routes and cable route corridors.

[24]Pre-existing exposures and opportunities for bundling them with existing technical infrastructure must be taken into account in the planning of cable routes and cable route corridors.

08 **[1]The expected transport of the energy produced in the Exclusive Economic Zone off the coast of Lower Saxony by offshore wind turbines through the 12-mile zone must be effected via the route designated in Appendix 2 at the edge of the Ems waterway when the capacity of the route designated under Number 05, sentence 12, has been exhausted.**

[2]In view of the special functions of the Ems estuary for shipping, nature conservation and fishing as well as coastal protection, the cables on this designated route must be laid so that

- **impairments of shipping during cable-laying, operation and repair and maintenance work are avoided by maintaining a sufficient distance from the boundary lines west of the priority area for cable route designated in Annex 5 for the grid connection;**

- **impairments of coastal protection structures by maintaining a sufficient distance from the boundary lines east of the priority area for cable route designated in Annex 5 for the grid connection;**
- **the Ems waterway and the waterway to the island port of Borkum are kept clear during cable-laying operations, shipping can pass at the required speed and the areas between the edge of the waterway and the western boundary line can still be fully used by traffic;**
- **the use of the dumping areas off Borkum is not restricted;**
- **cable-laying operations near bird resting and foraging areas and seal colonies only take place during the period from 15 July to 30 November in any year and the maximum possible distance is maintained from seal colonies;**
- **impairments of areas particularly valuable in terms of nature conservation are minimised through the use of cable-laying methods that cause little disturbance;**
- **impairments of fishing opportunities are minimised, especially for small fishing vessels.**

[3]**The cables must be laid in such a way that the available space can be used for as many cable systems as possible.**

[4]The cable systems are to be equivalent to at least the transmission power of direct current cables of 1,000 MW per system.

[5]**The route referred to in sentence 1 must continue as a cable route from the landfall point near Campen in the municipality of Krummhörn, district of Aurich, at least as far as the connection point with the transmission or distribution grid.** [6]**A priority area for cable routes for the grid connection must be designated in the Regional Spatial Planning Programmes.**

09 [1]**Another cable route, in addition to the routes designated in Number 05, sentence 12 and Number 08, sentence 1, via the island of Norderney, has been designated in Appendix 2 for the expected transport of the energy produced in the Exclusive Economic Zone off the coast of Lower Saxony by offshore wind turbines through the 12-mile zone.** [2]**To minimise possible impairments of nature and landscape, cables must only be laid during the period from 15 July to 30 November when they cross breeding areas and**

migratory stops for birds and seal colonies. [3]Impairments of areas particularly valuable in terms of nature conservation are minimised through the use of cable-laying methods that cause little disturbance. [4]The cables on this designated route must be laid in such a way that, in the interests of maintaining a sustainable commercial fishing use, any impairments of fishing opportunities are minimised, especially for small fishing vessels. [5]The route must continue as a cable route from the landfall point at least as far as the connection point with the transmission grid. [6]A priority area for cable routes for the grid connection must be designated in the Regional Spatial Planning Programmes.

10 **[1]The routing of connecting cables near Wangerooge/Langeoog/Baltrum will be required for the expected transport of the energy produced in the Exclusive Economic Zone off the coast of Lower Saxony by offshore wind turbines through the 12-mile zone when the capacity of the routes designated in Number 05, sentence 12, Number 08, sentence 1 and Number 9, sentence 1 in Appendix 2, has been exhausted.** [2]As part of the coordination of spatial plans, it must be ascertained in particular whether a spatially bundled laying of cables in a corridor or the use of multiple routes is spatially compatible.

11 [1]To secure the supply of gas,

- natural gas reserves are to be developed and used as fully as possible,
- the infrastructure, especially on the North Sea coast, is to be created to deal with additional gas imports and
- the existing combined system is to be further expanded.

[2]The construction of additional caverns in salt rock formations is only possible and spatially compatible if steps are taken to ensure that significant impairments of nature and landscape, buildings, infrastructure, water management, agriculture and forestry due to subsidence and other effects are ruled out.

12 **[1]Cable routes, as well as locations and areas, which are required in order to secure and develop regional energy production and distribution or are to be secured on a precautionary basis, must be designated in the Regional Spatial Planning Programmes.** [2]The interests of public health, settlement

development and the scenic qualities and experience of the landscape are to be considered by maintaining adequate distances. [3]In order to protect against non-ionising radiation, high-voltage overhead cables must be planned so as to minimise the exposure of people to electromagnetic fields.

13 [1]Land which has already been sealed is to be used by solar electricity generating plants. **[2]Agricultural and undeveloped land, which is reserved for agriculture in spatial plans, should not be used for the above purpose.** **[3]**To improve the decisions on the location of the plants referred to in sentence 1, the regional planning authorities are to draw up regional energy strategies by agreement with the municipalities and integrate them into the Regional Spatial Planning Programmes.

4.3 Miscellaneous requirements for locations and areas

01 **[1]Potentially contaminated land and contaminated land must be recorded and assessed as to its potential risk and be permanently secured so that the environment is not in danger, or – where technically possible and economically viable – be cleaned up. [2]This land must be taken into account in spatially significant plans and measures.**

02 **The Konrad mineshaft repository in the city of Salzgitter planned for the final disposal of solid or solidified radioactive waste with negligible heat generation has been designated in Appendix 2 as a priority area for the disposal of radioactive waste.**

03 **[1]Sufficient capacity for waste disposal sites must be secured and, if necessary, designated in all parts of Lower Saxony in accordance with the principle of proximity.** [2]A special requirement for landfill capacity in Landfill Class I must be assumed,

- where a Class I landfill site is further than 35 km from the place where the waste is produced or
- where a landfill site 35 km or less from the place where the waste is produced either has a residual capacity for only a maximum of 200,000 tonnes of waste (or a maximum residual volume of 130,000 m³) or has a remaining life of five years or less.

[3]Another landfill site for mass mineral waste is equivalent to a Class I landfill site.

Annex 1

(to Section 2.1, Number 11)

Settlement restriction area
for Hannover-Langenhagen airport

(Map scale 1:50,000)

Annex 2
(to Section 3.1.3, Number 02)

Small-scale sites (smaller than 25 ha) of Community importance
and European special protection areas for birds

Report No.	No.	Name	District	Area (ha)
1	2	3	4	5
2513-301	008	Black Sea	Wittmund	16.00
3609-301	061	Berger Keienvenn	Emsland	5.70
3129-301	087	Bullenkuhle	Gifhorn	2.55
3825-302	116	Tongrube Ochtersum	Hildesheim	1.42
4022-301	124	Mühlenberg bei Pegestorf	Holzminden	11.00
4124-301	127	Kleyberg	Holzminden	10.10
4328-301	135	Steinberg bei Scharzfeld	Göttingen	12.65
4127-301	144	Schwermetallrasen bei Lautenthal	Goslar	12.00
3210-301	155	Stadtveen, Kesselmoor, Süd-Tannenmoor	Emsland	30.41*)
3019-301	168	Amphibienbiotop Friedeholzer Schlatt	Diepholz	17.00
3507-301	172	Hügelgräberheide Halle-Hesingen	Grafschaft Bentheim	19.79
3613-301	175	Grasmoor	Osnabrück	24.00
2317-331	181	Extensivweiden nördlich Langen	Cuxhaven	4.27
2524-332	190	Este-Unterlauf	Stade	7.03
4029-331	202	Stimmecke bei Suderode (part in Lower Saxony)	Goslar	0.40
2616-331	208	Dornebbe, Braker Sieltief und Colmarer Tief	Wesermarsch	13.35
2711-331	215	Magerwiese bei Potshausen	Leer	3.26
2717-332	221	Brundorfer Moor	Verden	11.26
2721-331	226	Borstgrasrasen bei Badenstedt	Rotenburg	6.93
2727-332	231	Mausohr-Wochenstubengebiet Elbeeinzugsgebiet	Lüchow-Dannenberg	0.10
2913-331	248	Sandgrube Pirgo	Cloppenburg	1.73

Report No.	No.	Name	District	Area (ha)
1	2	3	4	5
4127-331	260	Bielstein bei Lautenthal	Goslar	4.69
2912-332	266	Ohe	Emsland	22.68
3011-331	267	Windelberg	Emsland	15.14
3019-331	272	Okeler Sandgrube	Diepholz	3.53
3021-332	274	Sandgrube bei Walle	Verden	5.31
3227-331	291	Kleingewässer bei Dalle	Celle	5.21
3309-331	293	Esterfelder Moor bei Meppen	Emsland	1.31
3320-331	298	Marklohe	Nienburg	7.03
3410-331	306	Lingener Mühlenbach und Nebenbach	Emsland	19.18
3411-332	309	Swatte Poele	Osnabrück	4.09
3424-331	314	Quellwald bei Bennemühlen	Hanover Region	15.50
3513-331	318	Darnsee	Osnabrück	15.80
3514-331	320	Gehölze bei Epe	Osnabrück	7.18
3515-331	321	Grenzkanal	Osnabrück	0.35
3518-331	322	Feuchtwiese bei Diepenau	Nienburg	0.53
3118-332	323	Kammmolch-Biotop bei Bassum	Diepholz	4.54
4325-332	325	Mäuseberg und Eulenberg	Northeim	18.45
3522-331	326	Feuchtgebiet "Am Weißen Damm"	Hanover Region	20.40
3608-331	332	Weiher am Syenvenn	Grafschaft Bentheim	9.25
3614-331	335	Mausohr-Wochenstubengebiet Osnabrücker Raum	Osnabrück	0.10
3719-331	337	Unternammer Holz (part in Lower Saxony)	Schaumburg	23.53
3614-333	338	Piesbergstollen	Osnabrück	1.12
3615-331	339	Hunte bei Bohmte	Osnabrück	8.87
3825-332	341	Mausohr-Wochenstubengebiet Hildesheimer Bergland	Hildesheim	0.24
3623-331	342	Binnensalzstelle am Kaliwerk Ronnenberg	Hanover Region	1.74
3625-332	345	Mergelgrube bei Hannover	Hanover Region	18.05
3627-331	348	Binnensalzstelle Klein Oedesse	Peine	6.74
3708-331	353	Kleingewässer Achterberg	Grafschaft Bentheim	2.77
4022-331	356	Mausohr-Wochenstubengebiet bei Polle	Holzminden	0.05
3720-332	358	Mausohr-Quartiere Wesergebirge	Schaumburg	0.21
3723-331	360	Oberer Feldbergstollen im Deister	Hanover Region	0.14
3814-331	371	Andreasstollen	Osnabrück	0.10

Report No.	No.	Name	District	Area (ha)
1	2	3	4	5
3926-332	378	Steinberg bei Wesseln	Hildesheim	14.83
3925-331	387	Riehe, Alme, Gehbeck und Subeck	Hildesheim	12.17
4023-331	390	Quellsumpf am Heiligenberg	Holzminden	5.97
4024-331	393	Asphaltstollen im Hils	Holzminden	2.60
4123-331	395	Teiche am Erzbruch und Finkenbruch im Solling	Holzminden	2.57
4125-331	397	Mausohr-Wochenstubengebiet Südliches Leinebergland	Northeim	0.31
4226-331	400	Kalktuffquellen bei Westerhof	Northeim	3.96
3021-334	406	Poggenmoor	Verden	14.48
4624-331	408	Weiher am Kleinen Steinberg	Göttingen	14.59
3318-331	409	Swinelake bei Barenburg	Diepholz	19.80
2811-331	412	Barger Meer	Leer	7.00
4225-331	423	Klosterberg	Northeim	9.18
2320-332	432	Osteschleifen zwischen Kranenburg und Nieder-Ochtenhausen	Stade, Cuxhaven	49.54*)
3622-331	439	Mausohr-Wochenstube bei Barsinghausen	Hanover Region	0.06
4322-331	440	Mausohr-Wochenstube Südsolling	Holzminden	0.02
4427-331	441	Mausohr-Wochenstube Südsolling	Göttingen	0.10

*) Sites with several small subareas, which cannot be represented as a complex.

Annex 3

(to Section 3.2.2, Number 03)

Small-scale deposits of supraregional significance

Number of priority area for mineral extraction	Size of priority area in ha[*])	District	Location	Type of mineral	Coordinates of deposit on mineral reserve safeguarding map[**])
1	2	3	4	5	6
1009.1	19	Cuxhaven	Hemmoor	Clay	2320 To 8
1009.3	20	Cuxhaven	Hemmoor	Clay	2320 To 21
1030	9	Friesland	Varel	Clay	2614 To 5
1031.2	22	Friesland	Varel	Clay	2614 To 9,10
1032.1	17	Friesland	Varel	Clay	2614 To 5
1032.2	3	Friesland	Varel	Clay	2614 To 5
1047.2	12	Cuxhaven	Lehnstedt	Clay	2617 To 6
1174.1	20	Hanover Region	Hemmingen	Gravel	3624 Ki 6
1174.2	12	Hanover Region	Hemmingen	Gravel	3624 Ki 10
1174.3	14	Hanover Region	Hemmingen	Gravel	3624 Ki 7
1174.4	13	Hanover Region	Hemmingen	Gravel	3624 Ki 11
1188	24	Hildesheim	Sarstedt	Gravel	3725 Ki 25, 28
1195.1	9	Hameln-Pyrmont	Hamelspringe	Natural stone	3822 N 3
1195.2	8	Hameln-Pyrmont	Hamelspringe	Natural stone	3822 N 3
1217	10	Hameln-Pyrmont	Ithkamm	Natural stone	3923 N 7 outside FFH
1230	20	Goslar	Langelsheim	Limestone	4028 K 8
1236.2	13	Holzminden	Eschershausen	Ashlar	4123 Nw 3,4,6
1240.1	17	Holzminden	Arholzen	Ashlar	4123 Nw 8
1240.2	24	Holzminden	Arholzen	Ashlar	4123 Nw 10
1240.4	17	Holzminden	Arholzen	Ashlar	4123 Nw 10
1253.2	13	Northeim	Blockholzerberg	Ashlar	4322 Nw 9
1253.3	17	Holzminden	Lauenförde/Würrigs	Ashlar	4322 Nw 4

[*]) Flächenberechnung nach GIS.

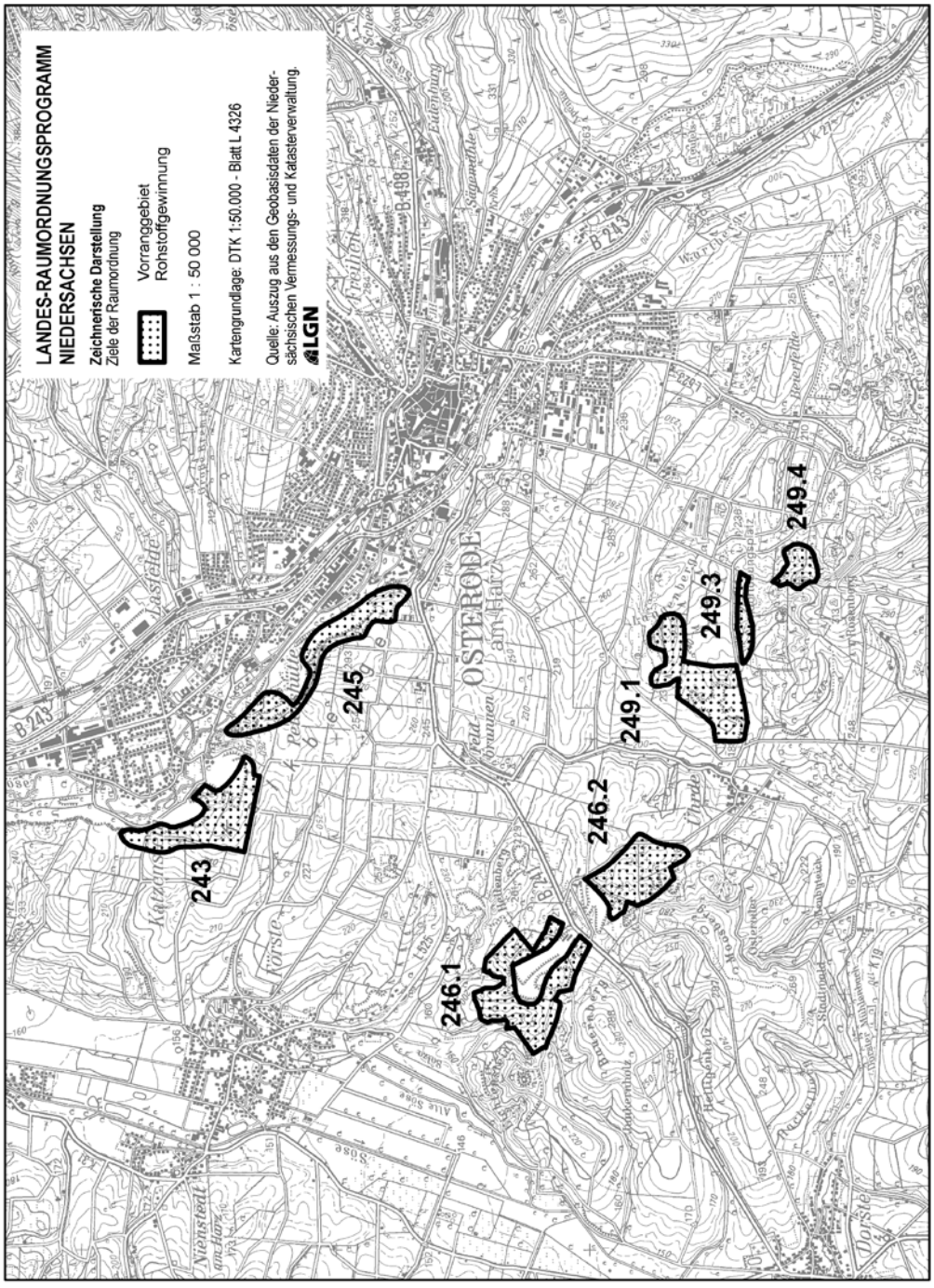
[**]) Lower Saxony's mineral reserve safeguarding map [*Rohstoffsicherungskarte]* (RSK) is specialist background material for designating priority areas for mineral extraction. It is based on the mineral reserve safeguarding database of the Lower Saxony Office for Mining, Energy and Geology. The table lists the deposits delineated in the RSK on a scale of 1:25,000 with the relevant sheet number of the RSK and a description of the deposit. A priority area is generally a subarea of this deposit, with the size of the site shown in Column 2.

			en		
1259	20	Northeim	Parensen	Clay	4325 To 6
1266	8	Göttingen	Barterode	Natural stone	4424 N 1
1268	19	Göttingen	Westerode	Clay	4427 To 4
1270	22	Göttingen	Duderstadt	Clay	4427 To 8 and 4527 To 1
1282	24	Göttingen	Nüxei	Ashlar	4429 Nw 2
1284.2	19	Hildesheim	Duingen	Quartz sand	3923 Qu 16
1290	19	Hildesheim	Marienhagen	Natural stone	3924 N 12
1293	13	Holzminden	Bodenwerder/Linse	Ashlar	4023 Nw 3
1307	18	Holzminden	Tentruseiche	Gypsum	4023 G 16
1308	18	Northeim	Lüthorst/Portenhagen	Gypsum	4124 G 7
1318	15	Cuxhaven	Hemmoor	Clay	2320 To 27
1340	18	Göttingen	Duderstadt	Clay	4427 To 5
1341	16	Osnabrück	Hagen a. T. W.	Clay	3713 To 5

Annex 4 a

(to Section 3.2.2, Number 03)

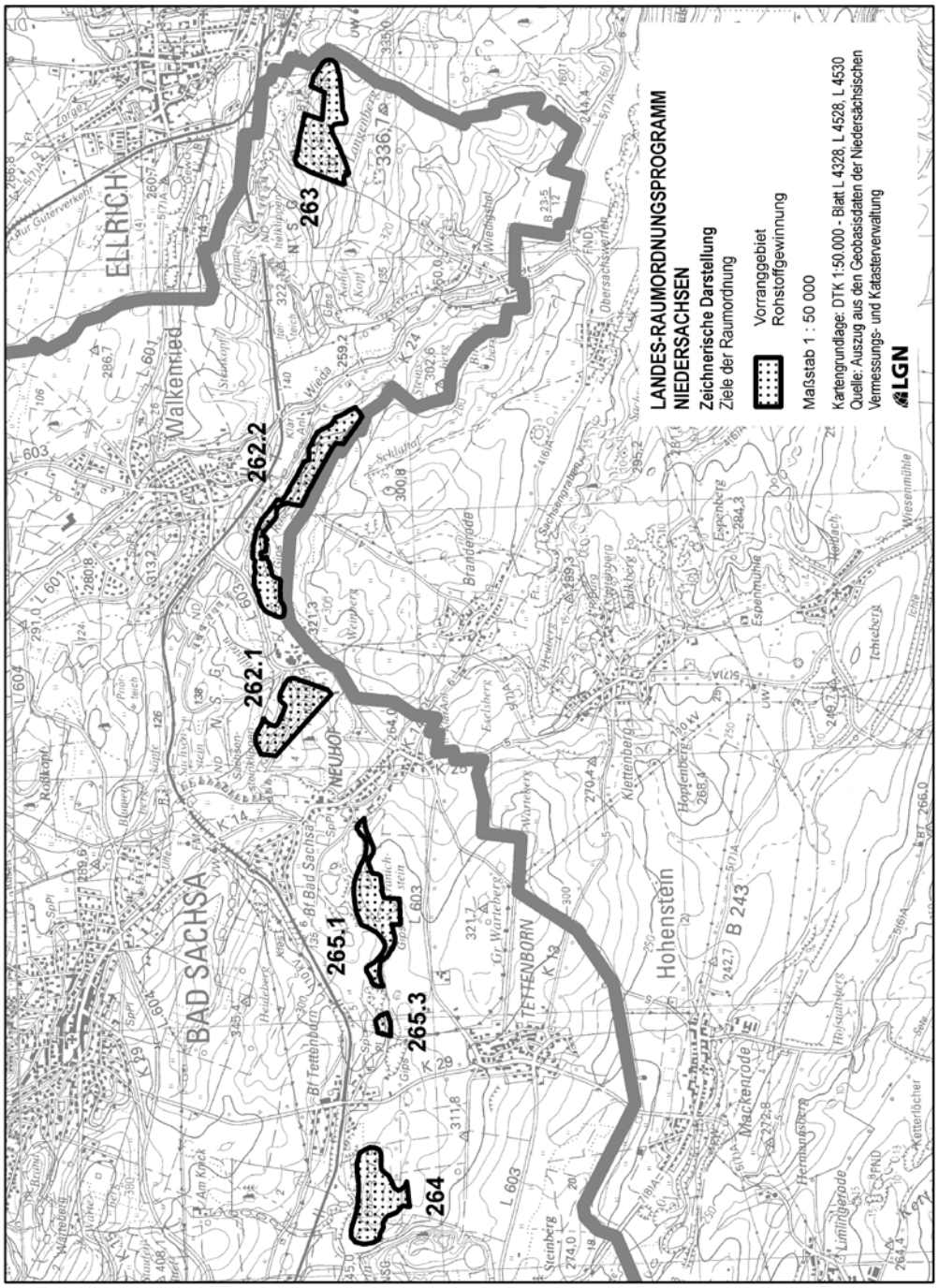
Priority areas for mineral extraction
for surface gypsum extraction in the district of Göttingen



Annex 4 b

(to Section 3.2.2, Number 03)

Priority areas for mineral extraction
for surface gypsum extraction in the district of Göttingen



Annex 5

(to Section 4.2, Number 08, sentence 2)

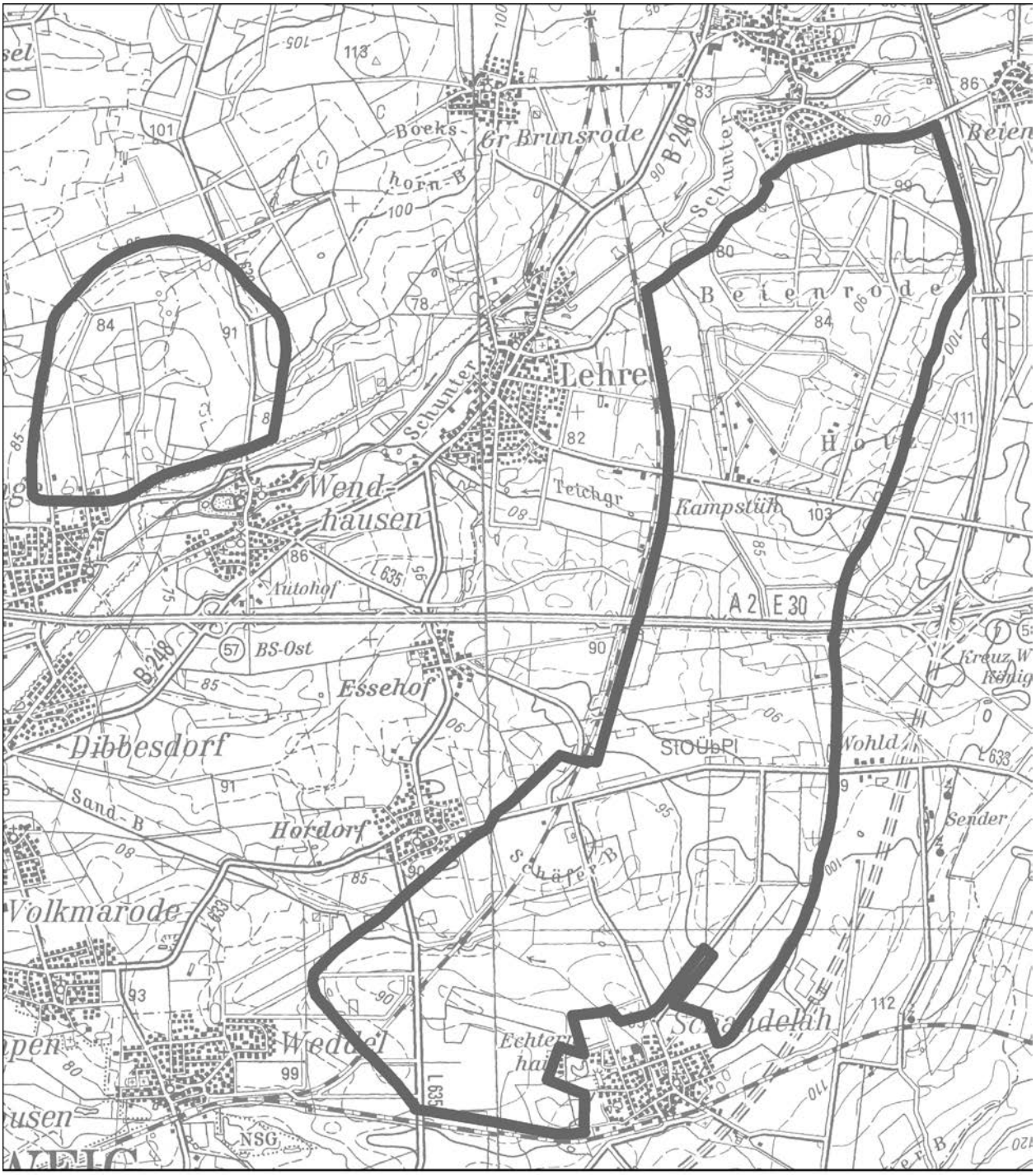
Connection of offshore wind turbines;
Boundary line for the Ems route

(Map scale 1:50,000)

Annex 6

(to Section 3.2.2, Number 06, sentence 13)

Oil shale deposits



Ölschieferlagerstätten

Kartengrundlage: DTK 100
Quelle: Auszug aus den Geobasisdaten der Niedersächsischen Vermessungs- und Katasterverwaltung

2016 LGLN

Maßstab 1:50 000

0 1 2 3 km

Stand: Februar 2017

Appendix 2

(to Section 1, subsection 1)

Lower Saxony Spatial Planning Programme, Graphical representation

(Map scale 1:500,000

Appendix 3

(to Section 1, subsection 2)

Structure of the descriptive report and graphical representation of the Regional Spatial Planning Programmes; Regulatory content of plan symbols