

Fact sheet for planning levels

| Planning level | | Type of plan | | | | |
|----------------------------------|---|--|--|---------------------------------|---|--|
| National level | | Central government land-use plan | | | | |
| Planning system of Norway | | | | | | |
| Planning level | Planning instrument | Content of plan | Legal basis | Policy maker | Legal impact | Scale |
| National level | National expectations regarding regional and municipal planning | Outline the Government's expectations for planning at the regional and municipal level. | The Planning and Building Act, section 6-1 | The Government | not binding | Apply for the whole country |
| | Central government planning guidelines | Clarify goals and values on special topics of national importance, and how various interests and considerations are to be safeguarded and balanced in planning at municipal and regional level. | The Planning and Building Act, section 6-2 | The Government | not binding | Can apply for both the whole country or parts of it. |
| | Central government planning provisions | Stipulate that within specified geographical areas, or throughout the whole country, specified building or construction projects cannot be implemented without the consent of the Government. | The Planning and Building Act, section 6-3 | The Government | binding | Apply for the whole country. |
| | Central government land-use plans | Important state or regional development, conservation or conservation projects (typically national roads or energy infrastructure). | The Planning and Building Act, section 6-4 | The Government | binding | Apply for a concrete infrastructure project at local level. |
| County level | Regional planning strategy | Assessment of the most important challenges and development features in the region and a description of what plans that will be prepared in order to face them. | The Planning and Building Act, chapter 7 | The county council | not binding | Applies for the county (or several counties, if they co-operate on producing it). |
| | Regional (master) plan | Topics relevant for the specific county or region. Either overall strategic, or they can apply more specifically to land use. Have to include a programme of action that shows how the plan is to be followed up. | The Planning and Building Act, chapter 8 | The county council | not binding | Can apply for both the whole county or delimited parts of it. Can also apply for several counties, if they co-operate on producing it. |
| | Regional planning provision | Provide guidelines for land use, usually regarding one or several special topics. Shall ensure that municipalities do not adopt changes in land use that are contrary to a regional plan. Most commonly used to prohibit establishing larger retail trade businesses outside urban centres. | The Planning and Building Act, section 8-5 | The county council | binding | Can apply for both the whole county or delimited parts of it. |
| Municipal level | Intermunicipal plan | Can contain all kinds of planning issues that are of significance to several municipalities. | The Planning and Building Act, chapter 9 | The municipal councils involved | not binding | Applies for the area of the municipalities that co-operate on producing the plan. |
| | Municipal planning strategy | Assessment of the most important challenges and development features in the municipality and a description of what plans that will be prepared, revised or renewed in order to face them. | The Planning and Building Act, chapter 10 | The municipal council | not binding | Applies for the whole municipality. |
| | Municipal master plan | Consist of a strategic social element with goals and strategies for how the municipality shall develop in the coming years, and the land-use element that describes what different areas can and cannot be used for. Shall include an implementation element that shows how the plan is to be followed up. | The Planning and Building Act, chapter 11 | The municipal council | not binding (social element) binding (land-use element) | Applies for the whole municipality. |
| | Municipal sub-plan | Specific topics or areas of activity important for the municipality. Shall include an implementation element that states how the plan shall be followed up. | The Planning and Building Act, chapter 11 | The municipal council | partly binding | Applies usually for the whole municipality. |
| | Area zoning plan | Describes, in more detail as the land-use element of the municipal master plan, what different areas can and cannot be used for. | The Planning and Building Act, chapter 12 | The municipal council | binding | Applies for a certain (usually larger) area within the municipality. |
| | Detailed zoning plan | Describes, in more detail as the land-use element of the municipal master plan, what different areas can and cannot be used for. | The Planning and Building Act, chapter 12 | The municipal council | binding | Applies for a certain (usually smaller) area within the municipality. |



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Facts: Central government municipal sub-plan for the new E39 European Road between Lyngdal and Ålgård

Legal basis

Act of 27 June 2008 No. 71 relating to Planning and the Processing of Building Applications (the Planning and Building Act), section 6-4.

Competencies

- As stated in section 6-4 of the Planning and Building Act, the responsible ministry (in this case the Ministry of Local Government) may itself prepare and adopt a municipal plan for construction projects of national importance. In such cases, the ministry shall assume the authority of the municipal council.
- In this case, the Norwegian Public Roads Administration prepared the plan proposal on behalf of the ministry.

Binding force

- The plan is partly binding for the subsequent detailed zoning plans that are about to be prepared. This means that the detailed zoning plans must elaborate the chosen course. However, the specificities of the course chosen can be tweaked.
- Municipalities are not permitted to designate other uses for the land in the area where the new road is planned.

Tasks and content

- Main task: Planning the construction of a new course of the E39 national road that will reduce travel times and improve safety compared to today's road.
- The plan describes and assesses several potential courses for the new road. The course recommended is based on impact assessments, cost-benefit analyses, and safety analyses for each of the various alternatives considered.
- The plan includes supplementary planning guidelines in order to secure environmental, watercourse and agricultural interests in the further detailed planning process.

Process, duration, participation

- The process began in 2011 with a study to select the strategy. Between March 2013 and November 2014, the government discussed different alternatives and chose a strategy. In May 2016 the Ministry of Local Government and Modernisation decided that the planning process would be conducted as a central government municipal sub-plan.
- A planning programme was drafted and then circulated for comment and presented for public scrutiny between February and April 2017. Due to comments received the planning programme had to be amended and then circulated for a new round of comment and public scrutiny between October and December 2017. The planning programme was adopted by the Ministry of Local Government in August 2018.
- Based on the planning programme the Norwegian Public Roads Administration prepared a plan proposal which was circulated for comment and presented for public scrutiny between October 2019 and January 2020. The plan proposal was thereafter amended and sent to the Ministry for final discussion. The plan was adopted by the Ministry in June 2021.
- The whole planning process until this stage took ten years. And the planning process is still not over, as the next step is to prepare detailed zoning plans. The responsibility for this is transferred to the state-owned company *Nye Veier* ('New Ways').
- Extensive information and participation processes were carried out throughout the whole planning process. Residents, businesses, organisations, institutions and public bodies could forward comments in three rounds of public scrutiny. Political and administrative cooperation groups were established with members from the municipalities, the counties and the county governors. A series of public information meetings and workshops for special stakeholders were arranged. Updated information about the planning process was provided on the internet.

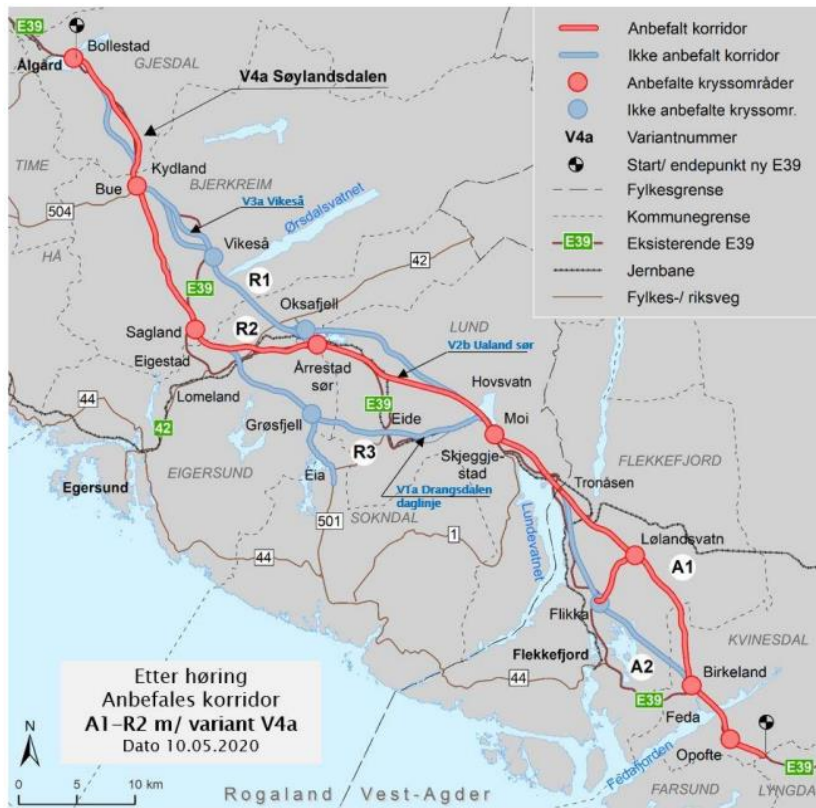
Duration of validity

The plan will be in force until the government changes, repeals or replaces it with a new plan. Under normal circumstances, it is expected that the plan will be repealed when the construction project is completed.

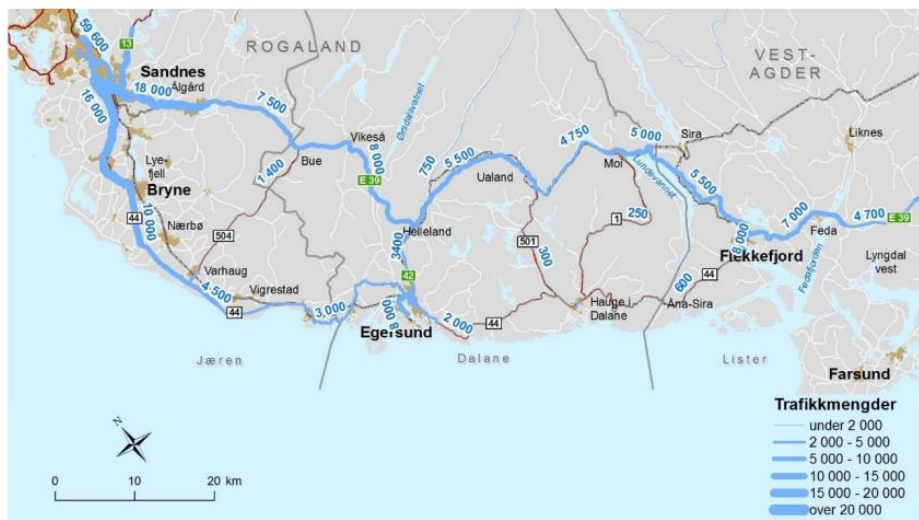
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Details of the plan

Source for the following details of the plan: Statens vegvesen (the Norwegian Public Roads Administration) (2020): Plan description E39 Lyngdal vest – Ålgård. Central government municipal sub-plan, with impact assessment.



Detail 1: Overview of the alternative courses that were assessed, with the recommended course in red, and those not recommended in blue.

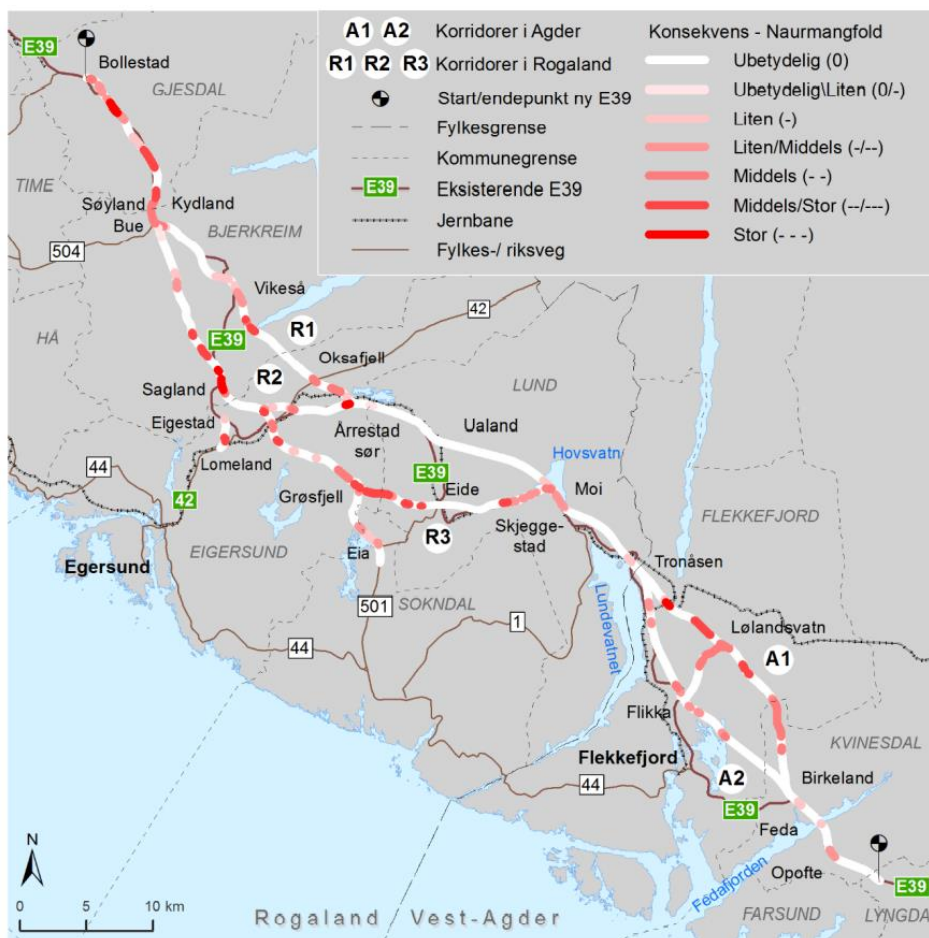


Detail 2: Traffic volume along today's main road networks in the area.

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Detail 3: Illustration of a part of the planned road.



Detail 4: Assessed impact on biodiversity with the different alternatives: white indicates an insignificant impact, while dark red indicates serious consequences for biodiversity.

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Characteristics

Location of the area

The road section which is the subject of this plan runs from the western part of Lyngdal municipality in the south of Norway to Ålgård near the metropolitan area of Stavanger-Sandnes in the southwest.

Initial situation

The E39 between the cities of Kristiansand and Stavanger is part of one of the most important national transport corridors, and part of the Trans-European Transport Network (TEN-T). Today's E39 has poor standards for traffic safety and accessibility, especially in winter.

Particularities of the procedure and/or contents

- This kind of plan is both a central government land-use plan and a municipal sub-plan at the same time, i.e. a national plan that is implemented at the local level.
- As planning a new national road is a complex enterprise, the total planning process takes many years. The planning documents with all their attachments are very extensive, running to thousands of pages including plan descriptions, maps, technical reports, guidelines, provisions and analyses.

Notes and links

- All plan documents and attachments are available on the Norwegian Public Roads Administration's website (in Norwegian):
- <https://www.vegvesen.no/vegprosjekter/europaveg/e39lyngdalsandnes/kommunedelplan-med-konsekvensutredning/>
- The main plan document (in Norwegian) can be downloaded here: <https://www.vegvesen.no/globalassets/vegprosjekter/utbygging/e39lyngdalsandnes/vedlegg/kdp-e39-lyngdal-algard-planbeskrivelse-med-ku-10-05-2020.pdf>
- Information about central government land-use plans (in English) can be read on the government's website: https://www.regjeringen.no/en/topics/plan-bygg-og-eiendom/plan_bygningsloven/planning/introduction-to-the-planning-system-and-the-processes/national-guidelines-and-planning-functions/id2835787/