Vantaa- Helsinki Airport Town

Location	15 KM North of Helsinki
Population	215 813 (2016)
Area	236,38 square km
Period of project	1974- start of the new town's project

Shopping street in Tikkurila

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1. Why Vantaa city?

The City of Vantaa is one of the four adjacent cities in the Helsinki Metropolitan Area. It is the fourth most populated city in Finland. Its administrative center, Tikkurila, is located some 15km to the north from Helsinki center. Vantaa is a rapidly growing city that benefits from the presence of the Helsinki-Vantaa airport, which is Finland's only international airport.

The housing stock in Vantaa consists of some 86 000 units with 62% of them in apartment buildings.

After the Second World War, an extensive internal migration took place in Finland from the country to towns. The population of the capital region grew quickly. In 1952, the year of the Helsinki Olympics, a new airport was opened in the Helsinki Rural District (later Vantaa) and construction of housing projects began in the rural landscape. At the beginning of the 1970's up to 10 000 new inhabitants moved into the District each year. In 1974 the Rural District acquired the status of a chartered city, and was renamed the City of Vantaa.

2. Planning Process(Policy-Plan-implementation)

※ Policy background, planning process, development promotion system, etc.

In Finland, New Towns are not part of a comprehensive national policy. However, they have an **important role in the history of Finnish city planning**[1]. This is particularly true for the Helsinki metropolitan region, which experienced very fast growth after World War 2. This resulted in housing deficit and the acute need to reorganize regional structure of settlement. The Finnish context was also marked by displacements of population. Part of the people were relocated to the countryside, while the others were relocated to the cities.

Criticism of poor urban living conditions was vivid in 1946, when Heikki von Hertzen published a document called "Home or Barracks for our Children"[2]. In this opinion/report, he denounced dense urban settlements in Helsinki and proposed to implement **garden cities** with one-family houses.

According to von Hertzen, homes should provide the opportunity to devote to one's family while avoiding the seduction of urban culture (e.g. cafés, movies). He subsequently founded an organization called Housing Fund that bought enough land from the owners of Hagalund, one of the manors in the region. Later, von Hertzen managed to organize the financing and construction of a New Town in the 1950s. In doing so he combined his ideal of green space and his desire to enhance avant-garde design. The New Town would be called Tapiola[3] another new town the first one in Finland, and it drew the worldwide attention of architects and urban planners who saw it as the symbol of the rising industrial and welfare State.

After the Second World War, an extensive internal migration indeed took place in Finland from the country to towns. The population of the capital region grew quickly, and this was felt also in the Helsinki Rural District (later Vantaa) which had some 15 000 inhabitants in 1950. In 1952 construction of housing projects began in the rural landscape. In late 1960s a Master Plan, which anticipated 200,000 to 300,000 inhabitants in the area, was drawn up.

At the beginning of the 1970s up to 10,000 new inhabitants moved into the District each year. In 1974 the Rural District acquired the status of a chartered city, and was renamed the City of Vantaa. The high density of the housing projects rested on a foundation of good rail links. In the east of the city, most of the construction took place close to the existing main railway line. In the west, a new suburban line linking the new town to the centre of Helsinki was opened in 1975. The plan for the easternmost area on

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[1] Lapintie K.., "New Towns, suburbs and urban sprawl – Struggling for integrity in the Helsinki metropolitan region", in *International Conference on New Towns*, Ministry of Housing and Urban Development of Iran, 2005, p.315.
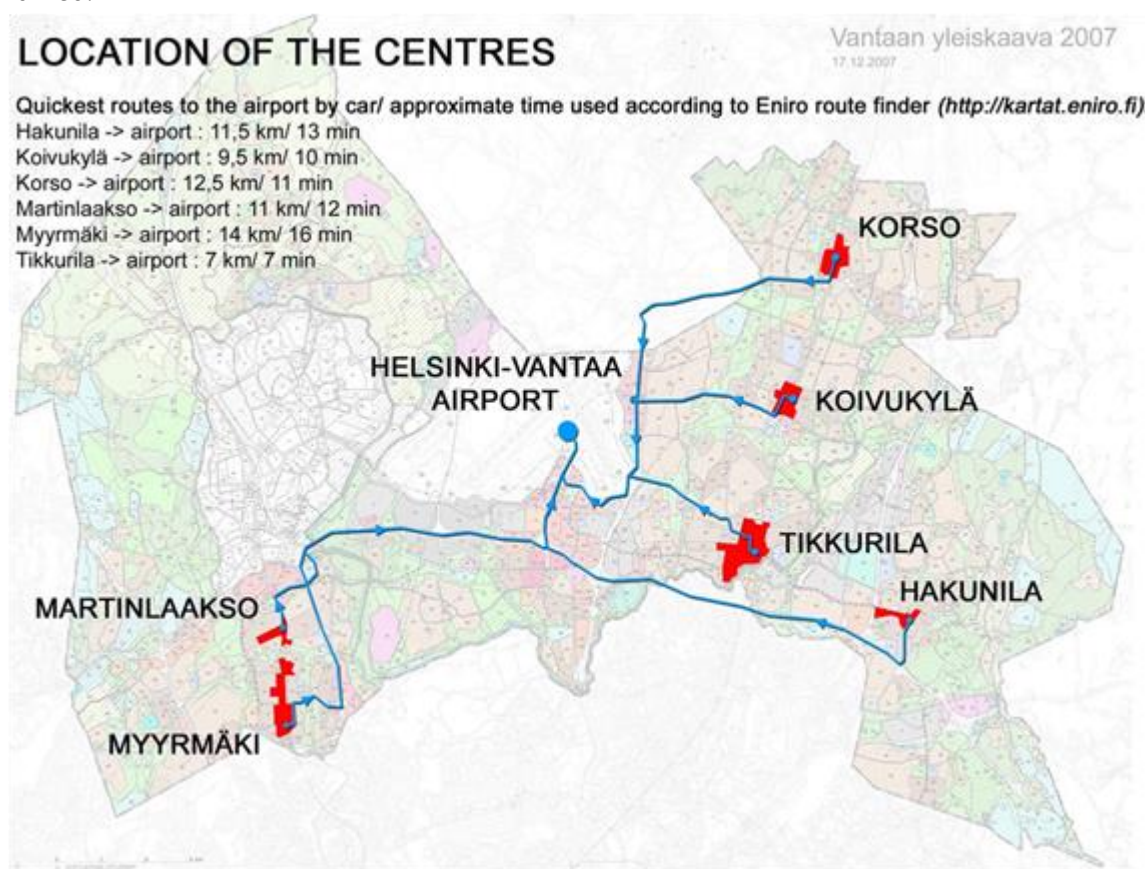[2] Ibid, p.316.
[3] The name *Tapiola* is a direct reference to *Tapio*, who is the Forest God in Finnish mythology. Right from the beginning, Tapiola's identity was based on features related to nature and the countryside.

high-rise blocks was based on a projected metro line, which, however, never materialized. Vantaa is regarded as being the Finnish city that most consciously planned its development as compact housing projects relying on rail transport.

For a long time, Vantaa was a dormitory area of Helsinki, without the necessary services or workplaces to meet the needs of its own population. Since early 1990's the supply of shopping services matches the purchasing power of its own inhabitants. Self-sufficiency in workplaces was reached. About one quarter of the economy in Vantaa is represented by trade, followed by services and industry.

In the west, a new suburban line to the centre of Helsinki was opened in 1975. The plan for the easternmost area on high-rise blocks was based on a projected metro line, which, however, never materialized.

LOCATION OF THE CENTRES
Vantaan yleiskaava 2007
17.12.2007

Quickest routes to the airport by car/ approximate time used according to Eniro route finder (http://kartat.eniro.fi):
Hakunila -> airport : 11,5 km/ 13 min
Koivukylä -> airport : 9,5 km/ 10 min
Korso -> airport : 12,5 km/ 11 min
Martinlaakso -> airport : 11 km/ 12 min
Myyrmäki -> airport : 14 km/ 16 min
Tikkurila -> airport : 7 km/ 7 min

KORSO
HELSINKI-VANTAA AIRPORT
KOIVUKYLÄ
TIKKURILA
HAKUNILA
MARTINLAAKSO
MYYRMÄKI

Vantaa is considered as being the Finnish city that most consciously planned its development as compact housing projects relying on rail transport.

Business oriented urban development: Businesses settled in Vantaa quickly after the design of the new town because of the general pull from the Helsinki metropolitan region. The area around the airport attracted international businesses hence leading to the creation of new jobs, as the new town was also well served by road and railway, and accessible distance from the port of Helsinki. The proximity of the airport also acted as a trigger to the development of many small-and medium-sized enterprises with international markets' ambitions.

Vantaa became well known for its active business policy. It had several development projects planned in fields such

as logistics, environmental know-how and electronics, and it aimed at building centres of excellence. It promoted the networking of businesses, polytechnics, universities and research establishments and offered tailored training services for companies already established in the city.

Aviapolis City Project mixing technology and quality of life: Within the framework of an ambitious urban project called Aviapolis, a new area covering 42 km square has been emerging for a decade. It is conceived as a contemporary aviation city mixing. The Jumbo shopping centre, which is Finland's second largest shopping centre; opened its doors in Aviapolis. The adjacent leisure centre called Flamingo offers a wide range of commercial services including a hotel, restaurants, spa and cinemas. More than 16 000 people are currently living in the area. The Kartanokoski housing district focused the development on the new housing areas and provided services such as an international school and day care centre, a library and a civic centre.

3. Lessons

Governance: Finnish local authorities have a high level of autonomy, which is guaranteed by the Constitution. Every four years residents elect a local council. The council is the decision-making authority in municipal finances and operations. The size of the council is in proportion to the local population size; the smallest council has 13 councilors whereas the largest has 85 councilors. The municipal executive board, which is appointed by the council, does the preparatory work on matters coming before the council. The board is responsible for the municipality's day-to-day administration and financial management.

In Finland, the municipal manager is an official appointed by the local council, who serves under the municipal executive board.

High quality urban design: In 2012, Vantaa was part of the world design capital together with Helsinki. Young planners and architects are regularly consulted to improve the neighborhoods and areas. A new contest is currently open to redesign the aviapolis part of the city with multi-disciplinary teams of planners. Though opinions on the architecture may vary the neighborhoods of Vantaa provide different types of housing, most of it modern, new and innovative.

Maintenance: A sum of approximately 30 million euros is annually spent on building and basic renovation of public city areas through the Public Utility Services Centre's investment program. The urban infrastructure needed a substantial renewal in the 2010s because the buildings dated from the 1970ies were aging in the same phase. The town also adapted its social facilities to welcome newcomers and accommodate all sectors from the population (elderly, young people, high income group and lower income group categories of citizens).

Social inclusion: One of the main constant priorities for Vantaa's planners has been social inclusion from all groups in the city. It implied the design of social mixed areas, and the high provision of social housing, as well as the creation of multi-functional neighborhoods.

Preservation of landscape and green spaces: Despite its role of airport city, Vantaa is definitely; one of the greenest new towns in Europe, a lot of it composed by forest. The acreage of these areas totals around 3 091 hectares, of which about 60% is park forest. The combined percentage of meadows and landscape fields is approximately 15%, while that of built green areas is around 25%. The maintenance of these green areas is a challenge and the city outsources part of its green spaces' management.

Keravanjoki Park ⓒ pilotcities.eu

Kartanonkoski
ⓒ pilotcities.eu

Tikkurila
ⓒ pilotcities.eu

Airport Plazza
ⓒ pilotcities.eu

4. Reference

· Identify the literature, research reports, Internet sites, etc. that were referenced during the case study.

http://www.pilotcities.eu

http://www.vantaa.fi

Interviews with Jukka Kullberg, head of planning, pilot cities Board member

P. Gaborit, New Towns Future, Image and identity, Peter Lang 2010 Link

Lapintie K.., "New Towns, suburbs and urban sprawl – Struggling for integrity in the Helsinki metropolitan region",
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