

## Territory planning and tourism development in the coastal zone of Ukraine

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**Abstract.** The Black Sea Region of Ukraine with the length of 2,8 thousand km can be identified as one of the most long-range regions in regard to the sustainable tourism development. The potential opportunities of the possible tourism development and improvement can be caused by the following main factors: incomplete level of the development of tourism resources; attractiveness for the population of such regions as East Europe, North and Central Asia that have transport connection and traditionally use the Black Sea coast for summer rest without language barrier; enlargement of the tourism field for the tourists from the countries of Central and West Europe; developing of the quality of the tourism service as a result of the realization of the privatization of the tourist complexes; improvement of the environmental safety level that is already observed and can be continued as a result of the implementation of the environmental measures; development of the transport system, improvement of the access and visa regime; difference between the costs for tourist services.

The Law of Ukraine "On Tourism", established the legislative preconditions for tourism transformation. Also provided the essential change of the governmental scheme in the field of tourism with the aim so approach its formation to the one of the priorities in the branch of economics. At the same time the real problems and constraints exist which restrain the sustainable tourism development in the Ukrainian, part of the coastal zone. There is a necessity for the development of some parts of the tourism services which are the obligatory components of the market economy system and which formerly were not developed or were solved without taking into account economic measures.



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They are: the establishment of the marketing system for the provisions of the tourism activities, including the establishment of the sale system, advertisement, arrangement of the services structure in accordance to the requirements, certification of the tourist complexes in regard to the world service level; development of the tourist infrastructure, provision of the necessary, information about the quality of environment and value of recreated resources. There is a need to conduct the environmental sanitation of the tourist complexes on the base of their privatization.

**Keywords:** Territory planning, coastal zone, tourism development, description of the Azov-Black Sea region.

### INTRODUCTION

Activation of urbanization processes, substantial changes in socio-economic relations, intensification of anthropogenic loadings on natural systems, violation of the ecological balance on territories of the coastal zone of the Black and Azov Seas of Ukraine condition the necessity of defining a clear town-planning strategy of their development, a balanced

structure of land-use, ecologically-oriented ways of territorial organization and nature management in this region.

In accordance with the Resolution of the Cabinet of Ministers of Ukraine "On adoption of the State Regional Development Strategy for the period till 2015", measures are envisaged for restructuring the economic base, modernization of the infrastructure, development of city agglomerations, tourism and recreation, including in this region. This conforms with "Guiding Principles for Sustainable Spatial Development of the European Continent (CEMAT)" (the Ministry of Regional Development of Ukraine, 2007); with the Decree of the President of Ukraine "On activities for development of tourism and resorts in Ukraine" (No.136/2007 of February, 21, 2007).

The fundamental town-planning project developed in 2006 by the Ukrainian State City Planning Research Institute "DiproMisto", "Scheme of Territorial Planning of the Coast of Black and Azov Seas for Implementation in Donetska, Zaporizka, Khersonska, Odeska, Mykolaivska Oblasts and AR Crimea" takes into account provisions of this governmental instruction, provides substantiation for directions of developing the multi-sector economic complex of this region, forecasts the number of population and the number of holiday-makers and tourists for the future, as well as introduces the planning structure of the coastal territory in view of protection, rational use and reservation of valuable lands of different destination and future prospects for development of coastal territories and cities within the system of the European Black Sea Region [2, 3].

Separate issues of the ecological and town-planning nature related to development of coastal territories are regulated in Ukraine by over 15 legislative acts, including "On adoption of the National Program of Environmental Protection and Recreation of the Azov and Black Seas", "On the Nature Reserved Fund of Ukraine", "On Resorts", "On the General Territorial Planning Scheme of Ukraine", "On Territorial Planning and Land Development", "On Protection of Cultural Legacy", etc. [7, 8]

The Project "Environmental Collaboration for the Black Sea" financed by the European

Union upon the request of the Ministry of Environmental Protection of Ukraine developed the new draft Law of Ukraine "On the Coastal Zone" as an integral object of integrated management and legal regulation of economic activity, zoning planning and development of its territory's elements.

*Actuality of the legislative provision for development and protection of natural resources of the coastal zone is grounded on the following aspects [9, 10].*

- *Uniqueness and invariance of natural resources of the Azov-Black Sea region.* The potential of resort and recreational, tourist and natural landscape resources of the coastal zone in view with its current status is not sufficiently used – 6 times less that could be taking into account perspective opportunities. The priority role in development of this sphere. both as the means of satisfying cultural needs and growth of the national and regional economy is underestimated at all levels of governmental structures.

- *The high urbanization level of the coastal zone of the region.* The percentage of town-planning development territories within the two kilometer protection coastal zone makes over 70,0%; density of population exceeds the mean indicator for Ukraine by 33 %; the number of population of coastal districts and cities makes up over 6 million persons. All of this requires expansion of spatial scopes of coastal settlements for their "ecological and town-planning unloading".

- *Polyfunctional economic structure of coastal settlements.* Natural landscape resources valuable for development of resorts and recreation, land resources limited for town-planning development and inevitability of strengthening of the production constituent in the system of "production-settlement-resort (recreation, tourism)" due to building of strategic industrial objects, ports, communal and warehouse objects generate conflicting problems. In this connection, coastal settlements become an object of differentiating of various functions and spatial transformation on principles of searching for a "balance of interests".

- *Ecological impacts on functioning of coastal settlements.* Coastal settlements are lo-

cated in "epicenters of ecological risks and restrictions". By the level of negative impact on marine basins of the beach area, the housing and communal economy, which inflicts more than a half of all economic damages, and objects of marine transport and industrial enterprises are the greatest" sources of contamination, the percentage of losses inflicted by which makes up to 40.0%. This promotes the role of ecologically-oriented planning facilities of balanced natural and anthropogenic development and creation of specialized functional districts and areas within the coastal zone.

• *Limited regulatory documents on planning of coastal territories with their specific features.* Planning aspects of coastal territories and cities are currently regulated by the State construction norms DBN 360-92\*\* "Town-planning Planning and development of urban and rural settlements"; by the designer's reference' book "Town-planning", as well as by over ten methodical recommendations of the period of 1970 – 90s. However, all the above-mentioned regulatory and methodical documents refer to general principles of planning of all types of settlements without taking into account specifics of natural and geographic conditions of their location; recommendations on planning of coastal territories mainly offer planning suggestions only for resort settlements, their areas and complexes, which are developed based on socio-economic principles contradictory to market ones without studying of the poly functional structure of coastal settlements and taking into account special requirements of nature protection legislation.

The practice of town-planning development of coastal territories proves that today we witness an "active expansion" of valuable resort and recreational, as well as nature protection lands both for development of material production objects and for placement of cottage and summer residences building, housing multistory construction, etc. The issues related to the pattern of authorized town-planning use of territories of coast-protection areas, coastal shelter belt, resorts sanitary protection districts, sanitary and protection- areas of industrial objects are not being resolves, there are no expressly defined "restrictive and authori-

zation" directions of building activity, no regulatory suggestions on balanced poly functional development of coastal cities – centers of administrative, industrial, cultural and tourist destination, as well as settlement systems strong points have been developed.

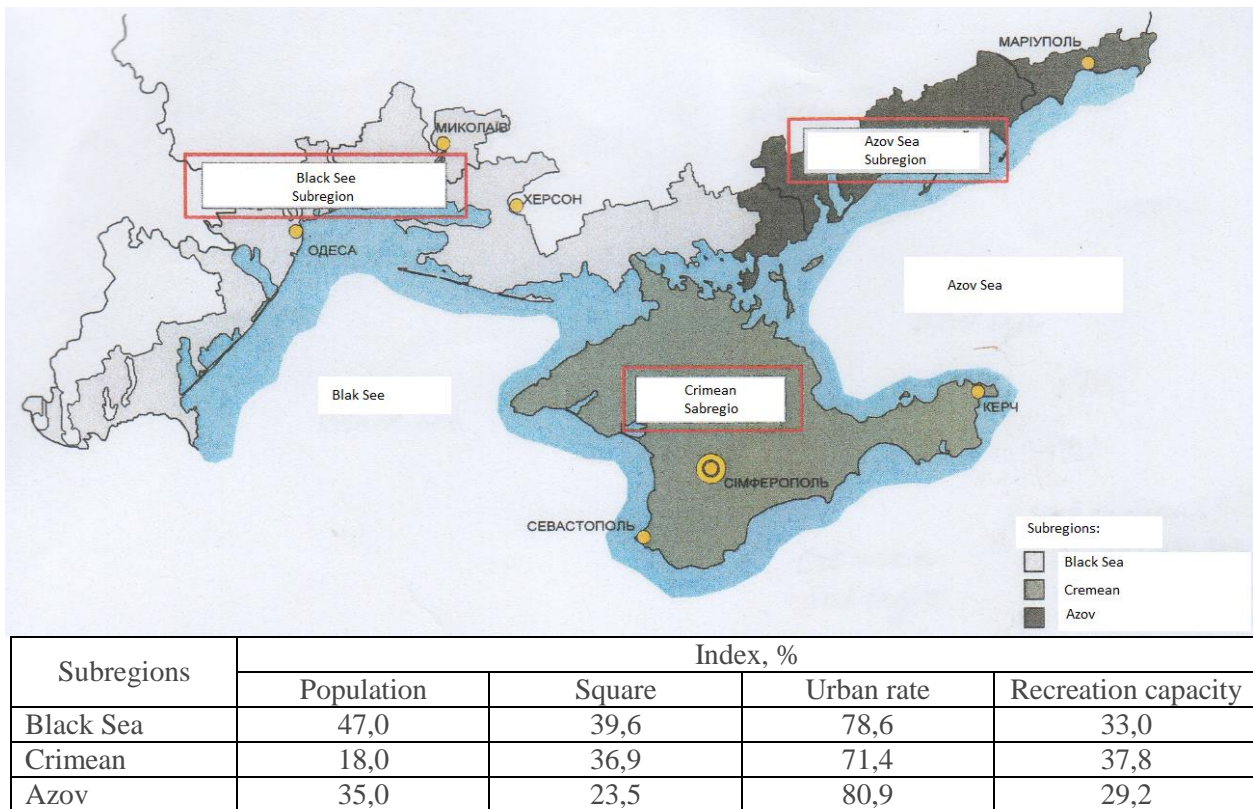
Taking into account the research and practical elaborations developed in this sphere, it is possible to conclude that currently only general principles of forming mainly resort towns as centers of temporary settling of holiday-makers have been worked out, as well as requirements to resort and recreational construction have been regulated. At the same time, project developments and scientific researches do not embrace such urgent issues as:

a) *disproportions* in development of the functions "production-settlement-resort (recreation, tourism)"; b) *ecological violations* in the coastal shelter belt; c) *loss of land and beach resources* for development of resorts, recreation and tourism in connection with their non-targeted development; d) use of *national* natural resources of the Ukrainian part of the coast as an inalienable constituent *of the intergovernmental tourism system* of European Black Sea countries – for recurrent local needs and out of control land redistribution; e) development of coastal settlements as ordinary settlements without taking into account their special *marine economy, external economic and tourist* functions.

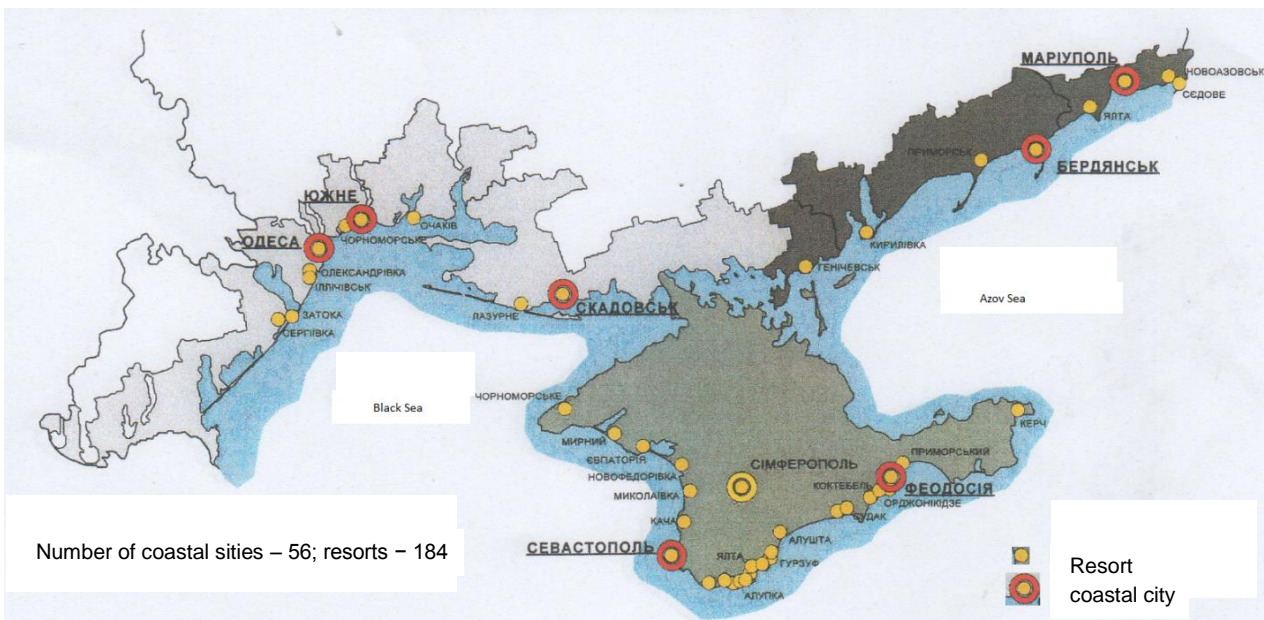
#### DEFINING THE KEY TERMS

In the Guidelines, the terms are interpreted as follows [1, 4]:

*Coastal region* – the territory adjoining the Black and Azov seas directly or through basins of estuaries, which has a brightly expressed affinity of the climate, orography, hydrographical network, the settlement system, characteristic of it, and presence of prominent natural complexes and objects of historical and cultural legacy; embraces territories of the AR Crimea, the city of Sevastopol, Odeska, Mykolaivska, Khersonska, Zaporizka and Donetska Oblasts and is divided into three *subregions* – the Crimean, the Black Sea and the Azov ones.



A. Location of the black sea, Crimean and Azov subregions within Azov-Black sea region



B. Location of the coastal sites and resorts on the Azov-Black sea shore

Fig.1. Schemes of regionalization and urbanization of the Azov-Black Sea coast

*Coastal district* – an administrative district adjoining the Black or Azov Seas in the composition of a coastal region.

*Coastal settlement* – a territorially integral compact natural habitat of concentration of population in composition of a coastal district; based on the number of population, functional significance and economic profile, coastal settlements are divided into urban (the largest, major, large, middle, small settlements and urban type villages) and rural ones (major, large, middle, small).

*Coastal city* – a settlement located in composition of a coastal region with a coastline, developed functional and planning structure that is related to sea economy, transporting administrative cultural, resort recreational and tourist activity; divided into cities of republican (AR Crimea) and Oblast significance.

*Coastal agglomeration* – a group of the most territorially approximated settlements located along the coastline united by developed inter-settlement connections of the integrative nature.

*Coastal territory* – the territory of the coastal region, coastal district, coastal settlements, major cities and agglomerations comprising all lands within their territory in accordance with categories of their main target destination set by the current legislation.

*Coastal zone* – the contact area of dry land and the sea that passes all along the coastline and includes the dry land part with natural and anthropogenic complexes under the impact of the sea, and the adjoining marine basin that is under the impact of the coast; the dry land includes territories of coastal districts, coastal settlements, major cities and agglomerations that directly border on the coastline; the basin part includes basins of inland waters and the territorial sea.

*Coast protection zone* – the nature protection territory of economic activity regulated by the current legislation set along seas, round sea arms and estuaries, as well as other reservoirs; external limits of coast protection zones are defined within land use organization projects or in composition a town-planning documents.

*Coastal shelter belt* – the nature protection territory allocated within the coast protection

zone and set along the coastline for the purpose of protecting the marine and coastal natural environment against unfavorable anthropogenic impacts, as well as includes the dry land part and the basin part – coastal "shelter" marine basin with the mode of limited economic activity.

*Beach area* – apart of the coastal shelter belt (both on dry land and in the marine basin), the planning, sizes, borders and usage mode of which are defined in accordance with requirements of the Law of Ukraine "On resorts" and DBN 360-92\*\* "Town-planning Planning and development of urban and rural settlements".

*Territorial planning scheme (of coastlines, the coastal territory)* – a town-planning document determining key solutions for planning development and other use of the respective territories of administrative and territorial units or their separate parts.

*General coastal settlement plan* – town-planning documents determining key solutions of development, planning construction and other use of a settlement's territory.

*Coastal region, district, coastal agglomeration, major city development concept* – a constituent of the territorial planning scheme of the general plan determining strategic directions of a town-planning object's development in view of national, regional and local interests.

*Regional settlement system* – an intentionally formed in the conditions of a coastal region or its sub-regions and administrative regions aggregate of urban and rural settlements of different sizes and economic profile incorporated with functional, transportation, other mutual connections round the coastal central city of the system with the highest administrative status, economic and socio-cultural potential.

*Ecological network of a coastal region* – a territorial system of nature protection objects including areas of natural landscapes subject to special protection, and territories and objects of the nature reserve fund, resorts and medical-ly and sanative, water shelter territories, etc. located within and beyond the limits of coastal districts and coastal settlements; a constituent of the national ecological network of Ukraine.

*Coastal resort and recreation, tourist system* – an aggregate of resorts, recreation areas, tourist formations, nature reserve objects located on the coast and mutually linked, linked with historical and other settlements with tourist and excursion routes, transportation and engineering communications.

*Engineering and transporting infrastructure of a coastal region* – territorial system of external transport constructions – railway, motor-car, air, marine, public passenger transport; water-supply networks, sewage system, power supply; coast-protecting hydro technical constructions, ports, moorages, navigation safety objects and other objects, construction of which is not restricted by the current legislation.

#### OBJECTIVE AND TASKS OF TERRITORIAL PLANNING OF THE COASTAL ZONE

*The objective of the guidelines* is to offer suggestions on the terminology and concept system, principles of planning functional zoning protection and rational use of territories (basins) of coastal zones in compliance with requirements and restrictions of the current legislation, to describe the procedure of development, coordination and adoption of the Territorial Coastal Planning Scheme, \* to define its structure and tentative contents [16 – 18].

*The key tasks* of territorial coastal planning are:

- comprehensive assessment of the territory (basin) of the coastline within the set project frames, state of its economic use, stores of natural resources, their biological and landscape variety, medical resources, available cultural legacy objects, current settlement system, engineering and transporting infrastructure, as well as other specific features:

- substantiation of future needs, priority directions and scales of perspective development of economic activity within the coastal zone;

- conducting scientifically substantiated functional zoning of the territory (basin) of the coastal zone, providing for means of its planning organization of balanced and non-exhaustive nature management;

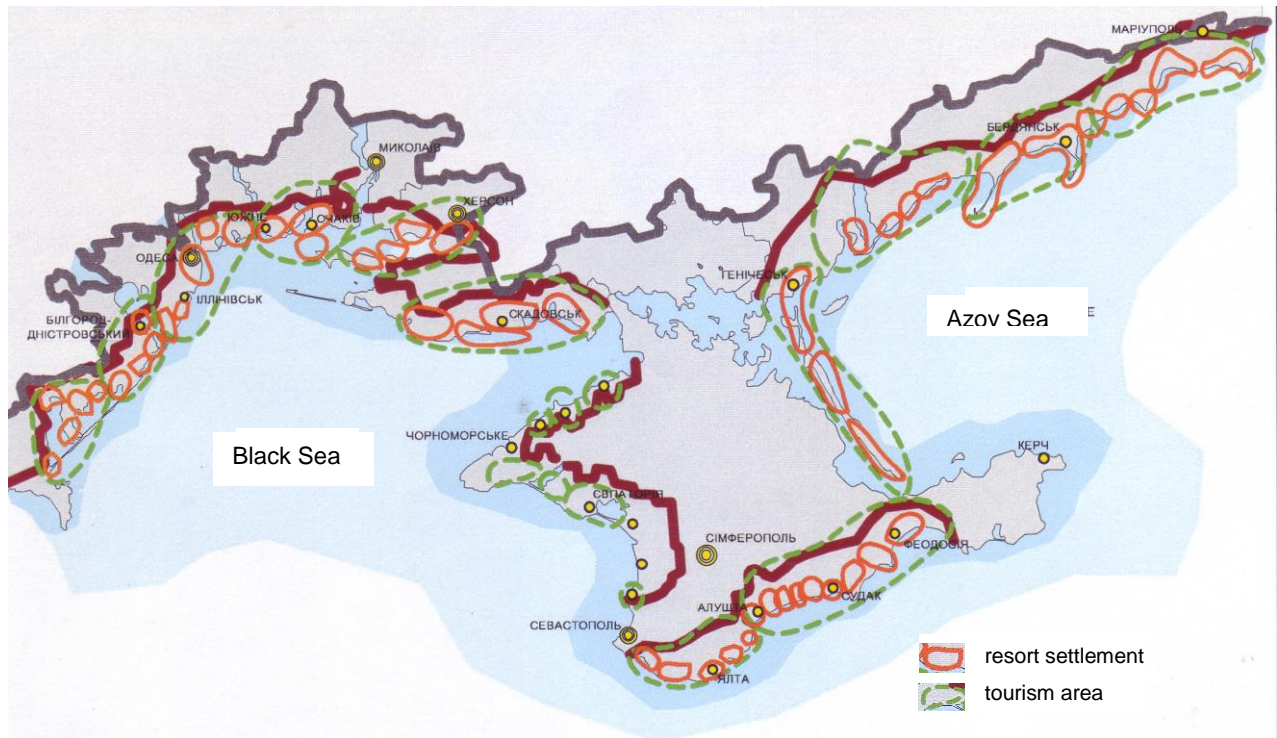
- development of suggestions for distribution of lands based on their target destination, buildings and reconstruction of housing and communal economy and public servicing objects, engineering development and equipping the territory of settlements, development of the transport network, realization of nature protection, anti-erosive, anti-sliding and fire-prevention work, renewal of disturbed natural complexes, coastal protection, prevention of changes of the territory's hydrological mode;

- protection and rational use of natural medical and sanitation, recreational, historical and cultural resources, creative competitive conditions for functioning of resorts, recreation and tourism areas, providing for planning means for people's free access to the sea and guaranteeing ecological safety in the coastal zone;

- defining monitoring activities for the environmental status of the territory (basin) of the coastal zone, forecasting dynamics of possible changes, prevention of impact of unfavorable processes, preservation of natural habitats of animals and plants included into the Red Book of Ukraine, the Green Book of Ukraine, the European Red List of the species of animals and plants under the threat of disappearance at the global scale, the Red Book of the International Union for Conservation of Nature (IUCN);

- assistance of development of efficient economic activity in the coastal zone taking into account national, regional and local needs in the sectors of agriculture and forestry, fishing ports activity, shipbuilding navigation, local trades, etc. in compliance with restrictions of the current legislation;

- organizing the integrated coastal zone management system based on principles of collaboration of state, self-governing, non-government, businesses and other structures, a strategic approach to planning and implementation of all administrative and economic activities related to the coastal zone taking into account the long-term prospect [10 – 15].



A. Planning Scheme of the Black and Azov Sea coast of Ukraine

Region	Length, km	Depth, km	Area, sq. km	Population, thousand	People/sq.km
Bulgaria	380	30 – 35	12000	500	45
Georgia	300	3 – 20	6000	480	80
Romania	245	30 – 35	7000	400	60
Russia: Anapa-Tuapse	250	10 – 20	4000	360	90
Great Sochi	110	1 – 3	210	200	950
Azov Coast	600	5 – 35	10000	1200	120
Ukraine: Odessa Coast	500	15 – 30	22800	2219	100
West Crimea	390	10 – 20	7600	550	72
South Crimea	60	1 – 5	288	148	530
East Crimea	154	3 – 15	1530	156	107
Azov Coast	760	1 – 20	7600	600	80

B. Comparative characteristic of the Sea Coasts of the Different Countries

Fig.2. Features of urban characteristics of the Azov-Black Sea coast

### DESCRIPTION OF THE AZOV-BLACK SEA REGION

The Azov-Black Sea region is located in the southern part of Ukraine within administrative borders of Donetsk, Zaporizka, Mykolaivska, Odeska, Khersonska Oblasts and the Autonomous Republic Crimea, the city of Sevastopol, it borders on the territories of Moldova and Romania. The territory of the region makes up

167,1 thousand sq.km. and constitutes 27,7% of the total area of the territory of Ukraine.

The population living in the territory of the Azov-Black Sea region – approx 13,5 mln. people (29,0% all the entire population of Ukraine), is extraordinarily varied in the national composition and ethnic features; apart from Ukrainians and Russians, in separate districts there are compact settlements of Tatars,

Germans, Bulgarians, Greeks and representatives of other peoples [1].

The Azov-Black Sea region comprises territories of coastal administrative districts and coastal cities that directly or indirectly (through basin estuaries) adjoin the seacoast and form *the coastline*, the total area of which is 59,2 thousand sq.km. and population – over 6 million people [2].

Based on the complex of physical and geographical, economic and town-planning signs, within the limits of the region three *subregions* are separated: the Black Sea, Azov and Crimean ones.

The total coast length of the Azov-Black Sea region makes up 2759,2 km, within that beach resources occupy approx 1300 km of the coastline. Apart from the marine basin, there are 14 estuaries in the territory of the region with the area of 2,5 thousand sq.km.

The network of nature reserved territories of the state significance within the region comprises: biosphere preserves – 2, natural preserves – 6, national natural parks – 1, nature reserves – 35, regional landscape parks – 14, botanical gardens – 2, parks-sights of gardening and park art – 10.

On the base of medical and sanitation resources (mineral water, medical muds, brine of estuaries and lakes, sea water), the territory of the region comprises 184 urban and rural settlements attributed to resort ones [3], approx 700 resort and sanitation, recreational and tourist facilities with the total capacity of 149,7 thousand beds.

The Azov-Black Sea region has a unique historical and cultural legacy. The state protects over 3000 real immovable sights of archaeology, history, monumental art architecture and town-planning 13 historical and cultural preserves, 66 historical cities and settlements of the urban type are included into the State register.

Socio-economic conditions of this region have their specific features [2]:

- favorable transport and geoeconomic position that attributes international value to this region as a "pan-European transportation area" of the Black sea basin or the "Eurasian transport area" of the Azov-Black Sea basin;

- tracing of routes of international transport corridors (ITCs) – the "Danube Water-Way" (ITC No.7), "Helsinki, Finland – Alexandroupulos, Greece" (ITC No.9), "Baltics (Gdansk) – the Black Sea (Odesa)", the uniform transport system of BSEC countries, etc.;

- integration links in international organizations: the European region "Lower Danube", association of European regions, the working group of Danube regions, GUAM association, etc.;

- inclusion into international projects of the pan-European and Eastern European ecological networks with creation of the "Azov-Black Sea natural ecological corridor";

- the strategic significance of the region in formation of the economic complex: serves foreign trade connections, transit of oil and gas, has pre-conditions for creation of the coastal infrastructure for development of oil and gas resources of the Black Sea and Azov Sea shelf and constellates the fishing activity;

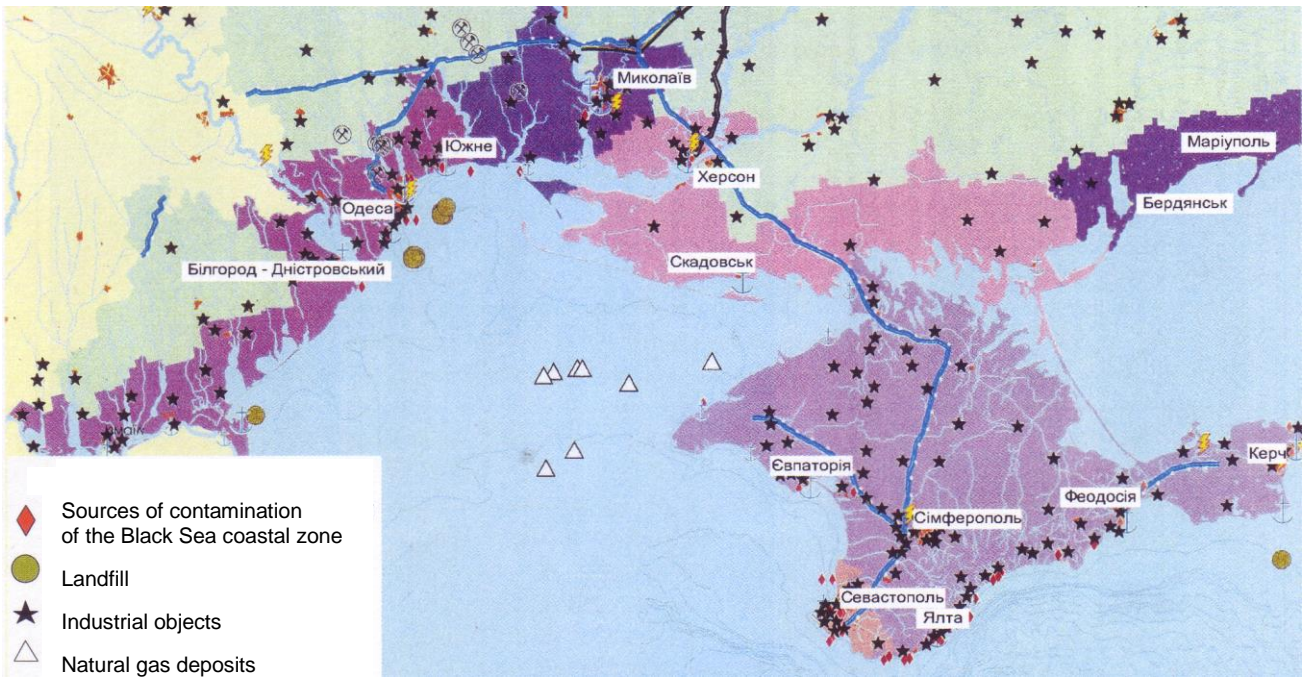
- uniqueness of natural and cultural resources for development of resorts, recreation and tourism areas, as well as objects of the nature reserve fund of the intergovernmental significance (on the borders of Ukraine, Russia and Romania);

- industrial potential, on the base of which 8 large industrial centers, 8 centers for processing of sea food, 6 types of mineral resources mining and processing complexes, 20 marine trade ports and 11 ports points have been formed;

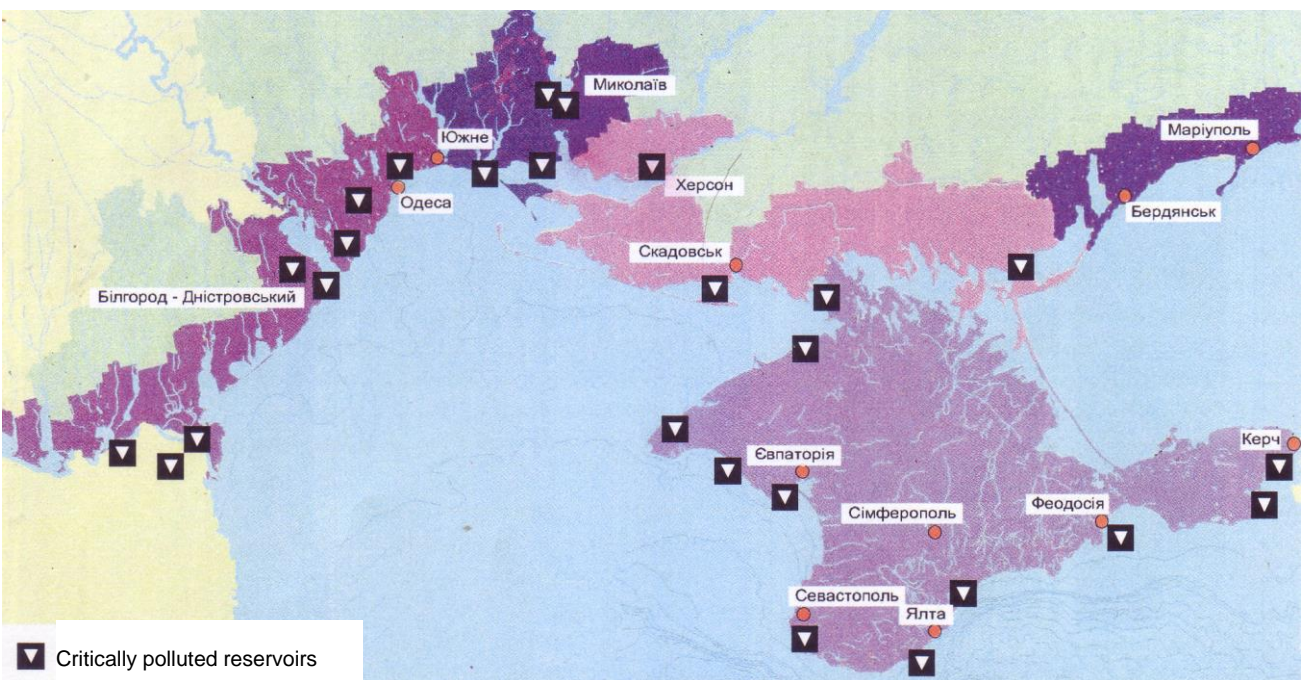
- developed agriculture, which apart from production of grain, gardening vegetable-growing and gourd fields, oil-bearing cultures and meat and dairy products has a key industry - viticulture and production of high-quality wines and brandies.

The network of urban settlements within the coastline of Azov-Black Sea region includes 130 settlements, among them 56 bordering on the coastal basin.

The average density of population in the coastline of the region is 104,57 people/sq.km



A. Location of industrial and production objects on Azov-Sea Coast



Loss of beach resources in connection with their non-targeted development

Territory	Loss,%
Autonomous Republic Crimea	38,3
Mykolaiv region	13,3
Odessa region	40,0
Kherson region	8,4

Ecological impacts on functioning of coastal settlements

Economical activity	Pollution,%
Urbanization	59,0
Transport	32,0
Industry	8,0
Recreation	1,0

B. Location of the points of ecological violations in the coastal shelter belt

Fig.3. Environmental characteristics of the Azov-Black Sea coast

(the average indicator for Ukraine is 77,74 persons/sq.km.); in the Black Sea subregion it is the highest – 124,83 people/sq.km., in Azov one – 78,72 people/sq.km., in the Crimean subregion – 99,28 people/sq.km.

The decree of urbanization of the coastal zone is extraordinarily high – on average, 77,69 %.

In the area of potential danger caused by various sources of the technogenic nature, more than 40% population of the region live.

The planning structure of the coastal zone of the Azov-Black Sea region in accordance with suggestions of "DniproMisto" [2] is based on 59 coastal administrative and territorial units (cities, city councils, districts) of Odeska, Mykolaiivska, Khersonska, Zaporizka Oblasts, the Autonomous Republic Crimea and the city of Sevastopol. It is formed in composition of the 3 subregions – the Black Sea, Azov and Crimean one, has a developed system of urban and rural settling, historical settlements formed, functioning resorts, resting areas and tourism centers, objects of the nature reserve fund and historical and cultural legacy, places of compact settlement of ethnic minorities; BSEC International Transporting Corridor (10...20 km from the coastline) is its spatial framework connected with regional routes of all types of transport connection, engineering networks and coastal protection constructions.

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## Территориальное планирование и развитие туризма в прибрежной зоне Украины

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**Аннотация.** Черноморский регион Украины протяженностью 2,8 тыс. км может быть идентифицирован как один из наиболее отдаленных регионов в области устойчивого развития туризма. Потенциальные возможности развития туризма и их улучшения могут быть вызваны следующими основными факторами: неполный уровень развития туристических ресурсов; привлекательность для населения таких регионов, как Восточная Европа, Северная и Центральная Азия, которые имеют транспортное сообщение и традиционно используют побережье Черного моря для летнего отдыха без языкового барьера; расширение туристического поля для туристов из стран Центральной и Западной Европы; развитие качества туристического сервиса в результате реализации приватизации туристических комплексов; улучшение уровня экологической безопасности, который уже наблюдается и может быть продолжен в результате осуществления природоохранных мер; развитие транспортной системы, улучшение доступа и визового режима; разница между расходами на туристические услуги.

Закон Украины «О туризме» установил законодательные предпосылки для трансформации туризма. Также предусматривается существенное изменение правительственной схемы в области туризма с целью приблизить ее формирование к одному из приоритетов в отрасли экономики. В то же время существуют реальные проблемы и ограничения, которые ограничивают развитие устойчивого туризма в украинской части прибрежной зоны. Существует необходимость в развитии некоторых частей туристических услуг, которые являются обязательными компонентами системы рыночной экономики и которые ранее не были разработаны или решены без учета экономических мер.

Это: создание маркетинговой системы для туристической деятельности, в том числе создание системы продажи, реклама, организация структуры услуг в соответствии с требованиями, сертификация туристических комплексов относительно мирового уровня обслуживания; развитие туристической инфраструктуры, предоставление необходимой информации о качестве окружающей среды и стоимости возобновляемых ресурсов. Необходимо провести экологическую санацию туристических комплексов на основе их приватизации.

**Ключевые слова:** территориальное планирование, прибрежная зона, развитие туризма, описание Азово-Черноморского региона.