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

More specifically, the CNTP is a master plan that aims to efficiently manage territorial land resources in a manner that is compatible with the primary direction and underlying strategies of national policies. The First CNTP (1972–1981) was implemented in 1973; it was followed by the second CNTP (1982–1991), the third CNTP (1992–2001), and the fourth CNTP (2008–2028). Because of rapid economic growth and urbanization in Korea, national development progressed in an unbalanced manner, and in order to narrow regional development gaps, various regional development plans, such as the enterprise city, innovative city, and multifunctional administrative city plans, have been designed and implemented. More recently, a five-year regional innovative development plan has been executed to promote local economic self-reliance through regionally specialized development. A district development promotion plan has been applied to areas that remain self-reliance through regionally specialized development. A district development plan has been executed to promote local economic and multifunctional administrative city plans, have been designed in order to narrow regional development gaps, various regional development plans, and district unit plans.

Currently, the Fifth National Territorial Comprehensive Plan for 2020 is being established. It is a strategic plan for realizing people’s hope for a safe, balanced, and clean national territory. In addition, as part of the 100,000 housing promotion plan to stabilize the housing market in the Seoul metropolitan area, five new towns have been designed, and their development is underway. The urban regeneration policy of 2007 has been promoted in various sectors since 2017 with Urban Regeneration New Deal projects.

The Comprehensive National Territorial Plan is a top-level spatial plan based on the Constitution and the Fundamental Act on the National Land, and presents a cohesive, long-term development perspective for the national territory. Because the Fourth Comprehensive National Territorial Plan will be completed in 2020, the government has established the Fifth Comprehensive National Territorial Plan for the next 30 years. The plan reflects megatrends such as population decline, demographic changes, low growth trends, climate and environmental changes, technological innovation and intelligent land and living spaces, participation and decentralization, and changes in political conditions over the years and dealt. It was established with the vision of “The Land for All, Living Place being Together.” The three goals of the plan include Balanced Land, Smart Land, Innovative Land. The plan also sets six national territorial development strategies.
The goals of the First Comprehensive NationalTerritorial Plan were straightforward and focused primarily on utilizing the effective use of the national territory, expanding social overhead capital, developing natural resources, protecting the environment, and improving the quality of life. These goals were aimed at fostering economies that would in turn, facilitate the accumulation of wealth, a process that relied upon a nationally-balanced growth development strategy to assist in developing smaller regions. The plan’s main development strategy was predicated upon investing in large-scale industrial complexes, building supply chains for transportation, communication, and energy industries, and strengthening the economic status of underdeveloped regions.

The Second Comprehensive National Territorial Plan aimed to implement a multi-pronged spatial plan to stabilize the nation’s territory for development in a manner that would help to achieve national and life zone balance. This plan specifically controlled the growth of Seoul andBusan, expanded social overhead capital in under-developed areas, and further stimulated the development of underdeveloped regions by designating them as promotion areas. In order to facilitate more balanced development and achievement in specific local areas, the plan dispersed or relocated medium-sized industrial complexes to those areas deemed to have the potential for growth. It also established industrial areas in regions that possessed favorable geographical conditions for development, and it produced economic growth by combining and integrating existing concentrations of industries into regional industries. The Third Comprehensive NationalTerritorial Plan applied multi-pronged development and regional economic zone development strategies intended to encourage under-developed regions. Specifically, this plan reduced the concentration of industries in metropolitan areas, increased small and medium-sized industrial complex development in under-developed regions, and regulated new industrial complexes in metropolitan areas. It also attempted to open the voluntary relocation of major companies to the provinces to help foster the redistribution of the population away from congested urban centers. This plan also focused on upgrading the industry-related infrastructure of the northeast coastal industrial belt. It also continued revised environmental legislation, and it expanded express transportation networks between metropolitan areas and the more recently developed industrial areas.

The Development Process of The Comprehensive NationalTerritorial Plan

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Until 2008, the focus on improving the nation’s transportation infrastructure resulted in major road construction projects that linked key metropolitan areas. After 2008, the focus shifted toward increasing traffic efficiency and improving the overall balance in regional development. Continued investments in the national transportation infrastructure have provided the foundation for increasing Korea’s overall transportation capacity. The framework of a national-level arterial road system has been established. People can now travel from one side of the country to another within a few hours after the Gyeongbu High-speed Railway began operation in 2004. After the Incheon International Airport opened in 2001, international air travel significantly improved. Since 2010, greater investment in autonomous driving and smart mobility from cutting-edge AI technology has modernized the transportation infrastructure.
The First Seoul Metropolitan Readjustment Plan introduced a strong regulatory policy to control the excessive concentration of population and manufacturing industries in the Seoul metropolitan area and to encourage the selective functional distribution of both population and manufacturing industries in the Seoul metropolitan area, improving regional self-sufficiency, augmenting the capital’s response to globalization, providing adequate infrastructure for potential urbanization, implementing environmental conservation efforts, and increasing the frequency of quality of life issues. The Second Seoul Metropolitan Readjustment Plan set forth the goals of population stability, high global competitiveness, and the strategic development of the Seoul metropolitan area through balanced development of the Seoul metropolitan area with that of other regions. The plan focused on the transition from a Seoul-centered spatial structure to a multipronged approach to development nationwide to encourage wider dissemination of specialized industrial hubs across different regions.

A new Seoul metropolitan area readjustment plan is under discussion in preparation for the end of the third readjustment plan in 2030. The fourth Seoul metropolitan plan will be in effect from 2021 to 2069 to evaluate the effects of the current institutionalized readjustment plan. The new plan aims to present mid-to-long-term policy objectives and visions for realizing fundamental competitiveness and qualitative development of the Seoul metropolitan area beyond the regulations-oriented policy of population and industry decentralization.

The existing Seoul metropolitan area readjustment plan pursued qualitative development of the area on the premise of population stabilization and aimed at the area’s high competitiveness under urban development. In particular, the core tasks include maintaining 47.5% of the population compared to the national total by 2020, a factor open system, autonomy regulation, competitiveness, and land management for relocated public institutions. However, at present, the population of the area is likely to decline, and this situation between the area and the remaining regions is far from win-win movement patterns of the resident population, and motives for diversification of the Seoul metropolitan area.

The Second Seoul Metropolitan Readjustment Plan had much in common with the Seoul Metropolitan Spatial Structure (2000s) introduced from 1982 to 2011.

The Third Seoul Metropolitan Readjustment Plan set forth the direction of a future plan for the Seoul Metropolitan Area – the Efficiency Evaluation of Institutional Aspects of the 3rd Seoul Metropolitan Area Readjustment Plan.

The government has long promoted regional development by regional competitiveness by improving the income base and living environment. Its most significant policy case is a support project for the Growth Promotion Area. According to the Special Balanced Development Act, the government appoints 70 growth promotion regions every five years and implements various support projects. In August 2019, 70 new growth promotion regions were designated. In addition, the Ministry of Land, Infrastructure and Transport presented various projects utilizing local assets through co-promotion for 70 regions, and selected 20 projects, including four age-friendly projects, as “regional customized support projects.” It will also provide KRW 40 trillion for these projects.

During the Roh Moo-hyun administration, 173 public institutions in the Seoul metropolitan area were relocated, and ten innovation cities were built to accommodate them as part of the decentralization policy to overcome the problems of polarization and uneven regional development. Recently, all ten innovation cities were completed, and the transfer of relocating public institutions was almost completed. However, the task of building regional development hubs is inescapable. As a result, the current government has pushed ahead with the “Innovative City, Sumsan 2” policy to foster innovation cities on a new regional growth base for balanced national development. The Innovative City, Sumsan 2 policy also proposed three strategic expanding infrastructure for innovation cities, settling down public institutions and establishing cities, and establishing industry-university-research consortia centers centered on innovation cities. The government has long promoted regional development by supporting infrastructure in underdeveloped areas, which are significantly less developed than other regions, and strengthened regional competitiveness by improving the income base and living environment. Its most significant policy case is a support project for the Growth Promotion Area, according to the Special Balanced National Development Act, the government appoints 70 growth promotion regions every five years and implements various support projects. In August 2019, 70 new growth promotion regions were designated. In addition, the Ministry of Land, Infrastructure and Transport presented various projects utilizing local assets through co-promotion for 70 regions, and selected 20 projects, including four age-friendly projects, as “regional customized support projects.” It will also provide KRW 40 trillion for these projects.
Urban Planning

Wild Area Urban Planning Rights and Capital City Plan

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

The basic urban plan is a comprehensive plan that covers not only material aspects but also non-economic aspects such as population, industry, social development, and finance. The plan presents a future vision and a long-term development direction, including the regional characteristics and planning directions and targets, the establishment of spatial structure and living areas and the distribution of populations, the use and development of land, demand, and supply by land use, environmental conservation and management, infrastructure, parks, and green spaces.

The urban management plan is a strategy plan that controls resident's private land use, that is, the maximum occupancy rates, floor area rates, and the number of uses in building sections. To this end, plans for the designation and modification of use areas, district, and zone plans for the definition, maintenance, and improvement of infrastructure; urban development projects under the Urban Development Act and Metropolitan Area Environmental Management Act, plans for designing and changing district, and district unit planning are included.

In September 2010, the designation of new towns was made according to the New Town Promotion Act, and the process was completed in the 2011 announcement. The new towns in the latter announcement were to be developed according to the plan according to the other criteria. The new towns should be planned by experts and local governments. In order to appropriately prepare transportation measures for the construction of new towns, the government prepared a plan to expand the rail-walk transportation facilities.
Land Regulation in Gyeonggi-do

The Regional Regulation portions of the Seoul Metropolitan Readjustment Plan divided Seoul into three regions: an overpopulation control area, an urban growth management area, and a nature conservation area. Among the regulations included in the Readjustment Plan are the prohibition of new large company complexes, the prohibition of new large universities, restrictions on large development projects, and stricter regulation of existing industrial sites.

The Direction of New Deal Policy Implementation

Up to now, urban redevelopment projects such as New Towns have been promoted by large-scale demolition methods, and have additionally side effects such as rising real estate prices and alterations of demotions. In addition, the existing urban regeneration project was centered on the establishment of regeneration plans, which resulted in inadequate performance for residents and lack of support. As a result, in response to the decline of the city, which is becoming a national problem, the government has greatly expanded its government support and promoted the Urban Regeneration New Deal Project, which residents can feel. The Urban Regeneration New Deal is a project to comprehensively rebuild the city through physical environment improvement (hardware) and residents’ capacity (software) in response to the decline of the city.

District of Urban Regeneration Project (2017)

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

Urban Regeneration Implementation Procedure

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