

FACE-TO-FACE WITH:



Arja Lukin
Project Director
Aviapolis, City of Vantaa, Finland

Arja Lukin is an Architect and Project Director of Airport City Aviapolis in City of Vantaa, Finland. Aviapolis is an international area with the strongest growth in the Helsinki region. Aviapolis will rise alongside the Helsinki Airport, which is Europe's northern hub for flights to Asia.

Aviapolis is changing at accelerating phase from a logistics and industrial area to an lucrative and sustainable airport city that will include housing, workplaces and services. The airport is becoming better connected to the entire capital region, but also in an exceptional way to the urban-like environment of Aviapolis.

As a Project Director Arja Lukin leads the development and growth of the airport city in cooperation with the area stakeholders and various industries of the city. Before Arja Lukin has worked as a City Architect of Vantaa in charge of property development, investments and design of the public buildings.

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Share with us the approaches which Airport City Aviapolis adopts in planning and managing airport city development

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Main approaches adopted in planning and managing the development:

- Large scale investments enable growth

The Helsinki Airport prepares for 20 million annual passengers by 2020. The airport is going through a large scale expansion that aims to improve the airport's facilities as well as strengthen its competitive position among the big European airports.

Airport city Aviapolis has the best possible location at the junction of international, national and local traffic flows. The easier an area is accessed, the better possibilities it offers to companies and residents. Access to Aviapolis was improved considerably with the opening of the Ring Rail Line last summer. The new railway line complements the capital region's transversal railconnections and actually marks the beginning of a new stage in the development of urban structure.

- New frameplan guides the development

In order to ensure growth and development, a master-plan defining, town-planning and project-steering frame plan for the Aviapolis was prepared in cooperation with the area stakeholders and various industries of the City. The frame plan sets the objectives to development and identifies the unique chance - Aviapolis will be unique in the entire region, since Aviapolis will diversify and grow faster than the rest of the capital region.

- New structure - dense and mixed

During the future decades Aviapolis will rise alongside the Airport. Luckily situated in a noise free – pocket the area will provide with blocks in which to live and reside. The more residents in the area, the better the services and, therefore, the more lucrative Aviapolis will be as a location for companies and jobs. The density of jobs offers good opportunities for company networking and for the formation of clusters. It is important to increase the number of various business-facility options for present and new operators. Efficiency generates change, and efficiency guarantees the prerequisites for growth. More people and more hustle and bustle!

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- Better quality

The area will be transformed into human scale city of walkable distances, comfort and unhurried lingering. “Aviapolis Quality” will be the requirement for new construction and environment. The size and dimensioning of the area will make it possible to create attractive districts with various and unique identities. Property developers are being challenged to take an international approach and to demonstrate this in their building projects. High-quality and appropriately-scaled routes to meet the walking, cycling and public transport needs will be created alongside.

What do you feel are the most likely scenarios or changes that the airport city or aerropolis industry will face in the next 5-10 years in Northern Europe?

Competition between airports and flight companies in Northern Europe will grow at accelerating phase. An airport acting as global player based on local strengths, means better possibilities to companies and residents in the region. So, improved reciprocity, communication and networking between an airport and its surrounding region will enable success of airport cities. Integration of an airport and the urban regional context in coordinated planning approach is even more essential when the urban areas and airports grow closer to each other and the competition of remaining development potentials grows. Inclusiveness and interaction has to be generated, not only between airport and region, but also between the city officials, residents, investors, stakeholders and partners. New technical, spatial, organisational and participative models are needed to ensure sustainable development.

What do you think is the role of UBM Airport City (ACE) and how does this benefit the industry?

Networking globally and sharing knowledge and experience on the best way forward for airport city development has become essential for success. Such as the conference taking place in Qingdao, China, provides with an excellent opportunity to that.

What do you hope to see in the future series of UBM Airport City (ACE)?

Looking forward, I would like to explore best practices of success stories around the world. For instance, implementing an airport city successfully and sustainable way with numerous stakeholders with potential conflicting interests.

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