



# **Technical basis for municipal spatial structure plan Strunjan**

## **Action 4.4 MSP Pilot project – Regional Development Centre Koper Final Report**

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## 1 Summary

The Strunjan Landscape Park, situated on the Slovenian coast in the Piran and Izola municipalities, is a protected area, covering land and marine surfaces. The area is one of the most developed tourist areas in Slovenia, characterised by exceptional landscape and nature assets. The area faces pressures, such as tourism, high number of visitors in summer and the related traffic, recreational vessels, fishery, mariculture, etc. There are conflicts in sea uses, such as in the case of fishing reserve, mariculture and marine transport. The conflicts are present also in relation to marine-land uses.

The goals of the project were:

- to contribute to sustainable development of the area;
- to test MSP on local scale, integrating marine and land areas;
- to reduce pressures on natural resources, environment, nature, landscape quality and cultural heritage of the area;
- to harmonise marine and land uses and to eliminate conflicts between different uses at sea and on land;
- to raise the quality of landscape and architecture design of the area;
- to sensitise public opinion on spatial planning/development issues.

The pilot project was implemented in the following steps:

- data collection and preparation of expert grounds;
- public presentation of collected data, expert grounds and the SWOT workshop (for stakeholders, local population, economic actors);
- preparation of spatial planning proposals and spatial arrangement concepts for selected areas;
- public exhibition, presentation and public discussion on the results achieved (to be organised by the end of the project),
- preparation of final report.

The pilot project proved that MSP is a powerful management tool in a specific spatial context of the Strunjan Peninsula, characterised by the size of the area (local level), high density of different marine and land-based activities and high value of the area (landscape park, valuable nature elements).



## **2 Project objectives**

The goal of SHAPE 4.4 pilot projects is to contribute to the consistency between terrestrial and maritime planning systems. The areas of special interest are coastal zones (maritime and terrestrial parts), management topics, such as management of vulnerable areas/species, the impacts from land-based activities, such as agriculture and urban growth, terrestrial and maritime planning, zoning on the basis of different uses and similar.

The Slovenian partner selected the Strunjan Landscape Park as a pilot area. The goal of the pilot project was

- to get a better insight in the spatial planning of a specific maritime/coastal area, burdened with conflicting interests on sea and land, deriving from tourism, traditional land-sea uses and nature/landscape protection;
- to propose better solutions in the framework of spatial planning process on the local level.

The results will be used as a technical basis for the revision of the Piran municipal spatial plan. A revised spatial structure plan is supposed to harmonise activities in the area with the context (and rules) of the landscape park and resolve conflicts at sea, thus enhancing the sustainability of the area. The pilot project proposes a better architectural/landscape design, harmonised activities on the coastal/maritime zone and more sustainable transport solutions for the area.



## 4 Project activities

The pilot project was implemented in the following steps:

- data collection and preparation of expert grounds;
- public presentation of collected data, expert grounds and the SWOT workshop (for stakeholders, local population, economic actors);
- preparation of spatial planning proposals and spatial arrangement concepts for selected areas;
- final document preparation.

### 4.1 Data collection and preparation of technical basis

The scope of the activity was to collect and analyse relevant data needed for the spatial planning module, to identify stakeholders in the pilot area and to collect their future development plans. The task was carried out by an external expert, experienced in the field of spatial planning and managing the preparation of municipal spatial plans.

#### 4.1.1 Data collected

The collected data comprise the information on the geographical location of the area and the climatic conditions, including the climate change trends that may point to potential risks and exceptional climatic events in the area.

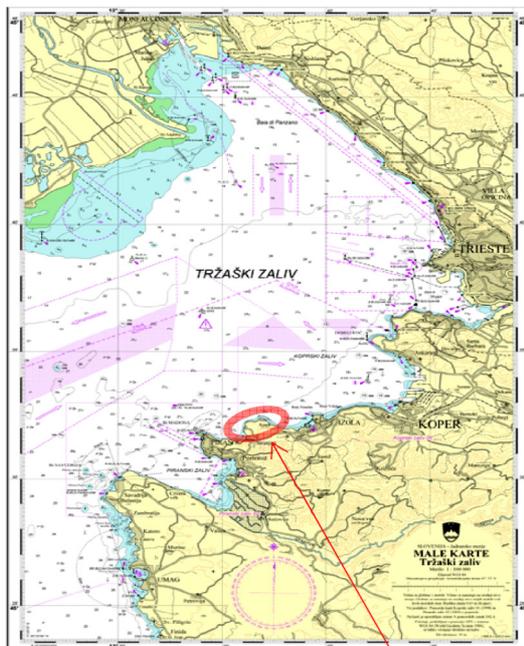


Figure 4-1 Position of Strunjan in the North Adriatic area (Source: <http://www.up.gov.si>).

The areas and legal regimes for nature protection are presented under the heading *Nature Protection*.

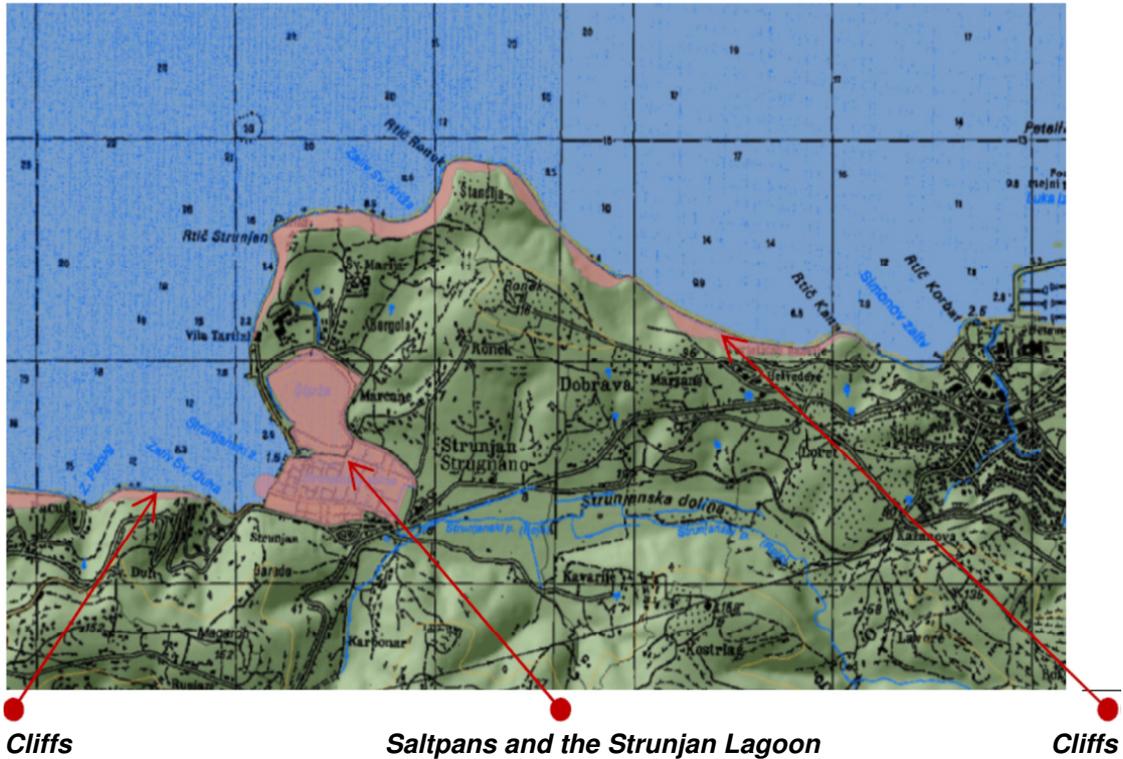


Figure 4-2 Natura 2000 areas (Source: <http://gis.arso.gov.si/atlasokolja/>).

Under the heading *Landscape*, the principles of the Spatial Development Strategy of Slovenia and the typological definitions of landscape features of the area are summarised. The Strunjan area can be described as a mosaic of almost all landscape types: arable land, permanent crops, populated areas, salt pans, areas with engineering elements, areas of exceptional natural structure and areas with distinct created vegetation segments.



Figure 4-3 Strunjan landscape (Source: JZ KP Piran).

Cultural heritage: Although the Decree on the Strunjan Landscape Park draws mainly on the provisions of the Nature Conservation Act, there are important cultural heritage units and monuments in the Strunjan Landscape Park, representing a cultural landscape, settlement heritage, archaeological sites and horticultural, sacral and profane architecture.

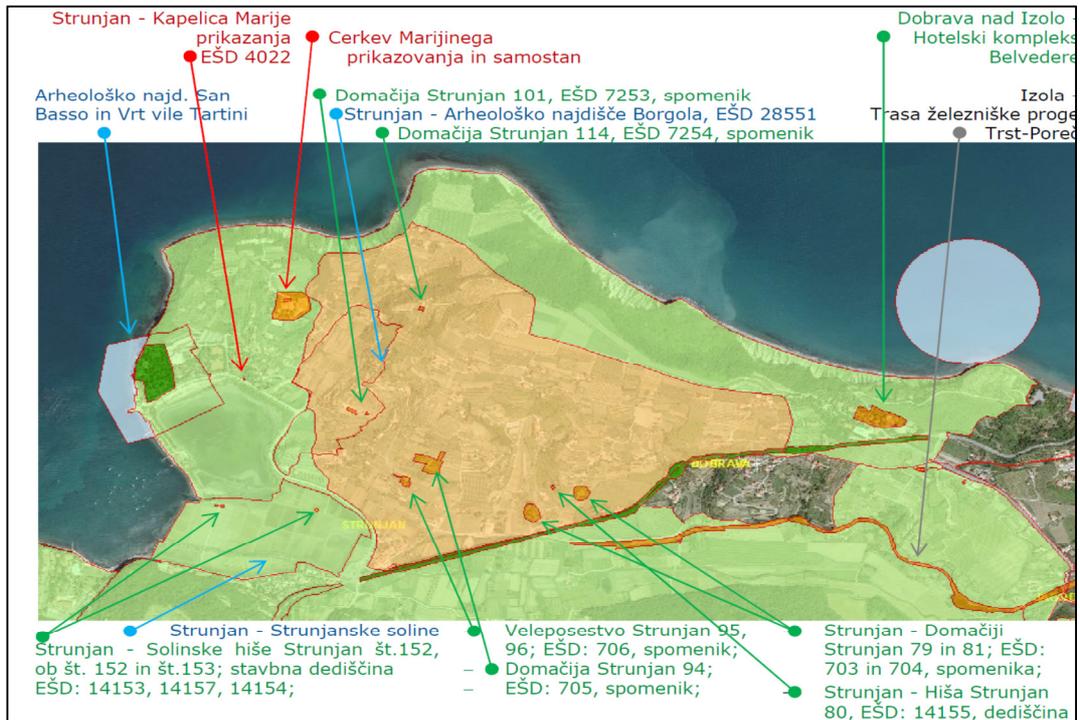
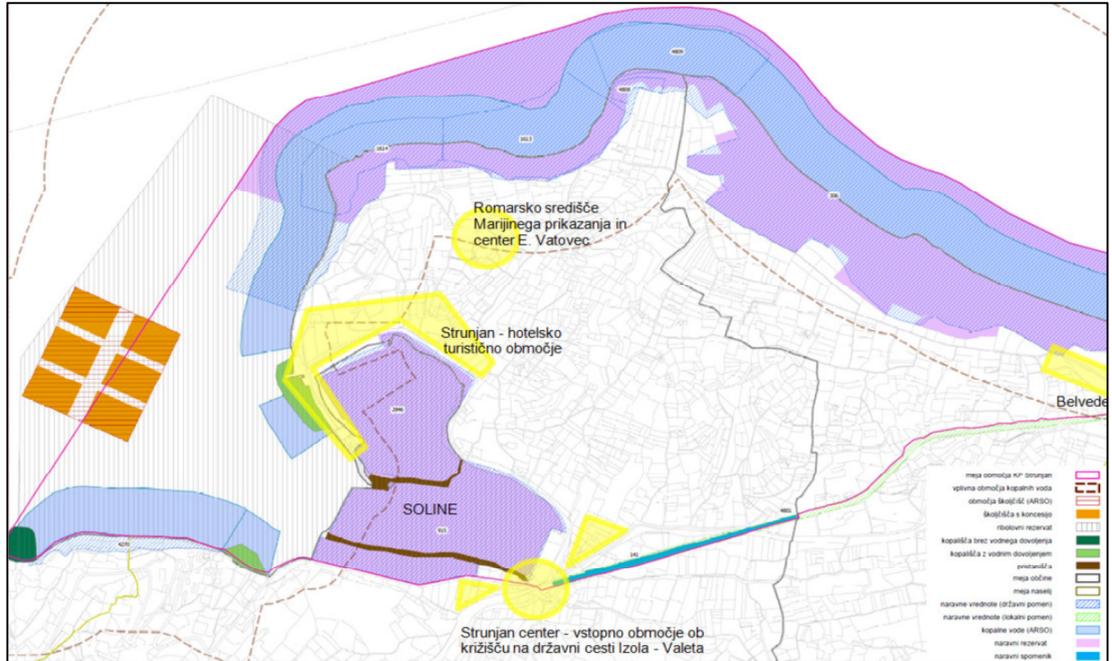


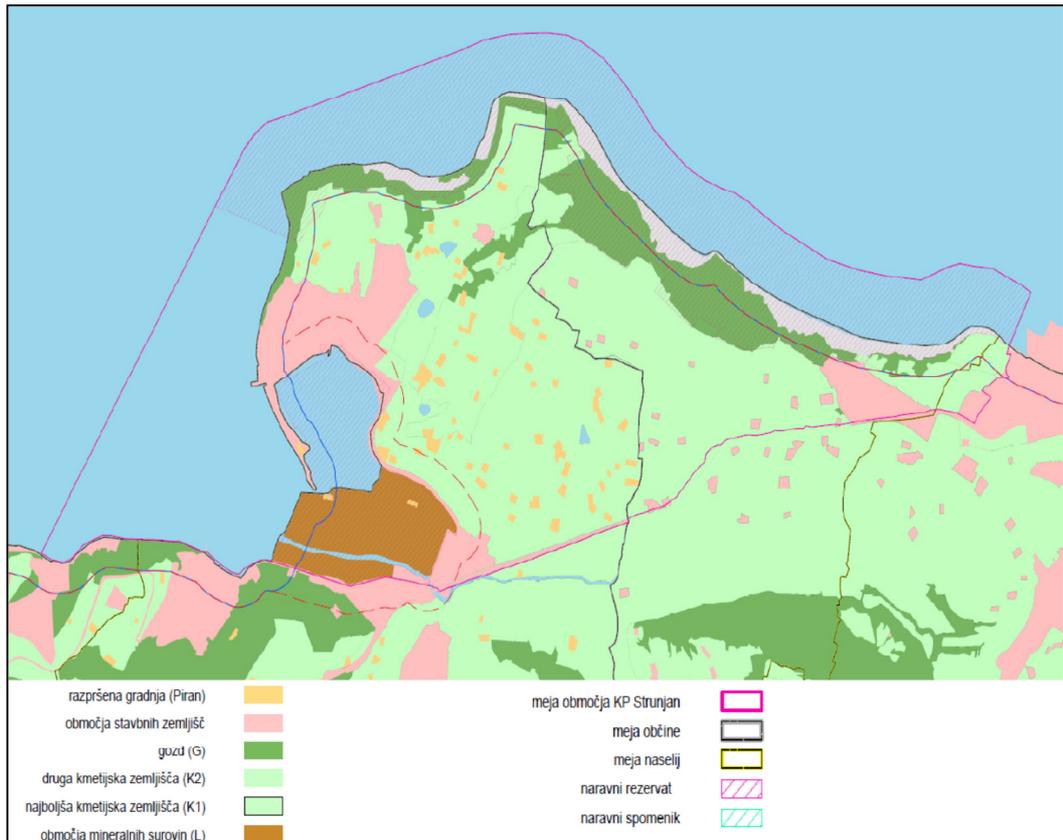
Figure 4-4 Cultural heritage, monuments and archaeological sites (Source: Register of Cultural Heritage, <http://giskds.situla.org/giskd>).

Sea uses: the collected data comprise the fishing reserve, shellfish farming area, bathing water areas, bathing areas, harbours, natural values, nature reserve and natural monuments.



**Figure 4-5 Strunjan Landscape Park: natural values, sea uses (Source: J. Purger).**

Spatial planning documents: The acts of the Municipalities of Izola and Piran, regulating the area of Strunjan, were examined. Both municipalities are in the process of drafting new spatial plans. Therefore, at present the long- and medium term spatial plans for the periods 1986 – 1990 – 2000 are still in force, although partially amended for some areas, which further increases the inconsistencies in the area.



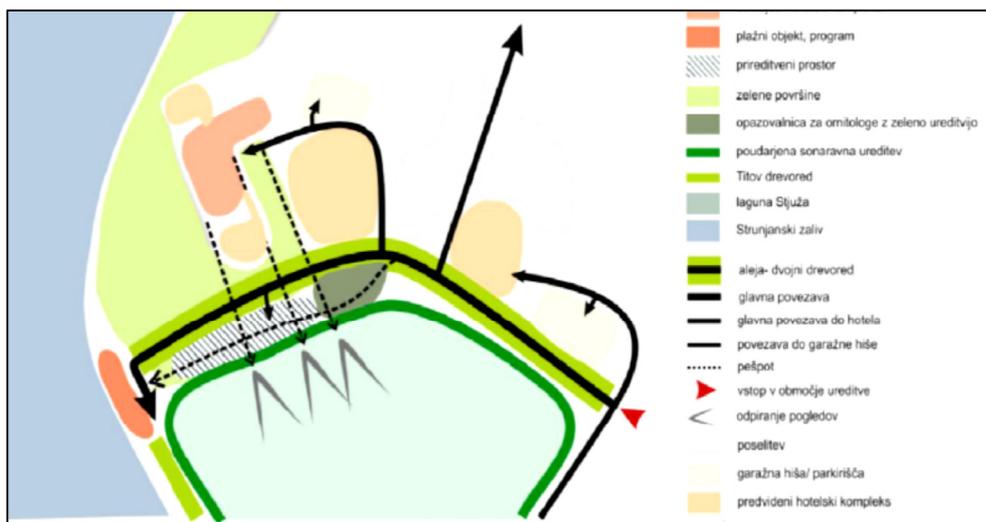
**Figure 4-6 Land use plan, Municipalities of Piran and Izola, drafts (Source: Archives of the Municipalities of Izola and Piran, elaborated by Š. Guštin).**

Detailed spatial plans in force are old, quite modest in their graphical part and mainly contain only spatial implementing conditions. The valid implementing spatial plans for tourist areas are of different ages.



**Figure 4-7 Detailed spatial plan for the Belvedere area (Source: Archive of the Municipality of Izola).**

A detailed municipal spatial plan for the Terme Krka Strunjan tourist resort is under preparation, presently at stage of collecting guidelines from ministries and public agencies for its draft version. In Izola, a public presentation was held of the Detailed Spatial Plan for a park and hotel complex in the area of Belvedere.



**Figure 4-8 Spatial analysis for Krka Terme Hotel – preparation of a new detailed spatial plan) (Source: Acer Novo mesto d.o.o., 2011, 2012).**

Strong financial interests are present in the Strunjan area. The owners of tourist facilities and real estate wish to increase the capacities and/or standard of the built-up land, which may increase pressures and endanger the ecological integrity of the area, especially in the coastal zone: Also at risk are the existing architectural, urban and landscaping qualities. There have been initiatives to remove the registered facilities and structures of good quality and construct new buildings instead.



**Figure 4-9 Holiday village (Source: J. Purger).**

The task also included identification of key stakeholders, institutions and companies in the area of Strunjan Landscape Park. Interviews were conducted with some stakeholders regarding their development plans, problems and proposals.

#### **4.1.2 Conclusions**

The key issues of future spatial development of the Strunjan area are:

- definition of sea uses and harmonisation of sea use regimes;
- harmonisation of sea use with land use (mariculture, fishery, bathing waters, navigation, sport and recreation activities);
- development of Terme Strunjan Krka and Belvedere tourist resorts in line with the nature of the area – landscape park;
- future development of the Strunjan settlement along the Izola-Valeta state road;
- development of the pilgrimage place of Mary's Apparition;
- transport concept, in particular public passenger transport on land and at sea, pedestrian and cycling mobility, parking zones distribution scheme. The main conclusion is that it is necessary to ensure the integrity of spatial planning on land and sea surfaces. This also involves harmonisation of the regimes at sea in the areas where they are in conflict with each other.

In the Republic of Slovenia, the regulations provide that the marine water land is of national importance, under national jurisdiction. According to the Waters Act, use and building on a 25-metre coastal land is very limited. However, the municipalities are responsible for land use planning. This governance model often hinders coordinated planning at sea and on coast/land. The legislation allows a model of joint spatial planning of a ministry responsible for spatial planning and a municipality, which may also be more suitable for planning at sea and on coastal land because, as already mentioned, the competences of the State and municipalities intertwine in this area.

#### **4.2 Public presentation of the findings and the SWOT workshop (for stakeholders, local population, economic actors)**

In the first step, the external expert examined the available material and collected the data about the conditions in the area, spatial regimes and the spatial planning documents in force. She identified the most important stakeholders and obtained their development plans. The findings, mainly intended for spatial planners, but also for the inhabitants, economic actors and other interested parties in the Strunjan area, were presented in a comprehensive report.

The material was presented at a workshop in the Strunjan Local Community on 14 April 2013. Invited were the representatives of:

- Municipalities of Piran and Izola, Local Communities of Strunjan and Jagodje,
- Public Institute Landscape Park Strunjan,
- Chamber of Agriculture and Forestry of Slovenia,
- Institute of the Republic of Slovenia for Nature Conservation,
- Tourist Association of Strunjan and other associations,



- Institute for the Protection of Cultural Heritage of Slovenia,
- Slovenian Maritime Administration,
- University of Primorska, Institute for Mediterranean Heritage
- Regional media (Primorske novice, Pod palmo, Regional Obala, Radio Capris, Radio Koper, etc.), inhabitants of the pilot project area.

The workshop agenda included:

- presentation of the SHAPE project and SHAPE WP 4.4. pilot action;
- presentation of the expert grounds (collected data and analysis);
- public debate, to obtain views on spatial development from stakeholders;
- SWOT analysis, on the grounds of collected data and stakeholder's opinion;
- conclusions: formulation of a proposal of priority topics;

The introductory part of the workshop was intended for the presentation of the SHAPE project and the objectives of the pilot project carried out in the area of Strunjan.

In the second part, the floor was given to the workshop participants who considered the key strengths, weaknesses, opportunities and threats regarding the future spatial development of the Strunjan area. Their views are reflected in the SWOT table below.

<b>SWOT ANALYSIS OF THE STRUNJAN AREA</b>	
<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<ul style="list-style-type: none"> <li>- The area of exceptional natural, cultural and landscape attractiveness (Moon Bay, cliffs, salt pans, Stjuža, etc.), recognised and protected as a landscape park – formal protection of the area.</li> <li>- Unique location, according to the national strategy, the area of exceptional natural, cultural and landscape values (preserved natural features and monuments).</li> <li>- Favourable geographical conditions for the development of sustainable and cultural tourism, agriculture, mariculture, nautical sports, etc.</li> <li>- Part of the European network of NATURA 2000 protected areas,</li> <li>- Possibilities for cross-border cooperation in EU projects.</li> </ul> <p><b>Strunjan settlement – strengths</b></p> <ul style="list-style-type: none"> <li>- Typical coastal village and dispersed settlement in the hinterland, which can still be regulated.</li> </ul>	<ul style="list-style-type: none"> <li>- There is no clear development strategy; the municipal spatial plan has not been adopted yet.</li> <li>- Uncoordinated interests and hectic solving of spatial problems.</li> <li>- Unexploited potentials (natural resources, cultural heritage).</li> <li>- Traffic pressures causing conflicts.</li> <li>- Inefficient logistics: distribution and sale of crops, no marketplace.</li> <li>- Difficult access to the sea for small not motorised recreation vessels.</li> <li>- Visual degradation of the area (buoys of different colours and their storing).</li> </ul> <p><b>Strunjan settlement – weaknesses</b></p> <ul style="list-style-type: none"> <li>- Indistinct entrance to the village and indistinguishable village centre.</li> <li>- Too large roundabout at a strategically important point of contact between two</li> </ul>

<b>SWOT ANALYSIS OF THE STRUNJAN AREA</b>	
<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<ul style="list-style-type: none"> <li>- Clear delimitation between the village and cultural landscape.</li> <li>- Elements of Mediterranean architecture.</li> <li>- Medical tourism as an established and recognised market product, a potential for cultural and sustainable tourism.</li> <li>- Village recognisable for special events (persimmon and artichoke festivals).</li> <li>- Salt pans as an attractive area for tourism, economic activities, recreation, research and education area.</li> <li>- Established landscape park ensuring the protection of values and sustainable development of the village.</li> </ul> <p><b>Sea – strengths</b></p> <ul style="list-style-type: none"> <li>- Waters for the development of mariculture (shell farming) are already determined in spatial planning documents.</li> <li>- Fishery – activity with long tradition.</li> <li>- Beach is protected against northern and southern winds.</li> <li>- Alternative natural beach as a special natural experience.</li> </ul> <p><b>Landscape – strengths</b></p> <ul style="list-style-type: none"> <li>- Recognisable cultural landscape with a mosaic structure (dispersed settlement – farms as landscape caretakers).</li> <li>- Intertwining of natural features (Mediterranean vegetation) in cultivated land).</li> <li>- Network of foot paths connecting natural and cultural elements of the area.</li> <li>- Farming, traditional crops (olive groves, vineyards, orchards, vegetable cultivation).</li> </ul>	<p>settlement units in the village centre.</p> <ul style="list-style-type: none"> <li>- Dispersed building as a negative morphological phenomenon undermines the typical landscape settlement image.</li> <li>- Undefined parking regime (especially during the tourist season).</li> <li>- Unutilised camping area.</li> </ul> <p><b>Sea - weaknesses</b></p> <ul style="list-style-type: none"> <li>- Poor infrastructure on land: lack of space and/or facilities for mariculture and fishery (storage, etc.).</li> <li>- Poor infrastructure on land: lack of space and/or facilities for water sports.</li> </ul> <p><b>Landscape – weaknesses</b></p> <ul style="list-style-type: none"> <li>- Chaotic dispersed building, destructing the traditional landscape image.</li> <li>- Buildings for tourism reduce open space in the landscape (potential spatial conflicts).</li> <li>- Relatively limited range of crops.</li> <li>- Bad design of agricultural facilities</li> </ul>
<b>OPPORTUNITES</b>	<b>THREATS</b>
<ul style="list-style-type: none"> <li>- Development of agriculture and sustainable tourism (cultural, adventurous, sports tourism).</li> <li>- Harmonisation of the development of sustainable and ecological agriculture, tourist destination and traffic scheme within a long-term strategy.</li> <li>- Coexistence of activities: tourism, health resort, agriculture, salt-works, mariculture).</li> <li>- Development of alternative tourism linked to</li> </ul>	<ul style="list-style-type: none"> <li>- Excessive exploitation of natural resources.</li> <li>- Urban development or building in the coastal strip.</li> <li>- Location of “low quality” architecture, resulting in the loss of the “exceptional landscape” status.</li> <li>- Prevalence of partial interests and consequent exclusion of other interested</li> </ul>

SWOT ANALYSIS OF THE STRUNJAN AREA	
STRENGTHS	WEAKNESSES
<p>Natura 2000, ornithology, ecotourism and educational farms.</p> <ul style="list-style-type: none"> <li>- Year-round supply of local products and services.</li> <li>- Formation of a natural beach between the Villa Tartini and salt pans: renaturalisation of parts of the coast (removal of concrete structures).</li> <li>- Regulation of the regime of nautical access to the coast and short-term mooring.</li> <li>- Establishment of info centre.</li> <li>- Public participation.</li> </ul>	<p>parties (public good, public interest).</p> <ul style="list-style-type: none"> <li>- Reduction of agricultural land.</li> <li>- Restriction of navigation possibilities in the bay.</li> <li>- Impaired natural values due to anchoring.</li> <li>- Insisting on the present traffic scheme.</li> </ul>

At the end of the workshop, the participants recommended a list of spatial topics, which should be elaborated by spatial planners, and provided some possible solutions:

- a marketplace or an area for selling the crops;
- traffic regime and definition of a parking zone scheme with a stricter traffic regime;
- events plateau and/or facility, intended for larger events (persimmon and artichoke festivals, Mary's Apparition holiday);
- infrastructure for fishermen and mariculture;
- entrance to the Park, info point;
- regulation of illegal anchoring;
- arrangement of beach areas.

#### 4.2.1 Planning phase

Two groups of architects were selected to carry out the task, one under the guidance of Dr. Gregor Čok (collaborators: Andrej Mlakar, B.Arch., Mateja Segulin, B.Arch., Andreja Skubic, B.Arch.), while the other group was led by Janko Rožič, B.Arch. (collaborators: Matjaž Suhadolc, Gašpar Drašler).

Initially, the project objectives and working methodology were defined in detail on the basis of the expert grounds and SWOT seminar.

The experts analysed the area in detail and consulted the stakeholders: interested groups (area users), key spatial planning institutions and representatives of municipal administrations.

During the project phase, the architects identified the main problem situations on the basis of the stated starting points and formulated a set of measures to improve the situation. They provided conceptual solutions and prepared proposals for a harmonised use of land and sea surfaces. The procedure and key work phases are summarised below:

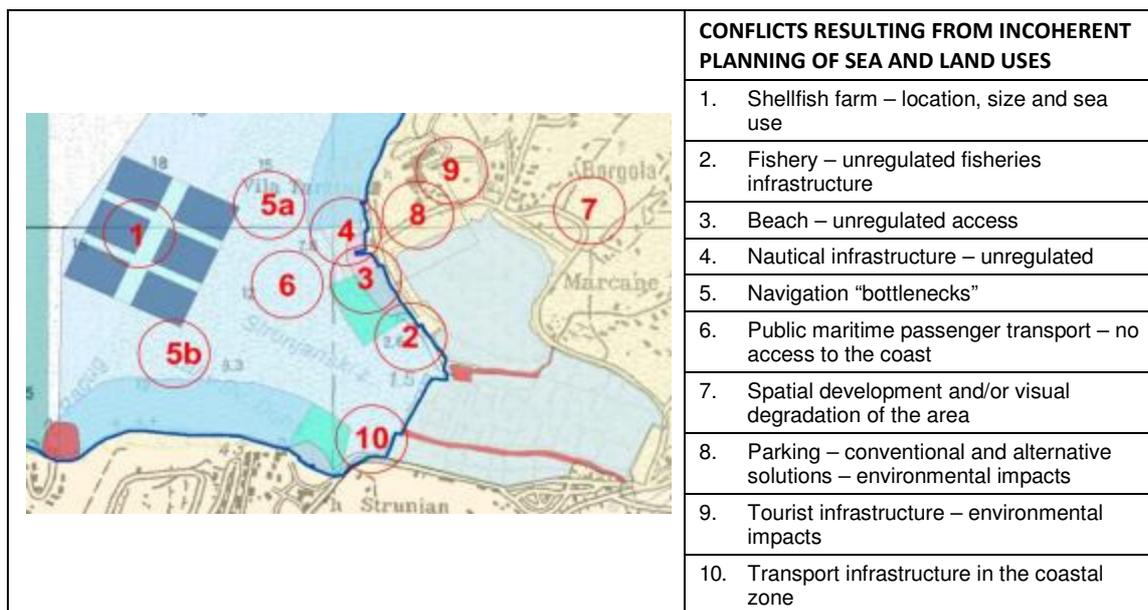
## 5 Project results

The results, achieved within the pilot projects, are as follows:

- Public participation:
  - consultation – opinions of stakeholders at the SWOT workshop;
  - consultation – opinions of stakeholders on the findings.
- Harmonisation between maritime spatial planning and spatial planning on land:
  - list of conflicts between marine and land uses;
  - list of inconsistencies between the spatial plan (land use) in force and the actual situation;
  - proposal of corrections of the spatial plan (land use) to remove the identified inconsistencies.
- Detailed spatial plan concepts for selected areas:
  - AREA 1: Plateau at the Krka Hotel, variants (Figure 5-6 and Figure 5-7);
  - AREA 2: Beach between Terme Krka and Lambada (Figure 5-8)
  - AREA 3: Beach between Lambada and fishing harbour (Figure 5-9);
  - AREA 4: Fishing harbour (Figure 5-10 and Figure 5-11);
  - AREA 5: South-western edge of saltpans (Figure 5-12);
  - AREA 6: Strunjan settlement (Figure 5-13 and Figure 5-14);
  - AREA 7: Krka Hotels area (Figure 5-15 and Figure 5-16).
- Traffic scheme (roads, public transport lines, bus stops, rent-a-bike points, car parks) of the area.
- Recommendations of spatial planning/detailed spatial planning in the Strunjan area.

### 5.1 List of conflicts between sea and land uses

Based on the situation analysis, ten most typical spatial conflicts were determined that arise from incoherent planning of onshore and offshore activities.



**Figure 5-1 Conflicts – incoherent uses on land and at sea.**

***Shellfish farm – location, size and sea use***

Mariculture implies an exclusive use of the sea; however, there is no adequate technological infrastructure (space) on land. Shellfish farming involves the use of vessels that require moorings, a maintenance platform, a load-unload platform, service facilities and transport access. The concession for the use of the sea does not include needed land infrastructure.

***Fishery and fisheries infrastructure***

As mariculture, fisheries are a primary “maritime” activity. The local fishermen (with concession), traditionally working in this area, do not have a regulated infrastructure (a harbour with moorings, ramp, service area and facilities, transport access, etc.). An obvious problem is posed by strictly separated responsibilities in the management of the marine environment and the onshore land, and the evident priority given to the development of tourism over all other industries.

***Beach***

A discrepancy was noted in legal regimes in the beach area. In the northern part (at the Pier 2), a bathing area has been defined, which is interrupted at the pier and defined as a natural beach further on. The entire beach is defined as a bathing place with a water permit, including the pier “corridor” area where bathing waters are not specified. The inconsistency is due to partial management without observing the integrated use of the bay. Another problem is the development of bathing capacity of the beach without a parallel planning of transport accessibility and parking areas.

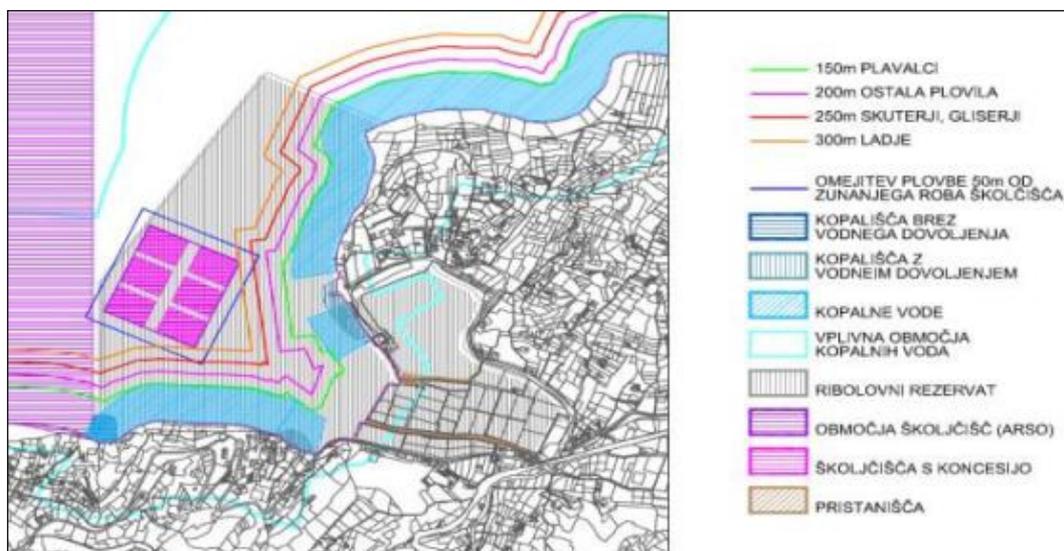
***Nautical infrastructure***

At present there are four piers in the area which, however, do not have a formally regulated *status of a harbour with a water permit*. The only legal harbours (local harbour as defined by

the municipal order) are the two channels in the southern part of the saltworks, intended only for small vessels. Development of tourism on land (hotels, beaches, catering, etc.) requires a common infrastructure for nautical sports and public maritime passenger transport. It should be noted that landing and access to the shore (nautical sports, daily visitors, vessels of visitors accommodated at Strunjan, water scooters, etc.) are practically impossible in the coastal zone of the Strunjan Bay between Salinera and the Krka Hotel.

### **Navigation “bottlenecks”**

Location of the shellfish farm in the central part of the Strunjan Bay represents a certain “traffic barrier” for almost all categories of vessels. Considering the restrictions for ensuring safe navigation, i.e. *The prescribed minimum distances from the shore for different types of vessels* (ships – 300 m; speedboats – 250 m; other vessels – 200 m; bathers – 150m) and other limitations (additional 50 m from the outer edge of regulated beaches and navigation restriction in the zone 50 m from the outer edge of the shellfish farm – towards the coast), it can be concluded that there are straits at the north-east and south-east corners of the shellfish farm, which cannot be navigated safely. An additional problem is illegal moorings at the end of the bay, which have become permanent due to the lack of municipal moorings in the immediate and wider areas. This represents yet another threat to the safety of navigation due to a large number of vessels gravitating towards the coastal zone (fisheries, tourism, recreational vessels, etc.) To resolve this situation, a nautical study is urgently needed to define safe navigation corridors and landing piers in the bay.



**Figure 5-2 Overlapping of different legal regimes at sea Public maritime passenger transport.**

When establishing local and regional public maritime passenger transport, navigation corridors and landing piers will have to be defined in this area and linked to public passenger transport on land. In this case, issuing of water permits for bathing areas, shellfish farms and other uses



without taking account of the broader transport strategy restricts the comparative advantages of Strunjan area as a whole.

### ***Spatial development and/or visual degradation of the area***

The Bay of Strunjan represents a unique cultural and landscape entirety, embracing a traditional rural settlement patterns and local vegetation. Any new siting of a visually exposed built structure in the immediate or wider coastal area proportionally reduces the attractiveness of the entire area. This results in losing the key spatial advantages in relation to other settlements, which are substantially transformed due to intensive urbanisation (Koper, Izola, and Portorož).

### ***Parking – conventional and alternative solutions***

The existence of various programmes in the immediate coastal zone implies an appropriate concept of car parks. The lack of parking places is a result of past programming without considering the accessibility. Pressures vary considerably according to seasons (the problem is particularly difficult during the tourist season and at exceptional events). The plateau on the northern coast of Stjuža is the only possible area for the central car park, which could cover most of the needs. This must be taken into account when programming other potential land uses.

### ***Tourism – general***

Intensive tourism and protection regimes are in conflict especially in the area of the Krka Health Resort. Its aspirations to enlarge the capacities (demands for additional “space”) generate conflict with the protection regimes in this area. The tourism infrastructure burdens the environment in many ways: traffic, parking, recreation, sea use – beach, built structures, etc. In this context, it is necessary to consider the development of tourism from all perspectives.

## **5.2 List of inconsistencies between the spatial plan (land use) in force and the actual situation**

1. **Parking and lagoon areas:** inconsistencies identified in the municipal spatial plan – green areas (actual use) are marked as water surface area.
2. **Fishing harbour area:** sea use marked as a harbour area, while green areas are indicated on land.
3. **Beach area:** The uses on land and at sea are not harmonised (beach without bathing waters).
4. **Waterways:** In view of the waterway rules in the maritime coastal area and the shellfish farm area (navigation is prohibited in a 50-metre zone from the shellfish farm), navigation should not be allowed. Waterway corridors, ensuring safe navigation, are not marked.



Figure 5-3 Inconsistencies between the spatial plan in force and the actual uses.

### 5.3 Proposal of corrections of the spatial plan (land use) to remove the identified inconsistencies

1. **Parking and lagoon areas:** inconsistent land use – the surfaces marked as water areas shall be reclassified as green areas (actual use).
2. **Lambada Guesthouse area:** land use planning categories shall be harmonised with the actual use.
3. **Fishing harbour area:** the uses on land and at sea shall change in compliance with the proposed new fishing harbour.
4. **Beach area:** the uses on land and at sea shall be harmonised. In a part of green area (beach), a bathing waters area shall be planned.
5. **Pier at the Lambada Guesthouse:** the uses on land and at sea shall be harmonised.
6. **New beach area:** a new arrangement of the beach is proposed and the uses on land and at sea shall change accordingly.
7. **Salinera pier:** the use at sea (harbour area) and on land shall be harmonised.
8. **Salinera beach:** bathing waters shall be determined along the entire beach area, except in the harbour area.
9. **Waterways:** harmonisation of waterways and the protected area of the shellfish farm.

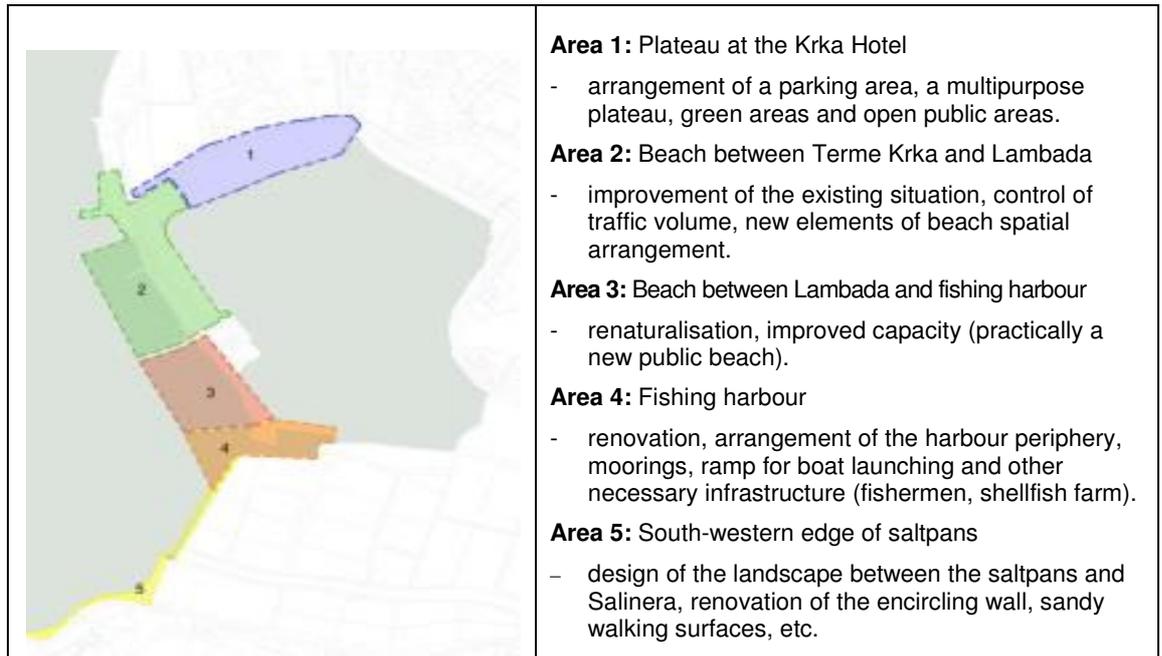


**Figure 5-4 Proposal of spatial plan corrections to remove the identified inconsistencies.**

#### **5.4 Detailed spatial plan concepts for selected areas**

The architects defined the potential solutions in view of the existing potentials and restrictions, separately the spatial arrangements and the traffic concept. Each solution implies a certain compromise and, therefore, the spatial concepts are presented principally as “possible alternatives” within the actual conditions.

Detailed arrangements are presented below. The key planning parameters, purposes and measures, on the basis of which the spatial concepts were formed, are given for each selected area.



**Figure 5-5 Spatial planning areas.**

***AREA 1: Plateau at the Krka Hotel, variants (Figure 5-6 and Figure 5-7)***

The existence of various programmes in the narrow coastal zone demands an appropriate concept of parking areas. The lack of parking places results from the past planning of programmes without a parallel solving of the accessibility and parking areas. The problem is especially pressing during the tourist season and major events. Despite the possibility of alternative transport modes (parking areas in the hinterland, bike rental, mini buses, etc.), the plateau on the north coast of Stjuža is actually the only solution for the central parking area, which covers most needs. This fact must be taken into account when planning other potential land uses in this area.

Two arrangement concepts have been prepared for the parking area in front of the Krka Hotel. The second variant also proposes a plateau for outdoor events.



Figure 5-6 Area 1 – Plateau at the Krka Hotel – Variant 1.



Figure 5-7 Area 1 – Plateau at the Krka Hotel – Variant 2.





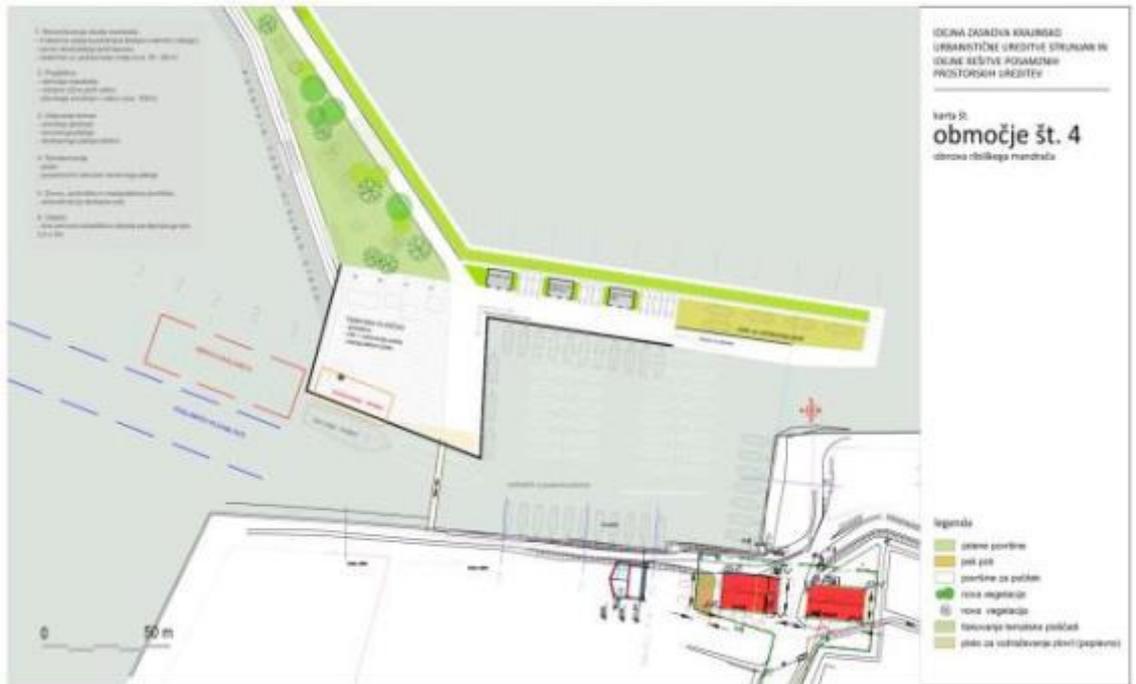
**Figure 5-9 Area 3 – Strunjan beach from Lambada to fishing harbour.**

**AREA 4: Fishing harbour (Figure 5-10 and Figure 5-11)**

Arrangement purpose: establishment of conditions for principal activities: fishery and mariculture (shellfish), improvement of the present situation, arrangement of access to the salt pans from the sea, end of the beach.

The concept of fishing harbour area arrangement will solve the infrastructure problems of local fishermen and shellfish farmers (with concession), who traditionally operate in the area. It is proposed to arrange the fishing harbour with moorings, a ramp for boat launching, a maintenance plateau and facilities – storage and waste collection point.

The proposed solution requires the following actions: reconstruction of the fishing harbour periphery, rockfill dam for silt retention (in the sea), dredging of the harbour, entry straits and waterway corridors (approx. 100 m), renaturalisation of the beach and individual sequences of the northern plateau, arrangement of access, handling area and parking area.



**Figure 5-10 Area 4 – Fishing harbour.**

The plateau can serve as a handling area and for various events, as it is located in the immediate vicinity of the Strunjan Landscape Park premises. Therefore, the proposal covers the area both from the programming and design points of view.



**Figure 5-11 Area 4 - Fishing harbour, view.**

**AREA 5: South-western edge of saltpans (Figure 5-12)**

The concept proposes construction of a retaining wall along the road and arrangement of a foot path, information area at the entrance to the saltpans and a connection of the beach in front of the Salinera Hotel with the saltpans.



**Figure 5-12 Area 5 - South-western edge of saltpans.**

**AREA 6: Strunjan settlement (Figure 5-13 and Figure 5-14)**

It is proposed to solve future spatial pressures through urban planning of the village historical centre where some essential settlement functions already exist (guesthouse, shop, kindergarten, offices of the local community, etc.).

Phase 1

The currently open parking area is under the impact of noise from the regional road all the time. It is proposed to construct a continuous front of buildings along the road, which would both reduce the noise and shape the main square. The new building would have a pillared passage and premises for pubs and business activities on the ground floor and apartments and the first floor and in the attic. In the central point of the square there would be a multipurpose facility, hosting an info centre (tourism, Landscape Park), a permanent exhibition and presentation of natural and cultural heritage of the Landscape Park, a hall for the needs of the Park and the local community, offices of the Landscape Park and local community and rooms for local associations.

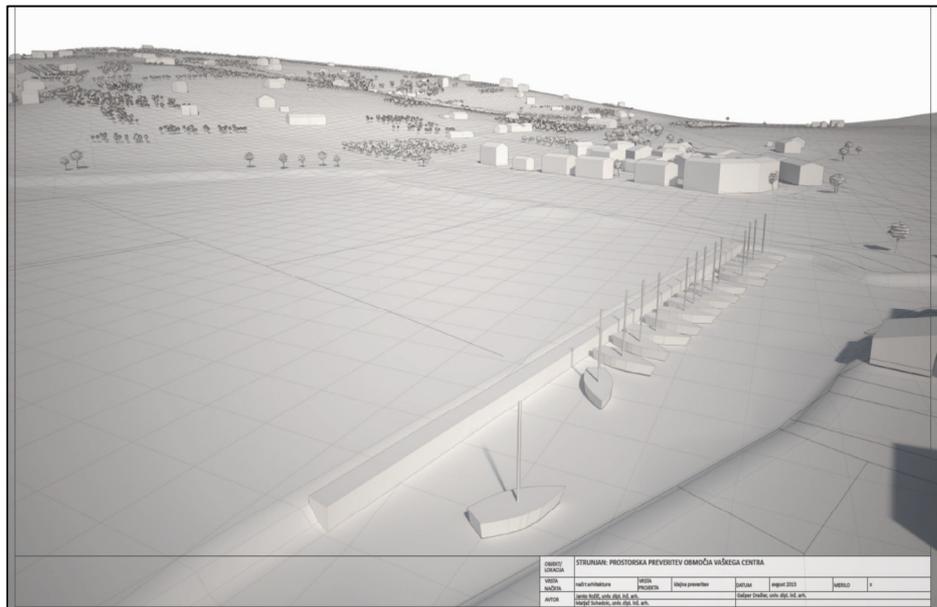
Phase 2

Based on demographic needs, it would be possible in the future to condense the present urban structure in the western part of the settlement, with consent of the inhabitants and of the

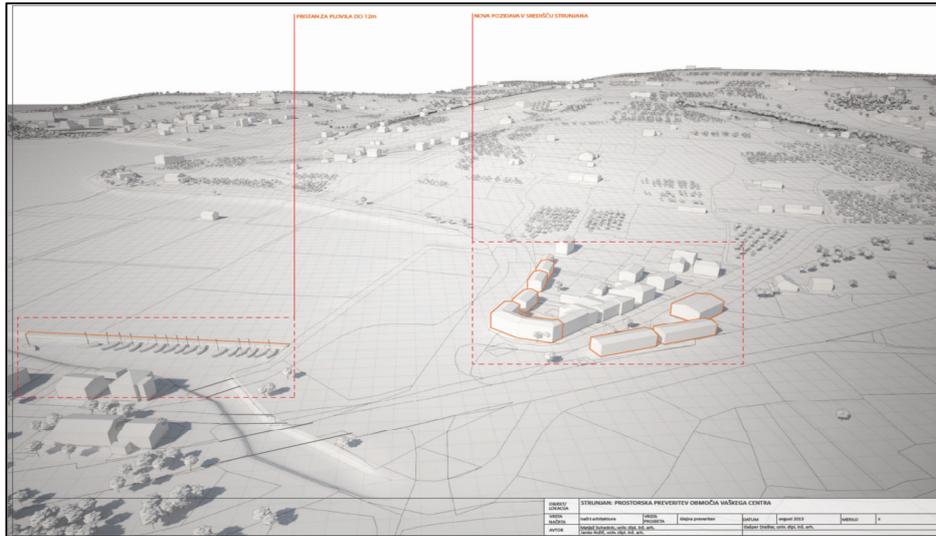
same scale as the existing houses. In this way, an evenly structured spatial wedge would be created in the periphery along the roads, with gardens inside and resembling the town of Piran and other Istrian settlements.

### Phase 3

The idea of locating a marina, designed after traditional fishing harbours, in a slightly broadened channel of the Roja River, was examined from spatial point of view. It would nicely and gently connect both parts of Strunjan and also enhance the development of cultural tourism. In a break between the two settlements, a vertical raster of masts next to horizontal saltpans would pleasantly emphasise the coastal character of landscape and more water in the core of the settlement would strengthen the maritime nature of Strunjan. If the fishing harbour were also intended for sailing boats, it would be necessary to deepen the channel and replace the two bridges by drawbridges.



**Figure 5-13 Area 6 - Spatial arrangement concept of Strunjan – fishing harbour area.**



**Figure 5-14 Area 6 - Detailed spatial planning areas: fishing harbour and the centre of Strunjan.**

***AREA 7: Krka Hotels area (Figure 5-15 and Figure 5-16)***

The Terme Krka Hotel plans to expand its capacities in the most vulnerable part of the Landscape Park. In view of the expected additional spatial needs, as established from the draft municipal detailed spatial plan for this area, it is essential to apply an environment-friendly and sustainable approach, taking into account all natural and cultural values of the area.

In the area of the planned new construction there are terraced houses, designed by architect Edo Mihevc, an example of a modern architectural quality following the local tradition. The houses abounding in natural stone, console staircases and terraces, naturally merged with trees, have become an integral part of the park below the hotels. It is obvious that they are popular with tourists, as they offer a special quality of living in a park.

It is proposed that the apartment block structure, as presented in the municipal detailed spatial plan, which is an obsolete concept of “barracks tourism”, be changed. A central underground parking, covering both the needs of the Terme Krka and the beach, would be located in the area of the present terraced parking area in the northern part. Above it, a terrace-shaped building could be constructed, following the example of Istrian terraces, upgraded by a park of gardens and greenery. Such structure would give an image of a mixture between architecture and cultural landscape. In the longer term development perspective, a similar accommodation facility could be also built behind the hotel complex, which should be completely renewed

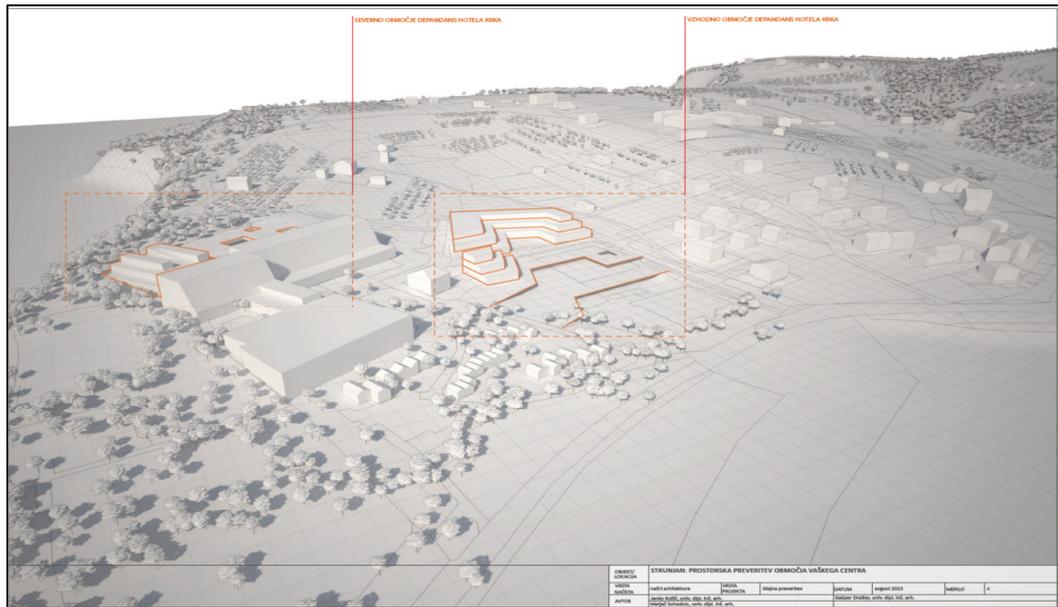


Figure 5-15 Area 7 - Spatial arrangement area of the Terme Krka Hotel.

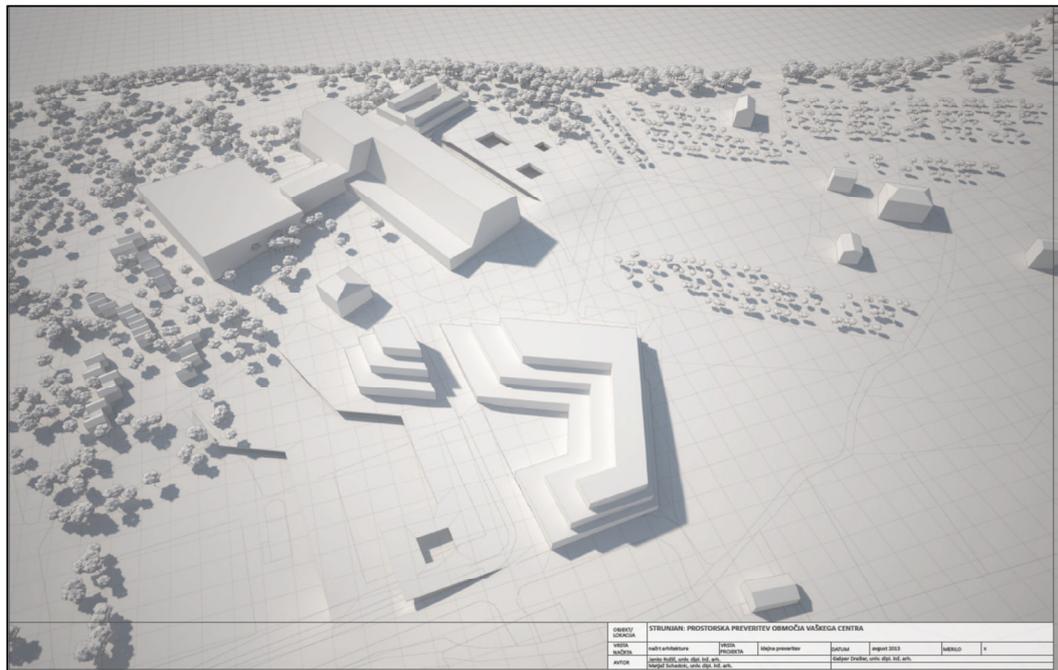


Figure 5-16 Area 7 - Concept of a new hotel facility.



## **5.5 Traffic scheme (roads, public transport lines, bus stops, rent a bike points, car parks) of the area**

### **5.5.1 Analysis of the situation**

#### ***Motor vehicle traffic – the existing situation***

The area is crossed by the main state road connecting the coastal cities and local municipal roads. The state road is quite congested, especially during the summer tourist season. There are plans to build a coastal motorway from Izola to Lucija, which will considerably relieve the area. The local municipal roads are appropriate and meet the current traffic needs. The main problem is transit traffic that passes along the edge of the Strunjan area and the connection of local roads to the main road at the roundabout located in the centre of the Strunjan settlement.

#### ***Cycling traffic – the existing situation***

On the edge of the Strunjan area there is the Parenzana cycling route connecting all coastal cities and leading further to Croatia and Italy. The cycling path is well arranged. Within the area there are no cycling paths and cyclists use the roads. In the protected area of Strunjan Landscape Park, cycling is prohibited outside the regulated paved roads. In future it would be necessary to popularise cycling and establish a well-organized network of cycling paths, bike rentals and connections of cycling paths and bike rental points with parking areas outside the protected areas.

#### ***Walking – the existing situation***

There are many footpaths in the area that run within the protected area and are connected with other areas (direction Izola and direction Pacug, Fiesa and further Piran and Portorož). Some footpaths need additional arranging and signalisation and it is essential to create a comprehensive image of footpaths in the area and wider coastal area.

#### ***Public transport – area specific problems***

There are significant differences between the summer season and other seasons. Moreover, three major events take place in this area every year that attract large numbers of people, which further aggravates the problem of parking

#### ***Parking***

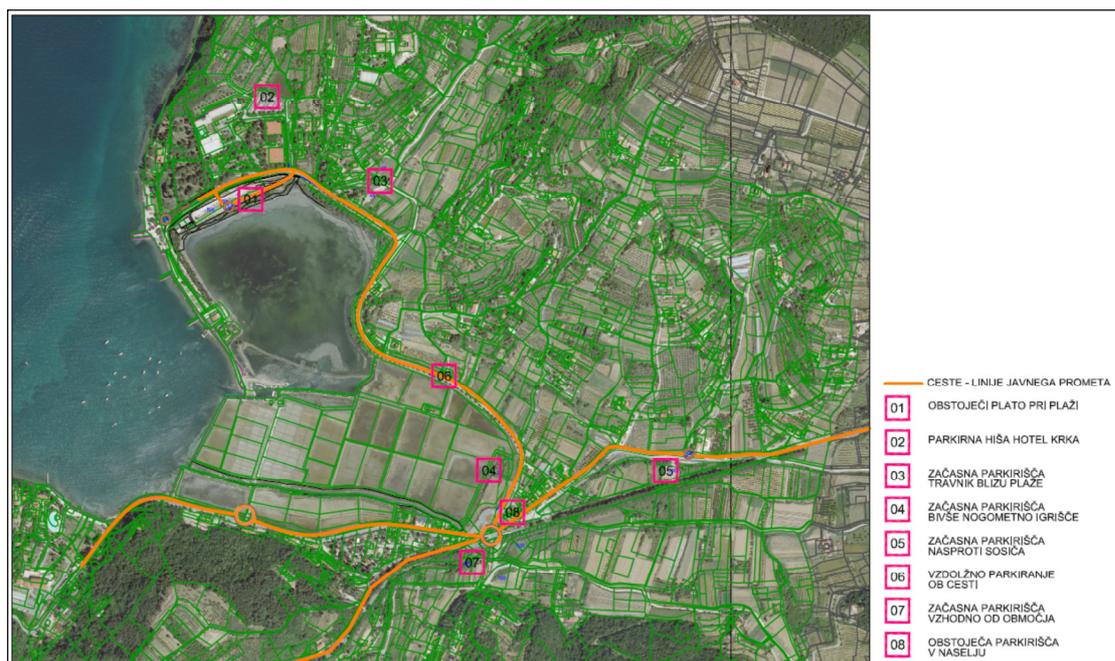
There are sufficient parking places in the area in all annual periods except in the summer tourist season and during large events. Most parking places are at the Krka Hotel, but they are intended for hotel guests. Other parking places are located on the plateau by the beach and there are some next to the monastery and in the village of Strunjan. The number of parking places is highly insufficient during summer months.

It is essential to solve the problem of parking in July and August and during the times of large events, such as the festivals of persimmon and artichoke and the Mary's Ascension Day.

The following solutions are proposed:

- arrangement of the plateau by the beach;

- building of a parking garage at the Krka Hotel which would cover the needs of the hotel and the bathers during the summer season;
- arrangement of temporary parking places on meadows during the tourist season and large events, namely on meadows by the beach where temporary parking places have already been arranged during summer, providing 107 parking places;
- a temporary parking area on the former football field next to the Strunjan village which could serve as a recreational area for the inhabitants in the off-season. 175 parking places could be arranged there;
- a temporary parking area on grassland opposite the Sosič Inn, providing 230 parking spaces;
- parking along the road from the Strunjan village to the beach or the Krka Hotel, providing 180 parking places;
- temporary parking area on meadows east of the state road, at the roundabout, providing 200 parking places;
- the existing parking places in the village of Strunjan.



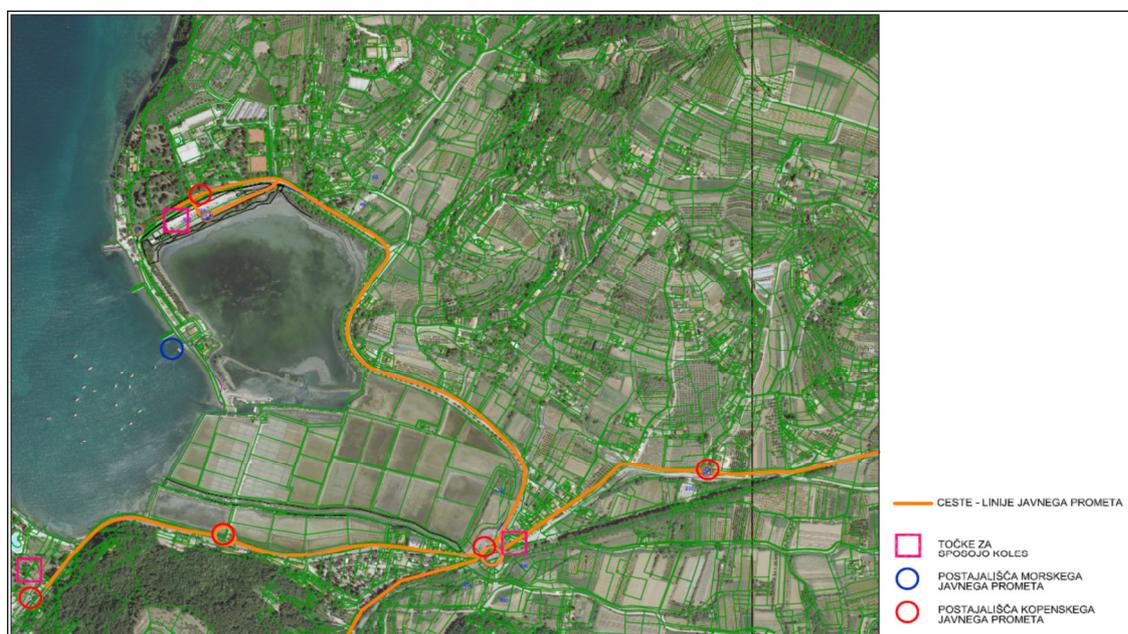
**Figure 5-17 Improvement of the current parking regulation.**

### **5.5.2 Long-term regulation of integrated public transport system**

It is proposed to achieve a long-term regulation of motor traffic and hence the parking through an efficient system of public transport. Thus, the visitors could access to the Strunjan area by

public means of transport and park their cars outside the area, possibly even further in the cities of Koper, Izola, Piran, Lucija, Portorož and other places. An integrated system of public transport should comprise the following systems:

- public bus transport in the entire coastal region with a system of on-call mini buses, possibly in combination with taxi service;
- a system of bike rentals in the entire coastal region with rent-a-bike points and returning of bikes at parking areas, public transport stations and stops and the most popular points;
- a system of public sea transport, operating at least during the summer tourist season and large events.



**Figure 5-18 Long-term regulation of integrated public transport.**

### ***Public passenger sea transport (piers and waterway corridors)***

There are some piers in the Strunjan area, but they are not adequately arranged to function as berthing piers. When local and regional public passenger sea transport is established, it will be necessary to define waterway corridors and berthing piers, connected with the public transport on land.

#### ***Piers – the existing situation***

- Pier 1: small vessels with draught under 1.5 m (recreational)
- Pier 2: designated as a beach
- Pier 3: small vessels with draught under 1.5 m (recreational)
- Pier 4: after renewal functioning both as a pier for fishermen and recreational vessels



- Pier 5: for fishermen and municipal moorings, reconstruction needed.

### ***Solution proposals***

On the assumption that public passenger sea transport is established in the future, the following measures and spatial solutions are proposed:

- VARIANT 1:
  - Pier 1: remains as it is – small vessels with draught under 1.5 m (recreational)
  - Pier 2: reconstruction to enable berthing of passenger ships of the BIG RED/BLUE type (it has to be extended into the area outside bathing waters); (+) plateau with land public transport connection in immediate vicinity, (-) potentially in conflict with the beach programmes
  - Pier 3: prohibition of motor vessels mooring, designated as a beach
  - Pier 4: becomes a tourist pier in the same dimensions
  - Pier 5: after reconstruction, regains its primary function as a fishing pier
- VARIANT 2:
  - Pier 1: remains as it is – small vessels with draught under 1.5 m (recreational)
  - Pier 2: remains as it is – designated as a beach
  - Pier 3: prohibition of motor vessel mooring, designated as a beach
  - Pier 4: extension and reconstruction to enable berthing of passenger ships of the BIG RED/BLUE type; (+) no conflict with the beach. (-) access to the land public transport is across the beach
  - Pier 5: after reconstruction regains its primary function as a fishing pier.



Figure 5-19 Piers and waterway corridors.

## **6 Implication for MSP and ICZM**

The main implication for MSP and ICZM implementation in the study area are discussed in this chapter, according to the main objectives and results of the pilot project. Added-values of the project for the Adriatic basin and innovative aspects are also summarised.

### **6.1 Implications for MSP**

#### ***Using MSP according to the area and type of activity***

In the framework of the pilot project, the applicability of the MSP management tool was tested in a specific area with the following characteristics: limited area – local level, intensive use of marine and terrestrial areas, outstanding spatial qualities: landscape and nature: The pilot project demonstrated that MSP may contribute to:

- long-term coexistence of various activities in the area (at sea and on land);
- reduced pressures on the environment, nature and natural resources;
- elimination of conflicts between the uses at sea and on land. It has proved that in specific conditions, such as in Strunjan (local level, density of activities, valuable features of the area, etc.), integrated planning of marine and terrestrial areas is needed since most conflicts arise from inconsistent use of marine and coastal areas. With separate treatment, the MSP potential would not be fully exploited.

#### ***Defining objectives to guide MSP***

In the pilot project area of Strunjan, the intended goals of land/sea uses should be closely linked with the strategic spatial development goals of the coastal municipalities of Piran and Izola due to the interdependence of uses on land and at sea. Use of the coastal zone, as a key resource of the local community, depends on the development vision of the area and the goals of the development of core activities, which also determine the spatial development policies in the onshore and offshore areas. Needless to say, all relevant provisions deriving from national regulation should be taken into account in this process.

#### ***Developing MSP in a transparent manner, stakeholders' participation***

Transparency of MSP development procedure is of crucial importance. It was assured within the Strunjan pilot project through the participation of the representatives of municipal administrations, competent ministerial departments, economic stakeholders and inhabitants already from the initial stages of the MSP preparation.

A SWOT seminar was carried out, which findings directed the MSP development. It is also intended to carry out a public presentation of results (exhibition) and public discussion both for the local community and at the seat of the municipality. It was observed that most actors, including the local population, were willing to participate.



### ***Coordination within the State – Simplifying decision processes***

In Slovenia, spatial planning competences on land (coastal zone) and at sea are shared between the State and local communities. The pilot project clearly highlighted the need for a different distribution of competences because the present arrangement does not allow rational planning of the coastal area, which includes terrestrial and marine parts. The new solution should bring about better coordination and greater responsiveness, in particular of the State, in case of small-scale developments at sea, supporting the spatial arrangement of the coast, such as piers, moorings, etc.

## **6.2 Implications for ICZM**

The pilot project has demonstrated the need for integral approach to development issues with a long-term perspective, taking account of the specificities of the area of Strunjan. Participation is crucial for long-term sustainability of the process, integrating all relevant actors: local community and administration, national ministries, economic actors, public bodies, etc.

Thus, a broader context of ICZM is needed, integrating competent coastal authorities, which are coastal municipalities in our case. The ICZM process in the case is part of a broader, regional development process, since the last has many attributes needed: it is a long-term, periodic process; it covers all three coastal municipalities, it has a governance structure, integrating stakeholders from all levels (national, local), covering also coastal issues, etc.

MSP has to become one of the most powerful tools in this broader, ICZM context, oriented to support sustainable development of the area. It formulates marine/land use structure and related regimes, assuring long-term sustainability of marine/coastal resources (habitats included), cultural assets, landscape qualities, development potential, public use of the coast and balance between different uses. The Strunjan pilot project has demonstrated this approach.

MSP is a powerful tool for the implementation of specific requirements of the ICZM Protocol, which recognises the particular importance of a narrow coastal strip. According to its Article 8, an area where construction is not allowed shall be established in such zones, which may not be less than 100 meters in width.

The pilot project provided an opportunity to test the implementation of the Protocol in practice.

The proposed spatial concepts, developed in the project, are in line with the Protocol provisions in the following:

- 100 m coastal zone is designated for projects/programmes of public interest (beach, piers, fishing harbour, green areas);
- public projects/programmes require free access to the sea and along the shore; which is assured;
- implementation of the criteria for sustainable (transport) development (a traffic scheme de-stimulating the use of cars in the area, particularly in the immediate coastal zone);



- sustainable transport modes are favoured (bicycles, pedestrians, bus); access to the coastal zone is restricted);
- anchoring of marine vessels is regulated;
- urban development and other activities in the landscape park are restricted or prohibited.

### **6.3 Adriatic added-value of the project**

The project has demonstrated the integration of marine and land spatial planning in the framework of the protected Strunjan Landscape Park.

It has formulated spatial planning and detailed spatial planning proposals, recommendations for marine and land spatial planning and the Landscape Park Management Plan. After the closure of the project, the results are expected to be incorporated into spatial planning documents on municipal level, the Marine Spatial Plan and the Strunjan Landscape Park Management Programme.

The approach might be interesting for other Adriatic partners. Moreover, the project will improve protection of the Adriatic coastal and marine habitats and species, present in the Nature Reserves of Strunjan and Stjuža.

### **6.4 Innovative aspects of the project**

It may be innovative that the pilot project was carried out in the area of the Strunjan Landscape Park, which implies that:

- the MSP instrument was used at a local, spatially limited area;
- the project covered both marine and terrestrial areas (limited marine areas burdened by different, non-harmonised uses and regimes, and terrestrial belt (coastal zone) with a land-use structure not consistent with the marine uses.

The project confirmed the necessity of integrated planning on land and at sea because the problems are closely interrelated and, therefore, their separate treatment is inadequate and does not lead to the desired results. It is innovative that the planning process was carried out by local actors (monitored by national authorities competent for all sea-related issues). Such an approach may become generally applicable since it enables the realisation of interests or project of local communities, subject to appropriate control of national authorities over the issues under their jurisdiction.

## 7 Conclusions

SHAPE pilot projects on MSP were oriented towards the introduction of MSP in different parts of the Adriatic in order to provide consistency between terrestrial planning (including coastal zones) and maritime planning systems. The pilot projects examined the type of planned or existing activities in different geographical contexts, the conflicts among them and their impact on the environment. They formulated proposals of how to implement the MSP in specific Adriatic situations and how to relate MSP to ICZM.

The Slovenian project partner selected the Strunjan Landscape Park as a pilot area mainly for the following reasons: it is an area with several problems, in particular the inconsistency of sea-use regimes, conflicts between the users, uncoordinated uses on land and at sea and inappropriate land use in the, which all poses a potential and long-term threat to the quality of the environment, natural resources, natural and cultural heritage and landscape qualities, as well as local development potentials. Moreover, the local communities (especially the Municipality of Piran) showed a strong interest to participate in the project and use the project results.

The pilot project confirmed the applicability of ICZM (Integrated Coastal Zone Management) and MSP (Maritime Spatial Planning) tools for managing the above mentioned negative effects. It exposed the following:

- MSP should be part of a broader framework of coastal management, which requires a broad overall development perspective (thematic and geographic), taking into account the interdependence of natural systems and human activities with an impact on coastal areas and its assets;
- ICZM provides the appropriate general framework. In particular situations in Slovenia it is reasonable to link ICZM to regional development management process since the system has all the necessary key elements (governance structure involving all relevant stakeholders at the national and local levels, administrative support, access to financial instruments, established phases of programming, implementation and monitoring);
- in concrete Slovenian (local level) situations there are many reasons for MSP to become one of the powerful tools in this broader, ICZM context. Namely, MSP formulates the marine/land use structure, the relations between different uses, the framework for legal regimes, etc. In this way, it contributes to the long-term sustainability of marine/coastal resources (habitats included), the preservation of cultural assets, landscape qualities, development potentials, public use of the coast and the balance between different uses, which are also the ultimate ICZM goals. The Strunjan pilot project has demonstrated this.

Conclusive findings of the whole pilot project are summarised through the 4-pillars matrix common to all pilot projects. The matrix intends to highlight: (i) main outcome and deliverables of the project, (ii) improved skills, (iii) possible future uses of the project outcome, (iv) future opportunities and conflicts related to the evolution of pilot project contents in an MSP perspective. These are also discussed in the following text.



<b>Output</b>		
<b>Capitalization</b>	<p><b>What have we done?</b></p> <p><i>Identification of conflicts and inconsistencies between marine and land uses</i></p> <p><i>Proposals of spatial plan corrections (marine and land use)</i></p> <p><i>Proposals for detailed spatial plan concepts for selected areas (7 areas)</i></p> <p><i>Proposals for a traffic scheme (roads, public transport lines, bus stops, rent-a-bike points, car parks) of the area.</i></p>	<p><b>How can we use the outputs in the future?</b></p> <p><i>In preparation of future spatial planning and more detailed documents on municipal level (contributing the analytical part, list of stakeholders and their interests, proposals for projects/interventions)</i></p> <p><i>In Strunjan Landscape Park development: inclusion in the Protection and Development Programme of the Landscape Park Strunjan: the project contributed concrete proposals for new projects</i></p>
	<p><b>What have we learned/skills improved?</b></p> <p><i>Spatial planning of the coastal area should include marine and coastal land areas, since the majority of conflicts result from inconsistencies between the uses on land and sea and split competencies between the State and municipalities</i></p> <p><i>A governance structure, including competent ministries and municipal administrations should be established for the purpose of MSP</i></p> <p><i>Participation of stakeholders should be assured in order to build a broad consensus (and support) on future coastal development</i></p> <p><i>It is crucial to provide a solid data/information support in all phases of MSP</i></p>	<p><b>Opportunities</b></p> <p><i>Implementation of the provisions of Article 8 of the ICZM Protocol, according to the guidelines formulated in the SHAPE WP 3.2 Pilot project;</i></p> <p><i>Implementation of the proposals, related to the establishment of a special "coastal" management unit and governance structure for the ICZM and MSP, formulated in the SHAPE WP 3.2 Pilot Project;</i></p> <p><i>On technical level: implementation of the management tool (GIS for the coastal strip), developed and tested in the SHAPE WP 5.4 Pilot Project;</i></p> <p><i>Future cooperation with SHAPE partners on coastal issues.</i></p> <p><b>Criticalities</b></p> <p><i>Clear long-term vision and goals should be adopted; in absence of this, short-term interests could lead the whole process away from sustainable solutions;</i></p> <p><i>Cooperation between national and local level administrations: absence could block the process and prevent solutions contributing to local development while not compromising environmental/natural/cultural assets;</i></p> <p><i>Providing data and information support: if not, the whole process would be threatened, namely, the analytical, planning, implementation, monitoring and assessment phases.</i></p>
<b>Skills</b>		<b>Looking Forward</b>

**Figure 7-1 Conclusive findings of the pilot project.**



The following results were achieved through the pilot project:

- proposals for harmonisation between maritime spatial planning and spatial planning on land (through identification of conflicts, inconsistencies between marine and land uses and proposals of corrections of the spatial plan (land use));
- proposals for detailed spatial plan concepts for selected areas (7 areas);
- proposals for traffic scheme (roads, public transport lines, bus stops, rent-a-bike points, car parks) of the area.

Therefore, in addition to the methodology, the pilot project contributed concrete proposals for the elimination of disparities (on land and at sea) in the current spatial plans, as well as proposals for improved land use and spatial design, thus upgrading the landscape qualities of the area. Thereby it contributed expert grounds for the Protection and Development Programme of the Strunjan Landscape Park, as an additional important instrument for site management.

The outputs will be used in various ways:

- in preparation of new legislation on ICZM and MSP in parts related to the integration of both processes and coordination of spatial planning of marine/coastal areas;
- in preparation of future spatial planning documents on municipal level (contributing the analytical part, list of stakeholders and their interests, proposals for projects/interventions);
- in the Protection and Development Programme of the Strunjan Landscape Park: the project contributed concrete proposals for new projects.

In the process of implementation of the pilot project, we have learned the following:

- both, onshore and offshore lands should be considered in spatial planning of coastal areas since most problems result from inconsistent uses and regimes on land and at sea. (For local actors (municipalities), competent for spatial planning, an area of special interest is also a relatively narrow sea belt to where the land-use interests extend (e.g. piers, moorings, marinas, developments that require arrangements on land, etc.);
- to this end, an adequate organizational structure should be established for the preparation of spatial planning documents: it is essential to set up close coordination between the Ministry of Infrastructure and Spatial Planning, responsible for the coordination of governmental sectors having jurisdiction over the sea, and local partners (in particular the coastal municipalities) who are usually the initiators of developments on land and the related developments at sea;
- it is necessary to ensure participation of key stakeholders; in the case of Strunjan, representatives of public institutions, economic actors and the local population showed great willingness to cooperate;
- it is important to provide a solid data base support for the MSP process.



The results of the Strunjan pilot project, addressing the issues of coherent MSP, should be considered in the context of all activities within the Slovenian component of the SHAPE Project, which contributed to a more efficient management of the coastal area at different levels, namely:

- it set out concrete proposals for the implementation of Article 8 of the ICZM Protocol laying down the establishment of a 100-metre setback zone in coastal areas;
- it provided a proposal for setting up a special management area, covering both a 100-metre coastal zone and other coastal areas protected under sectoral legislation;
- it proposed to set up a special governance structure, consisting of key national and local stakeholders:
- a special tool – GIS for coastal zone – was developed in support of efficient coastal zone management (in particular MSP), which integrates spatial data from different sources and provides various functionalities for the needs of ICZM and MSP. The system is at a testing stage at municipal administrations of the coastal municipalities.

Therefore, the SHAPE Project created the most important preconditions for successful implementation of MSP in Slovenia.

The most relevant criticalities are as follows:

- a clear long-term vision, goals should be adopted; in absence of this, short-term interests could lead the whole process away from sustainable solutions;
- cooperation between national and local level administrations: absence could block the process and prevent solutions contributing to local development while not compromising environmental/natural/cultural assets;
- providing data and information support: if not, the whole process would be threatened, namely, the analytical, planning, implementation, monitoring and assessment phases.

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