



Regionalni razvojni center Koper
RRA Južna Primorska



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA OKOLJE IN
PROSTOR

Project: CAMP Slovenia

DETAILED SPATIAL PLANNING CONCEPTION OF THE COASTAL AREA

Supplemented Summary of the Final Report

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June 2006



Občina
Divača



Občina
Hrpolje-Kozina



Občina
Ilirska Bistrica



Občina
Izola



Občina
Komen



Mestna občina
Koper



Občina
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Employers:
The Republic of Slovenia
Ministry of the Environment, Spatial Planning and Energy
and
RDC – RDA South Primorska

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AREA**
SUPPLEMENTED SUMMARY OF THE INTEGRAL REPORT

JUNE 2006

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1. INTRODUCTION

The project "Detailed Spatial Planning Conception of the Coastal Area" is one among eight tasks within the CAMP project and is a constituent of the Regional Conception of Spatial Development. The project represents the most comprehensive section of the regional development concept, which is why it is organizationally considered as an independent project. Based on the regional development concept, the guidelines for the preparation of strategies of the spatial development of the municipalities and their spatial orders as well as guidelines for the preparation of national location plans will be defined.

The project consisted of four phases:

- The report on the first phase of the project includes an overview and analysis of premises, professional foundations, studies, and projects.
- The report on the second phase of the project reports on the analysis of the situation in relation to coastal area management in Slovenia: an analysis of premises for coastal area management and the preparation of the vision, objectives, and strategy for the spatial development of the coastal area.
- The report on the third phase of the project reports on the preparation of alternative options for coastal management in three selected planning areas, recommendations for the evaluation of spatial interventions (evaluation criteria), and indicators for sustainable development monitoring in the coastal area.
- The report on the fourth phase of the project reports on the preparation of a comprehensive concept of spatial planning of the coastal area; final definitions, comprehensive rules for spatial planning and coastal area management and planning program; definition of key projects and cooperation methods among participants in spatial development.

1.1. SPATIAL PLANNING SITUATION

The spatial and spatial planning situations are based on rules of spatial planning defined by previous generations of spatial documents and the general approach to spatial planning. In accordance with planning principles of the socialist economic and social structures, previous spatial plans were mostly characterized by their explicit orientation toward spatial zoning. Spatial development priorities in the coastal municipalities were directed toward the assurance of conditions for the development and spatial regulation of individual sectors. To a certain extent the process neglected the old historical town centres and the wider countryside hinterland, which under the new economic circumstances can be considered as elements with special development potential.

In addition to the preservation of the sensitive balance among the realization of strategic objectives, sustainable development objectives and partial investment interventions that are often the only realistically viable ones at a given moment, the question of planability, related to the feasibility of spatial documents, bears key value. The coastal area alone that has key strategic

importance for the state and municipalities is the domain of different development initiatives. However, being a very vulnerable area under a high degree of protection the balance among different interests is that more difficult to assure.

1.2. DEFINITION OF THE PROBLEM

The result of an exhaustive analysis was the definition of key problems in relation to spatial planning and management in the coastal area:

- a democratic but explicitly liberal-oriented market initiative in spatial interventions,
- partial solving of spatial problems,
- uncoordinated activities of sectors and various levels of planning.

The following negative spatial development trends can be observed in the space environment:

- uncoordination between development plans concerning settlement patterns, traffic and communal infrastructure,
- imbalanced spatial development where old town centres and the countryside hinterland are undergoing less intense development than suburban settlements and town suburbs, which exerts an influence on shoreland area use,
- the presence of a variety of activities in the coastal area and its hinterland with negative influences on the space environment,
- visual degradation of specific coastal environments of natural and built structures.

1.3. AIM

The task "Detailed Spatial Planning Conception of the Coastal Area" provides professional foundations for the Regional Conception of the Spatial Development for Southern Primorska.

In addition, the task provides professional foundations for the preparation of strategies for the spatial development of municipalities, municipal spatial orders, and municipal and national location plans in the coastal area.

1.4. OBJECTIVES

For the municipalities and the state to bridge the present gap between the opposing practices of partial operation and a sustainability-oriented vision of spatial development, the task has to provide solutions at different levels.

On one hand, the task "Detailed Spatial Planning Conception of the Coastal Area" provides professional guidelines for the distribution of spatial activities and detailed rules for spatial planning in the coastal area whereas on the other hand it provides guidelines for the preparation of spatial planning instruments.

The application value of the task lies in:

1. its direction guidelines – it can be used as a professional framework for the preparation of a new generation of spatial documents at different levels;
2. the possible use of its results as criteria for the evaluation of the adequacy of individual spatial interventions.

1.5. RESULTS

The project provides fundamental guidelines and comprehensive rules, instructions and methodology aiming to coordinate development opportunities of individual spatial potentials with principles of sustainable development. A separate chapter is dedicated to specific environmental properties of the coastal area, included in the detailed rules of spatial planning as amendments to fundamental regulations of the Spatial Order of Slovenia. Concrete results are given in the following sections:

a. methodology: methodology of the implementation of strategic premises in the space environment (planning level, implementation level),

b. premises and objectives: strategic premises and objectives of spatial development,

c. space: perception model: the division into 5 characteristic spatial units characterizes the present conditions in the coastal area; a qualitative upgrade with individual comprehensive guidelines for its possible physical/spatial reanimation is necessary,

d. program: functional model: guidelines for the distribution of suitable activities in the space environment: the division of the coastal area into 4 spatial area categories, defined in terms of existent legal regimes, natural preservation of the environment, present and future use of the space environment, and mutually exclusive legal regimes,

e. detailed conception – development models: alternative conceptions for coastal area planning in three selected planning areas,

f. detailed guidelines: detailed guidelines for coastal area planning take into consideration the specific properties and amend the fundamental rules of the Spatial Order of Slovenia,

g. criteria: criteria for coastal area planning or for the evaluation of alternative spatial solutions,

h. instruments: preparation of the program for the implementation of the regional conception – definition of key projects; indicators for sustainable development monitoring of the coastal area.

1.6. DEFINITION OF SEA, SHORE, SHORELAND, AND COASTAL AREA

The sea, shore, and shoreland areas as defined in the Water Act (ZV-1) (Official Gazette RS, nos. 67/2002, 110/2002, 2/2004, 41/2004) and the Maritime Code in (PZ) (Official Gazette RS, nos. 26/2001, 21/2002, 110/2002, 2/2004) are:

Sea

In the maritime regulations (Article 28, ZV-1) the sea is defined as internal and territorial seawaters. The internal seawaters of the Republic of Slovenia encompass all harbours, bays, as well as berths of the port of Koper, as delimited by meridian 13°39' in the east and parallel 45°35,4' in the north (Article 5, PZ). The territorial sea of the Republic of Slovenia covers the sea area extending from the fundamental line toward the open sea where it reaches its external border stipulated by international legislation or an international agreement. The fundamental line is the

middle-level line of low waters or a straight line closing the entrance into the bay. In drawing the fundamental line delimiting the territorial sea the most exposed permanent port structures as constituent parts of the port system are considered as parts of the coast. The external borderline of the territorial sea is the national border of the Republic of Slovenia at sea (Article 13, PZ).

Shore

The shore is defined as the belt of land along the sea between the high-water and low-water marks (Article 7, ZV-1).

Shoreland

Land directly bordering aquatic land is defined as shoreland, which extends 25 metres inland from the border with the aquatic land of the sea (Article 29, ZV-1).

The regulations in force do not define the term 'coastal area' used in the present subject task "Detailed Spatial Planning Conception of the Coastal Area". Given the findings reached while working on the task and the fact that the coastal area is the area most exposed to different development pressures while also ensuring the functions of the public interest, we believe that a definition and spatial delimitation of the term 'coastal area' is essential.

A proposed definition of the term **coastal area** is:

A coastal area covers:

- the sea and seabed where any use or legal regimes at sea or seabed based on declaratory state documents or local communities are recorded,
- the seashore, and
- the shoreland area.

We suggest that all other definitions, such as offshore line, coastal line, and influence coastal strip are not used, for it is possible to appropriately and unambiguously define all terms with the described definitions.

Note:

The Water Act (ZV-1) directly defines the width of shoreland where the public interest of spatial interventions has to be clearly documented. It allows for different shoreland widths where the declaratory defined width (e.g., built shore in towns) is not applicable. In addition, in relation to the natural shore and protected natural preservation areas (e.g., coastal cliffs) the shoreland belt is wider.

2. ANALYSIS OF THE LEGISLATION AND DEFINITION OF THE BROADER STRATEGIC DEVELOPMENT FRAMEWORK

2.1. GENERAL ANALYSIS OF THE INSTITUTIONAL COASTAL AREA MANAGEMENT SYSTEM IN SLOVENIA

2.1.1. Most important strengths

The most significant strengths in coastal sea and coastal area management are:

- mechanisms of international cooperation among countries sharing the same regional sea have been established;
- activities of non-governmental organizations in raising the public ecological and environmental protection awareness;
- legally defined natural and cultural heritage protection;
- established spatial development mechanisms;
- existence of a unit within the Agency of the Republic of Slovenia for the Environment competent for waters (covering all river basins of direct tributaries) and the coastal sea;
- mandatory emission and imission monitoring of polluters;
- imission monitoring of areas used for breeding edible sea organisms;
- imission monitoring of estuary areas of watercourses flowing into the sea;
- imission monitoring of the sea;
- stimulation of polluters through progressive taxes for burdening the waters and tax benefits that allow investments into the reduction of water pollution to reduce the burdening of waters;
- participation of the organized public sphere in the decision-making on spatial interventions.

2.1.2. Most important weaknesses and main conflicts

The most significant weaknesses and main conflicts of/within the existing coastal area management are:

- no legally stipulated obligations for inter-ministerial and inter-sector counseling and cooperation in decision-making, co-investing, and solving of conflicts of interests;
- no legal mechanisms for specific area planning, such as coastal area (coastal belt) planning;
- no integrated coastal sea use planning;
- no defined (by land parcel boundaries) shore and shoreland and no established legal regimes concerning existent shoreland use (use limitations);
- shore ownership in the land register is not accurate nor harmonized with regulations in force;
- division of competencies in relation to land and sea space – the municipalities are competent for spatial planning (also land use for activities that are functionally related to the sea) while not having competencies for sea use planning;
- inefficient mechanisms of sector legislations in sea use planning due to more recent regulations;
- imission monitoring of the coastal sea should include additional sampling locations;
- insufficient competencies and obligations of the Service for the Protection of the Coastal Sea (SVOM);
- insufficient inclusion of the knowledge of effects on sea use and reciprocal effects of sea use into professional foundations;
- scarce employment of fundamental economic instruments in sea use planning;
- insufficient management of protected areas at sea and on the shore and insufficient task implementation by the selected operators;
- unrecorded essential projects of regional importance for the development of the coastal area.

3. ANALYSIS OF THE SITUATION AND SPATIAL DEVELOPMENT TRENDS

The analytic section of the research is primarily dedicated to the definition of the fundamental properties of the existent development trend and its structural materialization in the physical space. Concrete results of individual analyses have provided the conditions for the formation of adequate methodology and instruments spatial planning in the coastal area.

The trend of the present spatial development is closely related to the current social and economic development, exerting a key influence on conditions in the space environment. The trend is part of a broader local as well as global context that is only under a limited influence of spatial plans and campaigns, irrespective of how ambitious they may be. Despite the wishes that established but unwanted trends of spatial development would take a different course, we need to realistically consider the options of planability. Given the limited instruments at our disposal and the fact that the trend of spatial development is a result of the broader environment, it has been determined that it can only be subject to partial direction.

3.1. OVERVIEW OF THE PRESENT SITUATION IN THE ENVIRONMENT, THE PRESSURES AND INFLUENCES

Environment situation and its indicators are adequate indicators of the spatial development trend and the level of trend sustainability. The present situation is an element in the assessment of the present spatial development trend and assessment of the instruments at our disposal for its direction.

Identification of key potentials of the coastal area

The key environmental and spatial sources/potentials of the coastal area are the nature, cultural heritage, natural resources (fishery reserves, agriculture, forestry), recreational potentials (beaches, walking areas, tourism and recreation areas, green areas), urban and architectural qualities, and landscape qualities.

Identification of the key pressures on the environment and space

The key pressures on the environment and space in the coastal area derive from maritime traffic, yacht harbours, the port Luka Koper, road, rail and air traffic, tourism and recreation, the population, and industry.

Key conclusions

It has been found out that spatial development patterns in the Slovene coastal area are significantly more sustainable compared to the described spatial development patterns in the broader Mediterranean context. The solving of existent conflicts is at a high level, which cannot be an excuse for waiting, rather an opportunity to further increase the sustainability of the current spatial development trend.

3.2. SPATIAL DEVELOPMENT TRENDS IN THE COASTAL AREA

The definition of the essential properties of the development trend has been made in the form of a SWOT analysis. Two aspects of the trend have been considered: global-local and environmental-perceptive aspects.

SPATIAL DEVELOPMENT TREND FROM THE ASPECT OF GLOBAL SOCIAL DEVELOPMENT (STATE, REGION, LOCAL COMMUNITIES, CAPITAL)	
STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • simultaneous development of the coastal region (promotion of the coastal area) • location and concentration of national capital • meeting development needs at different locations • operation at different locations, exploitation of different environmental properties • individual operation, development of the entrepreneurship sector that can be sustainability-oriented • the principle of supply and demand, increase of competitiveness, flexible adjustment to current needs of the consumer society • independent development and practically unlimited possibilities for different sectors • realization of the interest of local communities in the acquisition of new investments • marketing of neglected spatial potentials • selective exploitation of locations and capacities • phase intervention • integration of the public and entrepreneurial interest • integration of the hinterland • raising awareness of the capital • opportunity for the synthesis of existing interests • construction of the coastal promenade and recreational surfaces • removal of inadequate activities from common public surfaces • infrastructural development • development of public transport 	<ul style="list-style-type: none"> • high pressure in a limited area, population and activity concentration • unused possibility for a conceptual approach (spatial planning, tourism supply, social infrastructure, etc.) • intersection and exclusion of interests • limited supervision, non-exploitation of 'all' potentials • high number of locations with activities that exert a negative influence on the environment • stagnation of the hinterland • low tolerance among interests of different social and entrepreneurial groups (predominance of economic feasibility) • too high prices of land available for construction purposes for the current needs of the local population • non-transparent supply • non-transparent ownership • unselective interventions into the narrow coastal belt • formation of an unsupervised structure of development nodes • overburdening of the area and the consequent reduction of the competitiveness of the coast as a whole (due to over-saturation) • lack of interest of '(new) quality' investors • overexploitation of potentials and existing visual qualities of the coastal area • absence of state stimulations • loss of quality surfaces • pollution • interventions into the marine ecosystem

SPATIAL DEVELOPMENT TREND FROM THE ASPECT OF BUILT INTERVENTIONS AND TRANSFORMATIONS OF THE INTEGRATED IMAGE (ENVIRONMENTAL PERCEPTION)	
STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • critical mass and capital synergy causes a realization of quality interventions and co-financing of the protection of natural heritage monuments • distribution of activities in the entire coastal area prevents nodal concentration of built structures (e.g., hotel facilities) • diversity of activities • intertwining of the different built patterns (contrasts, continuity, compactness, line, node) • quality urbanization and revitalization of separate segments and the entire area • quality 'spatial interventions' by commercially motivated investors • economical management of natural potentials • integrated regulation of traffic infrastructure • promotion of historically qualified spatial elements (legibility of the temporal development of space) • transfer of disturbing structures into the hinterland • formation of modern environments • formation of attractive structures • long-term solutions • establishment of the first permissible line of construction • limitation of traffic • public transport 	<ul style="list-style-type: none"> • extensive and unsupervised 'physical' interventions in the narrow coastal belt • expansion of areas intended for construction purposes (urbanization) • non-quality interventions into environmentally complete units • alteration of the integrated image of the coastal belt • reduction of the natural contact between land and sea • reduction of natural landscape elements (also unprotected qualities) • lack of consideration for natural and built spatial properties in built structure planning • large interventions (yacht harbours, mussel farms and accompanying technical structures) with a visual impact on the wider area • obstructions to views (in all directions: land-sea, sea-land, land-land, etc.) • extreme uncontrolled architectural, urbanistic and landscape activities as consequences of exaggerated space commercialization • extreme construction density in the coastal area • loss of spatial identity • sale of public surfaces at low prices

3.3. SPATIAL ANALYSIS

The aim of the spatial analysis is the definition of the necessary premises for the formation of the methodology, criteria, and comprehensive rules for spatial management and planning. The research is primarily oriented toward the recognition of typical environmental properties of the coast and is therefore divided into the analysis of built structures and the analysis of the landscape. Spatial vulnerability assessment has been conducted within the spatial analysis framework.

3.3.1. Analysis of built structures

Based on fieldwork records of the present situation separate typological characteristics of built structures in the narrow coastal belt have been defined. The examination of the area was primarily concentrated on:

- individual elements of the urbanistic structure,
- individual elements of the architectural structure,
- general spatial characteristics and problems concerning built structure patterns in the coastal area.

In the coastal belt the built structures is shown mainly in a form of small single constructions and individual catering and tourist facilities with a greater volume design. Beside the Port of Koper and some facilities of public utility, port, and water-management infrastructure, some larger *construction interventions* in rest of the space are a rare exception. We have found that, due to ambiental attractiveness and relief spatial characteristics, the addressed construction, in the existing scale, is adequately structured, because it *does not yet (!)* represent an extensive concentration of building masses and emergence of built conglomerates with significant impact on a wider space.

Essential spatial qualities are:

- still existing attractive natural ambients;
- large scale of historical architecture (cultural heritage);
- recognizable Mediterranean typology;
- remoteness of some tourist facilities and other building masses to (hinterland) offshore lands with limited visual impact on the coastal belt;
- mainly de-concentrated construction and consequently concentration in the hinterland (e.g. housing constructions in Izola and Lucija);
- preserved vegetation and relative transitivity of the area.

Essential spatial non-qualities are:

- expansion of disperse construction with an architectural character, which is not shaped and in most cases does not represent upgrading of the local typology but characterization and globalization of the architectural space;
- building facilities with a (too) large volume design, which cause an obvious and undesirable visual impact on the coastal belt and a wider area;
- intense urbanization and consequently alteration of the characteristic Mediterranean image of the coastal belt;
- unregulated lands and facilities directly on the coastal belt;
- large scale of un-designed prefabricated architecture with catering and tourist function, unmanaged and unplanned areas for storing trailers, un-designed service facilities of marinas, unorganized parking facilities, neglected elements of bathing areas, and unregulated access footpaths to the sea, which degrade the coast's image.

3.4. OVERVIEW OF INTENDED LAND USE ON INSHORE LAND

The intended use (in all three coastal municipalities) is being essentially modified in all relevant points with recent amendments to the spatial planning elements of planning documents. The

amendments to plans have not yet been entered in joint plans of intended land use; however, the analysis provides certain characteristics of the land use on the continental shelf, irrespective of said fact. The analysis does not give a current – actual use of land, but planned usage in municipal plans.

Municipality of Koper

Designation	Description	Length [m]	%
C	<i>Central activities areas</i>	5.155	26,5
T	<i>Transport and communications areas</i>	10.272	52,9
Z	<i>Recreational and urban greenery areas</i>	1.649	8,5
V	<i>Aquatic land</i>	508	2,6
O	<i>Other</i>	1.844	9,5
	Total	19.428	100,0

Municipality of Izola

Designation	Description	Length [m]	%
C	<i>Central activities areas</i>	3.507	39,1
T	<i>Transport and communications areas</i>	1.602	17,9
S	<i>Apartment areas</i>	588	6,6
G	<i>Wooded areas</i>	142	1,6
K	<i>Agricultural land</i>	33	0,4
Z	<i>Recreational and urban greenery areas</i>	997	11,1
O	<i>Other</i>	2.100	23,4
	Total	8.969	100,0

Municipality of Piran

Designation	Description	Length [m]	%
C	<i>Central activities areas</i>	123	0,7
I	<i>Transport infrastructure</i>	1.527	8,3
M	<i>Mixed areas</i>	3.175	17,3
Z	<i>Green areas</i>	3.764	20,5
Z,M	<i>Green areas – mixed areas</i>	4.351	23,7
L	<i>Mineral raw materials</i>	3.782	20,6
GV	<i>Buffer forest zone</i>	1.356	7,4
V	<i>Land waters</i>	267	1,5
	Total	18.345	100,0

3.5. INDICATIVE REVIEW OF OWNERSHIP

Indicative review of ownership is presented with the situation of the ownership of plots on the border of cadastral municipalities, which border with the cadastral municipality Morje.

Owner	Length [m]	%
Municipality	20.432	40,9
Republic of Slovenia	7.716	15,4
Public authorities	2.059	4,1
Companies	11.792	23,6
Private undertakings	961	1,9
National assets	6.437	12,9
Not known	18	0,0
Other	562	1,1
Total	49.977	100,0

3.6. RECORD OF KEY INTERESTS AND CONFLICTS IN THE REGION

In the area under consideration, there exist numerous interests, initiatives, projects and protective restrictions determining the current and future spatial reality. During the course of our research, we have drawn up a synthesis map of key interests and conflicts in the region on the basis of the review of relevant spatial material, interviews, records of initiatives and contributions.

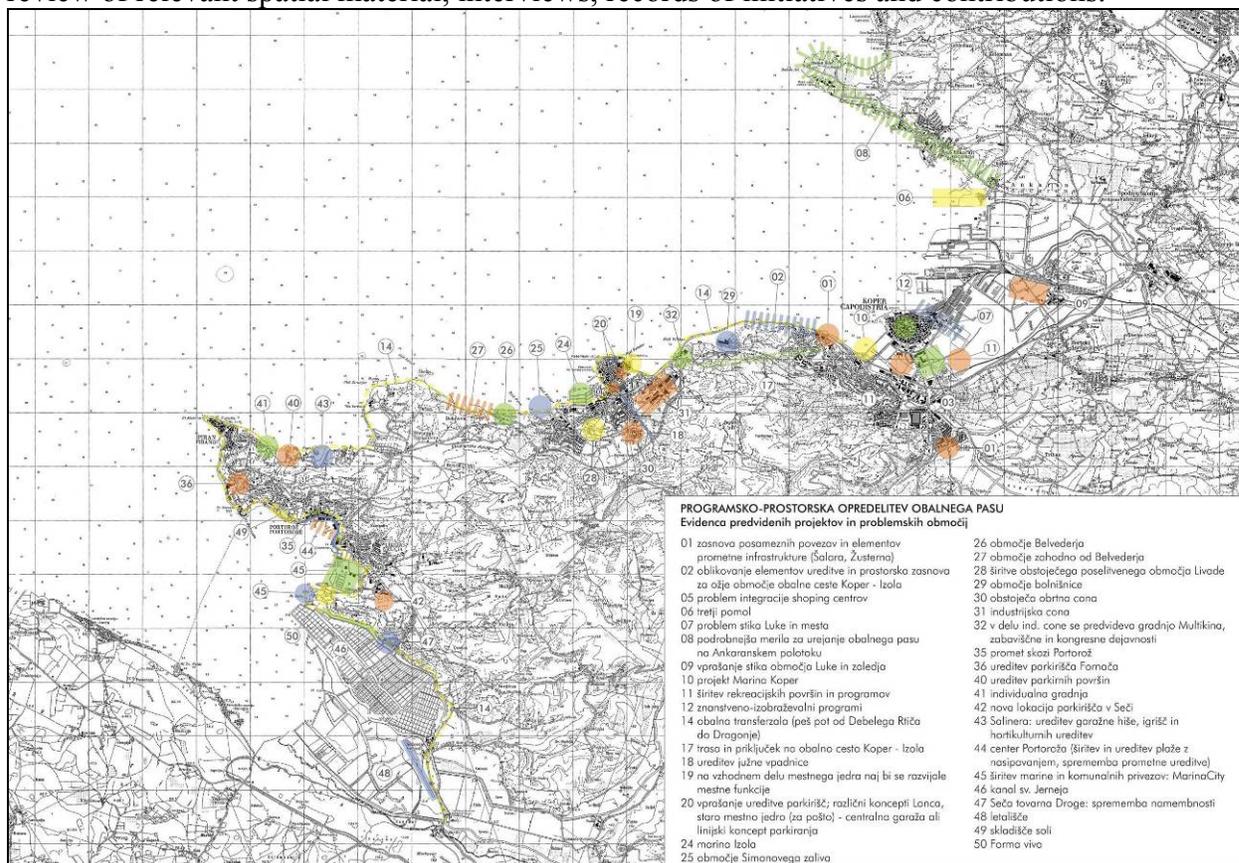


Figure 1: Graphic presentation of key interests and conflicts on a wider inshore land

Legend:

- 01 – conception of individual connections and elements of transport infrastructure (Šalara, Žusterna)
- 02 – design of elements of organization and spatial conception for the narrower area of the coastal road Koper-Izola
- 03 – land settlement system (network of settlements)
- 04 – dense housing construction in town hinterlands (vast capacities)
- 05 – problem of integration of shopping centres (conception of urban and architectural development), in particular new constructions and, in part, also expansion of existing constructions
- 06 – third pier
- 07 – problem of connection (programme and spatial) between the Port and the town
- 08 – detailed criteria for the planning of the continental shelf on the Ankaran Peninsula
- 09 – question of connection between the Port area and hinterlands (terminal – economic zone - landscape)
- 10 – Marine of Koper Project,
- 11 – expansion of recreational areas and programmes
- 12 – science and educational programmes
- 13 – housing construction (inter-municipality strategy!)
- 14 – coastal transversal (footpath from Debeli rtič to River Dragonja)
- 15 – expansion of tourist capacities (inter-municipality strategy)
- 16 – inter-municipality project for the regulation of slow traffic on the continental shelf (parking lots, parking facilities, etc.)
- 17 – need for communal moorings; alignment and junction to the coastal road Koper – Izola (national plan for traffic regulation)
- 18 – regulation of southern inroad; town entry separates the housing and tourist area from the industrial zone
- 19 – urban functions are supposed to develop on the eastern part of the city centre (ev. servicing activities of the marine in the area of shipyard, ev. parking facilities, ev. passenger terminal)
- 20 – question of regulation of parking lots; different single-pot concepts, old city centre (behind the Post Office) – central garage facilities or liner concept of parking
- 21 – areas of expansion of the existing Livada settlement area
- 22 – expansion areas
- 23 – parking areas
- 24 – Marine of Izola (modifications within the existing scope) ev. resettlement of certain functions to the eastern part of the town
- 25 – area of Simonov zaliv (shifts of existing regulation borders)
- 26 – Belvedere area: spatial planning conditions for Belvedere (construction areas under spatial planning conditions)
- 27 – area west of Belvedere (applicable: the new ordinance on Strunjan landscape park – cultural and natural heritage (new ordinance on the assignment of continental shelf border)
- 28 – expansions of the existing Livada settlement area (University programme + housing and tourist settlement, Aqua Park foreseen, as well)
- 29 – hospital area (Z 6/3): school programme with accompanying activities (health care, education, etc.)
- 30 – existing trade zone: revitalisation (50 % of the apartment)
- 31 – industrial zone: Mehano and Delamaris decreased the volume of their production: introduction of new programmes on available areas (small/retail economy)

- 32 – in a part of the industrial zone (Stavbenik and Mehano), the construction of a multi-theatre complex, entertainment and congress activities are foreseen; the remaining part of the industrial zone has available areas at its disposal (ev. problem of municipal equipment)
- 33 – housing construction (similar as Koper: housing construction - inter-municipality strategy!)
- 34 – transport network – amendments of transport study and spatial conception of Izola (connection of Izola and Piran through hinterlands)
- 35 – transport through Portorož (shift of roads from the continental shelf to the interior)
- 36 – organization of Fornače parking area
- 37 – expansion of tourist capacities (in parallel with the expansion of housing construction + low-cost apartments)
- 38 – more green areas
- 39 – rationalization of parking capacities
- 40 – organization of parking areas (Fiesa, Fornača: construction of a garage, multi-storeyed parking facility by the road to Fiesa)
- 41 – individual construction (expansion of tourist and housing areas: Fiesa)
- 42 – new location of cemetery in Seča
- 43 – Salinera: organization of a garage facility, playgrounds, and horticultural areas (dual-use of land, tourist arrangements in the forest– to the road Strunjan – Beli križ)
- 44 – Portorož centre (expansion and organization of the beach by means of infilling, modification of transport organization)
- 45 – expansion of marine and communal moorings: Marina City (hotels, servicing activities, recreational areas, etc.)
- 46 – Forma viva
- 47 – Rt Seča (expansion and organization of the beach on the cape of Seča Peninsula), Sv. Jernej canal (organization of communal moorings, expansion of road and organization of parking area)
- 48 – airport (problem of natural park and airport activity, extension of landing strip)
- 49 – salt storage facility (expansion of the area by the infilling of the sea with a view to acquiring the land for sporting-recreational and tourist-supply activities and telecommunications)
- 50 – Forma viva (organization of utility area)

In all three municipalities, the initiative was given as to the joint and integrated strategy for the addressing of the following issues:

- need for the conception of coastal transversal (footpath);
- need for the conception of local transport system, in particular for an integrated strategy for the organization of areas for stationary traffic;
- organization of communal moorings the number of which is considerably too low in all municipalities;
- need for the strategy for the organization of bathing sites;
- organization of green areas and areas for pedestrians;
- organization of servicing plateaus for nautical tourism;
- conflicts at sea; and
- joint addressing of issues on the revitalisation of old city centres.

4. VISION, OBJECTIVES, STRATEGY OF SPATIAL DEVELOPMENT OF CONTINENTAL SHELF

4.1. VISION OF SPATIAL DEVELOPMENT OF CONTINENTAL SHELF

The continental shelf is developing in accordance with the principles of moderate development of the environment, the sea and the coast, i.e. sea and coast uses do not compete with one another, but complement each other in demonstrable harmony. Included in the continental shelf area are the activities that do not impose burdens on the environment, contribute to the social development of the wider and narrower areas, and constitute an economically self-maintaining system.

Settlement and activities that are not related to the sea use are directed from the continental shelf to the hinterlands of the continental shelf with a view to relieving the burdens on the continental shelf. The settlement is down-shifted to the coast only in areas with existing settlement structure. All activities that do not belong on the coast are withdrawing into the hinterlands.

Urban and landscape image are renovated with a view to conjuring up all the quality of the sea ambient and maintaining the identity of the area that originates from the unique combination of natural and cultural factors of the Slovenian continental shelf; contact of the sea with flysch, winds, architectural and urban heritage of the Mediterranean.

New burdens on the environment and cultural identity are being gradually relieved. Pollution of the sea, the coast and the hinterlands is decreased and burdens on ecologically relevant areas, protected habitats and areas of valuable natural features relieved, etc. Burdens on protected cultural heritage are also relieved. Cultural heritage is beginning to be understood as part of the environment, its identity, and not only as a limiting factor to further development and financial investments.

Organization of the environment encourages the population and visitors to change their every-day habits. Organized coastal promenades invite to afternoon recreation and socializing. Organized bathing beaches are located at such distances from urban areas as to be leisurely accessible by foot or bicycle.

Relationships between the capital, the Government and the local community are transparent and democratic. Capital investments are directed into the hinterlands of the continental shelf. All parties know what part of the coast can be intended for what activity, as the data on ownership and initiatives for changes in land use are publicly accessible. Transparency of procedures and clear technical instructions do not allow for lobbying and speculations.

The continental shelf develops into a pleasant Mediterranean marine environment where the every-day rhythm of the life of the population remains associated with the sea, at least in terms of view and thought, the contact with the sea remains active, yet variegated; it is thematically segmented in various parts of the coast. It constitutes an environment of co-habitation and tolerance towards different views, an environment of compromises and synergies. At the same

time, however, it is an environment that allows for the realization of exceptional and unique ideas.

The objective of the spatial development of the continental shelf in Slovenia is to integrate general principles and objectives of the integrated management¹ of the coastal zones² (Draft Protocol on the Integrated Management of Coastal Zones in the Mediterranean (May 2005)):

- coastal zone is managed integrately as the area of moderate and environment-friendly development, the coastal zone being considered as a uniform entity and taking account of its carrying capacity;
- connection and interdependence of the sea and land parts of the coastal zone should be considered in national and local coastal plans and programmes;
- a balance should be established between the protection of natural resources and economic and social development of the coastal zone;
- coastal zone should be protected against degradation,
- the integrity of coastal ecosystems should be preserved;
- generation of waste is decreased to the minimum, environment-friendly disposal of waste is ensured;
- different use of coastal zones should be compatible and should ensure priorities in relation to public services and activities directly associated with the sea;
- use of natural resources is planned on the basis of moderation criteria, the priority as to their use is given to the local population;
- considering the above principles and objectives, the contracting countries should ensure the use of the coastal zone in such a manner as to maintain the integrity of natural marine habitats, landscape, natural resources and ecosystems. To that end, the competent administrations should:
 - determine the zones (e.g. 100 m from the highest sea level) where construction is prohibited (said provision cannot be applied universally; note of the author);
 - determine what activities should be prohibited and limit their implementation in protected and natural areas;
 - limit the linear expansion of settlement on the coast;
 - arrange free access for pedestrians to the sea or shoreline free of charge in the light of specific local geographical or ecological features; and
 - regulate or prohibit vehicle circulation and parking on the coast.

Said objectives are to be met with the upgrading of spatial and other potentials of South Primorska and its comparative advantages as well as with the preventing of weaknesses and hazards as reflected in the actual state and certain tendencies in the region.

¹ "integrated coastal zone management" constitutes dynamic processes of sustainable management and use of coastal zones upon synchronous consideration of vulnerability of coastal ecosystems and landscape, diversity of activities and uses, their interaction, maritime orientation of certain activities and uses, and their impact on sea and land areas;

² "coastal zone" constitutes a geomorphological area on both sides of the sea coast where the interaction is taking place between sea and land areas in the form of complex ecological system formed of biotic and abiotic components, human habitat and their socio-economic activities.

The following are detailed objectives of the spatial development of the continental shelf:

Space:

- To ensure a coherent and rational use of space with a view to enabling a moderate and balanced development of the continental shelf with the accompanying impact area (decreasing density on the continental shelf);
- To determine a detailed use acceptable for coastal space and the rules governing the organization of the continental shelf with a view to ensuring a more moderate development of the sea and the continental shelf;
- To establish a relationship between needs and aspirations;
- To establish a flexible spatial and programme network structure; and
- To maintain the identity of individual areas on the continental shelf, taking account of and protecting the natural and cultural characteristics, as well as to enhance the quality of the living environment and ensure ambient effects and pleasures.

Transport infrastructure:

- To develop alternative transport infrastructure – non-motorized transport, network of footpaths, cycle routes, and similar, along the coast, in particular;
- To enable the development of public maritime passenger transport;
- To organize public stops – land and sea; and
- To suspend the traffic on the continental shelf (where possible, suspension of personal vehicles, at least); and
- To improve inter-municipality transport connections and internal connections between municipalities.

Municipal and other infrastructures:

- To develop the municipal infrastructure in line with the development of transport and activities in the region;
- To complete the construction of the treatment plant with a view to adequately treating communal waste waters;
- To renovate the decrepit municipal infrastructure, in particular in the areas of historical city centres, which pollutes the sea and groundwater and gives rise to unnecessary losses of drinking water; and
- To ensure adequate access to municipality and energy infrastructures to all residents of the continental shelf.

Environment:

- To maintain the quality and diversity of the environment on the continental shelf;
- To improve the state of degraded environment and standards of living;
- To contribute to the decreasing of emissions into the sea;
- To prevent improper use of aquatic systems, ensure rational use of water resources and treatment of waste waters; and
- To improve the infrastructure in protected areas and areas of valuable natural features.

Economy:

- To enable a qualitative and structural improvement of tourist capacities which would allow for a greater utilisation of capacities, greater volume of visits and greater revenue, in

particular with the establishment of the integrated tourist offer – development of moderate tourism;

- To enable the competitiveness of activities and new investments;
- To enable the increase in the added value per employee;
- To invest in the local infrastructure;
- To enable new investments; and
- To market cultural monuments and protected nature parks.

Human resources:

- Social pluralism – integration of various interest groups and their co-creating of space;
- To enhance the integration of the population in the developments taking place in the municipality;
- To create spatial conditions for co-habitation, multiculturalism, tolerance;
- To create adequate spatial conditions for all population strata; and
- To integrate the population (marginal groups, elder and younger population, as well) into the processes of spatial planning in a more creative way.

Social activities:

- Ensuring material conditions for the development of childcare and education, research and university activities, activities of health care, social security, culture and sport, in particular:
- Development of cultural and educational zones;
- Development of natural and educational zones; and
- Development of sport and recreation.

4.2. SCENARIO FOR SPATIAL DEVELOPMENT OF CONTINENTAL SHELF

Three different scenarios are defined for the spatial development of the continental shelf, namely: ecological, liberal and moderate scenarios. With these three scenarios, we would like to verify three eventual future developments and establish which development scenario can ensure the realization of visions set for the spatial development of the continental shelf taking account of fundamental principles and general development platforms.

4.2.1. Ecological scenario

The ecological scenario considers the aspect of environmental vulnerability to the greatest extent possible; it does not, however, take account of the aspect of attractiveness for the development of various activities in the environment. Said scenario refers to the planning of protected areas and includes in the said category also the areas that are of greater quality in terms of landscape.

The interpretation of designed vulnerability models shows that as regards the protection of naturally better preserved parts of the environment considered together with the cultural heritage, the majority of the coastline is vulnerable and requires protection. Several spatial caesurae allowing for development exist only in current uses occupying the beach (Marine of Lucija, Port of Piran, Semedela Canal, and Port of Koper). Ecological axes extending into the hinterlands are also relevant: corridor of the River Dragonja valley, a relatively wide axis in the direction NW-SE (Rtič Ronek – Malija – Koštabona) along which the remains of the natural landscape are scattered, and a somewhat shorter and narrower axis Izola – Šmarje. It is important to maintain and establish corridors between Piran hinterlands and Sečovlje Salina (Landscape Park).

Similarly, it is necessary to consider the entire line between the Bay of Sv. Križ and Simonov zaliv. The areas that fall within the Natura 2000 programme will undoubtedly require special attention in future.

4.2.2. Liberal scenario

The liberal scenario considers the aspect of the attractiveness of the environment for the development of various activities to the greatest extent possible; it does not, however, take account of the vulnerability of spatial structures and the need for the protection of protected natural areas, cultural heritage, cultural landscape and sea. Further, said scenario does not consider the areas protected under the law and refers to the planning of said areas in the light of the attractiveness of the environment for the development of various activities.

Developmental pressures on the narrower continental shelf are rather powerful, namely the pressure of urbanization, in particular of settlement (housing construction, infrastructure, in particular transport infrastructure with vast areas of stationary traffic), tourism (development of tourist infrastructure: hotels, apartment settlements and accompanying programmes, nautical ports with accompanying programmes) and economy (commercial port, trade centres, production activities, economic zones).

The liberal scenario provides for the relaxation of the rules for the distribution of activities in space in accordance with the pressures and interests of individual investors. The area develops without let or hindrance.

4.2.3. Moderate scenario

The moderate scenario tries to establish a synergy between the aspects of attractiveness and vulnerability of the environment. It aims at balancing all three aspects, namely the environmental, economic and social aspects in such a way that it develops spatial potentials in such a manner that is not threatening to the loss of irreplaceable natural resources, to the loss of the contact between the sea and the coast (on natural parts of the coast, in particular), and allows for a long-term conservation of all potentials. As a rule, said scenario does not address the protected areas; however, it does address to a moderate extent the areas that are of greater quality in terms of landscape as well as introduces a quality and not too dense a construction in the remaining space.

The continental shelf is developing in accordance with the principles of moderate development of the environment, the sea and the coast, i.e. sea and coast uses do not compete with one another, but complement each other in demonstrable harmony. Included in the continental shelf area are the activities that do not impose burdens on the environment, contribute to the social development of the wider and narrower areas, create long-term profits and constitute at the same time also economically self-maintaining systems. Settlement and activities that are not related to the sea use are directed from the continental shelf to the hinterlands of the continental shelf with a view to relieving the burdens on the continental shelf. The settlement is down-shifted to the coast only in areas with existing settlement structure.

4.2.4. Scenario assessment and analysis

The following table presents the assessment and analysis of scenarios according to environmental impacts.

	MODERATE SCENARIO	ECOLOGICAL SCENARIO	LIBERAL SCENARIO
Impacts on the development of natural environmental components	+	+	-
Impacts on the development of created environmental components	+	+/-	+/-
Settlement	+	+/-	+
Landscape	+	+	+/-
Infrastructure	+	+/-	+/-
Impacts on safeguarded and protected areas under the regulations governing the conservation of nature	+	+	-
Impacts on the development of social environment	+	+/-	+/-
Impacts on the development of economic environment	+	-	+
Impacts on the development of cultural environment	+	+/-	-
Impacts on the development of symbolic-sensory environment	+	+	-

In the light of the results of the assessment carried out in accordance with the criteria set, it is evident that the scenario of moderate development allows for the realization of vision and objectives set in relation to the spatial development of the continental shelf.

4.3. PLATFORMS FOR SPATIAL DEVELOPMENT OF CONTINENTAL SHELF

We have established that the scenario of moderate development allows for the realization of the vision and objectives and therefore constitutes the most relevant platform for the spatial development of the continental shelf. The moderate scenario may manifest itself in various ways in the environment or provides various spatial variants, respectively. We anticipate the following achievements within the framework of the spatial development of the continental shelf in all spatial variants provided for by the moderate scenario:

- Categorization of the continental shelf into several categories-sequences and their planning pursuant to relevant criteria;
- Determination of potential activities and planning regimes for individual categories of areas;
- Determination of the width of inshore land which is planned in accordance with the Water Act;
- Determination of detailed use acceptable for the continental shelf and rules governing the planning of the continental shelf with a view to guaranteeing a more sustainable development of the sea and the continental shelf;

- Development of various accessibility strategies in different categories of areas (e.g. the first development area is more accessible in comparison to other areas, etc.);
- Definition of spatial conditions for the further development of the Port of Koper, construction of a passenger port, communal moorings, aquatic sports areas and their additional infrastructure;
- Definition of spatial conditions for the further development of the tourist infrastructure in individual categories of areas;
- Determination of target areas for the development of individual activities and conditions for their management;
- Determination of regional activities and conditions – priorities;
- Determination of platforms for individual trends on the continental shelf, such as, for instance, weekend cottages, growth of holiday settlements, dispersed construction, public transport, stationary traffic;
- Definition of guidelines for the spatial development of problem areas on the continental shelf, such as, for instance, seaside towns and settlements, Port of Koper with impact area, top-quality agricultural land on the coast, and similar; and
- Definition of guidelines for the development of landscape, in particular for the development of the green system, tourism, recreation in nature, and similar.

Detailed platforms allowing for the realization of the moderate scenario are divided into several areas:

Platforms for the distribution of activities in the environment

Spatial development should be balanced in all its categories: economic, social, cultural and environmental. It is of great importance to establish synergy and co-existence of potentially conflicting uses and legal regimes (processes should integrate all players, holders of spatial planning and all strata of the public).

The continental shelf (coast, inshore land) comprises only uses (intended use, programmes, contents) relating to the sea or activities that are linked directly to the sea. Considering the above mentioned, the strategy allows for the development of variety in the environment, intertwining of various activities and uses, and exclusion of those activities on the continental shelf that do not require the sea for their proper functioning.

Platforms for the determination of the width of inshore land

The width of inshore land is determined according to the categorization of individual sequences:

1. The border of inshore land is on the border of the inshore line.
2. The border of inshore land is at least 10 meters from the border of the coastline.
3. The border of inshore land is at least 25 meters from the border of the coastline.
4. The distance of the border of inshore land from the border of the coastline to the border of the area, where there is the border of the infrastructure necessary for the integrated spatial development and active protection of the area governed by the legal regime in the area of nature conservation and cultural heritage protection, is minimal.

Platforms for the development of transport:

The transport on the continental shelf should be regulated for the entire coastal region of the Republic of Slovenia. In the long-term, road surfaces and stationary traffic surfaces should be suspended on the continental shelf. The continental shelf should be intended for pedestrian

traffic, cycling and other alternative forms of transport. The spatial infrastructure for maritime passenger transport should be organized at local level and wider. The organization of transport is of vital importance for the further spatial development of the coastal zone!

5. RESULTS

The coastal belt is of strategic importance to the national, regional and local levels, as it represents an exceptionally sensitive area in terms of both environment and milieu. In each activity affecting the physical environment of the coastal belt it is necessary to coordinate the development potentials with the possibilities of maximum preservation of natural resources and of ensuring the public interest in terms of access, use and permanent preservation of the typical features of a specific coastal area.

The project introduces the basic trends as well as detailed rules, instructions and methodology concerning the coordination of development possibilities of individual spatial potentials with the principles of sustainable development. A special chapter is dedicated to the observance of environmental peculiarities of the coast, defined within the set of detailed rules on spatial planning as a supplement to the basic rules of the Spatial Order of Slovenia. The concrete results are presented in the following content groups:

a. methodology: the methodology of spatial implementation of strategic starting points (planning and implementation levels)

b. strategic starting points and spatial development goals: the strategic starting points and spatial planning goals are defined in detail in Chapter 4

c. space: perception model: the subdivision of the coastal belt into 5 typical spatial units characterises the existing appearance of the coastal belt area, which needs to be qualitatively enhanced by means of individual detailed rules concerning its potential physical or spatial revitalisation

d. programme: functional model: directions concerning the distribution of suitable activities in the space: subdivision of the coastal belt into 4 types of spatial units defined according to the existing legal regimes, the natural conservation of the environment, the existing and planned types of use, with the consideration of mutually exclusive legal regimes.

e. detailed conception – development models: alternative conceptions of coast planning in three selected areas under spatial management

f. detailed rules: detailed rules on the spatial planning of the coastal belt take into account the particularities of this area and function as a supplement to the basic rules of the Spatial Order of Slovenia.

g. criteria: criteria for the spatial planning of the coastal belt or evaluation of alternative spatial solutions

h. instrumentation: setup of a programme for the implementation of a regional conception – definition of key projects; indicators of monitoring the coastal belt sustainable development

5.1. METHODOLOGY OF SPATIAL IMPLEMENTATION OF STRATEGIC STARTING POINTS (PLANNING AND IMPLEMENTATION LEVELS)

The methodology of strategic starting point implementation has been tested throughout the structure of the project:

1. survey of all strategic starting points and definition of suitable starting points with respect to the status and trend analysis
2. definition of the vision and goals of spatial development with integrated strategic starting points
3. preparation of space development scenarios and assessment or evaluation of their merits; which scenario ensures the realisation of the strategic starting points
4. processing of the adequate scenario through various spatial models
5. evaluation and selection of the most suitable model
6. preparation of a detailed spatial conception which observes the detailed rules on spatial planning in the coastal belt
7. definition of indicators of monitoring the status of developments in the coastal area
8. revision of planned starting points with respect to the observations derived through monitoring the situation and developments in the area.

5.2. DIRECTIONS CONCERNING THE INTENSITY OF DEVELOPMENT IN INDIVIDUAL PARTS OF THE COASTAL BELT – CHARACTERISTIC TYPES OF SPATIAL SEQUENCES (PERCEPTION MODEL)

Among the most important results of the research are detailed rules for spatial planning, prepared on the basis of an elaborate spatial analysis of two models (the perception and functional models). An analysis of evaluation of recognisability of the coastal belt from a perceptual point of view enables a comprehensive view of the space and its appearance. The coastal belt is divided into 27 units pertaining to one of the five defined categories.

In terms of space perception we have established five different types - categories of spatial sequences:

1. → **landscape sequence**
2. → **landscape sequence with minimal elements of built structure**
3. → **sequence of landscape and built structures interlacing**
4. → **built sequence with minimal elements of natural structure**
5. → **built sequence**

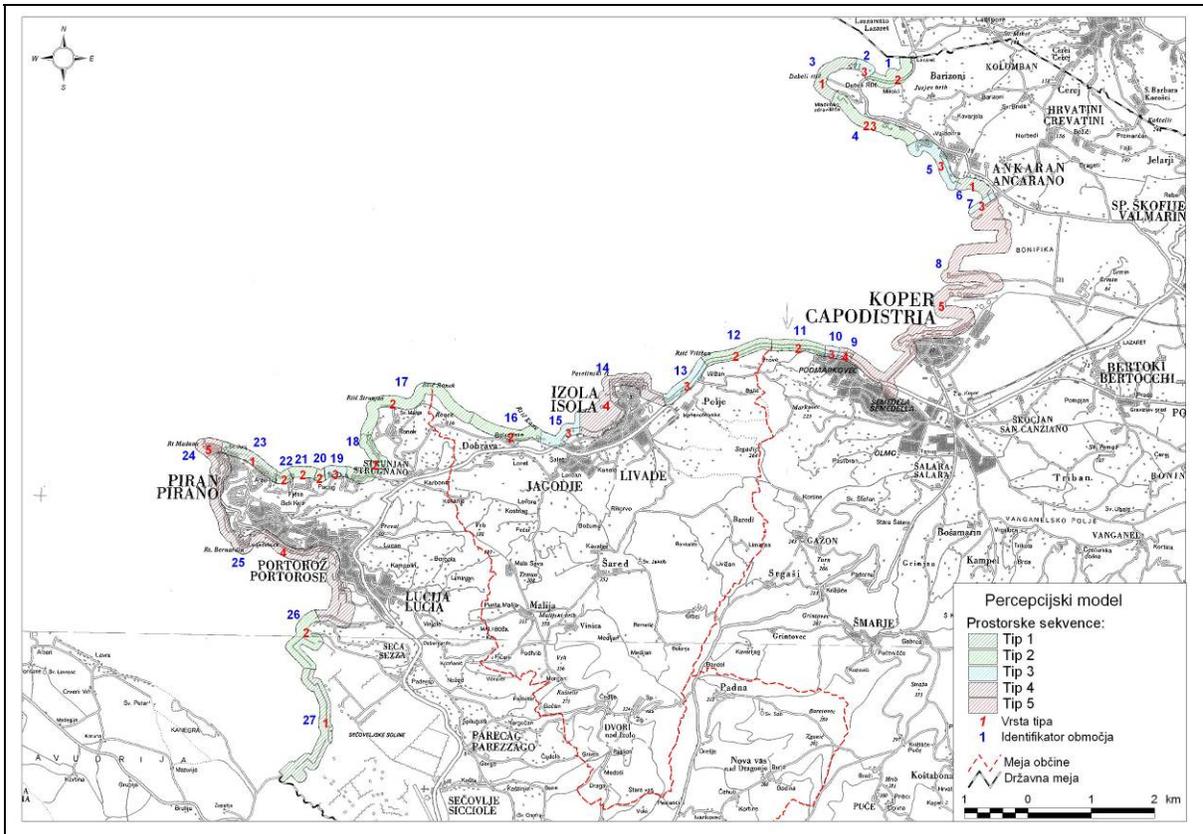


Fig. 3: Classification of areas according to the perception model.

Legend:
 Perception model
 Spatial sequences: Type 1, Type 2, Type3, Type 4
 1 Kind of type
 1 Area identifier
 Municipal border
 State border

5.3. DIRECTIONS FOR A DISTRIBUTION OF SUITABLE ACTIVITIES OR FORMS OF SPACE USE IN THE COASTAL BELT – FUNCTIONAL MODEL

The directions for a distribution of suitable activities or forms of space use in the coastal belt have been prepared for four different types of spatial areas and 27 areas making up the coastal belt.

The four different types of spatial area are defined according to the existing legal regimes, according to the natural conservation of the environment, the existing and planned types of use, with the consideration of mutually exclusive legal regimes:

1. **The existing and planned developments, activities and forms of use involve least number of restrictions. The essential condition is the elimination of the present causes for the degradation of the environment as well as of conflicts among the various existing forms of sea use.** Possible uses:
 - commercial port,
 - passenger port,

- shipyard, watercrafts servicing, workshop for small boat repair,
 - gradual exclusion of industry from the area directly affecting the coast,
 - all forms of traffic are allowed, with an emphasis on the development of public, alternative and pedestrian traffic,
 - gradual withdrawal of open space stationary traffic from the 200 m belt of the coastline influence area,
 - all possible forms of use pertaining to the spatial areas under categories 2, 3 and 4.
- 2. Some parts of the coast are intended for a more intensive tourist activity as well as various compatible uses associated directly with the coastal belt.** Possible uses:
- mariculture,
 - tourist port,
 - boat berths,
 - recreation and relaxation infrastructure of a permanent character, transforming the appearance of the space
 - all forms of traffic are allowed, with an emphasis on the development of public, alternative and pedestrian traffic, but with a gradual restriction of the private vehicle traffic in the 200 m belt of the coastline influence area,
 - within the belt of inshore terrains the private vehicle traffic is completely restricted,
 - all possible forms of use pertaining to the spatial areas under categories 3 and 4.
- 3. Areas intended primarily for a quite intensive general use: tourist activity, short sea shipping, anchoring as well as individual forms of suitably regulated fisheries.** Possible use:
- production of salt as an already existing activity,
 - mariculture with exclusively positive effects on the environment,
 - managed bathing facilities,
 - recreation and relaxation infrastructure of a temporary character, which does not alter the appearance of the space,
 - within the belt of inshore terrains the private and motor vehicle traffic is completely restricted,
 - all possible forms of use pertaining to the spatial areas under category 4.
- 4. Areas intended for general use.** Possible uses:
- bathing beach,
 - development of natural-science- and cultural heritage tourism,
 - recreation and relaxation infrastructure of a temporary character, which does not interfere with protective measures,
 - building public footpaths with an urban equipment that does not interfere with protective measures,
 - within the belt of inshore terrains the private and motor vehicle traffic is completely restricted,
 - building the most essential infrastructure.

Communal uses in all areas:

- free access to the sea (wherever the established legal regimes allow it),
- shoreline footpath,
- cycle track.

Area 26:

- bathing beach, nature trails and educational areas, culinary tourism
- cultural-heritage trails and educational areas, area of health and climate tourism,
- areas intended for leisure time activities, viewing platforms, vantage points.

Area 27:

- service platforms for fishermen and mariculture, bathing beach,
- nature trails and educational areas, cultural-heritage trails and educational areas,
- viewing platforms, vantage points, local ports, mariculture, salt-making,
- derivation of therapeutic mud and brine, maritime hubs.

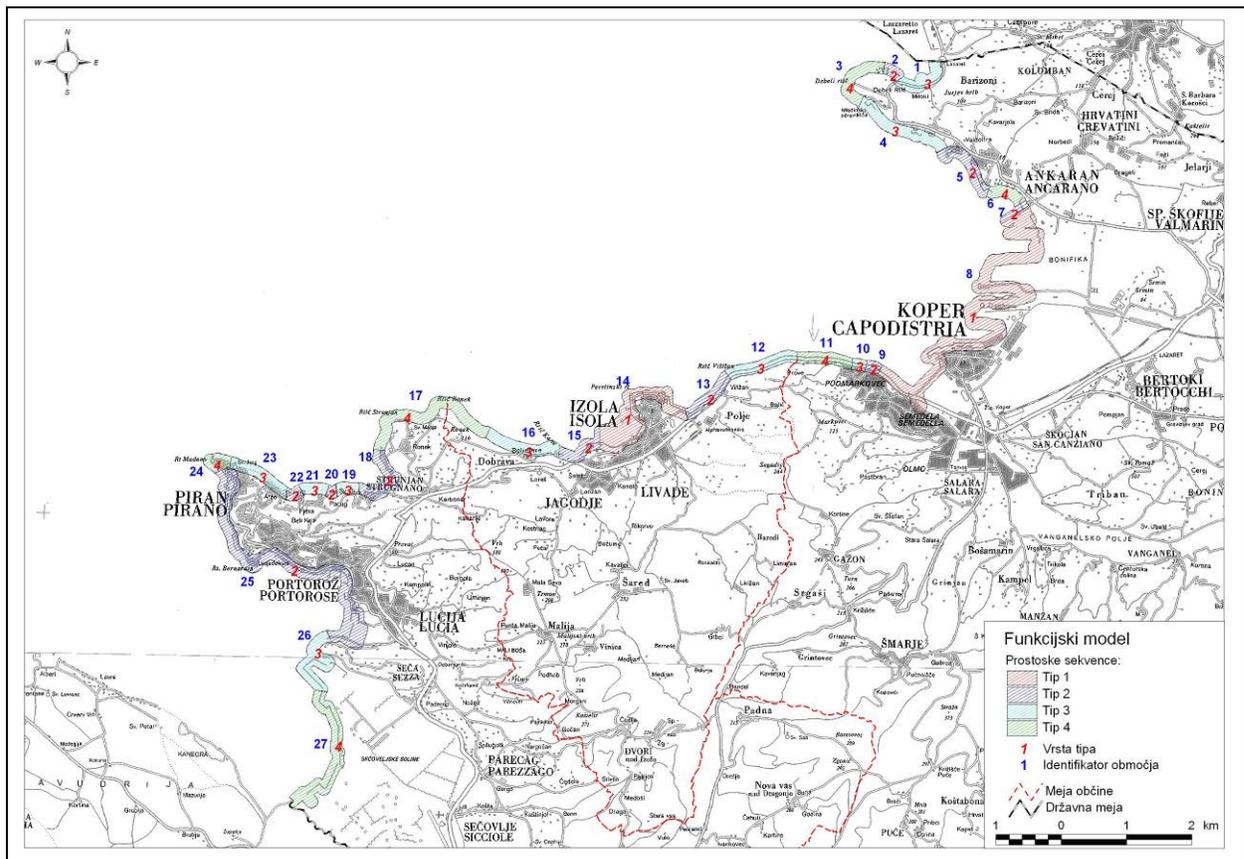


Fig. 4: Categorization of areas according to the functional model.

Legend:
 Functional Model
 Spatial sequences: Type 1, Type 2, Type 3, Type 4
 1 Kind of type
 1 Area identifier
 Municipal border
 State border

5.4. DETAILED RULES FOR SPATIAL PLANNING OF THE COASTAL BELT PROMOTING THE PRESERVATION OF PARTICULARITIES AND VALUES OF THE COASTAL BELT

5.4.1. Substantiation

The *Rules on Spatial planning in the Coastal Zone* are based on the general rules of the Spatial Order of Slovenia and determinate environmental particularities of the area, defined by intermediate results within the framework of perception analysis. To enable a full understanding of the methodology presented as well as the final results it is necessary to set out a determinate terminological substantiation that will help understand the analytical process in the formation of the detailed rules.

Substantiation and definition of “planning and management of individual types of coastal belt”

The project task defines and presents the following types:

- urban coast,
- naturally preserved coast,
- coast with prevalently infrastructural activities.

On the basis of a detailed analysis of the area and field work we have determined that although the proposed classification defines (by form and contents) three different characteristic types, it is quite general in its definition and as such does not comprise all *structural elements of spatial planning*, which need to be defined in the *rules on spatial planning* within the framework of the Spatial Order of Municipality (SOM).

We have thus established that the term *urban coast* refers mostly to grounds inside the town area (and therefore denotes the status and function of an urbanised area), the term *naturally preserved coast* denotes its appearance in terms of landscape and degree of preservation with regard to the elements of natural and cultural landscape, while the term *coast with prevalently infrastructural activities* defines in particular the inshore terrains with a determinate (majority) share of infrastructural activities, i.e., defines the extent and nature of activities in the inshore terrains.

The Spatial Order of Slovenia (SOS) as an umbrella document for spatial planning and management (with regard to the coastal area as well) defines the general rules within the Spatial Orders of individual municipalities. In order to form *an adequate set of detailed rules of planning and management of coastal area* we have conducted a perception analysis of the entire coastal belt area, defining in it individual elements that need to be regulated by law-governed spatial planning documents.

Analytical procedure – Subdivision of the studied area into twenty-seven units classified by five categories

By subdividing the coastal belt into individual landscape, architectural and urbanistic elements we established five typical spatial sequences in which either prevalently urban or prevalently landscape architectural physiognomy was present in different majority shares. This refers to the

present state of the area for which we wish that in case of spatial development detailed rules (c.f. the following pages), adjusted to each determined category, be adhered to.

For the purposes of the analysis we divided the area of the coastal belt into 27 “sequences” classified by one of the following five categories (types):

Type 1. Landscape sequence

Type 2. Landscape sequence with minimal elements of built structure

Type 3. Sequence of landscape and built structures interlacing

Type 4. Built sequence with minimal elements of natural structure

Type 5. Built sequence.

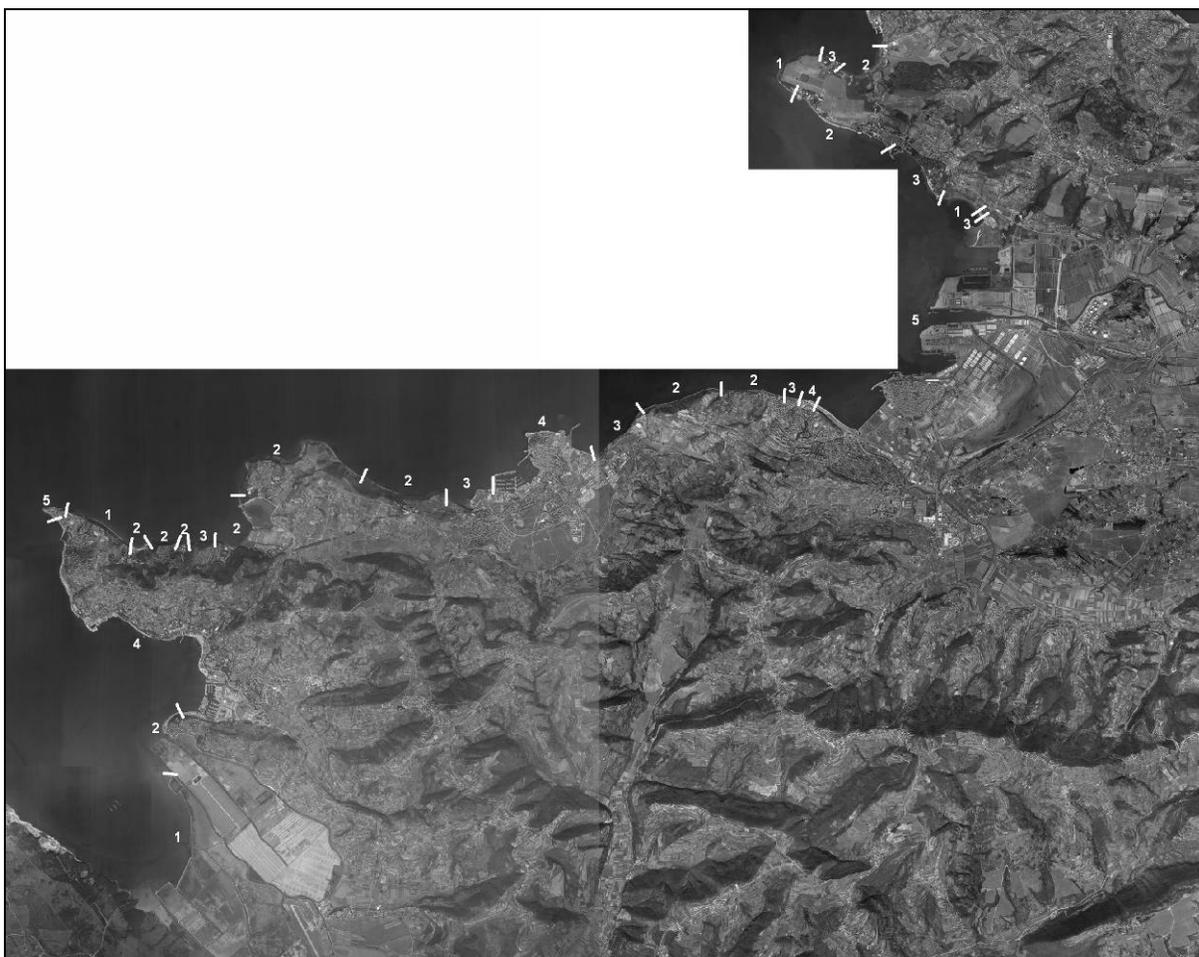


Fig. 5: Classification of the coastal belt into five categories (types).

Definition of the coastal belt by five categories

Despite the proposed subdivision of the coastal belt into five characteristic sequences it is possible to use the latter to define the coast also as *an urban coast* (prevalently type 5, partly type

4), *a naturally preserved coast* (prevalently type 1, partly type 2) and *a coast with prevalently infrastructural activities* (in particular types 3, 4 and 5).

Problems and tolerance in determining the characteristic types of spatial sequences

The proposed subdivision has been prepared for the coastal belt with a transverse and a depth dimension. It takes into account the minimum depth of a characteristic sequence (app. 25 m transversally according to the definition by the Waters Act), while the longitudinal dimension is not numerically defined, but it rather depends on the share of elements of built and/or landscape structure. Despite its relatively general character such method has enabled a relevant spatial analysis and determination of reliable results.

We would also like to point out that the boundary between individual sequences in space is not clearly definable, but represents a sharper or softer passage both in the transverse as well as longitudinal directions. For a realisation of concrete spatial acts it will be necessary to conduct more detailed spatial analyses that will take into account also all minor tolerances and practical structural situations.

5.4.2. Guidelines for spatial planning with an emphasis on the preservation of landscape features

The guidelines for spatial planning with a special emphasis on the preservation of landscape features (as prescribed by the aforementioned Decree) refer to landscape and infrastructure planning. Since the project task has already defined the individual sequences, different rules of spatial planning are prescribed for individual sequences. These are:

1. A landscape sequence represents a characteristic natural appearance of the space, a natural landscape. This mostly comprises the cliff and salt pan areas. These areas are part of landscape parks and other protected landscapes that are subject to protection ordinances and elaborate expert groundwork, guidelines and conditions for the protection.

2. Landscape sequence with minimal elements of built structure represents a recognisable and preserved natural appearance of the area, with the built elements not precluding a natural perception of the area and the sequence still representing a complete natural whole. This type of coast areas are in most cases protected, either as cultural landscapes or other protection areas, subject to protection ordinances and elaborate expert groundwork, guidelines and conditions for the protection.

Spatial planning in types 1 and 2 should adhere to the Decree on Spatial Order of Slovenia (planning in landscape; art. 54-63) and expert groundwork, guidelines and conditions of the Institute of the RS for Nature Conservation and Public Institute for the Protection of Cultural Heritage of Slovenia.

In the landscape sequence and the landscape sequence with minimal elements of built structure the landscape-architectural spatial design should be top priority and should dictate the planning of built elements in the space.

Natural areas should be included in the system of public open areas very prudently and in accordance with the guidelines on nature preservation. It is vital that the remaining parts of the natural as well as the newly restored sea shore be preserved and that the diversity of ecosystems be protected. In the area of transition between priority nature protection areas and urbanised areas it is important to ensure a gradual passage of intensity of activities and planning, from the less intensive and sustainability-oriented in the outer boundaries of the protected areas to the more intensive in the zones closer to the urbanised areas.

The natural areas can be made part of the system of open spaces also via footpaths (the lake in Fiesa, the Strunjan Štjuža Lagoon, the salt pans), which have to be carefully planned in accordance with the principles of nature preservation.

The grounds laid with greenery and the equipment of open spaces in these areas should adhere to the nature protection guidelines. In the naturally preserved areas the greenery grounds should not stand out, instead, the natural structure of the landscape should be preserved. In natural areas protected by law it is of particular importance that the status is not changed in any way. With an introduction of new plants not indigenous to a determinate area the natural balance could be destroyed.

3. Sequence of landscape and built structures interlacing – this is a sequence in which planning and development of open space is of particular significance. In the areas of natural and built up zones alternating, as well as in the areas with a prevalently built up appearance and the intermediate green open spaces it is most important to try to connect (wherever possible) the green and other open spaces into a system and ensure a high quality of individual operations of spatial planning.

4. Built sequence with minimal elements of natural structure and 5. Built sequence

Typical of these two types is a built up or urban appearance of the space.

Some of these areas are part of architectural heritage, such as clustered mediaeval town nuclei of Piran, Izola and Koper, which are part of law-governed closed areas. The planning of green and other open spaces in these areas should be carried out with much prudence so that the grounds laid with greenery do not alter the character of the space completely (e.g., for a mediaeval town that has never had any particular zones of urban greenery it would be wrong to plan a tree-lined esplanade) – the guidelines of the Public Institute for the Protection of Cultural Heritage should be strictly adhered to.

5.4.3. Establishment of Distinctive Features in Spatial Management along Coastal strip

On the basis of the analysis of the situation, set of management elements (1st and 2nd phase of the study) and determined starting points in developing spatial interventions in the coastal strip (3rd phase of the study), we have defined characteristic architectural, urbanistic and landscape elements, as well as distinctive features (chapter 3.2 - 3rd phase) which are not sufficiently covered under the general rules of the Spatial Order of Slovenia.

Specific elements underlying spatial management in the coastal strip are integrated in the following thematic clusters:

- I. Visual restraint, perception of characteristic spatial sequences of the coast

- II. Panoramic silhouette of the coast
- III. Panorama sea – coast and vice-versa
- IV. Typology of building structure in the coastal strip
- V. Accessibility and transitivity of the coast

Their management requires certain amendments to and upgrading of the Spatial Order of Slovenia based on intermediate study results in determined characteristic types of spatial sequences of the coast (chapter 3.2 – 3rd phase).

5.4.4. Specific Rules on Spatial Management in Coastal Strip

Specific rules governing spatial management arise from determined *distinctive features of spatial management in the coastal strip* (visual restraint, silhouette, panoramas, typology of building structure, accessibility and transitivity of the coast).

EXAMPLE

RULE No 1:

Add I. – visual restraint

- in implementing spatial management it is necessary to not only maintain but also upgrade the existing image of the coast, i.e. architectural and landscape qualities, especially in characteristic spatial sequences of Types 1, 2 and 3;
- in developing new spatial conceptions, spatial interventions should be performed on the basis of public architectural and urbanistic calls for proposals ensuring participation and application of competent expertise and consequently the development of quality spatial planning and management solutions.

RULE No 2:

Add II. – silhouette

- spatial interventions should yield a characteristic silhouette of the coast, including both building structure and landscape;
- special significance is attributed to silhouettes of historical town centres, natural cliffs and characteristic elements of the terraced cultural landscape, which are already protected under relevant regulations;
- new spatial interventions complement the existing situation or upgrading the characteristic spatial image;
- spatial management requires detailed determination of regulation lines, orientation of constructions and roof ridges, spacing between constructions and parcellation;
- conspicuous and distinctly voluminous buildings should be fit into suitable background so as not to obstruct visual perception of the characteristic silhouette.

5.4.5. Priorities in Spatial Management by Individual Characteristic Sequences

Spatial management must be based on the existing situation classified by one of five categories. Spatial interventions must be in line with the existing qualities (natural and building structures) or upgrade the space in a visual and functional qualitative manner.

5.5. INSTRUMENTARIUM

5.5.1. Criteria for Evaluation of Interventions in Coastal Strip and Evaluation of Models

The methodology of evaluating spatial interventions in the coastal strip is conceptualized as a comprehensive synthesis of individual aspects of treatment that are based on statutory contents and other specificities of the coastal space. *The criteria for the evaluation of interventions in the coastal strip* are intended for the purpose of selecting an optimum solution within the framework of alternative opportunities, for which reason they cover all necessary aspects of treatment. The evaluation of models applies the *ponder-appraisal* method, which allows the use of values and appraisals for individual contents.

What is Subject to Evaluation?

On the basis of assumed impacts, statutory treatment contents (Article 15 of the Spatial Order of Slovenia) and intermediate results, we have developed two groups of criteria that facilitate a two-phase implementation of the procedure. The first phase comprises the evaluation of development models, for which reason the criteria are brought in line with the programming and strategic macro-location assessment, respectively. The second phase covers the evaluation of individual spatial arrangements on the basis of a selected model and in accordance with a greater number of micro-ambience criteria:

A: Criteria for Evaluation of Development Models – Programming Conception Criteria

B: Criteria for Evaluation of Interventions in Coastal strip – Micro-ambience Criteria

The determined criteria principally present the methodology, which must be complied with in conducting assessments of spatial interventions, whereby the values of ponders are defined with regard to concrete situations. The implementation of detailed evaluations for individual spatial conceptions requires appropriate studies that reach beyond the scope of the project at hand (for example: the functional aspect - technical feasibility study, protection aspect - studies regarding integrated assessment of environmental impact and studies regarding assessment of environmental impact for protected zones, economic aspect - economic study and study of spatial economics, acceptability aspect - public opinion research, opinion polls, etc.).

The essential contentual contribution is presented by micro-ambience criteria relating to the evaluation of each individual spatial intervention in the light of the impact on characteristic spatial sequences and building structure. The criteria are based on the preliminary analysis of the coastal space (2nd phase) and defined starting points for its planning and management.

5.6. DRAWING UP PROGRAMME FOR IMPLEMENTATION OF REGIONAL CONCEPTION – DETERMINATION OF KEY PROJECTS

Key projects are those that have simultaneous impact on development focal points, development axes and solutions to problem focal points in at least two coastal municipalities. Thus they exceed their local importance stressing the regional as well as national significance of spatial intervention. In view of the results yielded so far and the assessment made by the project team, the following have been identified as key projects:

1. Planning and management of the coastal promenade spanning along the entire coast of the Republic of Slovenia (with linked projects: arrangement of green and public areas,

- arrangement of bathing areas, cultural heritage, links with revitalization of towns, sustainable mobility, etc.)
2. Revitalization of coastal towns
 3. Sustainable mobility

1.

Project title:	PLANNING AND MANAGEMENT OF THE COASTAL PROMENADE SPANNING ALONG THE ENTIRE COAST OF THE REPUBLIC OF SLOVENIA
Short description <i>(max. ½ page):</i>	<p>Planning and management of the coastal promenade project enables useful efficiency of exceptional development potentials. Arrangement of the attractive area on the coast would improve the location potential of three coastal towns, Piran, Izola and Koper and of the whole Slovenian coastal area. It enables improvement of environmental situation and promotion of the heritage. By sound interventions into space the environmental situation improves, it contributes to an active protection and development of the heritage, and contributes to its promotion.</p> <p>The coastal promenade provides connection with towns. The promenade represents a backbone to which other arrangements are attached. The sole promenade is composed of a walking path, track for roller skaters and cyclists, intervention driveway. Beach surfaces are attached to it, theme parks, other green and recreational areas (for more target groups; residents of coastal towns and the hinterland): for young families, older population, and handicapped population (invalids, blind and poor-sighted), young, those active in sports, nature lovers, areas intended for tourism development, offshore public urban areas (including “cultural facilities”) and accompanying areas. In a programming manner it means an enrichment of coastal towns and a quality upgrade of existing ambients, and new offer in the promotional and tourist offer.</p> <p>Sub-projects:</p> <ul style="list-style-type: none"> - Arrangement of public urban seaside areas, - Arrangement of green and recreational areas, - Arrangement of recreational areas including bathing areas, - Inclusion of creative development and presentations of cultural, and also architectural, heritage, - Inclusion of protected areas of nature conservation, - Arrangement of theme park areas - Sea use possibilities, - Possibility of two or more intended uses of space in different time periods, etc. <p>1st part: project documentation 2nd part: implementation</p> <p>Connection with projects: revitalization of town centres, sustainable mobility. Urgent harmonization between all three municipalities prior to the implementation of part 1.</p>
Applicant or developer of	Project team, RRA, OP?, MOK?, OI?

the project (also partners):	Tourism economy. They will also indirectly have benefits from these paths, for they will be able to advertise this in their offers. They should also be a potential resource.
Estimated project value:	approx. 120 MIO EUR
Foreseen sources of financing:	Municipal budgets, participation in invitations to national tenders, potential tenders of structural funds (prepared phases) Structural funds, involvement of private funds (mainly tourism economy), municipal budgets (implementation phases)

2.

Project title:	REVITALIZATION OF COASTAL TOWNS
Short description (max. ½ page):	<p>Revitalization of coastal towns must run in a coordinated manner in all three municipalities. It must encompass social, economical, and spatial aspects (substantive, physical renovation, affiliation in the framework of the renovation). Strategy, in the framework of which strategic goals and action programmes (with time limits, bearers, defined financial framework) for realizing strategic goals are to be defined, must be followed by an implementation within a set time limit, at least in small steps.</p> <p>While preparing strategic work networking must also simultaneously take place as a basis for future partnership, public – private, which will enable the operability of implementing revitalization strategies. Those who must be included in the networking system are all key actors, which have influence on the economical and social currents in towns, and those who deal with spatial issues (municipal administration, economy representatives, social institutions representatives, particularly from educational and schooling institutions) and the public. Experiences from the Piran – moje mesto project show that it is sensible to network the public vertically with including key committed individuals, i.e.. mediators at acquiring general consensus for proposed projects.</p> <p>PART 1: STRATEGY AND ESTABLISHMENT OF PARTNERSHIP</p> <ol style="list-style-type: none"> 1. Definition of coastal towns revitalization framework: agreement on a joint approach towards the project, creation of a project team 2. Analysis and networking 3. Definition of a common vision (decision of individual towns, what kind of development vision they wish to follow, mutual harmonisation) 4. Definition of strategic goals 5. Definition of action programme (time limits, bearers, financial framework) 6. Project team grows into partnership. 7. Consensus and formal confirmation (municipal councils). <p>PART 2: IMPLEMENTATION OF STRATEGY</p> <ol style="list-style-type: none"> 1. Establishment of a common project office 2. Coordination of implementing action programmes 3. Provision of a financial framework 4. Gradual realization <p>Some substantive priorities:</p> <ul style="list-style-type: none"> - Determine town's contents, which must not leave the town, - Determine cultural monuments, which are primarily renovated - Determine measures for growth of number of permanent residents - Arrange traffic systems in towns,

	Encourage affiliation to the town and region
Applicant or developer of the project (also partners):	Project team, RRA, OP?, MOK?, OI?
Estimated project value:	PART 1: 500 – 1.000 MIO SIT PART 2: 120 - MIO EUR
Foreseen sources of finance:	Municipal budgets, participation in invitations to national tenders, potential tenders of structural funds (1-4 point), foundations Structural funds, involvement of private funds (implementation)

3.

Project title:	SUSTAINABLE MOBILITY
Short description (max. ½ page):	<p>Sustainable mobility means a comprehensive solution of traffic systems and mobility in coastal municipalities, with suitable connections to a wider network.</p> <p>We need to prepare a tangible strategy in connection with spatial planning, which will ensure minimum dependency from cars and a greater possibility for choosing a fast, low-cost, fun, attractive, comfortable, and healthy mobility, democratically available to all population groups. Beside the social aspect we also need to consider the economic aspect (mobility must be systematically and economically self-sustainable or subsidized) and it must have minimal negative effects on the environment. At this point significant importance shall be given to a political will and timely information and getting used to, for the leap will most certainly be painful.</p> <p>Special section will be intended to connection to the coastal promenade – road system will have to, where necessary, move away from the coast; alternative accesses will need to be foreseen.</p> <p>There are certainly more possible scenarios concerning the type of sustainable mobility in this space. They should probably be based on limiting individual car traffic in selected spatial / time frameworks (e.g. old town centers, recreational areas, coast), organization of appropriate public transport (electro-cars, constant circulation, minibuses on-call, maritime passenger quick transport between individual towns, rail passenger transport, etc.). Mini modal point are important, where it is possible to change the car for another form of transport: equip parking facilities with bicycle and roller skates rentals, introduce smart cards, constant rides of electro-buses, etc. There are plenty of possibilities, but it is necessary to check their system effect to settlement, economic movements, environmental situation.</p> <p>Phase 1: expert groundwork (traffic, surveys, settlement, population density, etc.) Phase 2: traffic study by scenarios, with simulations of impacts on other spatial, environmental and social elements (settlement, infrastructure, landscape, human resources, environment, etc.), feasibility studies, CPVO, proposals for spatial settlement planning, Phase 3: formulating a basic project team (three municipalities, economy, civil society representatives, Phase 4: acquisition of a strategic decision and acquisition of expert and public support and political-economical consensus to the selected strategic definition</p>

	<p>Phase 5: assume responsibility of individual strategic partners, task assignment (preparation of spatial planning and implementation acts, planning smaller interventions in space, implementation)</p> <p>Phase 6: common and / or individual search of financing resources</p> <p>Phase 7: preparation of fundamental studies, investment-technical, spatial, project documentation</p> <p>Phase 8: implementation</p> <p>Condition for realization is also change of the legislation (problem of the legislation on inter-urban traffic, transfer of decision-making powers to local communities)</p>
Applicant or developer of the project (also partners):	Project team, RRA, OP?, MOK?, OI?
Estimated project value:	80 MIO EUR
Foreseen sources of finance:	Municipal budgets, participation in invitations to national tenders, potential tenders of structural funds (1-4 point), foundations Structural funds, involvement of private funds (implementation)

6. CONCLUSION

The preparation of the project “Detailed Conception of Spatial Plan Related to Coastal Strip” posed a major professional challenge and practical experience also for the group consisting of the representatives of three faculties and the Studio Mediterana. Every step taken has shed light on ever new expert views and yielded an exhaustive list of new tasks that are yet to be accomplished. However, due to time and financial limitations of the project, we had to content ourselves with the scope as it was determined by the concrete project assignment.

In accordance with the project assignment, we provide appropriate methodology for coastal strip spatial management, detailed rules, criteria and the proposal of key regional projects. We are well aware of the fact that concrete decisions made in view of detailed spatial conceptions will be the result of indispensable harmonization and decision-making in the process of spatial planning and management within the framework of individual local communities.

The proposal for the spatial “conception” has been drawn up on the basis of three input data:

1. Maps demonstrating spatial vulnerability or spatial potentials for the development of individual activities,
2. maps demonstrating the thus-far planning decisions or project, as well as proposals in the course of preparation, and
3. maps demonstrating expert proposals resulting from analytical work performed by the study team.

On the basis of cross-referencing all the above three maps, we have established the conformity or non-conformity of different interests and values in the space. The cross-referencing led to the proposal for optimum programming and spatial planning and management solutions in the coastal strip ensuring synergy of individual spatial planning and management solutions as well as

orientation towards sustainable spatial development. The project is the outcome of a limited number of data generated within a concrete time cross-section, for we were, as has been mentioned, faced with numerous new incentives throughout the duration of this project. The latter, especially, points to the fact that spatial planning and management are not and must not be considered as merely a rigid academic exercise - they constitute a living process that necessitates participation and cooperation of all stakeholders as well as broader public.

The project more concretely defines the notion of the coastal strip, which is in several contexts also starting to cover areas reaching deeper in the coastal hinterland and inshore strip, respectively. The project, furthermore, determines the impact of broader coastal hinterland and provides arguments supporting the need for inter-municipal cooperation in all spatial planning solutions that serve common interests. The project proposes several joint tasks that may be, due to their strategic significance, financed from European structural funds. The project extends the list of general rules governing spatial management contained in the Spatial Order of Slovenia with specific rules applicable to the narrower coastal strip and tests them on three sample coastal areas. Developed methodological and critical apparatus may prove a valuable asset for individual coastal municipalities in drawing up their spatial planning and management documents or in preparing new development projects.

On the termination of this project we conclude that it will yield successful results only if we have provided well-argued and convincing evidence that the narrower coastal strip is a finite natural good which requires prudent management, that it is for this purpose necessary to enhance inter-municipal cooperation in managing the coastal strip and at the same time follow long-term and short-term interests of all municipalities in a concerted manner, and finally, that it is necessary to develop joint spatial management projects that will contribute to the sustainable development of the Slovenian coast.