



Regionalni razvojni center Koper
RRA Južna Primorska



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA OKOLJE IN
PROSTOR

Project: CAMP Slovenia

THE CONCEPTION OF SPATIAL DEVELOPMENT OF SOUTH PRIMORSKA and the Programme of Measures for Its Implementation

Summary

ACER, Novo mesto, Ltd.

December 2006



Občina
Divača



Občina
Hrpelje-Kozina



Občina
Ilirska Bistrica



Občina
Izola



Občina
Komen



Mestna občina
Koper



Občina
Piran



Občina
Sežana

SUMMARY

The purpose of the Conception of Spatial Development of South Primorska is:

- to strengthen the sustainable spatial development of the region of South Primorska, and
- to provide a strategic spatial framework for priority investments (strategic investments) in South Primorska for the period from 2007 to 2013.

The Conception of Spatial Development thus represents a spatial complement to the Regional Development Programme of South Primorska and the National Development Programme for 2007–2013. It is a guideline for future spatial development of the region, as it provides guidance for the preparation of national and municipal spatial documents.

The key objectives to be achieved by the preparation of the Conception are:

- to determine the key advantages and weaknesses of the past spatial development on the basis of the analysis of the situation and trends;
- to establish a vision and conception of spatial development in the region;
- to formulate the regional conception of the distribution of selected spatial activities while taking into account the characteristics of individual regional areas of Slovenian Istra, Kras and Brkini;
- to prepare spatial development guidelines representing the basis for strategic national and municipal planning documents;
- to define the measures for the implementation of the regional conception, taking into consideration the possibilities of cooperation with the neighbouring regions in Slovenia, within the EU (Italy), and with the regions in non-member countries (Croatia).

Conduct of elaboration of spatial conception

The vision, objectives and the strategy of spatial development were formulated on the basis of expert groundwork carried out in Phase 1 and 2 of the project on the preparation of the Conception of Spatial Development of South Primorska. The expert groundwork took into consideration the results of workshops within the horizontal SPSA (Systemic and Prospective Sustainability Analysis) project and special workshops organised for spatial planning stakeholders.

The vision, objectives and the strategy of spatial development were formulated on the basis of expert groundwork carried out in Phase 1 and 2 of the project on the preparation of the Conception of Spatial Development of South Primorska. The expert groundwork took into consideration the results of workshops within the horizontal SPSA (Systemic and Prospective Sustainability Analysis) project and special workshops organised for spatial planning stakeholders.

Prior to the determination of spatial development objectives, a framework development scenario was formulated in the abovementioned workshops in order to illustrate the consequences in the absence of strategic interventions. Later on, the scenario was supplemented by detailed analyses. The scenario of sustainable spatial development of the region was also drawn up within the framework of SPSA activities.

Subsequently, in order to prevent unsustainable solutions and to avoid negative and undesirable results, the objectives were set up and an appropriate strategy of spatial development was established.

Assessment of the compliance of the vision and the objectives of regional spatial development with the objectives of superior strategic documents, directed towards strengthening of sustainable development, was carried out. Moreover, the compliance with the objectives of the Mediterranean Strategy for Sustainable Development, the EU Sustainable Development Strategy, the Spatial Development Strategy of Slovenia and the National Environmental Protection Programme was also assessed. The spatial conception is fully in line with the Regional Development Programme of South Primorska 2007–2013 and, in fact, it is its integral part. The internal coherence of the Conception was also examined in order to assess the compliance of measures and projects with the set spatial objectives.

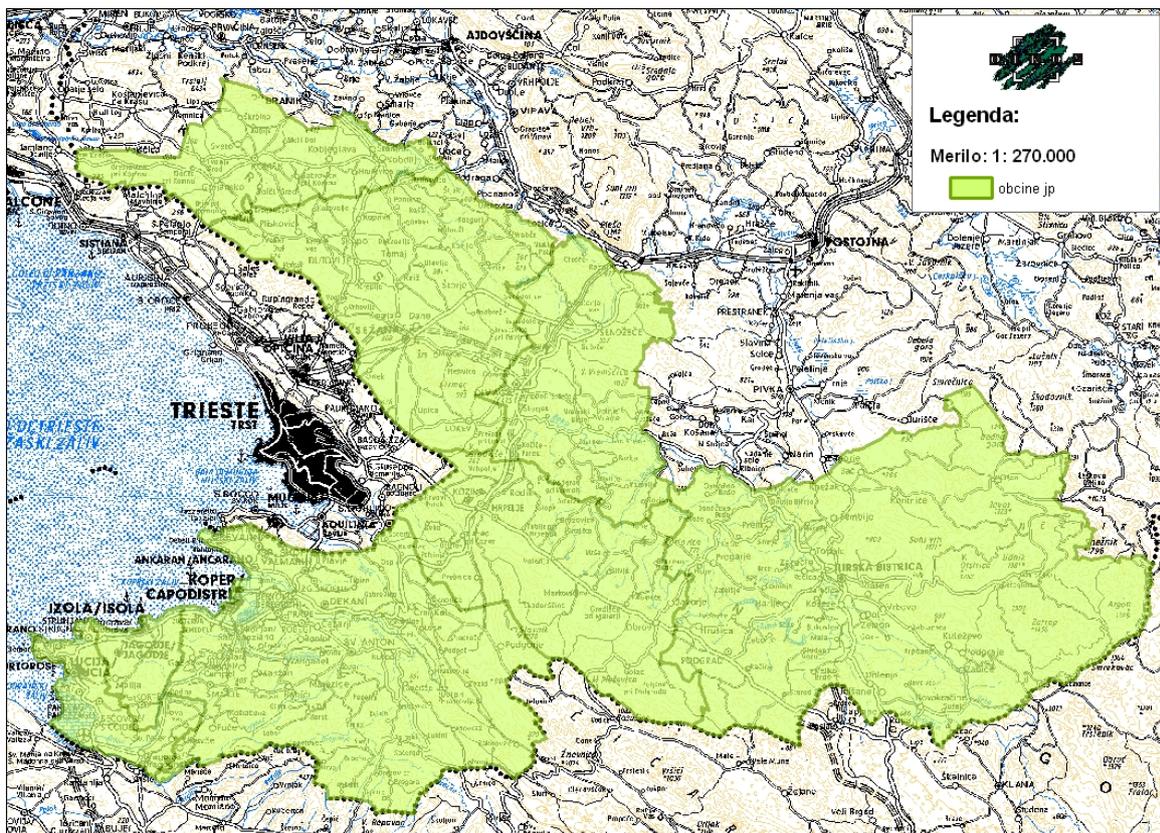
The Conception of Spatial Development of South Primorska was prepared on the aforesaid basis, followed by drawing up of the proposal for the programme of measures and policies for the

implementation of spatial development objectives. The proposal was adjusted in the workshop organised for municipal representatives.

Finally, the assessment at the regional level was carried out of the eventual impacts of the Conception on the environment, nature, human health and cultural heritage.

Characteristics of the region

The region of South Primorska covers an area of 1,524 km², which is 7.5% of the Slovenian territory and its inhabitants account for 6% of the country's total population. The region comprises the municipalities of Slovenian Istra – Koper, Izola and Piran, and the municipalities of Kras and Brkini – Sežana, Divača, Hrpelje-Kozina, Komen and Ilirska Bistrica. The municipalities make up the Obalno-kraška statistical region, apart from the Municipality of Ilirska Bistrica that falls within the Notranjsko-kraška statistical region.



The region occupies the southwest part of Slovenia and it borders with Italy and Croatia. At the regional level, South Primorska borders with Friuli-Venezia Giulia to the west and with Croatian Counties of Istra and Primorje-Gorski Kotar to the south. Within the frontiers of Slovenia, South Primorska borders with Goriška region to the north and with Notranjsko-kraška region to the east.

In comparison with other statistical regions in Slovenia, the region of South Primorska is small; however, according to different socio-economic indicators, it is close to Slovenian average or even above it. The region' population density is below average as it reaches only 80% of Slovenian density, but it is by far the highest in its coastal part where it is more than twice the average density in the region. The Kras area with 34 inhabitants per km² and the Municipality of Ilirska Bistrica with 30 inhabitants per km² are among the most sparsely populated areas in Slovenia.

The main natural characteristics of the region are the alternation of flysch and limestone landscapes, sub-Mediterranean climate and, in particular, its maritime position, which allowed for the development of tourism and transport. Namely, it is the only Slovenian region lying by the sea and with its 46 km of coast, it represents a certain "window to the world". Closely built villages are a typical settlement

pattern. During the last decades, littoralization – a process of concentration of the population and economic activities on the coastal strip – is becoming an increasingly distinctive trend. The region may be divided into three parts: the coastal part or Slovenian Istra, Kras and Brkini. These areas differ from each other in their natural, social and environmental features, which will be pointed out where necessary hereafter.

Key development trends

Demography

- Population growth in the region is above the Slovenian average, which is mainly the result of extensive immigration. However, the natural growth is constantly negative, which is in no way favourable from the demographic point of view.
- The number of inhabitants increases faster in the coastal part of South Primorska than in the rear areas, which confirms the littoralization phenomenon – settlement pressure on coastal areas.
- The population of South Primorska is ageing, especially in the Kras and Brkini areas. According to the demographic forecast, the share of young people under 15 years of age will drop to 12.6% by 2014 and the share of working age population will be 70.5%, which does not imply considerable change in view of the present situation. It seems that such demographic trends will continue, while the gap between the coastal and the Kras-Brkini parts will widen.
- According to the demographic trends forecast for Obalno-kraška statistical region, it is expected that the number of population will fall, while unfavourable age structure and ageing of the population will continue.
- the trend of longer life expectancy will continue. As the values for South Primorska do not differ much, it can be expected that in various scenarios the life expectancy in 2025 will be between 85 and 85.9 years for women and between 76.6 and 78 years for men.

Economy

- On assumption that the values for South Primorska do not differ much from the data valid for the Obalno-kraška statistical region, it can be ascertained that the GDP exceeds the Slovenian average and that it has been rising again after a short downturn period.
- South Primorska demonstrates a strong orientation towards service sector (trade, transport, real estate, renting and business activities, tourism), as a good three-quarters of gross value added is generated by the service sector, followed in proportion by industry, building industry and agriculture.
- The rate of formal (registered) employment, as also the number of jobs, is growing even faster than the country's average. Employment is strengthening in the service sector (particularly in the coastal municipalities) and it can be expected that employment in service will grow faster while falling in agriculture, especially in the area of Kras and Ilirska Bistrica.
- The region of South Primorska has a below-average rate of registered unemployment and structural unemployment has also decreased a little after 2001. There is a lack especially of jobs for highly educated job seekers. The share of women among the unemployed population has fallen below the Slovenian average and is still falling. The percentage of young job seekers (up to 25 years of age) is falling at a lower pace than on average in Slovenia and the share of the unemployed of over 40 years of age is still above the average.
- The economic power of the population of South Primorska, measured by the basis for income tax per inhabitant, exceeds the Slovenian average and is growing. The amount of the gross basis for income tax per inhabitant is above the average; however the difference with the Slovenian average is tending to reduce. From 1996 to 2005, there was a constant growth of average gross salary in all municipalities of South Primorska, but the average gross salary is still below the Slovenian average.
- There is a large disparity between the operation of companies in the municipalities of Slovenian Istra and the municipalities of Kras and Brkini. Although the business performance of companies in the Kras area is worse than the results of companies in the coastal municipalities, some indicators show that they are improving. 80% of companies operate in coastal municipalities and they employ 77% of all workers.
- Labour productivity (value added per employee) calculated for the whole South Primorska amounted to SIT 6,966,000 in 2004 and it is above the Slovenian average (6,675,000). The

differences in productivity between the economic sectors and also between the municipalities are typical. The highest labour productivity has been recorded in manufacturing, while the labour productivity in catering and tourism is below the regional average. Between the municipalities, the labour productivity is highest in the Municipality of Koper and the lowest in the Municipality of Divača.

- The region is very attractive for various spatial investments. The main economic activity, which also has the greatest aspiration for land, is tourism. Locating of new activities has already been causing conflicts between various land users.
- Tourism trends:
 - highly developed and concentrated, mass tourism on the coast;
 - increasing number of tourists and overnight stays;
 - strong but inadequately emphasized natural and landscape potentials in the area of Kras, exploited almost exclusively only in three places – Lipica, Štanjel, Škocjanske jame;
 - the areas of smaller potential and the areas in the Municipality of Ilirska Bistrica, Brkini and the rear parts of Slovenian Istra with weakly or not at all developed tourism and recreational infrastructure.

Settlement and Urban Network

- There is a well-organised urban network on the one side and unbalanced urban system with large concentration in the area of Slovenian Istra and a lack of suitable centres in the area of the Municipality of Ilirska Bistrica.
- Various activities and infrastructural development heap up on the coastal strip of Slovenian Istra which is giving rise to an ever-greater inflow of population and the aspiration for the construction of residential and other buildings. With regard to the whole region, this part is really small in size. Other, significantly larger parts comprising the rear areas of the coast in Slovenian Istra, Kras and Brkini are confronted with many structural problems.
- Good accessibility of larger urban centres and the connection of the region with other regions (motorway), worse access to further away rural areas (bad regional and local connections, poorly maintained roads).
- Developed urban centres (especially in Slovenian Istra), poor communication and cooperation between urban and rural areas.
- Depopulation areas in further away parts of Kras and Brkini.
- Growth of dispersed settlement – extension of settlements into the countryside, while there is unused space capacity within the settlements (rehabilitation of degraded urban areas, reurbanization), wasteful use of space, low population density of new settlement areas.
- Planned structuring of the use of physical space: weak intermingling of uses.
- Emergence of shopping centres with large parking lots outside town centres.
- Large public investment into road network and municipal infrastructure in peripheral areas, which on the one side facilitates rural development and on the other encourages dispersed settlement.
- Under-investment into the existing urban centres and larger settlements, which results in the decrease in the quality of life in urban centres (social stratification, environmental problems: noise, reduced trafficability (standing traffic), removal of functions and activities to the outskirts, worse housing stock, etc.).
- Real estate in South Primorska is among the most expensive in Slovenia, its price rising constantly due to the demand for holiday homes. Demand for and the prices of real estate vary significantly between Slovenian Istra and the Kras/Brkini part. The number of building permits issued is increasing.¹
- Due to high prices, appropriate housing is inaccessible to the inhabitants.

Transport

- Due to the geographical situation and the location on the 5th European Traffic Corridor, South Primorska is affected by strong traffic flows. The present traffic infrastructure, consisting of the

¹ The analysis of real estate market situation is given in Annex.

road network, railway network, the Port of Koper and the Portorož Airport at Sečovelje, is in general well developed;

- In the last decade, the **motorway network** was completed to a large extent and connected to the Italian network; in the following period, within the framework of the National Programme for the Construction of Motorways, the area will be connected through the motorway network also with Croatia (sections Jelšane–Ilirska Bistrica–Postojna/Divača and Koper–Dragonja) and towards Trieste (Divača/Postojna–Reka). The section Koper–Izola–Lucija, where at present the traffic conditions are very critical, will also be finished;
- Passenger transport is based chiefly on the use of personal vehicles, as suggested by the number of cars per 1,000 inhabitants by which the region is ranked first in Slovenia;
- The road network is especially congested in the coastal part; during the summer period and at weekends, road congestions occur very often, as the average daily traffic (ADT) in some sections is 30,000 vehicles/day;
- Parking represents a major problem in urban centres on the coast. Even outside the tourist season, the parking lots are fully occupied, while the need for parking spaces increases so much in summer that this becomes the main hindrance to the accessibility of particular places and areas;
- The environmental impacts of car traffic, such as air pollution, noise and dispersed settlement, are becoming increasingly evident;
- Despite the well-developed road network, there are still some areas in the region where the road network is underdeveloped;
- **Public passenger transport** is poorly developed and does not represent an attractive alternative; the system is not connected, transport is slow, uncomfortable and unreliable;
- The existing **railway lines** no longer meet the modern transport requirements as regards higher speed, higher frequency of trains, improved reliability and predictability and higher quality of services in passenger and freight transport. Unsuitability of the present railway lines reflects also in frequent level crossings as well as their capacity and other parameters. The main railway line leading to the coast finishes in two dead ends, in town and the Port of Koper);
- Cycling **connections** in the region are also poorly arranged. Cycle tracks are partly regulated in the area of Kras along the existing roads with less traffic loading. In some parts of the region cycling infrastructure is planned, particularly on the narrow coastal strip and its hinterlands and the Snežnik mountain range;
- In spite of its location on the shortest route to the centre of Europe and its logistics services, the **Port of Koper** does not offer enough to the partners from Slovenia and abroad regarding the establishment of overseas economic links and trade flows;
- The opportunities for the development of **maritime transport**, especially the maritime passenger transport, are underexploited. In order to promote the public maritime passenger transport in Izola, Piran and Portorož, the present harbours should be developed and upgraded. The network of marinas, servicing arrangements and more appropriate connections of maritime infrastructure to other transport networks have not been clearly defined;
- The present passenger terminal of the Portorož Airport at Sečovelje and the airport infrastructure should be progressively upgraded.

Public service infrastructure

- Due to natural features of Kras and Slovenian Istra, the sources of drinking water are relatively scarce; therefore, integrated planning of drinking water resources management is requisite. The existing water resources in the Kras area are suitable, however, they are exposed to pollution because of karstic characteristics and do not ensure adequate supply of the population with drinking water. The Rižana River basin as a source of drinking water for Slovenian Istra (in addition to the sources of the Dragonja River in Croatia) is not abundant enough and it is distinctly exposed to pollution. Therefore, additional water resources should be ensured to cover the needs of the whole region. The proposed water resource of Padež–Suhorka has a potential to meet all needs for water in the region; however, the need to guarantee drinking water supply must be harmonised with the protective restrictions regarding the preservation of the Reka River regime and the state of the Škocjanske jame environment.
- Protection of water resources has been formally implemented, but there is no control over the implementation of restrictions regarding the activities in these areas. For this reason, water resources are constantly exposed to pollution. The territories of some municipalities largely comprise water protection areas, resulting in considerable limitations to spatial and economic

development. The principal activity in water protection areas is agriculture which does not have enough regard to the protection requirements in water protection areas and for water resources.

- Three main water systems ensure water supply for the major part of the region, while the areas of dispersed settlement (Brkini, rear areas of Slovenian Istra) are supplied through local water distribution systems of unsuitable quality and quantity, as well as inappropriate management.
- Only a small part of the region – big settlements on the coast and larger settlements in the hinterland – is provided with regulated sewage network terminating with waste water treatment plant. The highest level of connection to sewage network is in the coastal areas and the lowest in the Kras area. The rest of waste water is discharged through unregulated individual systems or through the systems that do not end in waste water treatment plant.
- The entire region of South Primorska is defined as a very vulnerable area and, therefore, more stringent criteria apply to equipping the agglomerations with waste water treatment systems. The extent of equipment of agglomerations with more than 10,000 PE with adequate sewage systems is quite large, while at present the suitability of facilities is low. Small agglomerations (from 2,000 PE to 10,000 PE) are fairly well equipped with treatment plants; however, the inadequate sewage systems remain a problem.
- The municipalities have adopted operational programmes for waste water treatment, but their consistent implementation is questionable due to the lack of financial resources.
- The situation with energy supply in the region is satisfactory (electric energy, in particular), but a disturbing fact is that there is no comprehensive energy concept for the region or its parts, with the result that the basis for efficient energy use is not defined and development plans elaborated to impose strategic decisions and action programmes.
- The situation with energy supply in the region is satisfactory (electric energy, in particular), but a disturbing fact is that there is no comprehensive energy concept for the region or its parts, with the result that the basis for efficient energy use is not defined and development plans elaborated to impose strategic decisions and action programmes.
- The facilities for storage of the security stock of oil products, which are located in the wider area of the Port of Koper, ensure a relative independence in the supply with this kind of energy.
- Renewable energy sources, particularly solar energy, which could represent a significant source of energy in the coastal area, are underused and there are no pilot projects in this field. Due to a large forest potential, wood biomass is an important renewable energy source. Other alternative sources are less prospective, as they are related to exceptional spatial conflict (wind power plants) or may have a relatively low potential (geothermic sources, small power plants).
- The main telecommunication (TC) network is well developed and it represents a skeleton TC network. The long-distance network is connected to the national network of Telekom Slovenia and to the optical connection of Slovenian Railways, power transmission networks and motorway network. The network of telephone switchboards and post offices is well developed and it covers the whole territory of the region, although the regional centres are better equipped than the hinterland due to the dispersed settlement.
- Waste management is not fully resolved in the region and it represents one of the largest pollution sources. In general, the landfill sites are unsuitably located, technically inadequate (unsealed, not degasified, subject to inundation, within reach of groundwater, etc.) and all of them are mostly filled up. At present, all municipalities dispose of the waste at reconstructed landfills which will be full in some years or at landfills in the process of rehabilitation or the increase of capacity.
- All inhabitants of the region are involved in waste disposal. The system of separate waste collection has been introduced in all municipalities but, according to the information obtained, it is not particularly successful. Due to irregular data collection, it is difficult to talk about the trends in the quantity of collected urban waste.
- All municipalities in the region acceded to GOJUP South Primorska that was preparing a regional project covering the landfills for surplus waste in the Municipality of Sežana; however, the local community did not support the project and consequently the initiative was adopted to find another location for a common regional landfill.

Agriculture and forestry

- In spite of the amelioration of agricultural land in the second half of the 20th century, small plot structure still prevails in the region. Such structure, together with some characteristic forms of production (vineyards, orchards, etc.) creates in some places a man-made environment of exceptional quality, but on the other hand offers poor economic prospects. Good agricultural areas of larger continuous plots are rare, while in many places market-oriented agriculture changes the man-made environment directly due to the measures designed to increase production

(enlargement of plots, land improvement, etc.) or indirectly because of the abandonment of farming, which leads to the overgrowing of cultivated land.

- The classification of land often does not correspond to the actual situation in the field and this may consequently prevent rational urban development.
- Modern approaches to food production (integrated production, ecological agriculture), directed towards sustainable development and the exploitation of special natural conditions (soil, climate, relief), are increasingly gaining importance in the region. Considering the natural structure and climatic situation, the conditions in various parts of the region are suitable for different kinds of farming which development would be reasonable also in the future: wine-growing (Kras, Slovenian Istra), fruit-growing (Brkini, Slovenian Istra), livestock production (Kras – cattle and horse breeding, Slovenian Istra – sheep breeding) and vegetable cultivation or horticulture (Slovenian Istra near the coast).
- In Kras and Slovenian Istra, especially on the coastal strip, there is an explicit need for irrigation of agricultural land.
- A large part of the region is covered in woods and forests. The amount of woodlands is increasing due to the abandonment of farming on less favourable land areas. A particularly evident process is the overgrowing of Kras with pine forests resulting in non-indigenous stands in the central part of the region (Kras, Brkini and Slovenian Istra). In the outermost eastern part of the region, the forests are completely different in appearance as vast beech, fir and mixed forests cover wide areas of Snežnik and Javornik massifs.
- As in the rest of Slovenia, sustainable management of forests has been practiced also in this region.
- It is an important issue that this area is subject to a great fire hazard due to dry and hot sub-Mediterranean climate in combination with degraded sites and the vegetation adapted to both. Traffic corridors, in particular the railway, contribute additionally to the fire hazard.

State of the environment

- A sign of climate change is rising of the sea level along the Slovenian coast, estimated at 1 mm/year. In the next hundred years, greater risk may be expected and more frequent flooding of low-lying parts of coastal towns (Koper, Izola, Piran), particularly where flooding has already been occurring repeatedly every year.
- In the light of expected intensification of maritime transport and nautical tourism, an increasing trend in the content of hydrocarbons in sea sediments can be expected.
- Pollution of the sea with waste waters will continue until the construction of sewage network and waste water treatment plants.
- The situation of water quantity at characteristic flow rates of rivers with direct outflow into the Adriatic Sea indicates that medium flows are falling most markedly; however, the maximum flows are also decreasing. The present conditions point to a reduction of the available water in the region. Additional problems in the provision of adequate quantity of water may result from the change in flow timing observed in the past years, as the periods of high flow in watercourses with rain and rain-snow regimes move to the winter time, while the periods of low flow in summer time are getting longer, thus increasing the risk of long droughts.
- There is poor flood prevention in some parts of the region in consequence of inadequate regulation of certain torrential streams. In order to secure prevention against high water on agricultural land, regulation was carried out of some watercourses and retention basins built in the past (Mola, Klivnik, Pivol and Triban, and Vanganel Lake in Slovenian Istra).
- South Primorska falls within the air pollution level II. Periodically, the permissible values are exceeded, especially as regards the pollutants such as nitrogen oxide (NO₂), particles (PM₁₀) and ozone (O₃). The main air pollution sources are industry, traffic and furnaces. The problem of pollution by ozone and NO_x is becoming increasingly acute and it can be expected that pollution will increase due to local sources (traffic) as well as cross-border pollution.
- In particular areas, significant negative environmental impacts include also high light pollution, which has to be taken into consideration in spatial planning of activities, especially in vulnerable areas from the point of view of the protection of wild animals.
- Traffic is the main source of noise, burdening especially urban and tourist centres.
- On the national scale, fire risk to the environment is exceptionally high in the Kras forest management area. The largest forest areas destroyed by fire are in this area.

The vision of spatial development of South Primorska reads:

"Spatial development of South Primorska will support sustainable welfare, equitable distribution and high quality of life, whilst protecting and strengthening natural, spatial and cultural goods."

The objectives of spatial development are to:

1. **Increase the competitiveness of the region by**
 - the establishment of competitive cross-border polycentric network of settlements;
 - the establishment of a competitive countryside with a high quality of living;
 - better external and internal cohesion of the region.
2. **Enhance the quality of life in the region by:**
 - strengthening of sustainable communities (towns);
 - strengthening the identity and attractiveness of the region;
 - sustainable management of natural goods.

Sustainable spatial development strategy

The strategy of sustainable spatial development is based on the cooperation between the municipalities, the State and other partners, and on cross-border cooperation in the following priority areas: promotion of regional development, locating of regionally significant functions and management of protected areas and natural resources. Partnership will play the key role and it will be established on the basis of the Promotion of Balanced Regional Development Act (Regional Council, Regional Development Council, thematic partnerships).

The most important instruments of sustainable development strategy will be as follows:

- economic and regulative municipal instruments: the need should be emphasised for the harmonisation of these two instruments on the regional level in order to achieve specific objectives as well as the development of instruments and the use of all intrinsic potentials;
- harmonised municipal spatial and land policies at the regional level, representing a guaranty of protection of spatially related natural and cultural property and at the same time an instrument for fostering the competitiveness of the region, resulting in development and generation of additional financial resources on the local level;
- partnership between public and private sectors as a promising instrument of sustainable spatial development because it involves many areas where public and private interests meet;
- transparent functioning and public participation in order to timely settlement of conflicts and to motivate the largest possible number of stakeholders on the regional level;
- preliminary evaluations and assessments (such as feasibility studies, cost-benefit analyses, strategic environmental impact assessment, assessment of environmental carrying capacity, etc.) to ensure the compliance with sustainable development, efficient and effective implementation of programmes laid down and timely solving of conflicts;
- cooperation and coordination between municipalities, between municipalities and the State, cooperation with the EU institutions and cooperation and integration with neighbouring regions (notwithstanding the national borders) in the field of project financing and to exchange experience.

Conceptions and actions with projects for following areas were formulated:

Settlement

Settlement network

Harmonious spatial development is based on a polycentric network of settlements, which allows meeting the needs of all communities and the attainment of their development potential within the limits dictated by the environment and the orientation to sustainable development. The key feature of polycentric network of settlements in the region is the establishment of a **three-tier network of settlements**, designed to promote:

- intensive changes in **strategically significant urban centres** through the development of their economic and service role and sustainable development policies, leading to the strengthening of their competitiveness in the broader EU area;
- changes in **more important local centres/settlements** defined as focal points ensuring locally significant development;
- small-scale changes in **other settlements**, directed mainly to the improvement of living conditions in those settlements and the strengthening of sustainable development.

In order to strengthen the competitiveness of towns and settlements or the network of settlements in the broader EU area, it is essential to establish closer cooperation with cross-border cities, in particular Trieste, Gorica, Rijeka and the towns in Croatian Istra.

Development of strategically significant urban centres

Strategically significant urban centres in the region will:

- strengthen the development of a wide range of economic, commercial and social services by ensuring suitable facilities and land for the development of activities and their integration;
- enhance social cohesion, ensure healthy and safe living environment for all inhabitants by ensuring adequate quality and accessibility of social services (health care, education, culture, spending of leisure time);
- enhance the public transport within conurbation/towns and to settlements/communities within the functional area by the development of adequate traffic infrastructure and the management of traffic flows;
- promote cooperation on the conurbation level and with other municipal centres;
- establish the specialisation within the conurbation;
- as a priority, direct the settlement to unoccupied building land within the settlement areas and in particular to the areas of too low building density, with a purpose to achieve urban compactness and higher urban density;
- ensure rational land use by increasing the urban density;
- implement reurbanization, revitalization of settlement centres (by diversification of activities and social structure, renewal of building heritage, sound management of public areas);
- improve the quality of urban residential environment;
- promote closer cross-border cooperation (particularly with the agglomerations of Trieste and Gorizia (Italy), and Rijeka and the towns in Istra (Croatia)).

Development of more important local centres/settlements

Future development will be, in addition to more important local centres, oriented primarily to those settlements which, on the basis of their role and function analysis, meet the criteria set out below and which are defined as focal points ensuring locally significant development:

- settlements are municipal centres (Hrpelje-Kozina, Komen, Divača);
- settlements with adequate concentration of activities and jobs, or settlements with development potential, employment opportunities and supply facilities;
- settlements providing shopping and cultural, educational, health care and other social services that meet the needs of the settlement and its hinterland, provided there is good accessibility by public transport;
- settlements offering building land for affordable housing;
- settlements with a potential to develop certain functions/services due to their specific features, such as cultural heritage (Štanjel).

Development of small local centres

Development in local centres will be directed primarily to:

- ensuring of even settlement of the area;
- support to small-scale economic activities, corresponding to the size of settlements;
- improvement of the access to available services, including field delivery – “itinerant services” (e.g. shop, library, post, etc.), utilising the available facilities, where possible;
- good condition of local roads to establish the accessibility and support to public passenger transport;
- rational use of municipal infrastructure;
- promotion of independence, strengthening of local communities and support to key services:

The increase in housing capacity in these settlements will be intended primarily for meeting the local needs, and also for secondary homes – holiday houses, but primarily in depopulation areas and in the areas with an explicit problem of population ageing.

General guidelines for the development of settlement network are given, while a detailed definition of development potentials, settlement functions and their interrelationship should be specified in municipal spatial planning documents, but in close cooperation between neighbouring municipalities, regions as well as in the cross-border area.

Description of spatial planning measures related to the network of settlements:

Measure	Objectives
Competitive polycentric urban network	<ul style="list-style-type: none"> ○ Establishment of a balanced network of settlements at the cross-border/regional level with a concentration of urban potentials ○ Strengthening the identity of cross-border urban area ○ High quality of dwelling in urban settlements and the definition of quality standards for construction and renewal of buildings (use of nature and people friendly materials, energy performance of buildings, use of rain water, utilisation of renewable energy sources), which will be more demanding than the minimum standards defined in the legislation² ○ Availability of appropriate social services and infrastructure (education, schooling, health care, culture, administration, sport, recreation, utility services, supply services, transport, public transport, etc.) ○ Calming of land and real estate prices
Preservation of settlement and development of rural areas	<ul style="list-style-type: none"> ○ Provision of adequate building land for the development needs of settlements and local population ○ Appropriate accessibility and municipal infrastructure ○ Preservation and arrangement of new public areas in settlements (in particular recreation and green areas) ○ Provision of adequate social services and infrastructure in rural areas ○ Reasonable rounding of building land at the periphery of settlements at the border with rural land
Strengthening the partnership between urban and rural areas	<ul style="list-style-type: none"> ○ Ensuring adequate social services and infrastructure in rural areas ○ Equalising the quality and accessibility of social services of urban and rural areas ○ Appropriate division of functions between urban and rural settlements in the region
Renewal of urban centres/settlements	<ul style="list-style-type: none"> ○ Increased attractiveness of urban centres for dwelling ○ Increased compactness of urban centres and the achievement of increased urban density in the areas of too low density ○ Integrated spatial, economic and social renewal of town districts or parts of settlements ○ Gentrification of town centres ○ Arranged and accessible public areas ○ Higher quality of urban planning and architectural design of settlements ○ Improved quality of construction and renewal of buildings

Projects:

1. Revitalisation of urban and rural settlements

Establishment of support economic infrastructure network

For the purposes of the development of economic activities, economic zones will be defined and adequately regulated. In addition to socio-economic conditions (capital, knowledge and workforce

² Rules on thermal insulation and efficient energy use in buildings (OG RS, No. 42/2002, 29/2004), Rules on protection of buildings against humidity (OG RS, No. 29/2004), Rules on protection of buildings against noise (OG RS, No. 14/1999), etc.

base), also the following spatial criteria will be taken into consideration in the development of economic zones: optimum connection with transport and energy networks, and other infrastructure; the vicinity and size of already existing economic zones and transport terminals; the size of settlements, their role in the urban system and access to the locations of planned economic zone locations; spatial opportunities and limitations arising from the state or characteristics of the natural and cultural landscape in which an economic zone is placed.

A technology park will be established in Koper in which infrastructure will be established for technological enterprises (start-up and operative enterprises) and the development of support services. Two incubators will be set up in Koper and Sežana, and a university incubator will start to operate in Koper. According to the needs, technology parks and incubators may develop also in other locations.

Description of spatial planning measures in the field of support economic infrastructure:

Measure	Objectives
Ensuring the land for production and business activities	<ul style="list-style-type: none"> o Concentration of knowledge and economic activities in particular areas o Efficient distribution of functions in the region o Activation of degraded and poorly utilised areas in settlements o Appropriate location of residential and industrial areas o Reduce the negative impacts of production and business activities on the environment and human health (in compliance with environmental requirements in the legislation)

Projects:

1. Technological park
2. Construction of business zones
3. Establishment of University Campus

Establishment of tourist infrastructure network and the support environment for tourist destinations management

In line with the Strategy for Sustainable Tourism Development of South Primorska, the development objectives, which are directly related to spatial objectives, are:

- To strengthen the sustainable character of tourism development as an element of integrated quality management,
- To reduce the environmental impacts of tourist activities,
- A more even spatial distribution of tourist capacities and an increased role of the hinterlands of Slovene Istra, Kras and Brkini,
- Selective development of coastal tourism by focusing investments on new tourist capacities especially within the existing settlement areas;
- To relieve the coastal strip from transit and stationary traffic, accessibility management in tourist and recreation areas, improved accessibility by the development of sustainable transport modes (public passenger transport, footpaths, cycle tracks) and investment in information infrastructure;
- Improved utilisation of the potential of historical centres (towns and villages) for the development of tourism;
- Development of tourist infrastructure for sustainable tourism.

Description of spatial planning measures in the field of tourist infrastructure:

Measure	Objectives
Establishment of areas and ensuring of land for tourist zones and the accompanying infrastructure	<ul style="list-style-type: none"> o Concentration of tourist activities in tourist zones o Efficient distribution of functions in the region o Reduction of negative environmental impacts of tourist activities o Appropriate location of tourist and residential programmes; o Improved accessibility of tourist centres by the development of sustainable mobility modes o Efficient investment in tourist accommodation and support infrastructure

Projects:

1. Development of tourist subregional destinations
2. Thematic footpaths
3. Parenzana and suburban cycling network
4. Arrangement of the promenade along the entire coast
5. Slovenian Adriatic Island
6. Integration of natural and cultural potentials of Kras

Transport

From the point of view of sustainable development, one of the main problems in the region is excessive increasing of car traffic, which causes ever-greater environmental and spatial problems, pressures on the nature and biodiversity, especially in the coastal strip and densely urbanised areas.

The Conception of Spatial Development of South Primorska defines a transport concept which will be based on the principles of sustainable mobility. Its objective is to establish an efficient and competitive system of public transport and thus reduce environmental and spatial impacts of mobility, while at the same time improve the accessibility of transport services for a wider circle of users. The measures within spatial planning will play a crucial role, as a wise location of activities reduces or prevents the growth in mobility needs.

The future economic success of the region depends also on an efficient organization and functioning of strategically significant urban centres with soundly operating system of sustainable mobility. Without radical changes in the field of mobility, these centres will become less attractive for dwelling, burdened by noise and polluted air, poor traffic safety, traffic jams and unreliable travel times (due to congestion), which all will further reduce the development potential of the region.

Therefore, strategically significant urban centres (especially the Koper–Izola–Piran conurbation) need comprehensive transport strategies, taking into account a wider area supplied by these centres (at the cross-border and regional levels, regardless the municipal (and national) borders). Such strategies will define strategic investments, the measures regarding the management of traffic flows, including the measures supporting the renewals of particular town districts. Investments will be needed in new technologies and the measures for changing the transport habits of the population. The measures will be directed also to the provision of better accessibility of services at reduced mobility, the measures promoting the access on foot and by bicycles as an important mode of urban mobility and the measures increasing the competitiveness of public transport.

The institutions responsible for the introduction of measures will be municipal administrations, cooperating between themselves, public transport operators and other stakeholders. Cross-border cooperation will be established, in particular with Trieste, in order to achieve a coordinated approach to solving this problem.

The activities leading to the modal breakdown to the benefit of sustainable mobility modes:

- establishment of attractive, safe and handy footpaths and cycle routes, connecting the residential areas, employment centres, town centres, schools and educational institutions, and other key destinations, by taking into consideration the examples of good practice;
- establishment of main public transport corridors, including the lanes reserved for public transport in the areas of frequent traffic jams;
- strengthening the role of motor and rail public transport;
- calming down the traffic in town centres and through settlements (parking areas at the periphery of towns, P-R system, "destimulation" of long parking, rerouting of commuters to public transport, closing the town centres to motor road traffic, slowing down the traffic, improved traffic safety, etc.).

The following is of key importance in order to enhance the competitiveness of the region and to realise its development potential:

- establishment of an adequate sustainable mobility system,
- completion of the missing sections of the motorway network in the region,
- construction of the second railway line Koper–Divjača and the modernization of railway network,
- construction of a railway link between Koper and Trieste,
- recategorization and improvement of particular roads for better supply of remote areas,
- construction of the third pier in the Port of Koper and the establishment of maritime passenger terminal in Koper and passenger piers in Portorož, Izola and Piran,

- modernization of the Portorož Airport and better connection of the region with the Brnik, Ronchi, Pula and Krk airports.

Transport systems, especially road, railway and maritime systems, both passenger and freight, will be connected at contact points, which will enable the changing (freight and passengers) between different transport modes. Multimodal logistics centres will be established in Koper (connection of maritime, rail and road transport) and in Sežana and Ilirska Bistrica (connection of rail and road transport). In urban centres, suitably arranged footpaths and cycle tracks are of special importance for the provision of appropriate access to social services and the connection between the said transport systems.

Description of spatial planning measures in the field of transport infrastructure management:

Measure	Objectives
Establishment of sustainable mobility	<ul style="list-style-type: none"> o Improved access to transport services for a large circle of users o Increased traffic safety o Reduction or prevention of the need for motorized mobility through efficient location of activities o Improved and extended infrastructure for sustainable mobility
Integrated planning of transport infrastructure	<ul style="list-style-type: none"> o Harmonised planning of activities and development of settlement networks in relation to the development of transport network o Reduction or prevention of the need for motorized mobility through efficient location of activities
Road transport infrastructure	<ul style="list-style-type: none"> o Increase the transport accessibility and transitivity of the region o Reroute the road traffic flows from the precious coastal strip o Improve the condition of the roads of regional and local order o Ensure adequate connection of regional and local road network to the national network
Rail transport infrastructure	<ul style="list-style-type: none"> o Increase the transport accessibility and transitivity of the region o Reroute the freight transport to the railways o Construct new rail connections and modernize the existing ones
Maritime transport infrastructure	<ul style="list-style-type: none"> o Increase the transport accessibility and transitivity of the region o Growth of the Port of Koper as a freight and passenger port o Establish the system of public maritime transport
Air transport infrastructure	<ul style="list-style-type: none"> o Development of the Portorož Airport into an important passenger terminal for medium and business airplanes o Modernization of airport infrastructure

Projects:

1. Establishment of sustainable mobility system in the region
2. Construction and modernization of the road network
3. ADRIALPIKA
4. Second railway line Divača – Koper
5. Modernization of railway network
6. Development of the Port of Koper
7. Maritime passenger terminal Koper
8. Multimodal logistics centre

Municipal infrastructure

Water supply will be provided from three existing public supply systems:

- the Rižana water supply system utilizing the spring of the Rižana River, Gradole in Brestovica,
- the Kras water supply system utilizing the Klariči (Brestovica) reservoir and Nanos water sources,
- the water supply system of Ilirska Bistrica utilizing the spring of Bistrica River.

In order to meet the needs for water in the region, it is proposed to construct two retention reservoirs at the Padež and Suhorka watercourses having an adequate catchment area, while the construction is possible in more phases and the safety of the water resource is higher. The new water resource will provide a long-term supply of drinking water for the population presently supplied by the Rižana water supply system, and at the same time this source will represent a reserve source of water for the Kras and Ilirska Bistrica water supply systems. A connection should be established within the regional water supply system, namely between the Kras and Ilirska Bistrica water supply systems and between the Ilirska Bistrica system and the planned Padež–Suhorka water source. The municipalities and public

enterprises will continue the construction and renewal of drinking water supply infrastructure (asbestos cement pipes, there are still pockets of unregulated water supply in the region – Kras, Brkini), improve the management and protection of local water sources and promote utilisation of retained and secondary watersa.

The regulation of discharge and treatment of urban waste water is based on the national and municipal Operational Programmes for the Discharge and Treatment of Urban Waste Water. It is foreseen that the infrastructure in settlement areas with more than 10,000 PE will be complete until the end of 2008, and for those between 1,000 and 10,000 PE until the end of 2015 (over 95% of the load will be connected to public sewage system until the end of 2017), as well as the settlements with over 50 PE and the population density above 20PE/ha (or 10 PE/ha) in vulnerable and catchment areas. Especially because of considerable financial burdens, the implementation of municipal Operational Programmes is very demanding. As a result of characteristic dispersed settlement in the area, the cost of establishing adequate waste water management is very high or higher than the determined eligible cost. For this very reason, appropriate alternative solutions will have to be determined in the field of waste water management. Inter-municipal cooperation in planning and construction of municipal infrastructure is of utmost importance in ensuring efficient waste water management, as also for efficient operation of municipal utility services.

An agreement should be reached as soon as possible on a suitable location for the construction of regional Waste Management Centre (WMC). The location, however, should be chosen through active participation of residents in all planning and construction procedures. Alternative solutions for waste management should be developed and a comparative analysis carried out at regional level. In this respect, the cooperation between municipalities is of utmost importance.

It is planned to construct a network of transmission and distribution gas pipeline. Special emphasis should be placed on the development of local energy supply and the utilisation of renewable energy sources. Because of the geographical situation, the use of **solar energy** should be seriously considered in the coastal part of the region.

Internal/subregional fibre optic connection should be set up in the region to form a backbone for the establishment and provision of new technologies, which will influence also the mode of operation and spatial redistribution of activities. In order to establish a modern communication system, it is necessary to interconnect all larger centres (municipality centres) by efficient transmission (optic cables). The municipalities and the region will promote development and introduction of modern telecommunication infrastructure also on the level of local centres.

Description of spatial planning measures in the field of municipal infrastructure management:

Measure	Objectives
Completion of the basic environmental infrastructure	<ul style="list-style-type: none"> ○ Ensure high-quality public utility services for the population and the economy ○ Ensure efficient waste water treatment – upgrading of sewage network and TP ○ Ensure safe drinking water supply and reduce water losses in plumbing – modernization of water supply networks, construction of Suhorka–Padež retention basin ○ Arrange the regional waste management centre of order I ○ Reduce the environmental pressures
Sustainable energy supply	<ul style="list-style-type: none"> ○ Harmonised planning of settlement areas, economic zones and infrastructure for energy supply (municipal heating, steam supply, gas pipeline) ○ Clear definition of the conditions for location of renewable energy sources projects (solar, wind, biomass)
Development of information communication	<ul style="list-style-type: none"> ○ Reduce the economy communication costs ○ Wide accessibility to ICT with an emphasis on the provision of adequate infrastructure to smaller settlements

technologies	
--------------	--

Projects:

1. Modernization of water supply systems in order to reduce the loss of water and substitute the water supply network made of asbestos pipes and drinking water supply
2. GOJUP - waste management in South Primorska
3. The system of discharge and treatment of urban waste water
4. Development of the ICT regional backbone

Landscape

Agriculture, fisheries and forestry

Modern, sustainable approaches to food production (integrated production, ecological production) are increasingly gaining ground in the region and exploiting the natural particularities (soil, climate, relief). Regarding the natural structure and climatic conditions, the conditions in different parts of the region are suitable for various farming modes. It would, therefore, be appropriate to further develop them in the future and thus establish a system of internal specialisation of the agricultural production in the region.

Kras and Slovenian Istra need water for **irrigation** of agricultural land; however, a detailed analysis of the needs for and the justification of irrigation have not been done. An accurate analysis of the situation is needed, as well as a feasibility study and a cost-benefit study in order to determine the suitability of irrigation measures by areas, and the type and intensity of production.

Fishery is important on the coastal strip and at sea, and mariculture is developed in three locations (fish farming and shellfish farming). Modern infrastructure is required to develop fishery, which includes the arrangement of suitable fishing ports and the space for the unloading of fish. These facilities are planned on the existing locations in Izola, Koper and Piran, while potential locations are also Ankaran, Strunjan and Seča, as related to the present locations of mariculture.

Integration of natural and cultural potentials of the region

- o Protection, management and integration of cultural heritage
- o Protection, management and integration of protected areas

The objectives of the integration of the listed natural and cultural potentials of the region with an established management system are as follows:

- development of tourist products in connection with nature protection areas and cultural heritage,
- harmonisation of protected areas management regimes,
- preparation and implementation of common projects (development of tourist destinations, thematic paths),
- joint promotion and raising the awareness of local population and visitors,
- preservation and promotion of regional identity.

Protection, use and management of waters

Due to the specific characteristics of the karstic area, the water sources are essentially more sensitive to the pollution of soil, water and air. The principal sources of pollution are urbanization and the unsolved problems of discharge and treatment of waste water, dispersed building, industry and agriculture, and a constant threat of eventual pollution from various sources, in particular related to ecological disasters. All water sources in the region must be properly protected by national regulation. However, the most significant measure is the implementation of protection regimes. In addition, the future regional spatial development will ensure that the restrictions arising from the water protection requirements are adequately compensated by various development incentives and various forms of compensation.

Protection against natural disasters

Flood areas are in some smaller sections of certain rivers (Rižana, Badaševica, Pinjevec stream, lower current of Dragonje, Reka, Vremška dolina), while the sea floods only on a narrow coastal strip at the Semedela canal, in Piran.

Erosion areas demanding stricter anti-erosion measures cover almost the entire areas, from the Kras Edge to the coast, i.e. the whole flysch area, as also the Brkini area. There are, however, also the erosion areas (at the margins of Vipavska Brda) that require normal anti-erosion measures.

Fire risk is an important factor in the region due to the dry and warm sub-Mediterranean climate in combination with degraded sites. Fire risk further increases due to traffic corridors crossing the region, particularly the railway.

Coastal area management

Partnership approach is crucial to development and spatial planning of the coastal area. To this end, partnership will be consolidated to achieve integrated management of coastal area, joining the stakeholders in the field of regional development, spatial planning, water management, nature preservation, fishery, transport, protection of cultural heritage and others.

The objectives of the establishment of a coastal strip with a special management regime are:

- establishment of harmonised spatial planning rules along the entire length of the coast in municipal spatial planning documents;
- establishment of inter-municipal harmonised spatial conception for specific activities (moorings, operative coast for maritime activities);
- establishment of harmonised measures to disburden the coast by reducing the motor traffic, and management of the coast accessibility;
- preparation and implementation of common projects (coastal footpath along the entire coast length, construction of an island, the programme of green areas arrangement, the programme of bathing areas arrangement);
- development of tourist products related to the coastal strip and associated protected areas of nature and cultural heritage;
- harmonisation of coastal strip management regimes;
- joint promotion and raising the awareness of the citizens and the users of the coastal strip.

Description of spatial planning measures in the field of activities and land use in the landscape:

Measure	Objectives
Agriculture	<ul style="list-style-type: none"> ○ Ensure adequate accessibility of cultivated areas ○ Ensure flood protection of cultivated areas ○ Directing agricultural activities to the land with the most suitable conditions leading to the adjustment of land categorisation with its actual use ○ Removal of farms from pure residential areas to more suitable locations with better development potential
Fishery development	<ul style="list-style-type: none"> ○ Arrange fishing ports and the places for unloading fish ○ Arrange first sale places for fishing products and the fish market
Improvement of the economic value of forests	<ul style="list-style-type: none"> ○ Increase the forest openness by the reconstruction and construction of forest roads and sledges to reduce the cost of bringing in wood ○ Merger of forest properties
Protection, management and integration of cultural heritage	<ul style="list-style-type: none"> ○ Establish efficient management of areas and facilities of cultural heritage ○ Cultural heritage in use (tourist, cultural activities, dwellings, etc.) ○ Renewal of town centres and parts of settlements
Protection, management and integration of nature protection areas	<ul style="list-style-type: none"> ○ Establish efficient management of protected areas by defined managers and management plans ○ Establish recreational and interpretation infrastructure in protected areas ○ Favourable condition of species and habitats
Protection, use and management of waters	<ul style="list-style-type: none"> ○ Protection of water resources and their potentials regardless their present or future use ○ Preservation of natural watercourses and their water regime
Protection against natural disasters	<ul style="list-style-type: none"> ○ Ensure flood safety for urban and agricultural areas ○ Preserve natural retention capacity (preservation of wetlands, dead river

	<p>branches, groves), reduce impermeable areas, and direct the uses interfering with drainage regimes (urbanization, intensive agricultural areas)</p> <ul style="list-style-type: none"> ○ Prevent unsuitable uses and actions in erosion areas ○ Ensure fire safety (forest cuts, construction and renewal of dry walls, buffer zones along railway lines)
Coastal strip management	<ul style="list-style-type: none"> ○ Prepare spatial and project documentation for the arrangement of key sections of the coast, and tourist and recreational infrastructure (construction of an island offshore the town of Izola, arrangement of the coast between Koper and Izola upon the construction of a new high-speed road, renewal of the eastern part of Izola) ○ Implement priority investments (arrangement of individual parts of the path, arrangement of bathing areas, arrangement of the infrastructure in protected areas directly adjacent to the coast) ○ Prepare the measures for coastal area accessibility management

Projects:

1. Agrarian operations
2. Arrangement of food processing facilities
3. Regulation of trade in fish
4. Improvement of the economic value of forests
5. Establishment of management and integration of protected areas

Horizontal measures:

Cooperation

Measure	Objectives
Cross-border cooperation	<ul style="list-style-type: none"> ○ Strengthen the competitiveness of the region and urban potential ○ Establish partnerships with neighbouring regions/provinces (Province of Trieste, Province of Gorizia, Istra County, Primorsko-Goranska County)
Cooperation with the Government on common projects	<ul style="list-style-type: none"> ○ Establish partnerships for a more efficient action, in particular in the areas of development and location of transport network, protection of water sources and the management of water and the sea, appropriate use of agricultural land, establishment of protected areas management ○ Agree on inspections, which will prevent illegal interventions into physical space
Cooperation with neighbouring regions (provinces)	<ul style="list-style-type: none"> ○ Exchange of information and experience ○ Interregional planning ○ Exploitation of synergic effects of planned actions
Inter-municipal cooperation on strategic spatial projects	<ul style="list-style-type: none"> ○ Strengthen the competitiveness of the region ○ Sound use of physical space and thoughtful distribution of functions between individual areas ○ Establish appropriate access to functional areas

Active land policy

Objectives of the measure	Instruments
<ul style="list-style-type: none"> ○ Impact on real estate prices ○ Protection of strategic development areas (areas of tourist facilities, business zones, the coast, etc.) ○ Accessibility of green areas and social services (ensuring the accessibility, free crossing and efficient access) 	<ul style="list-style-type: none"> ○ Enforcement of pre-emptive rights ○ Restrictions in real estate trade ○ Taxation (taxes, duties, compensations, subventions, favourable loans) ○ Determination of the relations between private and public accessible areas ○ Planning of budget funds for active land policy

A horizontal measure important for the achievement of the set spatial planning objectives is **Education and awareness**, even though this is not a spatial measure but above all an organizational measure and a measure of environmental protection policy. Education and awareness of local

population and visitors should be achieved especially in the following areas: preservation of natural and cultural heritage, coastal area management, promotion of alternative mobility modes and efficient use of natural resources.

Recommendations for follow-up activities:

- At the regional level, the criteria for directing and promoting the development of settlements and their role in the network of settlements should be elaborated in detail on the basis of general criteria.
- In the project follow-up, special attention should be given to systematic collection and treatment of information on transport and the consideration of the three types of transport: transit, tourist and local. This will serve as a basis for the formation of appropriate integrated transport plans, with a purpose to promote sustainable mobility modes and coordinated planning of transport and settlement network.
- In the project follow-up, suitable alternative solutions for the regulation of waste water management should be determined. In providing efficient waste water management, it is imperative to ensure inter-municipal cooperation in planning and construction of municipal infrastructure, as also for efficient operation of municipal utility services.
- An agreement should be reached as soon as possible on a suitable location for the construction of regional Waste Management Centre (WMC). The location, however, should be chosen through active participation of residents in all planning and construction procedures. Alternative solutions for waste management should be developed and a comparative analysis carried out at regional level. In this respect, the cooperation between municipalities is of utmost importance.
- Due to the ever-increasing pressure on the use of the sea (inner sea, territorial sea) – transport, fishery and mariculture, recreation, protected areas, energy supply, etc. – a spatial plan will be prepared for the sea use, providing a spatially harmonised use of the sea and various use regimes. The municipalities will launch an initiative that the spatial plan be harmonised in the area of the whole Gulf of Trieste, in cooperation with partners from Italy and Croatia and their regional and local representatives respectively.

Assessment of impacts of the Conception of Spatial Development of South Primorska on the environment

This chapter defines and assesses the expected positive impacts, as well as negative ones, which the implementation of measures and projects defined in the Conception of Spatial Development of South Primorska may have on the environment, nature, human health and cultural heritage at the regional level. The impacts of plan implementation on the abovementioned segments are assessed on the basis of impacts of plan implementation on selected environmental objectives of the plan.

It was established during the report preparation (identification and assessment of impacts) that the implementation of the Conception will most **positively** affect (presented in a random order):

- sustainable use of natural resources, particularly in the sense of rational use of land and renewable energy sources,
- improved status of surface and ground waters, as the input of pollutants into waters will reduce due to the construction of municipal infrastructure and by taking the utmost account of legal acts relating to water protection areas while locating the activities/facilities which affect such areas,
- reduction of emissions into the air (public passenger transport, cycle tracks, footpaths, utilisation of renewable energy sources, reduction of the need for motorised mobility due to good accessibility of social services and the infrastructure for alternative transport modes, improved road fluidity, etc.)
- more efficient preservation of nature and biodiversity through the actions directed towards the establishment of a network of protection areas with active management (management plans and clear management structure),
- improved access to social services, thus contributing to the improvement of living conditions,
- ensuring flood safety and prevention of inappropriate land use in erosion areas,
- preservation of cultural heritage, especially in terms of maintenance of the function of buildings and cultural heritage areas,

- transport efficiency; however, it should be noted that the achievement of the environmental objectives in the field of public transport does not depend only on the accessibility of public transport but also on other factors, such as regulated and harmonised timetable of all public means of transport, single tickets and, finally, the mentality of inhabitants.
- rerouting of freight to railways; however, it should be also noted here that transfer does not depend only on arranged loading hubs but also on other factors, such as travel time, financial aspects, etc).

On the other hand, it is appropriate to note that the implementation of the measures proposed in the Regional Development Programme 2007–2013 and spatially integrated in the Conception may have a **negative effect** on (presented in a random order):

- water consumption by industry – measures should be taken to reduce losses in water supply system, re-use the waste water, introduce integrated management of demand for water in agriculture and measures for rational use of water in tourism, households and elsewhere;
- further increase in the emission of air pollutants due to the activities increasing transport flows and consequently the amount of air pollutants: therefore, rerouting of freight to railways and strengthening sustainable mobility is necessary;
- deterioration of the sea due to the foreseen increase in maritime transport, both cargo and passenger; it is therefore necessary to take fully into account the regulatory requirements and the stipulated mitigation measures to minimise the negative environmental impacts of maritime transport;
- a threat of increased noise emissions resulting from the planned construction of traffic infrastructure (new road sections, the second Koper–Divača railway line, increased traffic flows); however, the planned modernization of roads and railway has also a positive effect on the reduction in noise emissions (better traffic fluidity, less traffic congestions, modern technology).

The projects and measures stated in the Conception of Spatial Development and based on national and regional development acts (National Development Plan or National Strategic Reference Framework, National Environmental Action Programme, Regional Development Programme of South Primorska, all for the period 2007–2013) will contribute also to the achievement of broader objectives of the European Sustainable Development Strategy and the Mediterranean Strategy for Sustainable Development. In particular, the contribution in the following fields should be highlighted:

- in the field of transport, especially by introduction of sustainable mobility and a greater role of railways in freight transport;
- reduced pressures on aquatic environment, in particular by implementation of an extensive and financially very demanding construction of infrastructure for discharge and treatment of urban waste water and by carrying out other measures in the framework of water management plan in the Adriatic Sea water watershed;
- in the field of waste management, particularly with the establishment of WMC, the system of integrated waste management in the region, the remediation of old burdens (recording and remediation of illegal landfills), regulation of waste management along the coast (washed-up waste, waste in the area of municipal moorings), information, awareness raising and public promotion;
- in the field of energy supply, by promoting the measures for increased utilisation of renewable energy (solar, biomass, and also wind energy, if the locations are not in contradiction with the protection of landscape, nature and biodiversity);
- in the field of tourism, especially by a more even spatial distribution of tourist activities, prudent spatial planning of coastal tourism capacities (within the existing settlement areas), closer integration of tourism, more efficient destination management and development of infrastructure for sustainable development of tourism;
- in the field of spatial development and urban development, particularly by promotion of even spatial development and control of littoralization, reurbanization of degraded areas along the coast and revitalisation of urban and other centres;
- in the field of coastal and marine resources management, in particular by stopping the urbanization of the coastal strip, reurbanization of degraded coastal areas, measures for the protection of nature and biodiversity (establishment of a system for nature protection areas management, systems of monitoring the state of biodiversity, renewal of mutilated parts of nature,

integration of protected areas and development of tourist products in relation to nature protection),
arrangement of footpaths along the entire coast.