

SDSS

**Spatial Development  
Strategy of Slovenia**

---

## **Spatial Development Strategy of Slovenia**

The Spatial Development Strategy of Slovenia is a strategic spatial planning document, adopted by the National Assembly of the Republic of Slovenia at its session as of 18 June 2004, published in the Official Gazette of the Republic of Slovenia, no 76/2004, and in force since 20 July 2004.

The preparation of the Spatial Development Strategy of Slovenia was conducted by the Office for Spatial Development, Spatial Planning Directorate of the Ministry of the Environment, Spatial Planning and Energy.

### **Expert Team and Editors:**

Blanka Bartol

Nataša Bratina – Jurkovič, M.Sc.

Aleksandra Fatur

Natalija Fon – Boštjančič

Eva Košak

Alenka Lapanja

Franc Lenarčič, M.Sc.

Frančiška Podlesnik, M.Sc.

Jelena Torbica

### **Publisher:**

Ministry of the Environment, Spatial Planning and Energy,  
Spatial Planning Directorate,  
Office for Spatial Development  
Dunajska cesta 21, 1000 Ljubljana, Slovenia  
<http://www.gov.si/upp>

Translated by: Mojca Japelj Mužič

Design: Futura DDB

Cartographic design: Iva Božič, Boris Kralj, MOPE,  
Office for Spatial Development

Printed by: Tiskarna SIMČIČ,

Edition: 500 copies

First published: 2004

CIP - Kataložni zapis o publikaciji  
Narodna in univerzitetna knjižnica, Ljubljana

711(497.4)

The SPATIAL development strategy of Slovenia / [editors  
Blanka Bartol ... et al.]. - Ljubljana : Ministry of the  
Environment, Spatial Planning and Energy,  
Office for Spatial Development, 2004

ISBN 961-6276-36-0

1. Bartol Blanka  
216748288

The adoption of the Spatial Development Strategy of Slovenia (hereinafter: Spatial Strategy) signifies a turning point in spatial planning and management. It is an important and long awaited step in the process of spatial planning and management system reform, since it replaces the national-level spatial planning documents made in the nineteen-eighties – i.e., during the previous socio-economic order and under the social planning system.

The Spatial Strategy is the basic strategic spatial development document and an integrated planning document which implements the concept of sustainable spatial development. Together with the Strategy for Economic Development of Slovenia, it represents the umbrella document for guiding development and forms the basis for the harmonization of sectoral policies. The Strategy preparation process involved all ministries and services, whose work is of relevance to the implementation of spatial development and to the territorial cohesion of the country and its participation in the European spatial development. The basic premises and policies, which they laid down, are included in spatial development objectives and policies of the Spatial Strategy. The implementation of these objectives will be ensured, among others, through the programmes of these ministries and services as well as through the programmes of local communities and international cooperation.

Considering the variety and diversity of the Slovenian territory and based on its comparative advantages, the Spatial Strategy imposes conditions for balanced economic, social and cultural development while ensuring the kind of development which will also enable the conservation of the environment, nature, heritage, and the quality of living.



JANEZ KOPAČ, M. Sc.  
Minister of the Environment, Spatial Planning and Energy



	<i>Introduction</i>	<i>8</i>
	1 GENERAL PRESENTATION	8
	2 SUBSTANTIVE MEANING OF TERMS USED	9
<i>I</i>	<i>Basic Premises and Objectives of Slovenian Spatial Development</i>	<i>13</i>
	1 GENERAL GROUNDS	13
	2 CHARACTERISTIC FEATURES OF SLOVENIAN SPACE	14
	2.1 Geographic Features	14
	2.2 Landscape and Urban Structure Characteristic	14
	2.3 Negative Impacts of the Current Situation	15
	2.4 Spatial Development Trends	16
	3 SLOVENIAN SPATIAL DEVELOPMENT OBJECTIVES	16
<i>II</i>	<i>The Concept of Slovenian Spatial Development with Priorities and Guidelines for Achieving Slovenian Spatial Development Objectives</i>	<i>17</i>
	1 INTEGRATION OF SLOVENIA INTO THE EUROPEAN SPACE UNDER EQUAL TERMS	18
	2 POLYCENTRIC URBAN SYSTEM AND REGIONAL SPATIAL DEVELOPMENT	20
	3 VITAL AND WELL-MANAGED CITIES AND TOWNS	23
	4 HARMONIZED DEVELOPMENT OF WIDER URBAN AREAS	24
	5 INTEGRATED AND HARMONIZED DEVELOPMENT OF TRANSPORT AND SETTLEMENT NETWORKS AND THE CONSTRUCTION OF PUBLIC INFRASTRUCTURE FACILITIES	25
	6 VITALITY AND ATTRACTIVENESS OF RURAL AREAS	27
	7 ENHANCING THE RECOGNIZABILITY OF VALUABLE NATURAL AND CULTURAL LANDSCAPE CHARACTERISTIC	29
	8 SPATIAL DEVELOPMENT IN AREAS WITH SPECIAL POTENTIALS AND PROBLEMS	29
<i>III</i>	<i>Development of Spatial Systems with Guidelines for Development at Regional and Local Levels</i>	<i>32</i>
	1 DEVELOPMENT OF HUMAN SETTLEMENT	32
	1.1 Development of Cities, Towns and other Settlements	32
	1.1.1 Inside development in settlements	33
	1.1.1.1 Renewal of settlements as a priority	33
	1.1.1.2 Renewal of the cultural heritage and other architectural heritage in settlements	33
	1.1.1.3 Renewal of degraded urban areas	34
	1.1.1.4 Renewal of old industrial and mining sites/settlements	34
	1.1.2 Settlement expansion	34
	1.1.3 Construction outside the settlement development zones	35
	1.1.4 Rural settlements, villages and hamlets	36
	1.1.5 Tourist areas	36
	1.1.6 Areas of secondary homes	36
	1.2 Rational Use of Land and Structures in Settlements	36
	1.2.1 Residential areas	37
	1.2.2 Central activity areas	37
	1.2.3 Production activity areas	38

1.2.4	<i>Public areas in settlement</i>	39
1.2.4.1	<i>Green areas</i>	39
1.2.4.2	<i>Transport surfaces within settlements</i>	39
1.3	<i>Building Land Development</i>	39
1.4	<i>Architectural Identity of Cities, Towns and other Settlements</i>	39
1.4.1	<i>Architectural identity conservation guidelines</i>	40
2	<b>DEVELOPMENT OF PUBLIC INFRASTRUCTURE</b>	43
2.1	<i>Transport Infrastructure Development</i>	43
2.1.1	<i>Road network</i>	43
2.1.2	<i>Railway network</i>	44
2.1.3	<i>Ports</i>	45
2.1.4	<i>Airports and heliports</i>	46
2.1.5	<i>Air traffic management and air traffic control equipment</i>	46
2.1.6	<i>Public transport and public transport nodes</i>	46
2.1.7	<i>Transport terminals</i>	47
2.1.8	<i>Cableway transport</i>	47
2.1.9	<i>Cycling network</i>	47
2.1.10	<i>Footpath network</i>	47
2.2	<i>Telecommunication Infrastructure Development</i>	47
2.3	<i>Energy Infrastructure Development</i>	49
2.3.1	<i>Energy systems</i>	49
2.3.2	<i>Renewable energy sources and efficient use of energy</i>	50
2.3.3	<i>Electricity system</i>	50
2.3.3.1	<i>Electric power generation</i>	50
2.3.3.2	<i>Transmission and distribution</i>	51
2.3.4	<i>Gas pipeline systems</i>	51
2.3.5	<i>Oil supply</i>	52
2.3.6	<i>Municipal energy supply</i>	52
2.4	<i>Water Supply, and Discharge and Treatment of Waste Water and Rainwater</i>	52
2.4.1	<i>Water supply</i>	52
2.4.2	<i>Waste water and rainwater discharge and treatment</i>	52
2.5	<i>Waste Management</i>	54
2.5.1	<i>Radioactive waste</i>	55
3	<b>LANDSCAPE DEVELOPMENT</b>	57
3.1	<i>Identity of Slovenia from the Aspect of the Cultural and Symbolic Significance of Landscape</i>	58
3.1.1	<i>General guidelines for preserving the identity of landscape areas</i>	59
3.1.2	<i>Ensuring the conservation of recognizable features at the level of landscape regions</i>	59
3.2	<i>Natural Landscape Qualities</i>	60
3.2.1	<i>Nature conservation</i>	60
3.2.2	<i>Guidelines for conservation of natural qualities</i>	60
3.3	<i>Use of Natural Resources</i>	61
3.3.1	<i>Productive potential of soil for agricultural use</i>	61
3.3.1.1	<i>Land use guidelines</i>	62
3.3.2	<i>Increased sustainable wood production</i>	62
3.3.3	<i>Use of waters</i>	63
3.3.4	<i>Self-supply with minerals</i>	64
3.3.5	<i>Development of tourism and leisure activities</i>	65
3.4	<i>Defence Activities</i>	66
3.5	<i>Spatial Restrictions for Development in the Areas of Potential Natural and other Disasters and in Water Deficient Areas</i>	66

<i>IV</i>	<i>Spatial Strategy Implementing Measures</i>	<i>72</i>
1	PROGRAMMES OF IMPORTANCE FOR IMPLEMENTING THE SPATIAL STRATEGY	72
2	TASKS AND ACTIVITIES OF SPATIAL PLANNING STAKEHOLDERS AND OTHER PARTIES RESPONSIBLE FOR IMPLEMENTING THE SPATIAL STRATEGY	73
2.1	Tasks and Activities of Particular Spatial Planning Stakeholders to implement the Spatial Strategy	73
3	ENSURING THE COMPLIANCE OF DEVELOPMENT DOCUMENTS AND SPATIAL PLANNING DOCUMENTS WITH THE SPATIAL STRATEGY	78
3.1	Guidelines for the Harmonization of Development Needs and Conservation Requirements	78
3.2	Methods of Establishing the Compliance of Spatial Planning Documents with the Spatial Strategy	78
3.3	Methods of Establishing the Compliance of the Development Documents with the Spatial Strategy	79
4	MONITORING OF THE SPATIAL STRATEGY IMPLEMENTATION	79

# Introduction

## 1 General Presentation

*The Spatial Development Strategy of Slovenia (hereinafter Spatial Strategy) is the basic national developmental document for the guiding of spatial development. It provides the framework for spatial development across the entire national territory and sets guidelines for development within the European space. It provides the concept of spatial planning and management, land use and spatial protection.*

The Spatial Strategy is based on the consideration of social, economic, and environmental factors of spatial development. In line with the principle of sustainable development, which is its basic principle, the Spatial Strategy enforces prudent land use and provides for the safety of life and natural resources. It emphasizes endeavours to preserve spatial identity and to enhance the Slovenian identity as well as its local and/or regional identities. In the context of European competition, this offers comparative advantages. The Spatial Strategy is composed of a textual and a cartographic part.

The Spatial Strategy lays down general premises and the Slovenian spatial characteristics on the basis of which the objectives of Slovenian spatial development are defined.

In line with the Slovenian spatial development objectives, the Spatial Strategy defines the concepts for future spatial development, as well as the priorities and policies for its attainment. Priorities within this concept are: the integration of Slovenia into the European space under equal terms, polycentric urban system and regional spatial development, vital and well-managed cities and towns, harmonized development of transport and settlement networks, and the construction of public infrastructure, vitality and attractiveness of rural areas, the enhancement of the identity of valuable natural and cultural landscape features, and spatial development in areas with specific potentials and problems. The seven map cartographic material illustrates the concepts of spatial development for particular priorities, i.e.: Slovenia within Europe and the international cooperation areas, Slovenian interests in international integration, the concept of human settlement, the concept of a polycentric urban system and development of wider urban areas, the concept of transport links, the concept of landscape, and areas with problems and potentials. The Spatial Strategy determines guidelines for the

development of individual spatial systems at the regional and local levels. For the development of human settlement, it provides guidelines for the development of cities, towns and other settlements, emphasizing their internal development, rational use of land and facilities. To develop the public infrastructure, guidelines are provided for the development of transport, telecommunication and energy infrastructure, and guidelines for water supply, waste and rainwater drainage and treatment, and guidelines for waste management. To develop landscape, the Strategy provides guidelines for the conservation of the Slovenian identity from the aspect of the cultural and symbolic significance of landscape, for the conservation of the natural qualities of landscape, and also for the use of natural resources. It also provides guidelines for defence activities in physical space and spatial restrictions of development due to potential natural or other disasters, as well as for water deficiency. The cartographic material consists of publication maps of individual areas, placed at the end of individual sub-sections, i.e.: development of cities, towns and other settlements, architectural identity, guidelines for the development of the transport system, guidelines for the development of energy systems, identity in the light of cultural and symbolic landscape significance and natural landscape qualities, the use of natural resources, drinking water supply potentials, spatial restrictions for development.

The Spatial Strategy lays down its implementation measures in the form of various programmes, tasks and activities of spatial planning stakeholders, the manner of ensuring the conformity of the developmental documents and the manner of monitoring the Spatial Strategy implementation.

*Upon the enforcement of this Spatial Strategy, the validity of the spatial components of the Long-Term Plan of the Republic of Slovenia for the period 1986 to 2000, and the spatial components of the Medium-Term Social Plan of the Republic of Slovenia for the period 1986 to 1990 is expired.*



## 2 Substantive Meaning of Terms Used

*Terms used in the Spatial Strategy have the following meaning:*

### *Analysis of development opportunities*

means the analysis of the development needs and spatial opportunities for the spatial development of activities, and the possibilities for land use alteration. The analysis of development opportunities comprises the spatial development goals, the analysis of several alternatives of spatial development opportunities, and the proposals for spatial development concepts of individual areas.

### *Architectural landscape*

means that particular spatial unit in which it is possible – because of specific geographic, cultural and historic, administrative, socio-economic, economic and other developmental conditions, and particularly because of deliberate building and the preservation of the characteristics of the living environment – to identify uniform criteria for all the types of constructions, which help in shaping the spatial identity.

### *Architectural region*

means an area of related architectural landscapes that are not suitable for a detailed definition of the components of their architectural and settlement design, but are rather a representation of wider areas in which certain common features were created in the past and have been preserved until now.

### *Areas of protected forests*

comprise protective forests, forest reserves, and other forests where forest management is subjected to natural factors because of their sensitivity and vulnerability.

### *Centre*

means a settlement with jobs, services, supply and other activities, supplying people in the settlement and its area of influence. The size of such areas depends on the size and development of the centre.

### *City or town*

means an urban settlement, which functions as an economic, social, and cultural centre for a wider area. As a rule, it has more than 3,000 inhabitants, and cultural, historic, urban-planning and architectural features which distinguish it from other settlements. The average population density in predominantly residential areas is more than 30 inhab./ha. Many cities have around 100,000 inhabitants and more – a medium-sized town has approximately 10,000 inhabitants or more.

### *Coastline*

means the boundary between the land and the sea at the mean tide.

### *Contiguous settlement*

means an area comprising public areas, civil engineering works, and land built up with residential buildings arranged so as to give the appearance of contiguity.

### *Conurbation*

means a group of interconnected cities, towns and/or other settlements in which activities are distributed according to the principle of complementing the functions. The settlements enhance their roles in the urban system by interconnecting and distributing functions.

### *Core areas*

means rounded off settlement development zones, i.e., those already recognized as tourist areas with a specific range of services and amenities, complemented by services, amenities and attractions provided by their hinterland. Depending on the current situation and the quality of the tourist services offered, they are classified into overloaded core areas, developmentally exposed core areas, and other core areas.

### *Cultural landscape*

is the result of the interaction of natural processes and man-made activities. Here we distinguish among:

- *Cultural landscapes, which have been designed and created by man for aesthetic reasons,*
- *Organically evolved cultural landscapes, which have originally evolved for economic, administrative and/or religious reasons,*
- *Associative cultural landscapes, in which distinctive religious, artistic or cultural links with natural media exist.*

### *Degraded area*

means an area whose potential for use and activities is decreased or limited due the emission-related, ecological, visual and other impacts of the existing use. Degraded areas are the result of ownership or economic transformation, i.e., abandoning of the active land use or even the deliberate abandonment of land.

### *Degraded urban areas*

means those areas which are abandoned industrial, construction, storage, mining, military, railway, and municipal utility areas, as well as slums, dilapidated and inadequate residential areas in suburbs or districts without any historical value, etc. or areas polluted by activities.

### *Dispersed building*

means areas with low settlement density, with non-contiguous, sparse spatial distribution of buildings with more than 100 m of unbuilt land or farmland between them.

#### *Dispersed settlement*

means a type of settlement which is characterised by a large number of scattered small settlements, which are typologically classified as fragmented, dispersed, scattered, detached settlements as part of autochthonous settlement.

#### *Distribution centre*

means a surface area where various transshipment or also storage activities are performed. It is intended primarily for the distribution of goods over short distances.

#### *Economic zone*

means a large area of concentrated industrial activities with common administration, whose impact on job development and on the economic, social and ecological development makes it an important factor in the spatial development of a wider area.

#### *Environmental Vulnerability Study*

means the study of the impacts of planned activities showing the impacts of individual activities on nature, including biodiversity and natural values, on the living environment and cultural heritage, on natural resources including impacts on potentials for the development of agriculture, forestry, water resources management, recreation and tourism, as well as other natural resources, and on potentials for regional and urban development, aiming to optimise the spatial position of planned activities.

#### *Functional regions*

means geographically, functionally and economically complete areas with 150,000 inhabitants on average, with a clearly recognizable settlement network and the structure of centres and their impact areas, where developmental issues of the entire region and its every particular part are resolved in a consistent manner. The impact area of the centre of a functional region also includes areas of other regions.

#### *Functional spatial units*

means units with a characteristic spatial pattern where uniform basic premises and guidelines for detailed planning and management are defined.

#### *Green system*

means the integrity of landscape components within the limits of a town or settlement area. Townscape consists of natural and built media, satisfying man's special needs and significantly contributing to the town structure and to experiencing it. The green system components of a town or settlement are individual parts of open space, which differ in function, structure, and the degree of naturalness, yet are still interrelated. These components can be parks, children's playgrounds, school gardens, squares, vegetation and greenery along the streets, roads, water streams, and in residential areas, suburban meadows, suburban and urban forests, and the like.

#### *Hamlet*

means an inhabited area with less than ten residential buildings.

#### *Hinterland areas*

represent the hinterland of core areas and influence the diversity and identity of tourist and leisure activities in core areas.

#### *Human Settlement*

means an area comprising land built up with residential and other buildings, civil engineering works, and public areas. A settlement is formed by a group of at least ten residential buildings. Settlements differ in function and role in the settlement network, as well as in size, urban structure and architecture. Based on physiognomic, morphological and functional criteria and indices, settlements are classified into urban and rural settlements and villages.

#### *Important sources*

means those bodies of water used for the abstraction of water intended for human consumption providing more than 10 m<sup>3</sup> a day as an average or serving more than 50 persons.

#### *Infrastructure corridor*

means an area where various infrastructure systems (transport, energy, telecommunications, public utilities) are joined in a single connecting direction.

#### *Infrastructure network*

means the network of basic devices and facilities enabling the economic activity of a certain community.

#### *Infrastructure system*

means a system of transport, energy, telecommunication and public utility infrastructure with their respective subsystems, e.g., the transport system includes road, railway, and air transport subsystems.

#### *Landscape development*

means the rearrangement, restoration or preservation of spatial proportions in landscape due to the placement of new activities or modernisation of existing ones, while taking into consideration the actual natural and cultural landscape features.

#### *Landscape pattern*

means typological or morphological landscape features which are the result of: climate, which defines the basic landscape features and is recognized in both land use and vegetative cover; relief, which together with waters shapes the basic morphological foundation for landscape structure; and land use or vegetative cover, which is the synthesis of climate and relief and also reveals the disintegration of traditional landscape patterns. Characteristic for landscape patterns is their spatial continuity, because of which they are not spatially defined by boundaries.

### *Landscape region*

means a landscape area determined on the basis of its climatic and geological characteristics, relief and land use. In Slovenia, we distinguish among the landscapes of the Alpine region, sub-Alpine region, sub-Pannonian region, Coastal region, and the landscapes of the Slovenian Interior region.

### *Land use*

means the subdivision of physical space across the entire territory of a municipality as laid down in the Municipal Spatial Order or in the Local Detailed Plan, determining the purpose for which the land and built structures may be used. We distinguish between the basic land use areas and detailed land use areas.

### *Natural landscape*

comprises those parts of the earth's surface, which appear in the landscape image as distinctly natural areas where the evolution process obeys the laws of nature without any human interference. The criterion for the degree of naturalness of a landscape is how well the ecosystem is preserved as compared to its climax ecosystem.

### *Natural landscape qualities*

means the properties of areas with a high level of preservation and biodiversity, areas with continuous forests in natural landscape, areas with high-quality aquatic ecosystems, high-mountainous areas where human impact on nature is at the minimum, and areas with preserved natural processes.

### *Organized housing construction*

means construction on large plots of land, which presumes an integrated and uniform approach to the design of buildings, and synchronized building, providing that the land is developed, i.e. provided with infrastructure.

### *Outstanding landscape*

means a natural or cultural landscape of high scenic value, a reflection of a unique structure, generally involving one or more of the following components: unique land use, an appropriate proportion of natural media and/or specific settlement pattern.

### *Polycentric urban system*

means a system of several hierarchically equivalent centres and nodes.

### *Rail links of international significance*

means the main railway lines intended for long-distance railway transport, which interconnect the centres of international significance and the majority of centres of national significance with similar centres across Europe, enable train speeds of up to 160 km/h, and represent a component part of the European TEN infrastructure network, and the lines of pan-European Corridors V and X (hereinafter referred to as: long-distance rail links of international significance). These rail links also include high-speed tracks for train

speeds of up to 250 km/h, planned within Corridor V, which is designed to interconnect the centres of international significance with the rest of Europe.

### *Rail links of national significance*

mean regional lines intended for long-distance and internal railway transport, which interconnect other centres of national significance and some centres of regional significance, while their links with long-distance rail links provide connections with the centres of neighbouring countries.

### *Rail links of regional significance*

means other regional lines intended for internal railway transport, which interconnect the majority of regional centres, facilities and areas of national importance, while their links with rail links of a higher order provide connections with the centres of neighbouring countries' structures.

### *Reurbanization*

means the planning and performance of other reurbanization activities in urbanized areas currently in stagnation or lagging behind in development.

### *Revitalization*

means the revival and renewal of a settlement or its part, which includes a comprehensive spatial, social and economic renewal.

### *Road links of cross-border significance*

means those roads which provide links from other centres of national significance and the less accessible areas in Slovenia to the central Slovenian area, while linking these centres to similar centres across borders through their links to the roads of international significance and to the road network of equal significance in neighbouring countries.

### *Road links of international significance*

means those roads which are designed for long-distance road transport, and which connect centres of international significance as well as the majority of the centres of national significance with similar centres across Europe, and represent a part of the pan-European road network through their links to the motorway network of neighbouring countries (hereinafter: long-distance road links of international significance).

### *Road links of national significance*

means those roads which interconnect the centres of national and regional significance, and through links to roads of a higher order provide connections between these centres and similar centres in neighbouring countries.

### *Rural areas*

means the zone outside urban areas. Rural areas are characterized by a lower population density, predominant agricultural and forestry use in landscape. As a rule, the settlements in rural areas are smaller with

inadequate provision of urban facilities. For the needs of spatial planning and management we differentiate between urbanized and less urbanized rural areas. Urbanized countryside includes settlements in the wider hinterland of towns and in the vicinity of traffic routes and individual urban settlements. Less urbanized countryside comprises less accessible border, rural, and mountainous areas with smaller settlements and a sparse population.

#### *Rural settlement*

means a settlement with more than 500 inhabitants and at least 10 percent of the population engaged in agricultural activity as family workforces and/or employees in family farms.

#### *Secondary homes*

means buildings designed for periodic or vacation residence of individuals and their families. In their appearance, construction, provision with public utility infrastructure and the quality of living they differ from other forms of housing, and therefore cannot easily assume the function of a permanent residence. Because of their specific purpose, the provisions of the Rules on the Minimum Technical Conditions for the Construction of Residential Buildings and Dwellings are applied to these buildings with due consideration.

#### *Site-related attractiveness of a town*

means the property of a city or town to use its features, such as its well-developed public infrastructure, the diversity of industries and programmes, social inclusion of population, exploitation of abandoned urban areas, prudent management of urban ecosystems, access to various types of transport within the city, restriction of uncontrolled urban expansion, to arouse interest in investors to place their investments in the urban area of such a city.

#### *Social public infrastructure*

means spatial arrangements or facilities intended for the activities of education, sports, health care, social welfare, culture, public administration, and religious activities.

#### *Spatial potential*

means the capacity or ability of physical space for spatial development, which predominantly enables or promotes the development of settlement, infrastructure, production and service activities, recreation and tourism.

#### *Sustainable use of heritage*

means the use of heritage in the manner and scope which, on a long-term basis, causes no loss of heritage so as to leave intact the ability of cultural heritage to satisfy the cultural needs and expectations of the present and future generations.

#### *Technological park*

means a space with institutions acting as mediators between science and industry and providing

consultancy and support to enterprises oriented towards high technology.

#### *Traffic nodes for public transport*

are situated at the junction of transport routes, and provide public transport stops (taxi parking, ports and marinas, airports heliports, etc.).

#### *Transport network*

means a spatially interconnected road, rail, air and maritime system enabling functional links between urban centres, efficient freight and modern passenger transport.

#### *Transport node*

means a junction of transport routes. One transport subsystem can be exchanged for another (rail transport, maritime transport, air transport, and road transport) at a transport node.

#### *Transport terminal*

means a contact point of road, rail, air and water routes, i.e., a place where various tasks of transshipment to different means of transport are performed. Intermodal transport terminals serve for storage of goods as well as other logistic needs in the process of transporting goods.

#### *Urban areas*

means urbanized and suburbanized settlement development areas. In urban areas, urban functions prevail over the agrarian ones.

#### *Urban network*

means the network of urban settlements.

#### *Urban settlements*

means large, medium and small towns and other urban settlements. An urban settlement provides services, supply and other activities for inhabitants of the settlement. Urban settlements already are or have the potential to become the centres of wider areas of influence.

#### *Urban structure*

means the distribution of buildings and the proportions of building complexes, roads, streets and open spaces in the town.

#### *Village*

means a settlement with less than 500 inhabitants and no developed activities, which are a characteristic of urban settlements.

#### *Wider urban area*

means the area comprising the territories of several local communities surrounding a municipality. These communities are closely connected to the central city, which provides numerous jobs as well as diverse and varied urban facilities. They are defined by intensive urban flows. These areas are characterized by strong daily migrations to work and other migrations causing dense traffic, particularly of personal vehicles, resulting in pressure on the entire area and the central city.

## Basic Premises and Objectives of Slovenian Spatial Development

*(1) The national territory is the basis for the development of the nation and all the country's population, for the strengthening of originality, prudent exploitation of spatial potentials, and for the conservation of landscape diversity and natural qualities. Regional features are the basis for achieving the local, regional and international identity. The transitory character of the territory of the Republic of Slovenia is a feature which significantly influenced the spatial and socio-economic circumstances in the past, still does and will continue to do so in the future.*

*(2) Globalization, Europeanization, liberal economy, rapid development of information technology, urban system development, increased ecological awareness, and the sustainable development paradigm affect spatial development and require relevant responses in spatial planning. More flexible strategic documents are required, as well as integrated planning, which involves various organizational forms of public private partnership with concurrent education of the professional and lay public.*

*(3) The Spatial Development Strategy of Slovenia, together with the Strategy for Economic Development of Slovenia, presents the umbrella document for the guiding of development and the basis for the harmonization of sectoral policies. It is based on the already adopted Spatial Management Policy of the Republic of Slovenia, and the Assessment of Spatial Development in Slovenia. The Strategy defines basic premises, development goals, and the global concept of the national spatial development, lays down development guidelines for individual spatial systems, human settlement, infrastructure and landscape, and provides measures for their implementation.*

### 1 General Grounds

(1) The Spatial Strategy originates from a consideration of the social, economic and environmental factors of spatial development. The Slovenian Spatial Strategy is influenced by the changed socio-economic and legal conditions and the related development policies of the state, accelerated development of a market economy, the changed geopolitical position of Slovenia and newly established international relations, globalization and integration in the European Union processes, and the transition to an information society. Important roles in this process are played by regionalization and an increasing

function of the regional level, enhanced significance of spatial relations in the role of site-related factors, demographic trends, migrations and changes in the economic and social structure of the population, the changing of values and the way of life, increased mobility of Slovenian enterprises and Slovenian capital, a greater role of foreign capital, adaptation to European standards and criteria, and the application of information and communication technologies of transport and telecommunications.

(2) The Spatial Strategy takes into consideration the requirements for ensuring and protecting the quality of the environment. Nature conservation, the protection of spatial identity and cultural heritage, and the protection and improvement of the quality of the living and working environment are the basic developmental requirements included in the Spatial Strategy as a constituent part of the guiding of spatial development.

(3) As a European Union Member State, Slovenia is integrated in the wider European area and is part of the European spatial development processes. Slovenia accepts and respects the sustainable spatial development policies of the broader social community.

(4) Taking into consideration the Habitat Agenda (*Istanbul, 1996*), the Spatial Strategy upgrades primarily the principles concerning the improvement of the quality of housing in towns and other settlements in the sense of their human scale, economic efficiency and environmental soundness, particularly by establishing conditions for the development of sustainable human settlements.

(5) Based on the European Spatial Development Perspective – ESDP (*European Commission, Potsdam, 1999*), the Spatial Strategy upgrades, in particular, the European policies concerning the development of a balanced and polycentric system of cities and towns, the establishment of a new urban-rural relationship, provision of equal opportunities of access to infrastructure and knowledge, and for prudent management and conservation of nature and cultural heritage.

(6) From the Guiding Principles for Sustainable Spatial Development of the European Continent (*Conference Européenne des Ministres Responsables de l'Aménagement du Territoire, Hannover, 2000, adopted as the Council of Europe Committee of*



*Ministers' Recommendation Rec (2002)1 for the Committee of Ministers to Member States on the Guiding Principles for Spatial Development of the European Continent, Strasbourg, 2002*), the Spatial Strategy in the spirit of sustainable spatial development upgrades the proposals for spatial development measures concerning the areas of cultural landscapes, urban and agricultural areas, mountainous and coastal areas, European corridors, flood plains and border regions.

(7) In line with these international policies, Agenda 21 (*Rio de Janeiro, 1992*), and the Ljubljana Declaration on the Territorial Dimension of Sustainable Development (*Ljubljana, 2003*), which emphasizes the cultural dimension, and in line with the national developmental documents, the principle of sustainable development is the basic starting point and guide for Slovenian spatial development.

(8) Sustainable spatial development is the basic principle of the Spatial Strategy. It means the ensuring of such land use and spatial arrangements which, together with the environmental protection, nature conservation and sustainable use of natural resources, the conservation of cultural heritage and other qualities of the natural and living environment, enable satisfying the needs of the present generation without endangering the future ones.

(9) By promoting and guiding the spatial development, we endeavour to develop and achieve social prosperity and freedom of individuals. The basic principle used in defining the development policies of spatial development is that the physical space is a limited resource which calls for careful harmonization of public benefits and private interests, and long-term spatial planning.

## 2 Characteristic Features of Slovenian Space

### 2.1 Geographic Features

(1) Slovenia is a varied country as a result of the interaction of different climatic and geomorphologic characteristics of the Alpine, Mediterranean and Pannonian areas, as well as various cultural influences in the past. With its position in the narrow band between the Alps and the northernmost gulf of the Adriatic Sea, it represents one of the most important European passages from South-western Europe to the East.

(2) Slovenian territory is recognizable for its diverse cultural landscape, architectural and settlement heritage, and for its varied and extensive natural systems. Important are its forest cover, presence of water and the conservation of water streams, karst features and phenomena, biodiversity and landscape diversity. The Slovenian upland, hills and the Karst areas are ranked among less favourable areas for agriculture. Many fields and plots are being overgrown with forest, which causes changes in the cultural landscape. The majority of high-quality farmland lies in the plains, where the attractiveness and hence the interests in settlement are the highest. Some parts are of specific national importance because of their properties and symbolic role.

### 2.2 Landscape and Urban Structure Characteristic

(1) Geographical diversity and historically generated differences in economic and social development cause Slovenian territory to be segmented into smaller units. There is a prevailing tendency towards a strong concentration of power in the national centre, and the fragmentation of Slovenian territory into a large number of municipalities, which – because of their small size – fail to control their development processes, consequently leading to a reduction of protection against natural and other disasters.

(2) The settlement pattern of Slovenia reflects both natural and historical conditions. It is characterized by highly scattered and small settlements in proportion to the number of inhabitants or surface area of the country. In Slovenia, there are 5961 such small settlements, a quarter of which have less than 50 inhabitants. Only 90% of settlements have 500 or fewer inhabitants and only 7 towns have more than 20,000 inhabitants. Dense settlement in the valleys and plains is characteristic. To adapt to the physical conditions of Slovenian territory, small, scattered settlements evolved in mountainous areas, traditionally dependent on their rural hinterland. The result of this type of settlement development is reflected in an exceptional architectural identity and cultural heritage, which is present in numerous settlements. The listed human settlement characteristics can be an important comparative advantage of Slovenia, because the intertwining of urban and rural areas provides opportunities for high-quality living. The population in the broader hinterland of larger towns has doubled in the last three decades. Despite this fact,

Slovenian towns are small compared to larger towns in both the neighbouring and other European countries, and in view of the current demographic and varied cultural trends, they will not grow enough – even on a long-term basis – to be comparable to them.

(3) Some Slovenian areas, particularly border regions and mountainous areas, are being depopulated because of their inadequate transport accessibility and hard living conditions. Dispersed settlement also brings higher social costs incurred due to stricter requirements concerning environmental protection, increased use of transport because of daily migrations, and due to the requirements for the quality of living. Depopulation areas encompass almost 40% of the Slovenian territory. Population in these areas can no longer maintain both the local infrastructure and the cultural landscape. The consequence is a pronounced overgrowing of the landscape with forest, which already covers more than 56% of Slovenian territory.

(4) Important media of Slovenian landscapes are water and waterside areas, and the sea. Despite the favourable hydrologic conditions, the spatial and seasonal distribution of water resources is uneven. The quality of surface waters is increasing, as is the concern for the natural conservation of waterside areas.

(5) The Slovenian infrastructure network is linked to various European infrastructure systems. Its transport network is directly connected with transport corridors TEN V and X (Map No 2), but its development is one-sided. Particularly the development of railway infrastructure, transport nodes, public transport, air traffic and non-motorized traffic are neglected. Particularly important in the Slovenian transport system is the port of Koper, which is one of the most important ports of the northern Mediterranean Sea.

### 2.3 Negative Impacts of the Current Situation

(1) Environmental pressures are strongest in the periphery of larger towns and centres of employment, areas at the links to the more significant transport corridors, in areas with attractive landscape, and along the seacoast.

(2) The migration of economic activities and services to suburbs causes the degradation of town cores, reduces their functions and the quality of living.

(3) Inappropriate management of natural resources causing different kinds of degradation and forestation of land, as well as excessive concentration of agriculture and human settlement expansion, which are not in harmony with the natural and cultural spatial qualities, influence increasing structural changes in the Slovenian landscape. This is also related to an increasing threat to certain areas and decreasing possibilities for effective protection against the consequences of natural and other disasters.

(4) From the point of view of development, urban areas are problematic due to the shortage of building land and nonexistent reconstruction programmes. The consequences of inadequate land policy, a badly organized real property market and excessive building cause the degradation of built areas. The construction policy is irrational, particularly in respect to the functionality, transport accessibility, energy consumption and the provision of public utilities, and unsustainable when considering direct (emissions) and indirect impacts on the environmental components.

(5) With dispersed settlement, a large number of settlements and topographic features strongly influence the extent and structure of the public utility infrastructure – there is either no public utility infrastructure or it is fragmented, inefficient and obsolete in places. Particular problems are excessive loss from water supply systems and an inadequate number of connections to the public sewage system.

(6) Despite its strategically favourable transport position, Slovenia has no modern terminals for combined freight transport. The provision of transport services to the economy and the connection of centres with their respective hinterland are inadequate.

(7) The public transport network is not interconnected, and particularly in the sense of intermodality and logistics it is underdeveloped. It represents an increasingly smaller portion of the total transport system, and does not provide fast and high-quality accessibility. The existing public transport system at the regional level does not provide fast, comfortable and low-cost mobility.

(8) As the result of geographic features, different transport accessibility and consequently the unbalanced economic growth of individual parts of Slovenia, the discrepancies between the weaker and

more developed areas in Slovenia are still increasing.

## 2.4 Spatial Development Trends

(1) Development trends in urban and rural populated areas are a spontaneous development in urbanized and suburbanized areas, stagnation or decline in less urbanized or not urbanized areas, and depopulation and economic stagnation in remote rural areas. Further population growth can be expected in urbanized plains and valleys (according to some estimates, even up to + 0.5%), and a continued decline in the countryside (at the annual rate of up to -2%). This is associated with the negative impacts of urbanization reflected in the spatial concentrations of population and activities as a source of pollution, environmental degradation, as well as in the sources of social problems.

(2) Excessively slow modernization of the railway transport network and a continuous increase in road traffic causes demands for new infrastructure. Public transport is losing significance, while the use of personal transport is increasing.

(3) Access to the telecommunication infrastructure is becoming a prerequisite for successful development of numerous activities (industry, trade, banking, education ...), and therefore an inadequate provision of telecommunications in certain areas of the country can present a serious obstacle to the future development of these areas or of individual industries.

(4) With the integration of Slovenia into the European Union the restructuring of agriculture can be expected to cause further transformation of the cultural landscape. Foreign investments and private capital interests will increase the appeal of construction in open areas, particularly in infrastructure corridors or in their vicinity, in the wider region of Ljubljana and in the coastal conurbation.

## 3 Slovenian Spatial Development Objectives

(1) Considering the basic premises, the spatial development objectives are defined with the aim to resolve the existing and expected spatial issues in Slovenia, to redirect negative trends, and thus achieve a higher degree of spatial order. These objectives are:

### 1 Rational and effective spatial development

*1.1 To guide activities with spatial impact so as to produce maximum positive effects towards a*

*spatially balanced and economically efficient development, social integration, and the quality of the natural and living environment.*

*1.2 To ensure rational land use and the safety of the population through appropriate planning, multipurpose use and the linking of sectors.*

*1.3 To improve situations involving negative spatial development trends by taking spatial and environmental measures.*

### 2 Polycentric development of the network of cities, towns and other settlements

*2.1 To promote the development of urban centres with national and regional significance as the centres of regional territories.*

*2.2 To encourage the functional and infrastructural integration of cities, towns and other settlements.*

*2.3 To ensure the interconnection of urban settlements with their hinterland through more efficient mobility supported by public transport.*

### 3 Increased competitiveness of Slovenian towns in Europe

*3.1 To develop regional development zones for production activities and services.*

*3.2 To effectively distribute activities in settlements, taking into consideration location-related potentials and restrictions.*

*3.3 To ensure an adequate number of various dwellings in urban settlements.*

### 4 High-quality development and attractiveness of cities, towns and other settlements

*4.1 Safe, socially equitable, vital, healthy and well managed towns and other settlements.*

*4.2 To ensure the quality of the living environment through the integration of cultural heritage in the planning, restructuring and revitalization of towns and other settlements.*

*4.3 To ensure the quality of the living environment through the appropriate and rational provision of infrastructure, a well-developed network of economic activities and services, and access to the public services.*

*4.4 To ensure adequate water supply for the population throughout the entire Slovenian territory.*

*4.5 To ensure the protection of people, property, cultural heritage and the environment through appropriate protection against natural and other disasters.*



## **5 Harmonious development of areas with common spatial development characteristics**

- 5.1 Harmonious development of regions.*
- 5.2 Cooperation between urban and other regions along the border.*
- 5.3 Harmonious development of other areas with similar or common development opportunities and/or problems (coastal and mountainous, protected and planned to be protected areas, threatened by natural processes, wider urban areas, etc.).*

## **6 Complementarity of rural and urban area functions**

- 6.1 To exploit the spatial potential of the countryside to develop varied economic activities in rural areas.*
- 6.2 To complement the urban and rural functions by developing complementary activities.*

## **7 Integration of infrastructure corridors with the European infrastructure systems**

- 7.1 Improved links between the transport infrastructure networks and the European transport corridors.*
- 7.2 Improved interconnection of electrical and other energy distribution networks with the networks of neighbouring countries.*
- 7.3 To improve telecommunication networks by ensuring complete national coverage and the provision of links to the international telecommunication networks.*

## **8 Prudent use of natural resources**

- 8.1 Economical and multipurpose use of land and resources.*
- 8.2 Appropriate land use for urbanization and the control of the enlargement of urban areas.*
- 8.3 Conservation of production potential of soil for agricultural use.*
- 8.4 Balanced supply with raw mineral resources.*
- 8.5 To distribute activities so as to ensure balance between the possibilities of supply and the demand for water.*

- 8.6 To encourage the use of renewable resources where this is environmentally acceptable.*

## **9 Spatial development harmonized with spatial limitations**

- 9.1 To steer spatial development away from areas threatened by natural and other disasters.*
- 9.2 To redirect the existing activities away from areas threatened by natural and other disasters, or to improve protection against the consequences of such events.*

## **10 Cultural diversity as the foundation of the national spatial identity**

- 10.1 To promote the conservation and development of cultural diversity as the foundation of high-quality national spatial identity, high-quality living environment, and social integration.*
- 10.2 To ensure access to heritage sites and areas and consequently enhance their identification, educational and economic potentials, and their sustainable use.*

## **11 Nature conservation**

- 11.1 To encourage the conservation of biodiversity, natural values and natural processes as the essential components of a high-quality natural environment.*
- 11.2 To ensure appropriate integration of biodiversity and natural values in natural resources and spatial management.*
- 11.3 To establish a network of special conservation areas and protected areas.*

## **12 Environmental protection**

- 12.1 To integrate individual components of environmental protection in the planning of the spatial development of activities.*
- 12.2 To ensure the provision of public utilities in existing and new plots of building land (water supply, sewage, heating and air-conditioning systems).*
- 12.3 Rational management of municipal and other waste.*

## The Concept of Slovenian Spatial Development with Priorities and Guidelines for Achieving Slovenian Spatial Development Objectives

*(1) In accordance with the principle of sustainable spatial development, the Spatial Strategy enforces rational land use, and the quality of life and resources. It encourages endeavours for the conservation of the identity of Slovenian territory, and its local and regional characteristics, which represents a comparative advantage in the European competitive environment, and at the same time enriches the quality of living of its population.*

*(2) With the implementation of the definitions of the Spatial Strategy development policies, the Slovenian territory will be recognizable for the following spatial development features, in particular:*

1. Towns and other urban settlements shall be systematically interconnected within regions. With their urban way of life they cover the majority of the populated Slovenian territory and integrate urban centres into an integrated polycentric network whose adaptable and well-organized

structure at all levels enables it to respond to the challenges of Europe. The network of rail and road links, which is functionally connected to the European transport system, shall be developed in harmony with the network of cities, towns and other settlements. A special role is played by the Port of Koper, which functions as our window to the outside world.

2. Compared to other European cities and towns, Slovenian medium-sized towns and other urban settlements are becoming our advantage since their higher quality of living and the combination of urban and natural environment surpasses the range of services and amenities of the neighbouring countries, and thus this is a potential for the development of new activities, as well as an attractive environment for highly-skilled experts.

3. The countryside is becoming the place for mixed activities, and in connection with towns, rural areas function as a harmonious mosaic of the natural and cultural qualities. Agriculture is



developing as a highly efficient activity in areas with productive potential of soil for agricultural uses, and takes care of maintaining a recognizable cultural landscape. The natural and valuable cultural landscape are becoming our greatest asset and largest comparative advantage. Slovenian inhabitants choose their place of residence and work to suit their own criteria, since all modern conditions for living and working are provided within each individual region.

4. Systematic development of border regions and their centres, as well as the development of activities, which meet not only Slovenian demands but also extend their impact across borders, balance the impact of large adjacent urban agglomerations, and enable enhanced integration of border areas with the central Slovenian territory.

5. In accordance with the principles of the coexistence of man and nature, Slovenia contributes a unique living and working environment in Europe, where good neighbourly cooperation provides for the implementation of an idea about European territory without borders.

(3) *The spatial development concept is defined by priorities, which are substantiated in detail below.*

## 1 Integration of Slovenia into the European Space under Equal Terms

1.1 *Together with the promotion of the integration into the wider European territory, the competitiveness of Slovenian cities and towns in the European urban network shall be strengthened, and efficient connection of Slovenian infrastructure networks to the European infrastructure networks shall be provided – Trans European Network (hereinafter: TEN), pan European transport corridors, and the integration of the most valuable parts of nature into networks.*

1.2 *Conditions shall be created for the exploitation of the comparative advantages of the Slovenian territory, and our equivalent participation in the creation of cross-border regions shall be provided for.*



Map No 2

Slovenian Interests in International Links

(1) Slovenia, as a part of large European regions – Alpine, Mediterranean, Danubian and Central European region – must assume an active role and make use of its position. Together with neighbouring countries, it shall encourage the formation of cross-border regions, particularly in mountainous, poorly accessible areas with numerous problems related to economic and demographic decline. To resolve common issues, the creation of development programmes and projects is also encouraged in other regions along the border with Austria, Italy and Hungary, and particularly along the European Union's border, i.e. at the border with Croatia. On the basis of joint development programmes, cross-border regions will be able to obtain additional funds from the EE Structural Funds. Slovenia has to be an equal partner in these integrations, which is the reason why urban settlements along the border are strengthened to increase the influence of Slovenian border regions.

(2) To jointly resolve spatial development issues, Slovenia participates in international cooperation in the form of various initiatives and working groups, in which various countries cooperate because of their common interests in the field of spatial planning and management, economy, culture, social development, transport, the environment, and similar interests. Issues related to transport links, spatial and environmental planning and management are being resolved within the Quadrilateral Initiative uniting Italy, Croatia, Hungary and Slovenia. The issues related to spatial development by the Adriatic and Ionian Seas shall be studied in the framework of the Adriatic-Ionian Initiative. The Central European Initiative deals with the issues of development in the political, economic, social, spatial and cultural fields. The Alpine-Adriatic Working Community deals with matters concerning spatial and environmental planning and management, economy, culture, society, health care and social issues, agriculture and forestry. The Danubian Cooperation includes countries associated with the Danube river basin, resolving the issues of development in relation to the environment and water protection. The cooperation unifies the countries of South-eastern Europe to resolve issues of significance for their future development.

(3) Through its public infrastructure, Slovenia is being integrated with the European infrastructure networks (TEN), which are being implemented in Slovenia within the V and X pan-European corridors, and Trans-European Energy network (TEN-E)

corridor, maritime transport corridor with transverse transport links between transport corridors and links to the Adriatic-Ionian Initiative. (Map No 2)

(4) One of the objectives in the formation of regions, which include parts of neighbouring countries, is to attract Slovenian minorities, i.e., to reintegrate Slovenian cultural space. This objective has an economic, historical and political significance for Slovenia. For this purpose, the transport accessibility of border regions shall be improved, and their centres linked to other Slovenian regions.

(5) Accelerated spatial development of Slovenian territory in the gravitational areas of large neighbouring cities (Trieste, Zagreb, Gorizia, Graz, Rijeka) is promoted in order to ensure the competitiveness of Slovenian regions compared to its neighbouring regions through planning efficient networks of cities, economic zones, tourist centres and other activities.

## **2 Polycentric Urban System and Regional Spatial Development**

*2.1 The development of a polycentric urban system shall be encouraged to provide for the balanced spatial development of Slovenia. This polycentric urban system shall consist of a two-level structured network of the national and regional centres, to which the network of other centres shall be linked – through appropriate sharing of functions and transport links.*

*2.2 The development of urban centres, which are or will develop as such because of the characteristic of their position in the urban network and of their hinterlands, shall be the priority of the development of human settlement.*

*2.3 Public services, such as education, health, social security, cultural and other public services, shall develop in accordance with the network of centres.*

(1) An urban system based on an integrated network of urban settlements shall be developed to ensure the harmonious and balanced economic and social development of Slovenia and each of its individual regions. Coordinated and harmonized planning and implementation of projects in the organization and function of the economy, public services and other activities in the urban network shall be promoted at the national, regional and local levels.



(2) Priority shall be given to the development of human settlement selected communities where care shall be taken of an adequate provision of housing, jobs, and various activities, as well as adequate provision of infrastructure. The network of appropriately qualified centres shall be developed within the polycentric urban system to provide all inhabitants with comfortable, low-priced, safe and environmentally acceptable access to the public functions, jobs, services and knowledge. The network of functionally and physically interconnected centres shall be planned to ensure the spatially harmonized and complementary allocation of services, supply and other activities, as well as transport and telecommunication links in order to provide balanced living and economic conditions in towns and in rural areas together with concern for the quality of space and the environment.

(3) A two-level polycentric structured network of the centres of national and regional significance shall be developed as the basic framework of the urban system. At the local level, the centres of inter-municipal significance, important local centres and other local centres shall be developed with efficient and balanced accessibility, appropriate distribution of functions, and transport interconnections.

(4) Urban settlements with at least 10,000 inhabitants and the potential for the development of services, supply and other activities to be provided to the population in their areas of influence shall be developed as the centres of national significance. Urban settlements with at least 5,000 inhabitants, whose gravitation areas are remote, hilly, mountainous, or border areas, or are far away from the main transport corridors, shall be developed as regional centres.

(5) According to the distribution of population and activities, natural assets of the environment and the environmental vulnerability in the gravitation area, several interconnected urban settlements can develop as a centre of national or regional significance. These settlements shall be developed as conurbations through the integration and complementing of functions.

(6) The gravitation area of an urban centre with national or regional significance is the regional territory as a whole. The network of urban settlements shall develop on a balanced and integrated basis within the regional territory.

Located within an urban settlement system shall be health, education and social protection activities, transport, trade, catering, financial, insurance and other business activities, cultural and informative activities, recreational and sport facilities, as well as energy and water supply, and production areas. Social activities and services, and other functions of a public nature shall be distributed in the urban settlement network depending on the frequency of their use and rationality of operation, the number and structure of the population, other social and economic features, and also on the natural and environmental conditions.

(7) Gravitational areas of urban centres of national significance comprising areas with 150,000 inhabitants on average, whose impact reaches to the gravitation areas of other centres of national or regional significance, are functional regions.

(8) The centres of national significance, which have the potential to become the centres of functional regions, are suitable locations for the tertiary level of health care, university education institutions, as well as high-level courts and administrative institutions.

(9) The centres of national and regional significance are the most important centres of the social infrastructure, supply activities, services, administrative and other activities, and the most important economic areas and transport nodes. The most important public functions are steered into these centres. The centres of national and regional significance are suitable locations for the tertiary and secondary levels of health care, colleges and universities, other higher education institutions, judicial and administrative institutions, more specialized social care, and public research organizations.

(10) Equal access to various economic activities and services of the medium level is provided by the network of inter-municipal centres. Their gravitation areas can comprise the territories of several local communities. Located in the centres of inter-municipal significance shall be social care activities, elementary and secondary education institutions, and courts (social welfare centres and employment agencies, homes for the elderly, district courts).

(11) The development of appropriate services and supply functions, and the development of jobs for

population in the surrounding area shall be promoted in more important local centres. The minimum number of inhabitants in the gravitation area of a more important local centre is 5,000. Primary health care and social welfare facilities (e.g., health centre, pharmacy, personal and family assistance), and the facilities for sports and cultural activities shall be located in the more important local centres.

(12) A local urban centre shall provide at least the facilities for everyday supply, basic education, information and social life to its inhabitants and hinterland. The development of local centres providing adequate supply and public functions shall be promoted in the areas with distinctly scattered human settlement. Small commercial/industrial zones shall be formed in settlements, which are the employment centres of areas with specific development problems, and in border areas where direct economic cooperation with neighbouring countries may develop. If a centre has the function of a municipal centre, it shall

have to provide, either independently or in cooperation with other local centres, adequate and accessible supply of social activities and other services irrespective of the size of its gravitation area.

(13) Priority shall be given to the development of the following towns into the centres of national significance: Celje, Kranj, Ljubljana, Maribor, Murska Sobota, Nova Gorica, Novo mesto, Postojna, Ptuj and Velenje; and conurbations: Brežice – Krško – Sevnica, Jesenice – Radovljica, Koper – Izola – Piran, Slovenj Gradec – Ravne na Koroškem – Dravograd, and Trbovlje – Hrastnik – Zagorje ob Savi. As a result:

– *Ljubljana shall be developed at the national level as the capital and the most important national transport node, with the concentration of the highest functions and institutions, the central business, cultural, and supply activities and services of significance for the entire country (e.g.: Medical Centre, Constitutional Court, etc.). At the international level, it shall form links with foreign national and regional centres.*



Map No 3

#### Settlement Concept

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initialled by the heads of negotiating groups on 20 July 2001.

- *At the national level, Maribor shall be developed as the second largest city in the country, and a transport node of national significance, linked at the international level with the neighbouring regions in Austria, Croatia and Hungary.*
- *At the national and international level, Koper shall be developed into an important national freight transport node and seaport. As a coastal conurbation including Piran and Izola, Koper shall develop the functions of a centre of national significance, and at the international level, it shall form links with the neighbouring regions in Italy and Croatia.*
- *Celje shall be developed as an important employment, production, services centre and an important regional transport node.*
- *Kranj shall be developed as a centre of national significance, the second largest centre of the wider urban area of Ljubljana, and an important regional transport node.*
- *Murska Sobota shall be developed at an accelerated pace to become a centre which will be able to cooperate with cross-border regions in Hungary and Austria on an equal basis, and as an important regional transport node.*
- *Because of its exposed position at the western border of Slovenia, Nova Gorica shall be developed as a strong economic and cultural centre, which will be able to cooperate with cross-border regions in Italy on an equal basis, and as an important regional transport node.*
- *Novo mesto shall be developed as a centre of national significance and as an important regional transport node and centre, which will spread its influence to the cross-border regions in Croatia.*
- *Postojna, Ptuj, Velenje and conurbations Brežice – Krško – Sevnica, Jesenice – Radovljica, Slovenj Gradec – Ravne na Koroškem – Dravograd and Trbovlje – Hrastnik – Zagorje ob Savi shall be developed as urban centres of national significance of their respective regional territories. In view of their vicinity to the border and their development potentials, these towns shall be developed as centres which will spread their influence to the areas across the border.*

(14) Because of their role, size, and/or position, the towns of Ljubljana, Koper and Maribor shall be developed as centres of international significance. Ljubljana provides political, administrative, transport, cultural, and other services to all inhabitants of Slovenia, and it is developing to become an internationally competitive capital.

(15) Among the centres of regional significance, priority is given to the development of towns and other urban settlements: Ajdovščina, Črnomelj, the Domžale – Kamnik conurbation, Gornja Radgona, Idrija, Ilirska Bistrica, Kočevje, Lendava, Ljutomer, Ormož, Sežana, Škofja Loka, the Šmarje pri Jelšah – Rogaška Slatina conurbation, Tolmin and Tržič with Bistrica pri Trziču.

(16) In the Kočevje region, because of the natural conditions, vicinity to the border, sparse network of centres, and inadequate access to the centres of national significance, the centre of regional significance shall become the location of the most important public functions and social infrastructure activities; various jobs will be created, and production activities developed so as to create a higher function of a centre, together with concern for balanced development and good links over the entire regional territory so as to provide conditions for its gradual development into a centre of national significance.

(17) Inter-municipal centres to be given priority in development are: Bovec, Cerknica, Cerkno, Gornji Petrovci, Grosuplje, Laško, Lenart v Slovenskih goricah, Litija, Logatec, Metlika, Mozirje, Radlje ob Dravi, Ribnica, Ruše, Slovenska Bistrica, Slovenske Konjice, Šentjur, Trebnje, Vrhnika and Žalec.

### 3 Vital and Well-managed Cities and Towns

*3.1 The development and management of cities and towns shall be comprehensively planned to ensure the vitality and quality of the living environment.*

*3.2 The site-related attractiveness of towns shall be increased, economic development enabled, the safety and quality of the living and working environments shall be provided for, and infrastructure systems upgraded. The activities related to living, production and consumption in cities shall be developed in harmony with the spatial features and environmental restrictions.*

(1) Cities and towns have a key role in the anticipated development changes and in the European integration processes as the most important urban development factor. Towns shall be developed to become a vital, beautiful and planned environment providing conditions for economic and social development and contributing to the quality of living for all inhabitants. The reasons influencing the increasing dispersion of construction, destroying the flexibility of towns and

buildings, and causing monocultural suburbs, isolated peripheries and excessive environmental pollution shall be eliminated.

(2) The reconstruction and revitalization of towns are the key strategic policies of internal urban development, taking into consideration urban forms and architecture, the mixture of urban uses and appropriate density, possibilities of multiple land uses, social and cultural diversity, safety and quality living, protection and development of cultural heritage, and the possibilities for reduced use of personal vehicles and power. In city centres, the residential function shall be enhanced to preserve them as cultural centres and to develop their tourist potential. When allocating activities characterized by considerable goods traffic and frequency of visits, appropriate public transport organization shall be provided for.

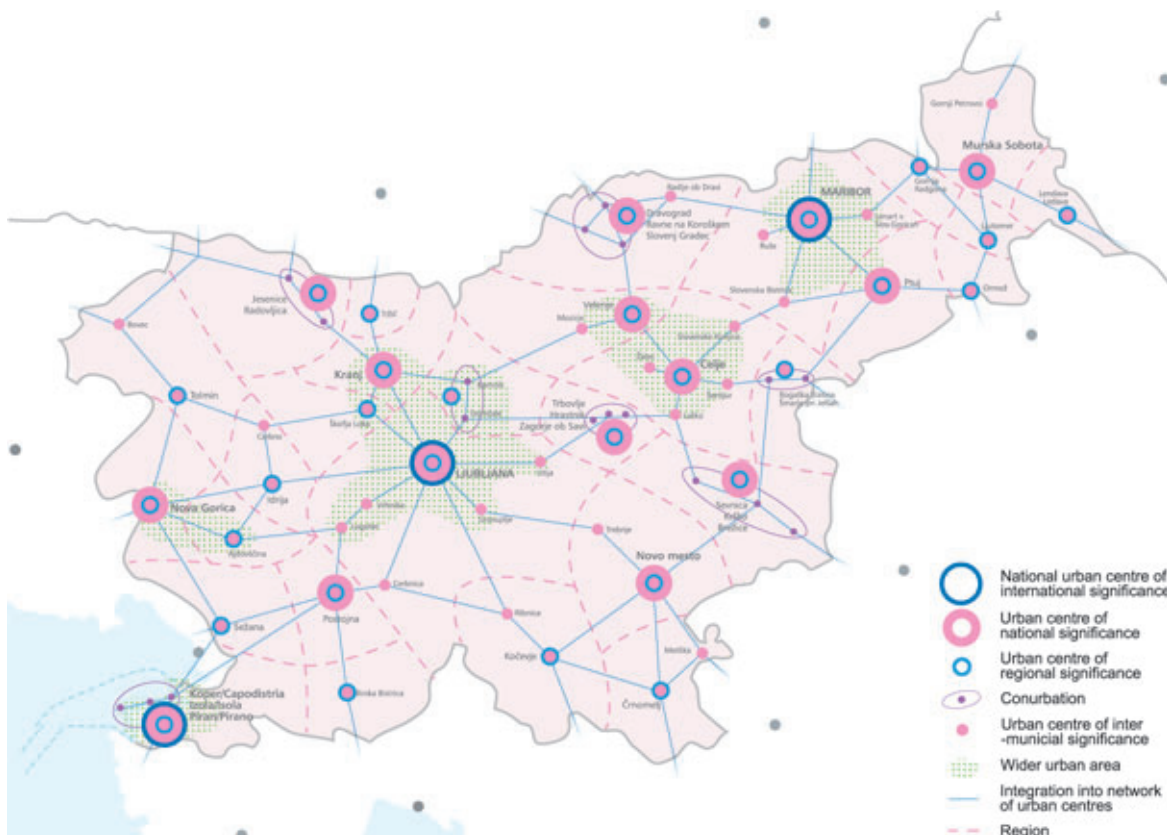
(3) Cities and towns shall be organized according to the principle of multifunctionality. To develop an efficient city, it is necessary to provide for the

appropriate proportions in the use of land and structures, aiming at a balanced combination of diverse functions and different types of activities.

(4) Natural components and well built public assets such as traffic surfaces, squares, markets, playgrounds, parks, green areas etc., are of key significance for the quality of living in cities, and therefore they shall be incorporated in the urban structures to the maximum possible extent. Water surfaces and waterside areas, forests, natural values and individual components of biodiversity shall be included in the green system of cities.

## 4 Harmonized Development of Wider Urban Areas

*4.1 To rationalize traffic flows, efficiently distribute jobs, housing, services and production activities in the wider urban areas comprising the territory of several local communities, the spatial needs of the development of cities, towns and other settlements shall be planned and managed at the level of inter-municipal cooperation.*



Map No 4

### Polycentric Urban System and Development of Wider Urban Areas

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initialled by the heads of negotiating groups on 20 July 2001.



*4.2 Due to their size, population pressures, universal issues and/or anticipated development, special attention shall be devoted to the harmonized development of wider urban areas of the centres of national significance, particularly Ljubljana, Maribor, Koper, Celje and Nova Gorica.*

(1) Large cities, which are intensively connected with their wider surroundings, shall be developed as the areas of major urban agglomerations. From the aspect of harmonized spatial development, wider urban areas have a specific role in the polycentric urban system structure. These areas are characterized by strong everyday migrations to work and elsewhere causing dense traffic – particularly through the use of personal vehicles – and thus imposing pressure on the entire area and the central city. The wider urban area is closely linked to the central city with numerous jobs, diverse and varied production activities and services. As a rule, such an area comprises the territory of several local communities surrounding a municipality.

(2) A large number of mutually cooperating, interactive, and effectively interconnected centres shall be developed in a wider urban area. Urban development characterized by the concentration of housing construction, production and supply activities and services, shall be encouraged in the existing centres or in human settlement development areas with potentials to develop into new centres. Particularly the development of those centres, which are at the transport nodes and crossroads of different traffic directions, shall be promoted. The distribution and concentration of functions within the wider urban areas shall be planned in accordance with the development of efficient public transport, integrated at all levels.

(3) Rational land use, the vulnerability of environmental quality, the necessity for reconstruction of architectural and settlement heritage, possibilities for the location of sports, recreational and other green areas, the existing network of transport routes, and the possibility of links to the public transport system shall be taken into consideration when planning and managing a wider urban area.

## **5 Integrated and Harmonized Development of Transport and Settlement Networks and the Construction of Public Infrastructure Facilities**

*5.1 Harmonized development of the transport network and the network of settlements, integration and development of transport nodes and transport logistic terminals shall be developed primarily with*

*the aim of providing transport links to all areas, more harmonized development of the entire national territory, and for the purposes of integration with the wider European space. The transport system shall be developed as an integrated transport system interconnecting all kinds and types of traffic.*

*5.2 Public transport shall be interconnected and developed with the assistance of the state. The development and expansion of public transport complemented by nonmotorized traffic and to a lesser extent by motorized personal transport shall be harmonized with the planned development of urban areas, and consequently provide links between towns and other settlements in these areas. Special concern shall be devoted to good public transport links between the countryside and urban settlements in individual regional territories.*

*5.3 Simultaneously, the construction of public infrastructure shall be promoted for the purposes of adequate development of human settlement and economic activities, and their integration into international infrastructure networks.*

(1) Road, rail, air and port networks shall be planned to provide interconnections throughout Slovenian space and between individual regions, as well as the connection of Slovenia with international space. Efficient transport links between cities and their respective hinterland, and between cities and peripheral, less developed regions shall be developed since this is an important factor of polycentric development, which contributes to the strengthening of the competitive position of these regions and consequently to the social, economic and spatial cohesion. When planning high-quality infrastructure, sectoral policies shall have to ensure that the infrastructure will promote the development and integrity of the resources in weaker and border regions when compared with the development of the central Slovenian region.

(2) Slovenia shall support the development of those transport systems which directly serve Slovenia territory, follow the basic spatial policies of Slovenia, and can be implemented in conformity with the environmental protection requirements.

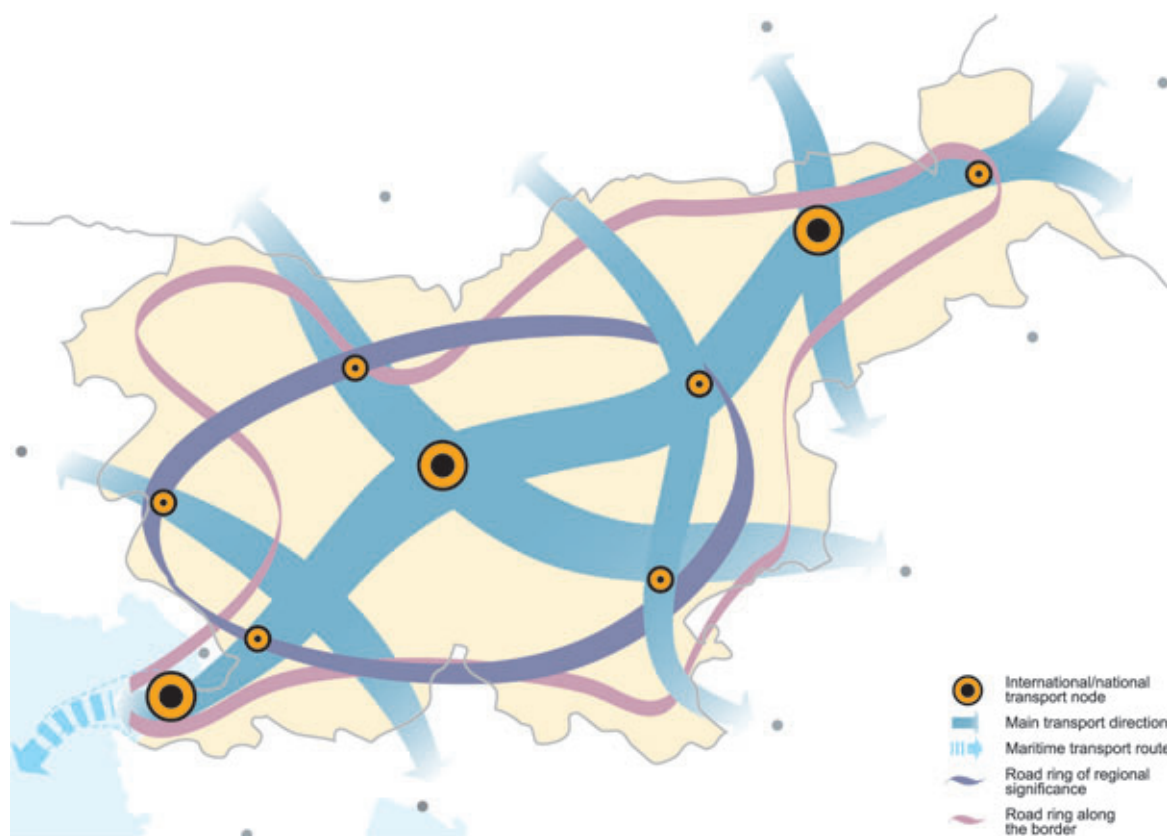
(3) The concept of the road and rail network, airports and ports consists of transport systems, which interconnect urban settlements on a priority basis to form a balanced and efficient structure. The transport network shall support or establish

conditions for the development of a polycentric urban system structure, economic development and improved competitiveness of the country. The transport network and the functionally balanced network of urban settlements shall link urban areas with rural, remote, peripheral and strategically or otherwise important areas, whereby priority is given to public transport.

(4) The long-distance transport network shall link the Slovenian centres of national significance (Ljubljana, Maribor and Koper) with Europe, and the centres of national significance with each other. Adequate accessibility of all regions and their links with international flows shall be provided by developing secondary (transverse) transport links connected to the Trans-European Network (TEN) infrastructure, the V and X pan-European transport corridors, and to the Adriatic-Ionian transport axis (Map no 2). From the

direction of the Austrian Carinthia through Slovenj Gradec and Velenje, a new, third, transport axis shall be connected to the motorway in the vicinity of Celje to continue towards Novo mesto and further towards Karlovec, i.e., the link to the Zagreb–Rijeka motorway. A new development generating transport axis shall interconnect regional centres in Austria, Slovenia and Croatia, and provide freight and personal transport from all regions along this axis with the links to the main European transport corridors. From the direction of Ljubljana, and after the branch from the main transport axis towards Italy, a parallel transport route shall be developed through the Vipavska dolina valley and Nova Gorica towards Udine (Italy).

(5) Intermodal transport links and development of the railway network – which will take over the majority of long distance transport in the future – shall be promoted to enhance the efficiency of traffic flows. At the same time with the



Map No 5

#### Concept of Transport Links

*The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initialled by the heads of negotiating groups on 20 July 2001.*

construction of the Slovenian motorway network, Slovenia shall develop the circumferential system of transport links depending on the needs at the regional level, and modernize the railway network to make it suitable for higher train speeds required for taking over the majority of long-distance freight transport. (Map No 5).

(6) In air transport, airports and heliports shall be developed in accordance with the network of urban centres, international standards and relevant links to the European transport corridors.

(7) Priority shall be given to the development of the port of Koper through its linkages with other Northern Adriatic ports and links to its continental hinterland and to the European transport corridors TEN V and X (Map No 2). An intercontinental passenger transport seaport shall be designed in Koper to improve transport links between towns in Slovenian Istria, and other towns in northern Adriatic coast and maritime public passenger transport shall be promoted.

(8) In order to reduce the negative impacts of motorized road traffic on spatial development and the environment to the maximum possible extent, priority shall be given to the development of rail transport and public passenger transport, and emphasis placed on all kinds of nonmotorized traffic (cycling, walking). The integrity of the transport system shall be ensured through functional integration of all modes of passenger and goods transport.

(9) The networks of cycling tracks and pedestrian footpaths shall be developed in accordance with an ecologically oriented range of tourist services to enable healthy physical exercise for the population. At the local level, the public transport network and cycling tracks shall link suburbs and outskirts to each other and to the city. Within and among the gravitational areas of urban settlements, good access to public facilities shall be provided in all populated areas by means of public transport. Public transport in particular shall be supported and expanded, priority shall be given to cyclists and pedestrians, while car traffic shall be reduced and – through well organized parking facilities – stopped at the margins of central areas.

(10) When constructing new infrastructure and modernizing the existing one, support shall be given to the construction of those energy generation and distribution facilities which enable a high-quality

and reliable energy supply for Slovenia. When determining the location of new energy generation or distribution facilities, their optimal inclusion in the Slovenian energy network shall be ensured and excessive environmental impacts prevented while respecting the principles of sustainable spatial development.

## 6 Vitality and Attractiveness of Rural Areas

*6.1 To exploit the comparative advantages of the countryside, support shall be given to the diversification of those economic activities which, together with agriculture and forestry, provide conditions for the population to stay in the countryside, preserve vitality of countryside, and contribute directly and indirectly to the high quality, identity and attractiveness of its natural and cultural landscapes.*

*6.2 In urban settlements in rural areas, the development of new jobs shall be encouraged to reduce daily migrations to work.*

(1) Because of their attractiveness and specific development potentials, rural areas are an important living and working environment, and therefore their integrated development in association with urban areas shall be promoted. Rural areas cover three quarters of Slovenia. Rural areas are defined as physical space with a low degree of urbanization, outside the areas with a high concentration of human settlement, prevailing proportion of agricultural and forestry land use, conserved natural processes and natural media. Urbanized and less urbanized rural areas are distinguished for the purposes of spatial planning and management. Urbanized rural areas comprise settlements in the wider hinterland of cities and towns and in the vicinity of transport routes, and individual urban settlements, while less urbanized countryside comprises inadequately accessible border areas, rural and mountainous areas with small settlements and a sparse, scattered settlement.

(2) A harmonized development of the country and individual regional territories is based on the interdependence of the development dynamics of rural and urban areas. Spatial disproportions resulting from spontaneous concentration of human settlement in the vicinity of major cities and towns and the consequential depopulation of city cores and remote rural areas shall be overcome by integrating the spatial and development planning. Settlements and landscape in rural areas shall be developed as an integrated

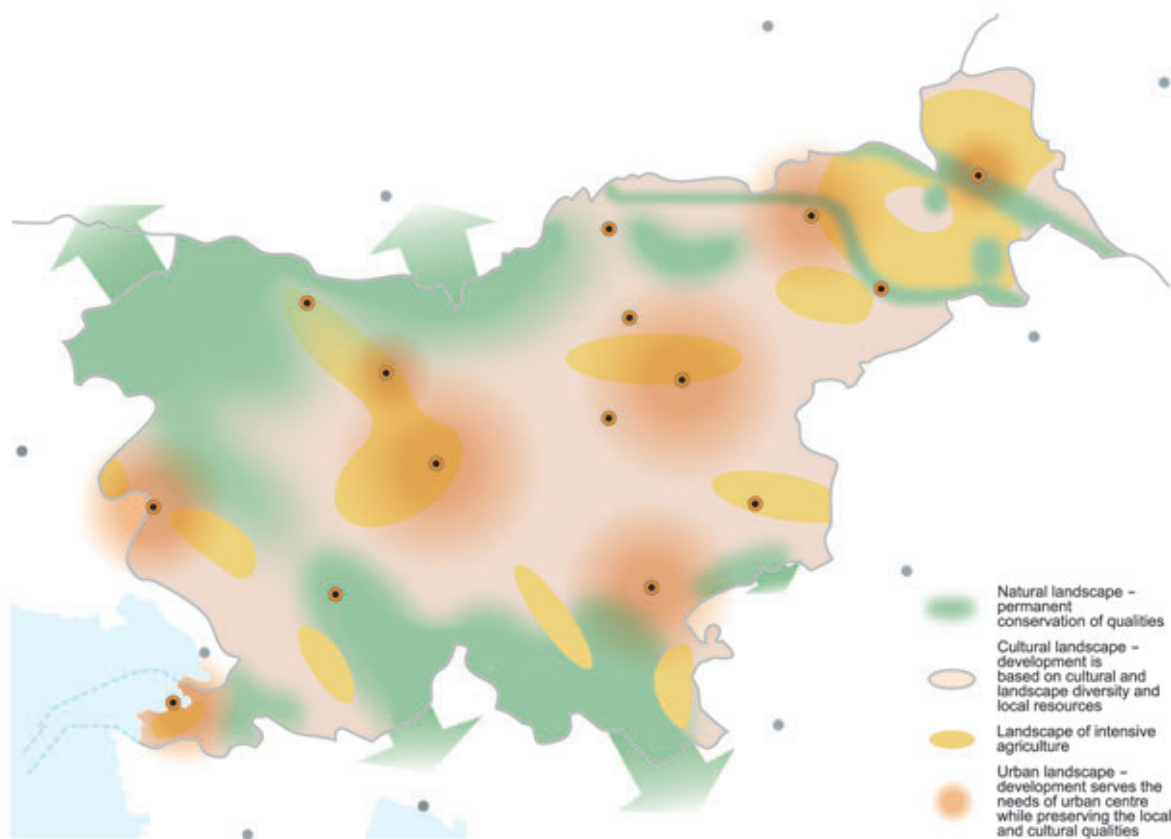
economic and living environment, in which landscape and architectural qualities shall be preserved to promote conservation of the identity of the Slovenian rural areas.

(3) The human settlement shall be preserved in those rural areas which are important for reasons of national defence and in the areas of valuable cultural landscapes. In border areas, urban settlements in particular shall be strengthened because of the gravitational influence of the major cities and towns in neighbouring countries. In these settlements, support shall be given not only to the activities required for the needs of the population in Slovenia but also to those activities, which will – upon harmonized development of the transport network – expand the role of these settlements across the border and thus contribute to their competitiveness in international terms.

(4) Dispersed building shall be appropriately rehabilitated by functional completion where this is spatially appropriate and environmentally acceptable.

(5) Energy supply based on locally available energy sources such as wood biomass, biogas, solar energy, geothermal energy etc., shall preserve and enhance the competitiveness, attractiveness and vitality of the countryside.

(6) The spatial potentials for the development of modern agriculture shall be provided primarily in plains where the conditions for agriculture are favourable, and agriculture can be competitive under European conditions. The agricultural activities and cultures shall be adapted to the food production potentials of individual areas and the availability of water, particularly in areas affected by drought, such as Prekmurje. In areas with the best cultivating conditions, the agricultural activities can be specialized and spatially rationally organized. In areas with unfavourable cultivating conditions, i.e., in the Karst and in mountainous areas, complementing programmes shall be developed and agricultural activities integrated with the maintenance of cultural landscape, prevention of forestation, conservation of biodiversity and natural values, promotion and



*The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initialled by the heads of negotiating groups on 20 July 2001.*

high-quality use of cultural heritage, and sustainable tourism.

(7) Forests are the most important medium of the natural landscape, yet their scope shall not be additionally and systematically increased. The use of forests for economic, recreational and other purposes, which pose no threat to the forest ecosystems, shall be encouraged. Their recreational potential in the vicinity of settlements can be suitably exploited in the framework of planning the green systems of settlements. The forest continuity is a quality which shall be conserved to regulate the natural balance of the landscape and to conserve wildlife habitats. In the flatland agricultural areas with a small share of high vegetation, forests shall be conserved as structural ecological landscape media.

## **7 Enhancing the Recognizability of Valuable Natural and Cultural Landscape Characteristics**

*7.1 Regarding its features and development potentials, the landscape shall be developed as a natural and cultural landscape, urban landscape and agriculturally intensive landscape.*

*7.2 Conservation and high-quality management in areas with recognizable natural and cultural values shall be encouraged in association with the economic opportunities provided by these features.*

*7.3 Individual qualities shall be determined in spatial planning procedures at the regional and local levels, and included in spatial development.*

(1) The Slovenian landscape shall be developed as a natural landscape particularly in remote and preserved areas, as a cultural landscape in traditional agricultural areas, i.e., in the Slovenian countryside, as urban landscape in the surroundings of major cities, and as agriculturally intensive landscape in areas with high productive potential. Spatial development shall ensure the conservation of key landscape identification features in each of these areas.

(2) Slovenia is recognizable for its varied landscape and landscape patterns, architectural identity of towns and rural settlements, conserved nature, great biodiversity, a large number of natural values and natural processes, and the abundance of waters and forests. These features are particularly characteristic of the cultural heritage areas, ecologically significant

areas and reserves, e.g. in the Julian Alps, in the Karst, along the seacoast, in the Štajersko and Prekmurje regions, in the Ljubljana river basin, and in the wine growing areas.

(3) Landscape, architectural and natural features of Slovenian space shall be conserved by guiding the spatial development in such a way as to contribute to the identification of the population with the national territory and at the same time enable the development of other activities. The spatial development shall enable the conservation of biodiversity and natural values, and the interconnection and interrelation of ecological networks. The landscape and natural features represent a potential for the development of specific institutions and activities of national significance in major settlements, which are becoming recognizable at the national level for their landscape, architectural and natural values. The integration of cultural tracks interconnecting the structures and areas of cultural heritage, monuments, historic buildings, and open-air museums into the range of tourist attractions shall also be enabled.

## **8 Spatial Development in Areas with Special Potentials and Problems**

*8.1 Spatial development in areas with special potentials and problems shall be promoted through the strengthening of urban settlements, rational location of public services, provision of necessary plots of land, and the efficient provision of infrastructure in these areas.*

*8.2 In the coastal, hilly and mountainous areas, and in areas with natural and cultural qualities, spatial opportunities shall be provided for the development of those activities which can exploit the spatial potentials which are specific regional features of these areas.*

*8.3 In endangered areas, spatial development shall be adapted to the threat of potential natural and other disasters, while in water deficient areas spatial development shall be adapted to the limits imposed by water sources.*

(1) The areas with special potentials and problems (Map No 7) are areas with specific spatial characteristics, such as position (border areas), natural features (coastal, hilly and mountainous areas), areas with natural and cultural qualities, and areas with spatial limitations for development (endangered and water deficient areas).



(2) In border areas, conditions shall be provided for high quality employment and for achieving the development level of adjacent areas in neighbouring countries, particularly in areas with development problems.

(3) Slovenia endeavours to integrate and form cross-border regions with joint development programmes. The development and integration promoters are urban settlements, particularly those which are the centres of large gravitation areas. Their integration into cross-border regions and closer cooperation with regions in Italy, Austria and Hungary will serve for gradual implementation of the idea of Europe without borders.

(4) Support shall be given to the spatial opportunities for the development of activities covering needs and areas across borders so as to make these areas competitive with the large adjacent urban agglomerations. Particularly those activities shall be developed which help to preserve and develop, on equal terms, the Slovenian minorities in neighbouring countries. Account shall also be taken of the potentials of zones which were abandoned by forwarders and other activities situated in the area of the now open border with Italy, Austria and Hungary after the accession of Slovenia to the European Union.

(5) In the area along the border with Croatia, the consequences of a stricter border-crossing regime for the life of the border area population, enforced after the integration of Slovenia in the European Union, shall be mitigated through joint resolution of spatial, environmental, infrastructural and economic issues so as to preserve the traditional ties among the population. The spatial development issue shall be resolved and encouraged in the framework of spatially homogeneous units or units with shared problems such as the area of Istria, the Kolpa river, the Kočevsko region, the Gorjanci, Kozjansko, Haloze, the area between the Drava and the Mura rivers, etc.

(6) Because of direct spatial connectedness of the Goriška region with adjacent Italian areas and the historical ties of the hinterland to Gorizia (Italy) as a natural centre, this region shall be developed at an accelerated pace as an equal partner. An equivalent and competitive role of Nova Gorica and its functions in the wider cross-border area shall be ensured in the gradual and natural fusion of the

two towns, Gorizia and Nova Gorica, into a single urban structure.

(7) The coastal region combines the areas of high-quality natural and cultural landscape features with the conurbation of Koper, Izola, Piran and Portorož. Its coastal and border position determines its orientation towards the further development of tourism, transport, industry, agriculture and fishing. The integrated spatial concept of the Coast shall be ensured, by which the interests of development activities are harmonized with spatial possibilities and protection requirements. At the same time, conditions for the development of a high-quality range of tourist services and amenities shall be established and permanent public access to the seashore and beaches shall be ensured.

(8) Because of their natural geographic features such as height, slopes, relief and climate, consequences of natural disasters, and depopulation, hilly and mountainous areas face economic, social and environmental problems. In these areas, the basic economic and social infrastructure, and the natural resources management shall be provided while considering the conservation of nature and cultural heritage. Ecologically oriented tourism, organic farming, and the use of renewable energy sources shall be encouraged since these areas have, as a rule, more opportunities for such activities, and they also provide support to communities in mountainous and hilly areas.

(9) Small and large areas of Alpine, sub-Alpine, Karst, and sub-Pannonian regions with the presence of high-quality natural and cultural features shall be treated as functional components of urban and rural areas. To preserve their qualities and significance, encouragement shall be given to activities which enable economic development based on the concepts of conservation. In border areas along the Italian, Austrian, Hungarian and Croatian borders, where there are similar sites, joint consideration of spatial development issues shall be encouraged.

(10) Natural processes which endanger human settlement and activities shall be mandatorily considered as a limitation in planning land uses and spatial development activities. Spatial development in all areas, particularly endangered ones, shall be planned in accordance with the limitations due to natural and other disasters, such

as floods, landslides and avalanches, erosion, fires in the natural environment, and earthquakes. Potential risks shall be reduced by preventive planning, i.e., location of activities in sites outside dangerous and threatened areas of potential disasters, appropriate management of primary activities in hazardous and threatened areas, and the control of activities which might cause natural and other disasters. In areas where urban settlements are already threatened by floods, landslides or earthquakes, such as Ljubljana, the wider Celje and Maribor regions, the Ajdovsko, the Posočje and the Posavje regions, appropriate spatial solutions to diminish the consequences of possible natural disasters.

(11) Despite its ramified hydrographical network of inland waters, Slovenia has areas, which are

distinctly water-deficient. Water-deficient areas comprise primarily southern Slovenia, the Slovenian Dinaric region, the Coast, Slovenske gorice and the Goričko region, where the water supply standards are not adequate. The inhabitants of these regions shall be provided with a permanent and high-quality water supply and waste water sewage systems. Water-deficiency is also a limitation for the development of activities which need and discharge large quantities of water, and therefore any location of such activities in water-deficient areas shall be comprehensively studied from an environmental, spatial, technological and economic aspect. When planning water supply in the Karst region, the issue of waste water drainage shall also be solved at the same time in accordance with the vulnerability of soil, waters and subsoil.



Map No 7

#### Areas with Problems and Potentials

*The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initialled by the heads of negotiating groups on 20 July 2001.*

## 1 Development of Human Settlement

(1) The development of human settlement provides for the location of activities, housing and infrastructure in the network of settlements and ensures adequate provision of developed land for living, production supply and services in suitable sites, as well as land for recreation and leisure activities.

(2) Human settlement development shall be planned in accordance with spatial opportunities and limitations in such a way as to prevent spatial conflicts between different uses, provide for a better quality and more attractive living and natural environment, create opportunities for economic development and social equity, ensure rational expansion of settlements, emphasize internal development of settlements where it is important to create new and better quality structure and use of urban areas, as well as the conservation of cultural, particularly architectural and settlement heritage, biodiversity and natural values.

(3) The guidelines for development of human settlement shall form the basis for the long-term steering of human settlement development at the regional and local level, and its monitoring. Spatial capacities, the rationality of land development, the characteristics of the existing settlement network, and the existing buildings shall be taken into consideration. They shall present the basis for steering investments into the construction and renewal of residential and non-residential buildings and public infrastructure facilities.

(4) An active land policy of the kind which enables the enforcement of guidelines in human settlement, contributes to harmonious regional development and promotes international competitiveness, shall be encouraged. The national and the local level, in accordance with their respective competences, shall provide conditions for active participation of landowners and investors in land development in the form of public private partnerships. The state and local authorities will be responsible for acquiring adequate quantities of land, particularly for non-profit housing and the operation of public services. Finance obtained by local communities from land management shall be earmarked on priority basis for the implementation of an active land policy, and the main concern shall be to ensure the preparation of implementing spatial planning documents, and

building land development based on these documents.

(5) A part of the new building sites shall have the function of revitalizing the existing situation, which includes the activation of spatial and other potentials of the existing structures. An increased number of building sites shall be earmarked for business development, particularly in areas with good transport links and adequate spatial opportunities. Information systems shall be used to a much larger extent than at present to effectively manage land in the framework of an active land policy.

### 1.1 Development of Cities, Towns and other Settlements

(1) Settlements differ in function and roles in the urban network, in size, urban structure and architecture. For the needs of human settlement development, the types of settlements shall be defined on the basis of physiognomic, morphological, and functional criteria. Criteria, on the basis of which settlements are classified into various types, are particularly the size of the settlement, various activities, employment opportunities, attractiveness, morphological features, and the role of the settlement. The indicators are particularly the number and the structure of inhabitants, the size of populated surface areas, population density in the populated areas, trends towards services or production activities, the number of inhabitants employed, diversification of activities and their number. Based on these criteria and indicators, settlements shall be defined as large, medium and small cities and towns, other urban and rural settlements, villages and hamlets. Urban settlements, in particular, shall be classified as more or less important centres, where care shall be taken to develop adequate housing stock, and services, production activities and jobs.

(2) New urban development shall be directed primarily to the settlement development zones of urban settlements. The development and planning of cities, towns and other settlement shall be used to provide safe, comfortable, and healthy conditions for living, while conserving, as much as possible, biodiversity, natural values, cultural heritage and other qualities of the natural and living environment, and enabling the links of habitats in settlements with nature outside the settlements. When planning the urban development, cultural heritage shall be taken into



consideration as a living environment quality factor and spatial potential.

(3) Settlements shall be planned and managed in harmony with the natural and other restrictions so that the inhabitants and their property are not endangered by natural processes and there is no economic damage. Settlements shall be planned in such a way as to diminish the consequences of any fire, flood, landslide, erosion, or war as far as possible. The protection against floods, and torrential waters in the existing settlements shall be planned primarily by regulating standing and running waters in the hinterland of such settlements. Water reserves to provide for fire fighting flow shall be planned. For safety reasons, there should be as many green areas in settlements as possible to balance extreme temperatures and enable gradual drainage of rainwater.

(4) Settlements shall be planned so as to ensure rational energy consumption. Energy saving and the reduction of energy use shall be taken into consideration in urban planning, in architectural solutions and in the selection of building materials. Rational use of energy shall be ensured through appropriate planning of new structures and areas, and in the reconstruction of existing buildings, and particularly through such orientation of buildings and distance between buildings, which enables unhindered exposure to the sun irrespective of the season, and reduces the need for air-conditioning, through preventing the duplication of district heating systems, moderate density of new residential districts, and the arrangement of buildings which enables rational planning of the distribution network, and the energy consumption reducing renewal of buildings in the framework of the renewal of cities, towns and other settlements or their parts.

#### **1.1.1 Inside development in settlements**

(1) Inside development in settlements shall be preferable to the expansion to new areas. Priority shall be given to a better exploitation and improved use of vacant and unsuitably exploited plots of land within settlements (abandoned or inappropriate sites, industrial complexes, etc.). Inside development in settlements and rational land use shall also be implemented through the altered use of existing structures and building sites, concentration of extensively used built areas, reconstruction, renovation, reurbanization, renewal, and rehabilitation of brownfields taking into consideration in addition to the spatial

objectives also the opportunities for economic development, the resolving of social problems, and improved quality of living while also considering potential threats. A balanced proportion of built and green areas in the settlement and links to the open landscape shall be provided for in the process.

##### *1.1.1.1 Renewal of settlements as a priority*

(1) The renewal is a form of the urban planning of settlements, which includes in addition to spatial objectives also the opportunities for economic development, resolving of social problems, and improved quality of living while considering potential threats, and it is implemented in morphologically and functionally completed areas. The renewal of settlements, parts of settlements or individual buildings shall preserve or improve the qualities of the living environment, re-establish the use of abandoned sites, and rehabilitate degraded sites. In the renewal, the cultural heritage shall be considered concurrently and its vulnerability taken into account.

(2) In settlements, which are not designated as cultural heritage, and as such enable no new, altered and improved use, renewal shall be given priority in individual parts or in the entire settlement if it provides for more rational use and reuse of the existing capacities, financial savings and/or energy use reduction. When planning revitalization, account shall be taken of the preserved identity of the settlement or its part, and concern devoted to a balanced proportion of built and green areas in the settlement.

##### *1.1.1.2 Renewal of the cultural heritage and other architectural heritage in settlements*

(1) Cultural heritage in settlements and other valuable architectural heritage shape the characteristic image of individual settlements or wider areas. From the aspect of spatial planning and management, settlements shall be classified as settlements with architectural heritage recognized as cultural heritage, settlements which are part of a wider spatial identity, and settlements whose buildings and the structure of other architectural heritage present a value in the architectural and urban-planning sense, and an appropriate form of renewal shall be planned for them. Renewal shall be carried out in all areas with valuable architectural heritage, which shall be defined as a special value and as such a part of the basic

integrated identity on the landscape, settlement or architectural scale, or protected by relevant regulation as architectural heritage.

(2) When managing and planning the development of settlements with valuable architectural heritage, protection and development planning principles shall be applied, and particularly high-quality architectural or urban structure and their recognizable features shall be preserved, degraded architectural or urban structures shall be modernized, and their reuse introduced.

(3) Renewal is given precedence over new construction in settlements which are part of a wider spatial identity and represent valuable architectural heritage, particularly if some parts of these settlements have – despite certain degradation – adequately preserved characteristic components. The reuse or a new suitable use of the existing buildings and infrastructure shall be planned.

#### *1.1.1.3 Renewal of degraded urban areas*

(1) In settlements, revitalization shall be defined for degraded urban areas where the potential for use or activity is decreased or limited due to the abandoning of activities, pollution or inappropriate use. Most frequently such areas are the sites of construction industry facilities and mining sites, military, railway or residential sites.

(2) Comprehensive revitalization of degraded urban sites shall be carried out in spatially complete areas based on harmonized programmes and spatial plans, and with financial sources provided. Particularly important in the revitalization of degraded sites is the reconciliation of the interests of all participating entities, particularly property owners, investors, planners and the municipality.

(3) The revitalization shall provide the inhabitants of degraded residential districts with an improved quality of living within the existing housing stock, and their active participation in the planning and preparation of measures for the improvement of the value of housing and the residential district environment.

(4) The physical progress of revitalization shall involve a reasonable renewal of the existing building structures and their inclusion into new ones. The revitalization process shall enable

gradual construction and upgrading of infrastructure networks. Transport infrastructure shall be provided to increase accessibility to these areas.

#### *1.1.1.4 Renewal of old industrial and mining sites/settlements*

(1) Encouragement shall be given to the functional, social, ecological and architectural revitalization of old industrial and mining sites or entire settlements where spatial degradation is the consequence of the decline of certain activities and social restructuring.

(2) The sites of former industry, which meet the spatial, environmental, infrastructural and other conditions of modern production parks, shall be restored for production purposes. In accordance with the needs of integrated development of the settlement, these sites can be allocated for new economic activities and/or general development of other diversified activities such as culture, sport, trade, tourism, leisure and other activities in harmony with the development of the rural hinterland, if any.

#### **1.1.2 Settlement expansion**

(1) In the case that there are no suitable building sites left within the settlement, the settlement expansion shall provide the conditions for development of residential, economic and other capacities, increased social security and competitiveness of the settlement, operation of the real property market, and the development of various services and production activities.

(2) The expansion zones can be designated for a settlement if it is defined as an urban settlement, and particularly if it is or has the potential to develop into the centre of a certain area. Settlements in areas of significance for the development of tourist activities may increase their settlement development zones based on their development programmes. The settlement expansion shall be permitted if it complies with the basic objectives of spatial planning and management, the principles for steering human settlement, the building land development programme, and the natural and other disasters threat assessment.

(3) The development of integrated public transport, particularly intercity and urban public transport shall be planned concurrently and in conformity with the settlement expansion for

housing construction, production zones, central activities and public functions.

(4) Priority shall be given to the expansion of suburban settlements where access to public transport is provided, where building up and congestion of populated areas is possible, and the municipal infrastructure network can be improved. Creation of new jobs shall be promoted, and small production zones, whose scope is balanced with the settlement, shall be located in an expedient manner.

### 1.1.3 Construction outside the settlement development zones

(1) A recognizable spatial order and rational spatial organization of activities shall be created by developing populated areas outside settlement development zones. When planning these built areas account shall be taken of the size and spatial arrangement of the buildings as well as the degree of perfection of the design.

(2) Built areas outside settlement development zones and the manner of their planning and management shall be defined with respect to the characteristics of the existing building, and particularly on the basis of an analysis of location and position, landscape features, structure and fragmentation, the functions of building units and the building typology.

(3) In the case that a built area outside a settlement development zones is identified as an area of human settlement, which – being an autochthonous settlement pattern – contributes to the identity or conservation of the cultural landscape, it shall be conserved and protected by:

- *Restoration, renewal, reconstruction, and reuse or altered use of the existing legally constructed structures,*
- *Replacement construction of legally constructed structures, and*
- *New construction, insofar as a functional completion of an area provided with public utilities is concerned.*

(4) Dispersed buildings outside settlement development zones, which are the source of environmental pressures or visual disturbances, shall be rectified. The dispersed building rehabilitation zones shall be identified with regard to the type of dispersion, degree of degradation and their improvement possibilities. Concentration and filling in shall be applied particularly to those

areas of dispersed buildings, which have the potential for appropriate transport and municipal utility services, supply of urban activities and connection to public transport. The supplementary building of structures, which represents the completion and rehabilitation of individual areas of dispersed building, shall be permitted. Dispersed construction in suburbs and settlements in the vicinity of cities and towns shall be rehabilitated by the concentration of housing and urban activities.

(5) The decisions of local communities concerning the development of their potentials shall be set out in their planning documents. The construction outside settlement development zones should have the role of enhancing the quality of the cultural landscape, living conditions, and employment opportunities. Historical development shall be taken into consideration and upgraded, and the autochthonous elements of Slovenian construction culture shall be complemented with new designer solutions, developing Slovenian rural settlements as a commercial product. An important condition for successful development of rural areas and areas with developmental problems is the high quality of urban planning and architectural solutions, which is the basis for the settlements to develop into beautiful, interesting places which are worth-visiting and where opportunities for employment and earning are created.

(6) Outside of settlement development zones, building sites may be allocated for the construction of farms, in the case of areas with high farming production potential and adequate concentration of agricultural property per farm, and in conformity with the requirements for the protection of natural resources and with the qualities of the landscape and built environment.

(7) The construction of facilities for sports and recreational purposes outside settlement development zones shall be permitted if:

- *Natural conditions enable such activities to be performed and/or the spatial arrangement is consistent with the existing use in terms of spatial arrangement and design, the dominant features of the site, its topographic position and views, and*
- *It is possible to provide connections to the transport and power system, a non-polluted drinking water supply of sufficient capacity, sewage and treatment of waste water depending on the needs of tourist and recreation activity when considering its environmental impact.*

#### 1.1.4 Rural settlements, villages and hamlets

(1) In rural settlements, villages and hamlets, construction shall be permissible inside the existing plots of building land to improve conditions for living, farming and complementary activities. Such improvements shall be developed primarily through filling in and replacement construction within the existing plots of building land or, if there is no other possibility, along their edges. Priority shall be given to renewal and restoration aimed at the modernization of agriculture and the creation of conditions for the development of complementary activities.

(2) When planning and managing rural settlements and villages, development trends shall be taken into consideration while conserving the traditional structure of these settlements. The housing stock shall be renewed, developed, conserved and modernized, while newly built structures are adapted in terms of urban planning and architecture to the traditional structure.

(3) To prevent emission impacts, adequate distance between residential buildings and farming facilities shall be provided for. The construction of new or replacement farms and the renewal or modernization of functional facilities shall be enabled, capacities for modern farming shall be built, and unhindered access to farmyards and transport means shall be provided.

(4) Unhindered connections and fast access to arable land shall be provided by transport links.

#### 1.1.5 Tourist areas

(1) A tourist area is a settlement development zone with a developed tourist infrastructure and other contents of significance for the development of tourist services. A tourist area is the settlement in which, in a one-month period during peak season, the number of tourists exceeds the number of permanent residents by fifty percent. When developing tourist capacities in tourist areas, account shall be taken of the possibilities for providing adequate infrastructure regarding the natural assets and architectural heritage.

(2) In rural settlements and villages where tourism is developing, the architectural identity shall be maintained and created. It is important to appropriately locate agricultural facilities, particularly those with distinct environmental impacts.

#### 1.1.6 Areas of secondary homes

(1) Secondary homes are intended for periodical residence or leisure time use by individuals and their families. The areas with secondary homes shall be planned in an attractive natural ambience as contiguous, rationally subdivided areas, which are in harmony with the regional and local architecture, with typical settlement and landscape characteristics, and which observe protection guidelines. Such homes should support the development of remote, mountainous regions, particularly to develop tourism and other leisure activities. They may differ from other forms of residence in their appearance, construction, provision of public utilities and the quality of living, which is why they cannot assume the function of a permanent residence.

(2) In areas with high-quality architectural heritage and/or cultural landscape threatened by deterioration, decline and decay, the function of the area and structures can be changed into that of a secondary home area. The change in the function of such areas and structures shall be planned in accordance with the professional guidelines of the competent authorities and based on the integrated development of a wider area, tourism and other leisure activities, and conservation of the architectural heritage.

### 1.2 Rational Use of Land and Structures in Settlements

(1) The planning of the use of land and structures is the zoning of land by land use and activities performed by various land users and the determination of instruments for the implementation of the planned development.

(2) The aim of land use policy within settlement is to create a mixture of functions which are compatible and will not disturb each other. Distinctive monofunctionality of individual parts of settlements shall be prevented by introducing diversified activities and mixing the functions of living and working.

(3) Land use should provide for concurrent use by compatible activities, particularly those which complement each other and will not degrade the living, working, leisure and other environment. Spatially, building sites shall be zoned by land use and activity so as to prevent the pollution of air, water, soil, and excessive noise, and to take into consideration biodiversity, natural values and

positive influence on conservation of the cultural heritage.

(4) Zoning of building sites by land use and activity shall be determined on the basis of the development opportunities analysis, and the environmental vulnerability and suitability study. Investments shall be targeted primarily in areas with appropriate site-related advantages for certain uses.

(5) Because of the dispersed settlement in Slovenian territory, future development shall be steered towards the fuller utilization of already built-up areas and not towards opening ever-new areas for the needs of building construction. The purpose of steering building towards high-density construction is a rational land use with the simultaneous provision of adequate green areas. For this reason, the upper limit of the density of building within individual built-up zones, and appropriate proportions between built-up and green areas shall be determined in order to provide for a high-quality living environment. The upper limit of the density of buildings and the typology of construction is subject to the structure of individual settlements. The density of construction shall be in accordance with the limits imposed by urban design quality and the quality of living. When increasing the density in built-up areas the utmost attention shall be devoted to easily accessible areas with organized public transport.

(6) In urbanized seacoast and lake shore areas, support shall be given to the land use which is directly connected to the exploitation of water for leisure activities and which allows free access to water or the freedom of passage along the shore. Spatial capacities in the hinterland shall be used for new urban development.

#### 1.2.1 Residential areas

(1) Based on the relevant research, developed building land shall be planned and provided in urban settlements for housing construction and for the renewal of the existing residential areas, particularly where the functions of residential areas will be thus completed and stabilized.

(2) The share of land for organized housing construction is increasing. Individual new residential areas in settlements shall be linked into larger units while considering the possibilities of rehabilitating the existing dispersed settlement.

(3) Organized housing construction shall be carried out in new, larger areas allocated for housing. Different types of dwellings shall be provided in residential areas to enable a socially mixed structure of inhabitants and also to meet the typologically differentiated family structure. The types of buildings shall be harmonized with the existing buildings, while taking into consideration modern trends in architecture. The principles of a high-quality living environment – ensured, inter alia, by appropriate density of buildings and aesthetic design of the entire residential area (district) as well as of individual buildings – shall be observed. The types of housing construction, arrangement and positioning, which encourage social contacts and enable proportionally higher density of buildings, while providing for adequate public and particularly green areas. Walking access to all services required on a daily basis shall be provided in a residential area. Land developing activities in the existing urban structure shall be performed only on the basis of a comprehensive expert assessment.

(4) Appropriate supply activities and services, sports facilities, recreational and green areas shall be furnished in residential areas. Residential areas can also include elementary education and health care activities, social services, kindergartens, trade and business activities, craftsmen services, tourist and administrative activities, intellectual and artistic services, and other activities which cause no deterioration of the living environment quality, and contribute to a more rational exploitation of land, public utility and transport networks and to the integrated functioning of a settlement.

(5) Good access to the central and work areas shall be provided within residential areas.

(6) Single family house construction shall be permissible to fill vacant areas and complete areas within settlements.

(7) In accordance with the National Housing Programme, special concern shall be devoted to the creation of conditions for accelerated building of rentable housing units, particularly non-profit rentable housing units in urban settlements.

#### 1.2.2 Central activity areas

(1) Good access to the areas of central activities shall be provided. These areas can include housing and other uses, and activities which prevent the occurrence of monofunctionality, social exclusion

and other forms of urban degradation. Within the settlement, attractive, evenly distributed and accessible central areas shall be formed, where opportunities for the development of services, supply, business, servicing and other central activities shall be provided. Special concern shall be devoted to the planning and management of the city and historic centres and other old areas, particularly those that are inadequately equipped with central activities.

(2) New shopping and other specialized areas may be located at the periphery of settlements with good transport accessibility only under condition that they complement the functions of the settlement and do not endanger the vitality of the city centre. Provided that they fill in and complete the urban structure, they may be located in degraded and inadequately exploited areas. When planning shopping and other specialized areas, a balance between the development of the periphery and the city core shall be considered so as to ensure the vitality and attractiveness of the city core.

### 1.2.3 Production activity areas

(1) Adequate functionally and technologically different areas furnished with infrastructure for industry, production, craft and other forms of entrepreneurship shall be provided in urban settlements.

(2) Conditions for the development of economic zones with modern equipment and technological parks at the national level shall be provided in the wider area of the centres of national significance, at the regional level in the areas of the centres of regional significance, and at the local level in those local centres which correspond to the requisite spatial criteria.

(3) In addition to the socio-economic conditions, the guaranteed availability of capital, high-tech knowledge and qualified workforce, also the following spatial criteria shall be taken into consideration in the development of commercial/industrial zones: optimum links to the transport and energy networks, and to other infrastructure; the vicinity and size of already existing commercial/industrial zones and transport terminals; the size of settlements, their role in the urban system and accessibility to the planned commercial/industrial zone locations; spatial opportunities and limitations arising from the

condition or characteristics of the natural and cultural landscape in which an individual economic zone is located.

(4) To meet the long-term requirements of the regional economy, at least one economic zone shall be developed within a regional territory. To ensure economic competitiveness and jobs, at least one internationally competitive industrial zone and one small-scale trade zone shall be developed in the centres of national significance. Technological and industrial parks, well connected with international multimodal transport terminals, including a railway line, motorway, port, airport and warehouse storage areas shall be developed in the centres of international significance, i.e., Ljubljana, Maribor and Koper. Conditions for the development of major production plants and highly developed services shall be provided in these cities in accordance with the guidelines for settlement planning and management and in line with the provision of optimum and rational accessibility.

(5) The state shall encourage the integration of communities within a region to jointly establish larger economic zones and thus prevent the fragmentation of regional potential in the light of both cost and international competition. The state shall support the development of those economic zones which increase the competitiveness of the Slovenian economy.

(6) Commercial/industrial zones shall be located in the settlements next to the transport nodes so as to have good links with the railway and road networks enabling public transport to work from all areas of the region and from neighbouring regions. The vicinity of the existing infrastructure, such as a port or an airport, and the availability of high capacity electric power, shall also be used. When choosing the location, the possibility of renewal and rehabilitation of abandoned industrial, municipal, transport and similar areas shall be assessed. Former industrial areas, which meet the spatial, environmental, infrastructural and other conditions of modern production parks, shall be redeveloped for production purposes.

(7) The location of production activities may not degrade the living and working conditions in their immediate vicinity and may not hinder access to other areas.



### 1.2.4 Public areas in settlements

(1) When planning and developing settlements, priority shall be given to traffic surfaces, squares, plazas, population evacuation areas, promenades, food markets, parks, water and waterside areas, forests, various biotopes and natural values.

#### 1.2.4.1 Green areas

(1) When planning and managing the entire settlement or its individual part, adequate green areas shall be provided depending on the size of the area and the number of inhabitants. The settlement's green system shall be designed, including green areas of the settlement, water and waterside sites, agricultural and wooded areas. Design, ecological and social function shall be defined for each individual part of the green system.

(2) The ratio between the urban and natural areas shall be maintained through systematic conservation of green areas and development of recreational areas. In the hinterland of the city, the possibilities of simultaneous land use of recreational areas for agricultural and forestry purposes shall be used. Those green and open areas which are of key significance for the city's green system, particularly in the ecological and social sense, shall be protected against any alteration of land use.

(3) In newly built-up or renewed areas, the existing solitary trees or groups of trees shall be taken into consideration in accordance with their ecological significance or visual meaning in the urban structure or the settlement's green system.

(4) The balance between open and built-up space is important in wider urban areas. The fusion of settlements or individual completed built-up areas into integrated settlement development areas shall be prevented by vegetational divisions, and particularly wooded, agricultural or other green areas. Built or natural edges of settlements shall be set up and protected to preserve the identity of the boundaries of a particular settlement.

#### 1.2.4.2 Transport surfaces within settlements

(1) When planning traffic surfaces, support shall be given to the expansion of central pedestrian paths, the development of an urban cycling network, and the development of public transport, such as railway, tram, and bus transport, and the alteration of green areas of significance for the city into parking areas shall be prevented.

### 1.3 Building Land Development

(1) Building sites in settlement development zones shall be provided with minimum municipal infrastructure ensuring water and power supply, sewage and waste disposal, and a link to the public road network. Any missing municipal infrastructure shall be additionally constructed and worn out infrastructure rehabilitated.

(2) New structures in settlement development areas which are intended for permanent residence, work, health care, recreation, sport and other activities, shall be connected to the existing municipal infrastructure.

(3) After completion of any missing municipal infrastructure, or after the construction of new infrastructure, the existing structures, intended for the activities mentioned in the preceding paragraph, shall be connected to such new construction.

(4) When planning settlements, the inhabitants shall be provided with a reliable drinking water supply of a quantity complying with applicable standards, together with an efficient water supply for the fire hydrant network and fire-flow basins.

(5) Separated rainwater drainage and municipal wastewater sewage systems shall be built in new settlements, wherever this is economically justified and technically feasible.

(6) Energy concepts including the analyses of the possibilities of using locally available renewable sources of energy shall be prepared for both the existing and new settlements.

(7) When planning new structures, they shall be included in the settlement's energy concepts.

(8) Energy saving location of structures, energy saving urban planning solutions and the forms of self-sufficiency of the structures shall be taken into consideration when planning new settlements.

### 1.4 Architectural Identity of Cities, Towns and other Settlements

(1) The planning and management of cities, towns and other settlements shall be aimed at well-managed, spatially balanced and visually harmonious development of individual settlements, so that the architectural identity is ensured at the level of the entire settlement and at the level of

individual functional units or part of the settlement.

(2) The design of settlements shall protect the image, scale and landscape frame, improve visually degraded sites, and create new architectural identity in harmony with the existing spatial qualities, while respecting the spatial characteristics and inherited values, stressing visual values of the settlement, and protecting dominant views, conserving – through planned renewal – historic settlements or their parts, particularly those which represent architectural heritage. The characteristic outline of the settlement shall be conserved and attention focused on the possibility of concentrating and filling in of the urban structure. The heights of new buildings should follow the existing skyline and conform to the existing structure.

(3) Morphological features, which emphasize the identity of cities, towns and other settlements, shall be recognized and conserved in harmony with the landscape in which they are located, conserving the continuity of development and the integrity of high-quality structures. The development of settlements shall be adapted to the geometry of relief forms, the network of water streams, the directions of communications and regulations, and the directions and configuration of construction.

(4) Water and waterside areas in a settlement shall be brought closer to the settlement by the improvement of waterside areas, provision of pedestrian trails, planting vegetation, creation of micro-ambiances, small parks, playgrounds and similar facilities enabling leisure activities.

(5) When planning and managing settlements, attention shall be paid to the design of the areas of ring roads, main roads into town, streets, roads and areas along the roads, important junctions, green sites and other open areas.

#### **1.4.1 Architectural identity conservation guidelines**

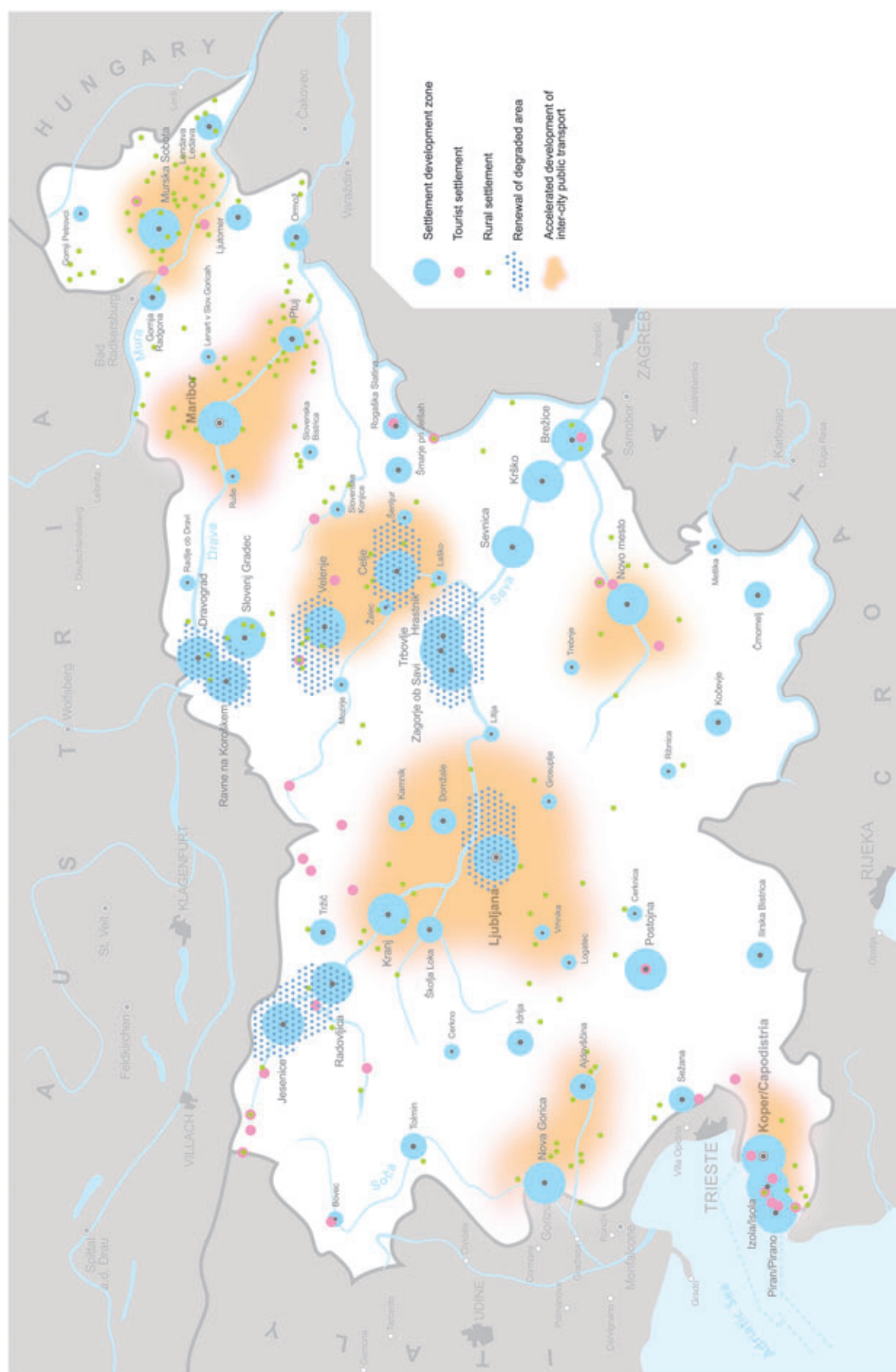
(1) The architectural identity shall be preserved through systematic planning, management and renewal of settlements. The architectural identity is reflected in regional urban-planning and

architectural features of individual areas. When renewing, planning, designing and managing settlements, account shall be taken of the conserved and recognizable culture of building from previous periods, and the basic premises of modern technology and design shall be balanced with the existing values. Special sensitivity shall be used when modernizing individual characteristic architectural creations, which have a testimonial value and illustrate the characteristics of the period in which they originate, particularly the architecture of recent periods, which is not (yet) protected by the regulations applicable to cultural heritage protection. When modernizing a particular area or structure, its characteristics, division, structure and other details shall be preserved and protected.

(2) The differences and characteristic features of open and built-up areas shall be conserved by taking into consideration the spatial topography, originality, integrity, identity and continuity. In the settlements, emphasis shall be placed on the conservation, protection and renewal of architectural heritage as an outstanding value of national and European significance. To protect high-quality features of settlements, particularly those that are part of architectural heritage, their skyline shall be taken into consideration and conserved. Deviations are permissible only in the case that it denotes a new visual and spatial quality, and that this quality is acceptable from the aspect of cultural heritage protection.

(3) Regarding common architectural and urban-planning features in Slovenia, we have defined the following architectural regions: the Soško – Vipavska, Kraško – Primorska, Idrijsko – Trnovska, Notranjsko – Brkinska, Gorenjska, Ljubljanska, Ribniško – Kočevska, Belokranjska, Dolenjska, Zasavska, Savinjsko – Kozjanska, Koroška, Dravska and the Pomurska architectural region. Detailed definitions of individual architectural regions and guidelines for the conservation of architectural identity and the conservation of settlement heritage within these regions shall be determined on the basis of expert groundwork while drawing up the Regional Concepts of Spatial Development or Municipal Spatial Development Strategies.





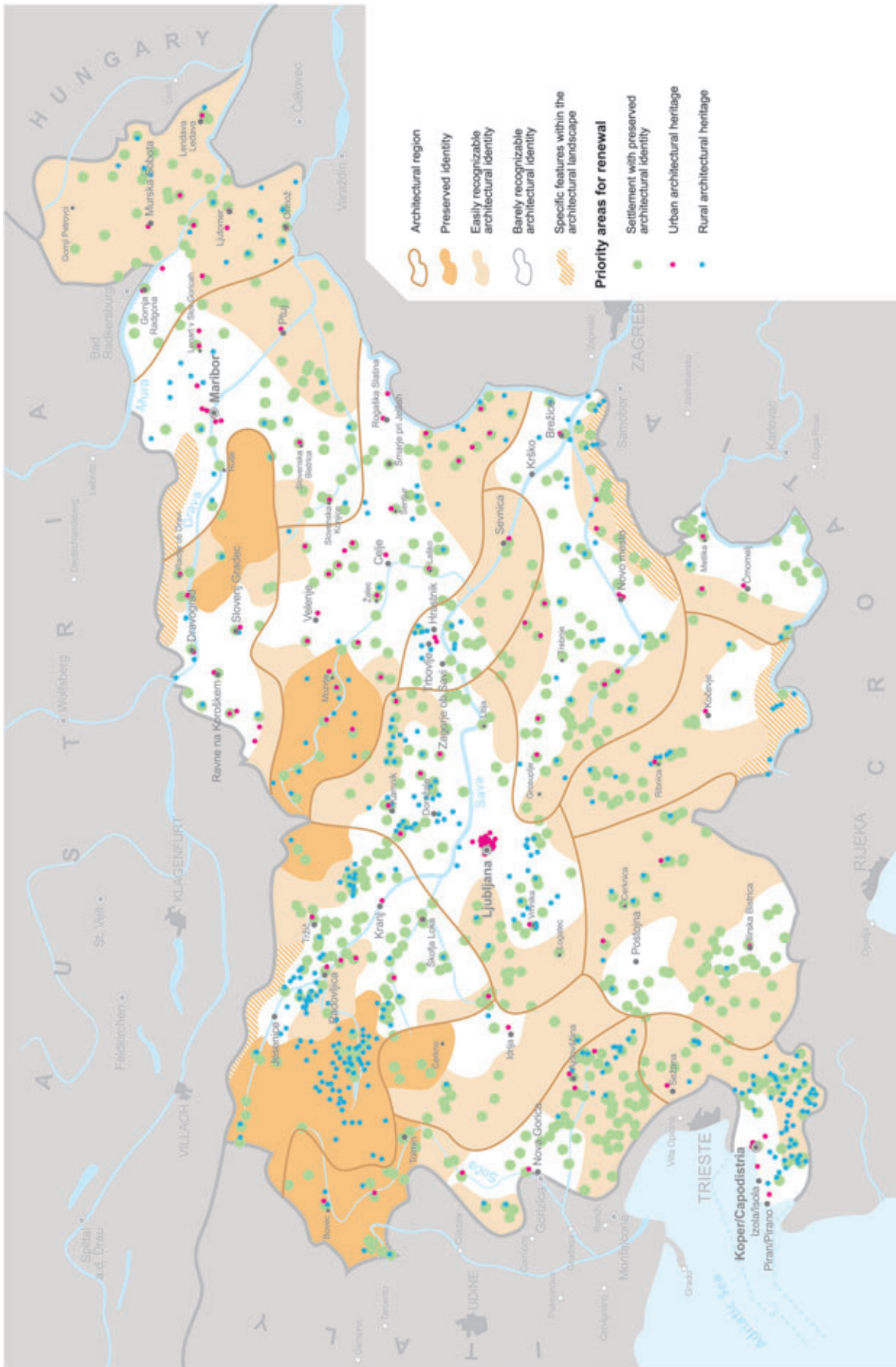
## Spatial Development Strategy of the Republic of Slovenia

### Publication Map No 1 Chapter III.1.1 Settlement Development Development of Cities and Other Settlements

The map border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) is based on the Treaty on the Common Border between the RS and the RC (Annex I) approved by both governments on 19 July 2001, and initiated by the heads of negotiating groups on 20 July 2001.

Source: Expert research for the SDSS

Cartographic: MOPE - UPP, MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004



Publication Map No 2 Chapter III.1.4

## Settlement Development

## Architectural Identity

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the heads of negotiating groups on 20 July 2001

Source: Expert research for the SDSS

Cartographic: MOPE - UPP MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004

## Spatial Development Strategy of the Republic of Slovenia

## 2 Development of Public Infrastructure

(1) The infrastructure systems provide the links and supply to urban and rural areas, and enable the integration of infrastructure networks into the European infrastructure systems.

The infrastructure systems shall be planned so that they contribute to the polycentric development of the network of cities, towns and other settlements, to high-quality development and attractiveness of cities, towns and other settlements, to balanced development of areas with common spatial development features and to the mutual complementing of the rural and urban area functions.

(2) Harmonious development of transport, power, telecommunication and municipal infrastructure shall ensure economic opportunities and attractive living environment. As a rule, the development of public infrastructure shall be steered towards common corridors, while taking account of the limitations arising from the requirements to conserve biodiversity and natural values, to protect natural resources and to protect cultural heritage.

### 2.1 Transport Infrastructure Development

(1) The transport system is a set of coordinated transport activities in a functionally interconnected infrastructure network containing all kinds and forms of transport.

(2) The development of the transport infrastructure shall support the polycentric development of the network of cities, towns and other settlements, harmonious development of areas with common spatial development characteristics, mutual complementing of the rural and urban area functions, and their links to the European transport systems and urban network.

(3) Balanced transport subsystems with a uniform distribution of traffic pressure shall be developed through optimum exploitation of all transport system elements. In this process, the economically, socially, environmentally and spatially most rational and efficient forms of transport and traffic routes shall be promoted.

(4) The development of transport networks shall enable the exploitation of spatial potentials for human settlement, infrastructure, production and supply activities, recreation and tourism, and functional completion of settlements and the areas of other activities. The development of transport networks shall be planned in conformity with the

human settlement development and other infrastructure systems, while ensuring high-quality living and working conditions, reducing negative impacts on the natural and living environment, conserving cultural heritage, and protecting natural resources, biodiversity and natural values.

(5) International border crossings shall be designated, generally, on long-distance roads of international significance, connecting roads, and roads of national significance, while local frontier crossings shall be generally set up on the regional transport network. Border crossings for goods traffic shall be set up at border crossings which are located in the most important directions of goods flows, provided that their locations are acceptable from functional, urban-planning, traffic, environmental and financial aspects. Any deviation from these guidelines is permissible if justified by traffic and tourist flows, specific volume and type of traffic, general public interests, importance of regional cross-border cooperation or for nature protection reasons, while taking into consideration Slovenia's international position.

#### 2.1.1 Road network

(1) The basic national road network consists of the network of long-distance road links of international significance, the network of road links of cross-border significance, and the network of road links of national significance. The road network interconnects Slovenian centres of international significance, Slovenian centres of national significance, and regional centres, and links them to the international European and cross-border territory.

(2) The network of long-distance road links of international significance shall be linked to the network of long distance road links of the same significance in neighbouring countries, and run from the direction of Villach through Jesenice to Ljubljana and further towards Zagreb (Corridor X), from Koper through Ljubljana and Maribor to Lendava and further towards Budapest (Corridor V), with branches from Divača towards Trieste, from Graz to Maribor, Ptuj and further towards Zagreb, with a branch from Lendava towards Zalaovo, and a branch from Postojna/Divjača through Ilirska Bistrica towards Rijeka (Adriatic-Ionian Initiative). With the integration of Slovenia in the European Union, the network of long-distance roads of international significance shall become part of the Pan-European road network (TEN, Pan-European



transport corridors V and X, and Adriatic-Ionian Initiative – Map No 2).

(3) Linked to the network of long-distance roads of international significance shall be road links of cross-border significance in the directions from Razdrto through Nova Gorica towards Udine; from the direction of Trieste through Škofije to Koper and across the Dragonja river towards Buje; from Celje through Velenje and Slovenj Gradec towards Völkermarkt; and from Celje through Novo mesto and Metlika towards Karlovac; from Maribor to Dravograd; from Slovenska Bistrica to Hajdine and further through Ptuj and Ormož towards Varaždin; from Udine through Tolmin and Škofja Loka on to Domžale; and from Želin through Idrija to Logatec with a link to the international long-distance road network; and from Ljubljana to Kočevje and further towards Delnice.

(4) Ljubljana, Maribor and the Koper - Izola - Piran conurbation shall be linked to the long-distance road network of international significance by respective connecting roads.

(5) Slovenian regional centres shall be interconnected and linked to the long-distance road network of international significance or to the network of road links of cross-border significance, and to the road networks of neighbouring countries through road links of national significance in the directions from Črni Kal towards Sočerga; from Nova Gorica to Tolmin and from Kobarid to Predil; from Hrušica to Rateče; from Podtabor to Ljubelj; from Lendava towards Čakovec in Croatia; from Celje to Rogaška Slatina and further to Dobovec; from Kočevje through Črnomelj to Metlika; and from Šentjakob to Zidani Most and further to Drnovo; from Slovenska Bistrica past Rogaška Slatina to Brežice; from Murska Sobota to Ormož; from Sežana to Nova Gorica; from Unec to Žlebič; and from Kočevje to Novo mesto. Until a long-distance road link of international significance from Rijeka to Ilirska Bistrica and Postojna/Divača is constructed, the existing road link from Krvavi potok through Kozine to Starod and further towards Rijeka shall be maintained.

(6) The road ring of regional significance shall provide for the connections to the regional and inter-municipal centres (Idrija, Cerkno, Škofja Loka, Kranj, the Kamnik – Domžale

conurbation, the Trbovlje – Hrastnik – Zagorje ob Savi conurbation, Novo mesto, Kočevje, Ribnica, Cerknica, Postojna, Logatec, Idrija), which is to provide for the connections among separate regions past Ljubljana, thus improving the opportunities for their spatial development.

(7) The road ring along the borders is to provide access to the underdeveloped regions along the border, and shall connect border regions with the central Slovenian region.

(8) Road links of regional significance, interconnecting inter-municipal and important local centres as well as tourist and border areas of importance for the country shall be linked to the basic national road network.

(9) Settlements within a municipality shall be linked by road links of local significance to settlements in neighbouring municipalities and with other settlements and parts of settlements within the same municipality.

### 2.1.2 Railway network

(1) The basic railway network consists of the network of long-distance rail links of international significance, the network of long-distance rail links of national significance and the network of regional rail links. To provide links to the Trans-European network (TEN) and Pan-European transport corridors X and V, long-distance rail links of international significance enabling train speeds of up to 160 km/h shall be reconstructed and additionally constructed in directions from Sežana to Ljubljana and Maribor and further towards Graz (2nd track on the Maribor–Šentilj line), from Zidani most towards Zagreb, from Ljubljana to Jesenice and on towards Austria (2nd track on the Ljubljana–Jesenice–Podrožca line), Pivka through Ilirska Bistrica towards Rijeka, and from Pragersko through Ormož and Murska Sobota towards Budapest. The construction of a new and more efficient long-distance rail link of international significance from Koper to Divača – 2nd railway track – shall be enabled. These lines, which are linked directly to the European traffic flows, shall be directly connected to the national and regional freight and passenger transport nodes to provide competitive conditions for the development of activities across the European territory.

(2) The trans-European high-speed rail link within the Pan-European transport corridor V

connecting Venice to Budapest through Ljubljana and Zagreb is linked on the northern side with the high-capacity long-distance rail links from Ljubljana towards Munich, and from Zidani most to Maribor and further towards Vienna. Transport nodes shall be linked to the high-speed long distance railway line: in the area of Divača with links towards Koper and Nova Gorica, in the area of Pivka with a link towards Istria, in the area of Ljubljana with a link towards Austria, in the area of Zidani most with a link towards Maribor, and other transport subsystems accompanied by appropriate modernization of the existing railway lines in the existing railway corridors where technical and technological solutions allow and such modernization is spatially rational.

(3) Other national and regional centres in Slovenia shall be linked to the long-distance rail links of international significance by long-distance rail links of national significance. The existing railway infrastructure shall be reconstructed, modernized and, where necessary, extended to provide for more efficient rail links in the directions from Ljubljana towards Novo mesto and on towards Karlovac in Croatia, from Nova Gorica to the connection to railway line (Corridor V) on the Italian side, and from Nova Gorica to Sežana and also from Nova Gorica through Tolmin to Jesenice, from Maribor through Dravograd and further towards Klagenfurt in Austria, from Celje towards Dravograd and from Ormož towards Čakovec in Croatia, from Ljubljana towards Kočevje, and from Murska Sobota towards Lendava.

(4) Regional rail links are to connect other regional centres, some facilities of national significance, tourist and border areas of national significance, and link traffic to long-distance rail links of international and national significance. The existing regional rail links connecting Ajdovščina and Dornberg, Kreplje and Monrupino (Repentabor), Kočevje and Ljubljana, Kamnik and Ljubljana, Sevnica and Trebnje, Novo mesto and Straža, Celje and Rogatec, Dravograd and Otiški vrh, Šmarje pri Jelšah (Stranje) and Imeno, Ljutomer and Gornja Radgona, and Lendava with Gornji Petišovci, shall be maintained and modernized. A direct rail link between Lendava and Murska Sobota and the Slovenian railway network shall be provided for. New regional rail links shall be studied, i.e. links to connect Tržič with Kranj, Kočevje with Petrina or Črnomlje,

Poljčane with Slovenske Konjice and Zreče, Vrhniko with Ljubljana, Jesenice with Tarvisio (Trbiž), Lendava with Dolga vas and Brnik airport with Ljubljana and Kranj.

(5) In Slovenia, and in cooperation with neighbouring countries, direct rail links shall be provided from commercial zones and individual economic operators to the railway network aiming to improve accessibility and redirect traffic flows from road to rail network.

### 2.1.3 Ports

(1) In the port of Koper, further development of the port infrastructure, which is required for the development of this sole Slovenian seaport for international freight and passenger maritime transport, shall be ensured. The railway and other transport infrastructure, connecting the port of Koper with the hinterland through a more efficient Koper–Divača line, shall be completed and extended to promote the development and competitiveness of the port of Koper at an international scale.

The development of the port of Koper is interrelated with the construction of transport infrastructure in its hinterland.

(2) That part of the port of Koper, which is functionally associated with the city, shall be designated for the development of domestic and international maritime passenger transport and for the provision of passenger terminals. The existing ports in Izola, Piran and Portorož shall be developed and modernized to promote maritime public passenger transport.

(3) In the context of developing an environmentally friendly and profitable nautical tourist industry, it shall be made possible to develop marinas and tourist ports at the existing locations, and exceptionally as a way of restoring already degraded areas. The development of tourist boating activities and the necessary infrastructure on suitable rivers, lakes and artificial lakes shall be permitted.

(4) A river port shall be developed on the Sava river at the border between the Republic of Slovenia and the Republic of Croatia, provided that the Sava river from its outflow to the Danube river to the point of border between the Republic of Slovenia and the Republic of Croatia is made navigable.

(5) An appropriate radar system shall be provided on the Slovenian coast for the needs of maritime cargo and passenger transport and for search and rescue operations at sea. This system shall be used to ensure supervision of shipping traffic and provide efficient coordination in the case of accidents at sea.

#### **2.1.4 Airports and heliports**

(1) The network of airports and heliports consists of airports and heliports for international and local air traffic. The network shall be formed by appropriate spatial location of airports and heliports so as to ensure optimum territorial coverage.

(2) At the national level, the concept of international airports/heliports shall provide for the needs of international air traffic and to preserve and develop the current three public airports/heliports for international air traffic.

(3) Public airports/heliports for local air traffic shall be developed for the needs of domestic air traffic at the national level with links to the centres of national and regional significance and also take into consideration the needs of rescue services. Near the centres of national significance and in the areas in the immediate hinterland of large Slovenian cities and large cities abroad, the possibility of developing public airports/heliports of a lower category shall be permitted provided that available space is ensured, and the international air traffic requirements are met. In Cerklje ob Krki, the development of the airport for the needs of the Slovenian air force traffic is to continue, and the airport will also be used in part for the needs of civilian air traffic. The functions of all the existing airports shall be maintained.

(4) When physically locating airports, airport infrastructure and heliports, account shall be taken of the locations of existing airports, possibilities for providing public transport links to individual centres, spatial possibilities and limitations arising from the characteristics of human settlement development and from ensuring a high-quality living environment, and the European navigation plan. Airports and heliports shall be planned so as to ensure the safety of people and material assets.

#### **2.1.5 Air traffic management and air traffic control equipment**

(1) An efficient long-range radar system serving for air traffic management and control of air routes and airspace control on air routes shall be provided by the renovation of the existing radar system and its upgrading by adding new elements. Considering the relief of Slovenian territory and the international civil aviation standards, at least four radar data sources shall be provided, i.e., four radar systems shall be set up at convenient locations.

(2) Approach radar systems at airports, serving for the management and control of aircraft at lower altitudes, and/or for safe approach and departure of aircraft from airports, shall be developed. Satellite navigation systems shall also be developed.

(3) Radar systems shall be spatially planned in such a manner that the minimum possible number of radar locations provide for the maximum spatial coverage for various needs, while producing the minimum impact on the environment and people's health.

(4) In accordance with international civil aviation standards, the development of other infrastructure facilities, structures, equipment and air traffic navigation systems shall also continue.

#### **2.1.6 Public transport and public transport nodes**

(1) Public transport at the national, regional and local levels shall be developed into a logistically integrated system. The entire public transport system shall be developed in combination with air, road and maritime transport, emphasizing railway public transport in the directions of transport corridors V and X through Slovenia (Map No 2).

(2) To accelerate the development of public transport and provide better quality transport services, the system of passenger terminals shall be developed and the stops for different means of public transport shall be logistically interconnected. In accordance with the development of human settlement, regional centres shall be developed into transport nodes for public transport.

(3) Accelerated development of public transport is to serve to improve access by public transport means to the centres of regional significance. The



transport systems of public transport in urban areas shall be efficiently interconnected to form the public transport system of regional, national and international significance, and therefore settlements in wider urban areas shall be linked by suburban railway transport systems.

(4) Interdependently with the development of human settlement, priority shall be given to all forms of public transport into the so-called “train-bus” transport system in connection with car parks and cycling tracks with the purpose of enabling the “park and ride” system. In the coastal area, the development of public maritime transport shall be promoted. The development of nonmotorized traffic, such as cycling and walking, shall be encouraged along with the improvement of integrated public transport in the restricted urban and local areas. Passenger transport nodes spatially separated from freight transport nodes shall be developed within multimodal transport nodes.

### 2.1.7 Transport terminals

(1) Multimodal transport terminals at the international level shall be developed in Koper, Ljubljana and Maribor, and multimodal transport terminals of national significance at the national transport nodes in Novo mesto, Celje, Murska Sobota, Divača (Sežana), Nova Gorica and in Kranj (Jesenice). Because of the existing capacities and expected transport logistic requirements, a transport terminal in Brežice shall be developed at the same level. The transport terminals of regional significance or distribution centres shall also be developed within other transport nodes – in Brežice, Dravograd, Ptuj, Ilirska Bistrica and others – if there are transport logistic requirements for such centres, and if the necessary space is available.

(2) Transport terminals shall be developed in close connection with industrial and commercial zones, which shall be planned as their component part or as independent spatial units in their vicinity.

### 2.1.8 Cableway transport

(1) Cableway transport shall be developed within the uniform transport system wherever, due to the relief, other transport subsystems cannot perform their transport task, i.e., where due to weather and other conditions the use of other transport subsystems is temporarily prevented or disturbed. The mobility of passengers and freight to the mountainous tourist centres of national

significance shall be enabled, and the needs of industry, mining, forestry and other activities will also be taken into consideration.

### 2.1.9 Cycling network

(1) The concept of a cycling trail network consists of the network of national long-distance and main cycling links, which interconnect urban centres and tourist districts and provide links to the long-distance European cycling links No 8 and 9, running through Slovenia.

(2) Depending on the spatial possibilities and available road infrastructure, the existing transport routes under little or no pressure from motorized traffic shall be used for cycling trails. New cycling trails shall be built where there is no such possibility.

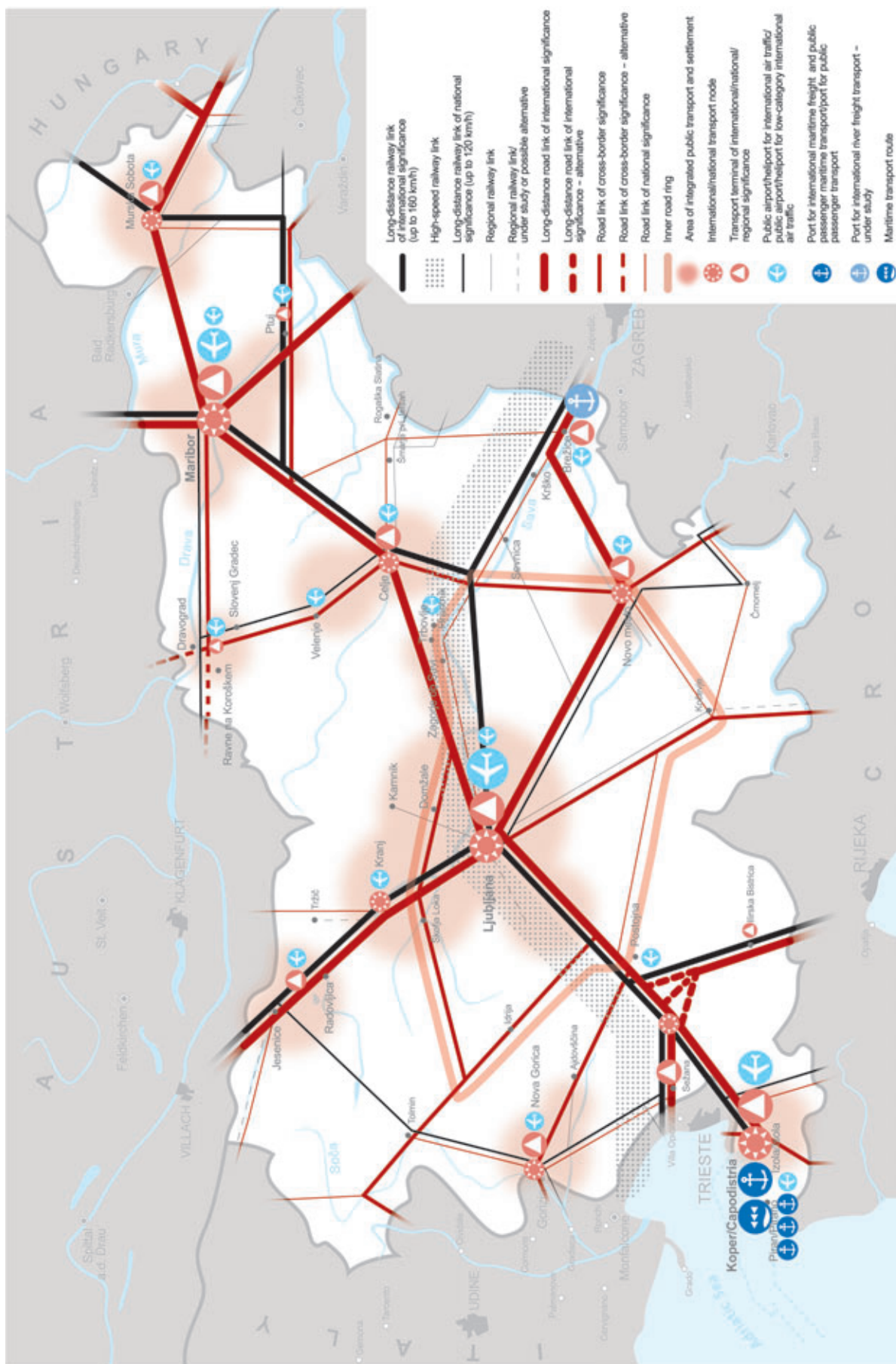
(3) Regional cycling link networks shall be developed in the directions of long-distance and main road links and connected to the European cycling links. In the areas of cities, towns and other settlements, cycling networks are also to be built for short-distance daily migration. Cycling trails and lanes shall be provided in the most important directions of personal transport in urban areas, and linked to the public transport stops and car parks for motor vehicles.

### 2.1.10 Footpath network

(1) The concept of footpaths comprises mountain paths and thematic footpaths in urban and rural areas, which are linked into a footpath network and to the European footpaths E6 and E7, as well as cultural (heritage) pathways through Slovenia. A footpath network shall be developed in tourist areas and linked to the cycling network. They shall be used to provide for the connections between attractive landscape areas. When locating footpaths, the safety of pedestrians and hikers shall be ensured.

## 2.2 Telecommunication Infrastructure Development

(1) The telecommunication network consists of satellite networks, voice and data terrestrial networks (fixed and mobile), radio and television broadcasting networks, and cable TV networks. Appropriately developed telecommunication infrastructure promotes social, cultural and regional development, decreases distance-related problems, encourages the formation of new services, and facilitates access to information and services.



Publication Map No 3 Chapter III.2.1  
Public Infrastructure Development  
**Guidelines for Development of the  
Transport System**

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the heads of negotiating groups on 20 July 2001  
Source: Expert research for the SDSS  
Cartographic: MOPE - UPP MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004

**Spatial Development Strategy  
of the Republic of Slovenia**

(2) The telecommunication network shall provide access to the high-quality information society services important for everyday life, work and development, and ensure efficient operation of the system for the needs of safety, defence, protection and rescue. For this reason it shall be developed as an efficient, reliable and spatially rational system.

(3) The two primary development generating telecommunication axes shall be developed in the directions of infrastructure corridors V and X (Map No 2). Because of the favourable geographic position of the country, the possibilities of marketing transit telecommunication services shall be made possible.

(4) Priority shall be given to the interconnection and integration of the existing telecommunication networks, the optimisation of the use of each of them and the systematic introduction of new techniques and technologies.

(5) Telecommunication cable routes shall be planned on a priority basis in the existing and planned infrastructure corridors. When locating new telecommunication network equipment and facilities, preference shall be given to the maximum possible integration and use of the existing telecommunication network equipment and facilities, while keeping the health, environmental and spatial impacts as low as possible.

(6) Because of the introduction of new forms of teleworking in rural and remote areas, the preparation of infrastructural conditions shall be ensured. The inclusion of the widest circle of the population into the information society shall be ensured by providing high-quality access to the Internet. Optimum provision of telecommunication equipment to educational institutions shall be ensured to prepare young people for the information society.

## 2.3 Energy Infrastructure Development

(1) The energy infrastructure development is designed in such a way as to enable the implementation of Slovenian spatial development objectives.

### 2.3.1 Energy systems

(1) The energy system is a set of individual energy infrastructure systems, which enable the country-wide supply of electricity, natural gas, oil and oil derivatives, heat, renewable and other energy

sources. When generating, transforming, transmitting, distributing and using energy – which, as a rule, causes adverse and long-term environmental and spatial impacts – account shall be taken of the principles of sustainable spatial development and findings about limited resources, as well as about the possibilities for using all actual potentials in efficient energy use.

(2) The national energy supply is based on individual energy systems, enabling harmonious development of Slovenia and ensuring high-quality, economical and adequate energy supply in the required form in all regions, towns and other settlements.

(3) Energy systems shall be developed so as to ensure safe and reliable supply. In order to provide safe and reliable supply in all parts of the country, each energy system shall be upgraded in such a way that they are integrated into the European networks, and that the diversification of supply is ensured.

(4) Separate energy systems shall be developed to become coordinated and complementary, flexible and adaptable to the changes in society, and as little as possible sensitive to any defects caused by man or natural disasters.

(5) The principles of protection of the living and other environment and the improvement of spatial quality shall be observed when developing energy systems. The development of energy systems shall be based on economical and rational land use while conserving and developing spatial potentials for other land uses. The spatial development of energy infrastructure in common corridors shall be ensured while endeavouring to decrease their number.

(6) The locations of power facilities and structures shall be planned by taking into consideration, as much as possible, the characteristic natural media such as forest edge, foothills, relief characteristics, as well as the visual range of settlements and characteristic views.

(7) An efficient and economical use of energy must be a permanent development trend in managing and planning newly constructed buildings or facilities, renewal and revitalization, which means a decreasing use of energy while providing for an equal or improved quality of life and competitiveness of the economy.

(8) When planning new structures and modernizing or extending the existing ones, priority shall be given to the use of renewable and environmentally friendly energy sources and the maximum possible neutralization and reduction of the dust, greenhouse gases, SO<sub>2</sub> and NO<sub>x</sub> emissions.

### **2.3.2 Renewable energy sources and efficient use of energy**

(1) Renewable sources of energy comprise water potential, biomass, wind energy, geothermal energy, sun energy, environmental and waste heat, and heat released in combustion of wastes which cannot be recycled. In planning, precedence shall be given to the use of these energy sources over fossil energy sources.

(2) The use of renewable energy sources shall be promoted to increase their share in the primary energy balance of the country. Fossil fuels shall be replaced by the use of the potentials of renewable sources, which can be technologically and economically utilized.

(3) The use of renewable energy sources shall be included in the energy concepts of regions, towns and local communities. In addition to the analyses of the possibilities of including renewable sources and energy self-sufficiency, the energy concepts of regions, towns and local communities shall also set forth the possibilities of energy conservation and the methods of promoting efficient energy use.

(4) In the field of efficient energy use, the preparation of programmes and conditions for efficient energy use shall be ensured through interministerial coordination.

(5) Energy-efficient urban planning and architectural designing, particularly in the location of structures, human settlement systems, and energy-saving methods of construction shall ensure a decrease in the use of energy.

(6) Efficient and economical use of energy shall be ensured in managing and planning newly constructed buildings and facilities, reconstruction and renewal.

(7) The construction of new units for heat and electric power cogeneration, and district heating systems using heat from cogeneration shall be promoted.

### **2.3.3 Electricity system**

(1) The electricity system consists of electric power generation, transmission and distribution structures, networks and equipment. The electricity system shall be developed and upgraded so as to ensure safe and reliable electric power supply in all regions, cities, towns and settlements in the country. When planning the electric power supply, comprising generation, transmission, distribution and use, a positive impact on regional and urban development must be demonstrated in addition to the energy efficiency, cost-effectiveness, and environmental and social acceptability.

#### *2.3.3.1 Electric power generation*

(1) To produce electric power, priority shall be given to the renewal, modernization, ecological rehabilitation or replacement of the existing power generation units with newer and more effective power plants.

(2) Within the future development of electric power generation, facilities using renewable energy sources such as wind, geothermal energy and others shall be planned, taking into consideration the effectiveness of the chosen system, and its spatial, environmental and social acceptability.

(3) Power generation shall be preserved primarily in the existing hydropower plants on the Drava, Sava and Soča rivers, which will be adapted to the needs of Slovenian electricity system through permanent maintenance, renewal, modernization, and optimisation of their energy potential utilization. The construction of new hydropower plants on the Sava river shall be planned. The possibility of hydroelectric power utilization in the upper stretches of the Mura river shall be examined in the framework of an integrated solution for the regulation of the river bottom. The solutions shall be adapted to other uses of water, if any, while taking into consideration the conservation of biodiversity. To provide the peak power, the construction of pumped storage hydropower plants on the Drava, Sava and Soča rivers shall be investigated.

(4) In the existing thermal power plants, power blocks at the end of their life cycle shall be replaced on priority basis with a cleaner technology, i.e., power blocks using cleaner fuels. Modern technologies, including the use of renewable energy sources, shall be applied in the new thermal power plants. New thermal power plants shall be planned at the locations next to the



existing thermal power plants, in the vicinity or adjacent to available power transmission lines, and within industrial complexes with suitable infrastructure and available space. No future construction of coal-fired thermal power plants shall be planned.

(5) In the scope of the efficient use of fossil fuels, priority shall be given to combined heat and power generation. The possibility of cogeneration shall be examined in all newly constructed and existing thermal power plants, and in all district heating plants.

(6) The Krško nuclear power plant shall remain in operation. It shall be modernized and revitalized to maintain its safe operation, and to create conditions for a possible extension of its life.

#### 2.3.3.2 *Transmission and distribution*

(1) The power transmission and electricity distribution network shall be renewed and rehabilitated and extended, and interconnecting lines with neighbouring countries shall be built and strengthened, particularly with Hungary and Italy, and the transfer from the 220 kV network to the 400 kV voltage level shall be made. New electricity transmission and distribution technologies shall be introduced to exploit the existing routes and infrastructure corridors to the maximum, while new ones shall be planned where there are no other possible solutions.

(2) When locating transmission lines, the most convenient line routes shall be studied. In addition to the functional and technological aspects, these line routes shall be spatially adapted to urban development and in harmony with available space and spatial limitations.

(3) The power transmission network of 110 kV and more shall be planned and extended to enable the inclusion of new production sources, and to provide – together with the distribution network – stable, reliable, and high-quality electricity supply to settlements and other major consumers all over Slovenia.

(4) Electricity corridors shall generally be combined with other energy infrastructure and all other infrastructure corridors. In built-up or residential areas and in cultural heritage areas priority shall be given to the underground cable alternative.

#### 2.3.4 **Gas pipeline systems**

(1) The natural gas supply system comprises natural gas production, transport, distribution and storage. Gas production in Slovenia is negligible, and therefore the provision of gas in the country will continue to depend on sources in various other countries, which produce natural gas. A long-term, safe and reliable supply from various sources shall be secured.

(2) To ensure a safe and reliable natural gas supply, the hydraulic flexibility of the pipeline system shall be increased, and additional gas pipelines and pipeline loops shall be constructed to increase gas pipeline transport capacity.

(3) The existing gas pipeline system shall be extended and enhanced to provide for sufficient availability of natural gas at locations where – in accordance with the development of human settlement and economy – an increased use of gas is planned.

(4) Natural gas storage facilities shall be provided to cover uneven consumption and seasonal fluctuations. Until Slovenia's own storage facilities are built, storage facilities are provided for in several neighbouring countries.

(5) To ensure the most efficient utilization of space, coordinated planning of the gas transport pipeline system and gas distribution pipeline network shall be ensured.

(6) Energy supply for general consumption in cities, towns and settlements which are already connected to the gas pipeline network, and in places which – with reasonable investment – can be connected to the existing gas pipeline network, shall be based on natural gas.

(7) In areas where natural gas supply is still not available and there is a possibility of a future transfer to natural gas, the supply based on the use of liquefied petroleum gas in the intermediate period shall be planned.

(8) Corridors for locating gas pipelines for the needs of Slovenia's inclusion into the European energy integration shall be planned so that the maximum functional connection to the Slovenian energy and urban networks can be made, taking into account the existing infrastructure corridors. Functional and technological aspects, spatial adaptation to urban development and conformity

with the environmental conditions shall be checked.

### **2.3.5 Oil supply**

(1) To achieve a safe and reliable supply and to decrease sensitivity to the instability of the oil and oil products market, and in accordance with the EU directives, adequate reserves of oil derivatives and safe transport shall be ensured.

(2) Until adequate oil and oil product (including liquefied petroleum gas) storage capacities are provided in Slovenia, at locations in Celje, Lendava, Ortnek, Rače, Sermin and Zalog, and in other spatially acceptable locations accessible to traffic, they shall be provided by leasing storage facilities in neighbouring countries.

(3) In conformity with the environmental and spatial effectiveness, oil storage potential shall be planned so that it meets the consumption by location, i.e., the consumption within the gravitation area of each location.

(4) Long-distance transport to major oil and oil derivatives storages shall be ensured by rail, or in the case that transported quantities increase considerably, precedence shall be given to the construction of an oil product pipeline.

(5) Oil pipeline corridors across Slovenia shall be planned when these pipelines, in the sense of sustainable spatial development, provide public benefits in the field of spatial development. For the needs of Slovenia's inclusion in European energy integration, studies concerning the location of oil pipelines, whose corridors are planned across Slovenia, shall be prepared. Functional and technological aspects, spatial adaptation to urban development and conformity with the environmental conditions shall be checked.

### **2.3.6 Municipal energy supply**

(1) Municipal energy supply comprises the supply of the settlements or communities with heat, natural gas, and liquefied petroleum gas through local distribution networks. To improve the quality of living and energy conservation in settlements, particularly those situated in areas with unfavourable weather conditions, district heating shall be planned in such settlements.

(2) Cities, towns and local communities shall define energy saving and efficient energy supply in their local energy concepts, taking into

consideration the possibilities of using renewable energy sources and/or energy self-sufficiency.

(3) The possibility of heat and electricity cogeneration shall be checked in all newly constructed and existing district heating plants.

## **2.4 Water Supply, and Discharge and Treatment of Waste Water and Rainwater**

### **2.4.1 Water supply**

(1) To provide for an adequate drinking water supply, renewal and modernization of water supply systems and their integration into more rational and efficient systems shall be promoted and supervised by experts. The public water supply system shall be developed to ensure water supply across the entire settlement development zones.

(2) All existing and potentially important water resources shall be conserved, and economical and rational use of drinking water shall be promoted to meet the needs for quality drinking water. Sources such as rainwater, treated waste water and sea water shall be used as sources for technological, fire flow, and other water not intended for drinking.

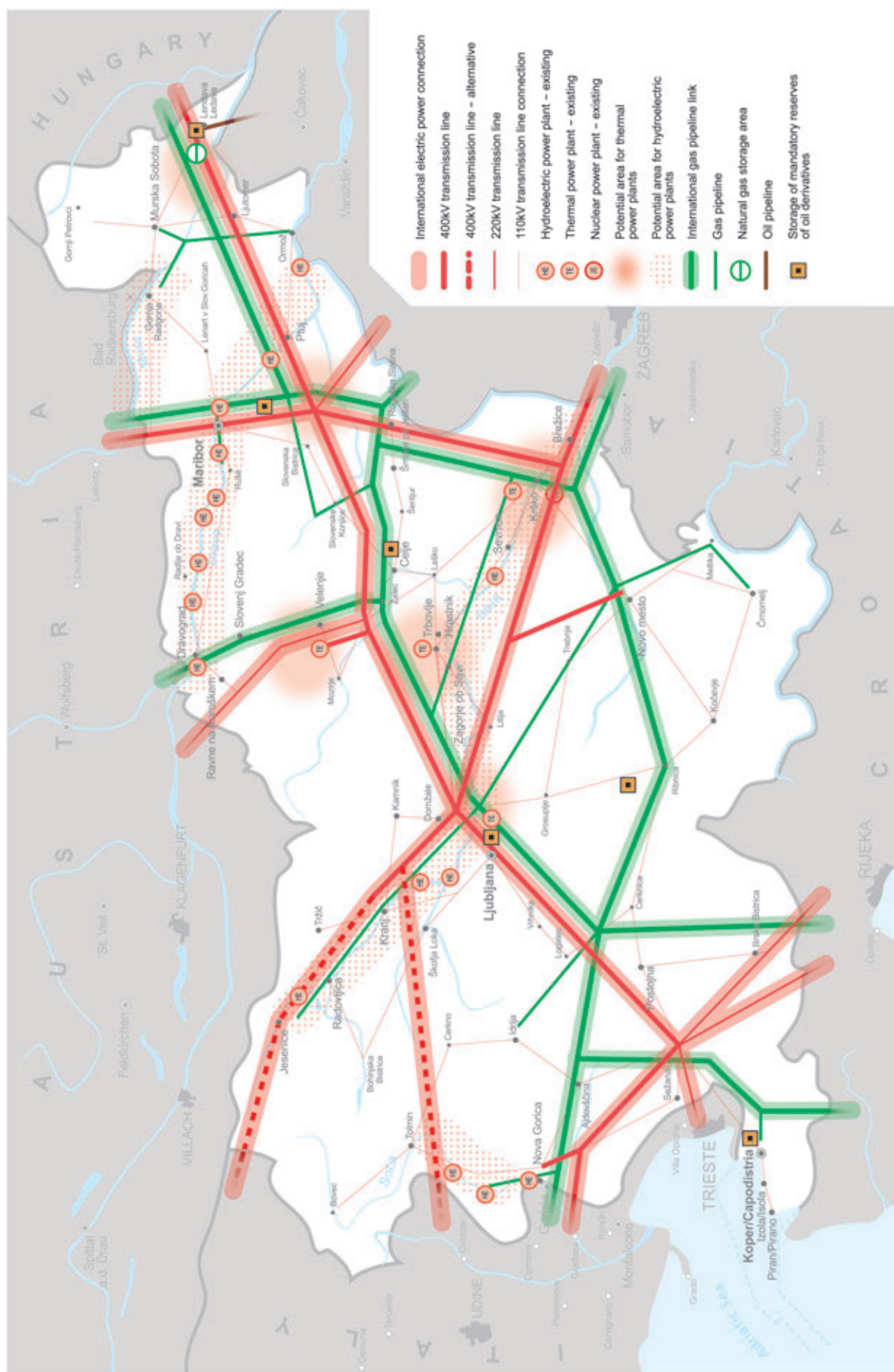
(3) Only activities which enable spatial development and – in accordance with the water protection arrangement – present no threat to the quality of water resources, shall be steered to the water protection zones. In the case that water resources in the existing highly urbanized or agricultural areas are endangered, active protection and artificial groundwater recharging measures shall be introduced.

(4) Problems related to water supply shall be solved on priority basis in water deficient areas. No new major water consumers shall be located in such areas, and the use of the latest technologies and the best technical solutions in the preparation and use of drinking and technological water shall be promoted.

### **2.4.2 Waste water and rainwater discharge and treatment**

(1) Waste water and rainwater discharge and treatment concluded by an appropriate treatment plant shall be provided for in densely built-up areas, while everywhere else individual waste water treatment facilities shall be arranged. Priority shall be given to the provision of waste water and rain water discharge and treatment arrangements in the





**Spatial Development Strategy  
of the Republic of Slovenia**

**Publication Map No 4 Chapter III.2.3  
Public Infrastructure Development  
Guidelines for Development of the  
Energy System**

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the boards of negotiating groups on 20 July 2001  
Source: Expert research for the SDSS  
Cartographic: MOPE - UPP, MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004

areas of the centres of national, regional and inter-municipal significance and tourist settlements, and particularly in settlements situated in areas which are defined by regional regulations as sensitive and water protection zones.

(2) Inadequate and overloaded sewerage systems shall be rehabilitated and modernized. Priority shall be given to such rehabilitation in sensitive and water protection zones.

(3) Rainwater and waste water shall be discharged separately where this is economically justified and technically possible. Rainwater shall be retained at the place where it fell for as long as possible, while hinterland water shall be discharged by way of surface outflow past settlements to the nearest surface water drainage system.

## 2.5 Waste Management

(1) Waste management is an economic activity subject to significant development generated changes. It is provided by means of various facilities, which are interconnected with the human settlement network and other sources of waste (industry, energy, construction, agriculture and forestry, and other production activities).

(2) Based on the established waste management system, a hundred-percent coverage of the state with waste management facilities shall be ensured. Waste management shall provide for the reuse of waste, reduction in the quantity of waste and in its danger potential at source, safe final disposal and abolition of unregulated waste landfills and other historic burdens. Final waste disposal in a spatially rational way shall be ensured, while taking into consideration the environmental protection requirements and social acceptability of the location.

(3) Municipal waste management shall be provided for at three levels: local, regional or inter-municipal, and national. A supplementary network of minor centres is primarily the consequence of already existing relationships and allows for the possibility of forming waste management alliances between local communities at different levels.

(4) At the local level, separate collection of municipal waste at the source shall be ensured, and – depending on the natural, spatial, transport and logistic, and other conditions – collection, also subsequent sorting, recycling, and reuse of some separately collected fractions of waste, marketing

of secondary raw materials, and processing of biodegradable waste.

(5) At the regional or inter-municipal level, the so-called regional waste management centres shall subsequently sort wastes, provide for their treatment and processing, as well as the recycling and reuse of separately collected waste fractions, marketing of secondary raw materials, mechanically and biologically treated biodegradable waste, waste preparation for thermal treatment, and the disposal of residual waste from these processes. To accomplish the waste management objectives, regional centres shall be organized in a spatially rational manner, particularly as regards gravitation areas and transport possibilities. The centres of the first, second and third order shall be organized to manage waste. Regional centres of the first order shall also include the management of high-risk animal waste, other organic waste and hazardous waste.

(6) Thermal treatment of residual waste and the disposal of residual waste following thermal treatment in two, or maximum three, power generating installations with simultaneous energy utilization shall be planned so as to cover the entire Slovenian territory.

(7) Spatial arrangements for the thermal treatment of waste shall be planned in such a way as to ensure connection to the existing energy networks, i.e., electricity and gas pipeline systems, the utilization of heat for district heating or for commercial exploitation. Spatial arrangements for coincineration of waste shall be planned as commercial facilities in areas with access to the railway network and available space for the disposal of residue from thermal treatment of waste.

(8) Complete functional areas with pertaining waste management centres shall be formed as collection areas for municipal waste management. The waste management areas shall be determined on the basis of an adequate number of potentially involved inhabitants, homogeneous internal transport links, the shortest possible transport distance, and the existing waste disposal or management.

(9) The centres of the first order or regional waste management centres, which are the highest form of merging preceding thermal treatment,

shall be planned to be set up depending on participation of the population (90,000 inhabitants or more) in the Pomurje, Podravje, Savinjska, and Dolenjska region, in Ljubljana with surroundings, in the Gorenjska, Northern Primorska and the Coastal region.

(10) The centres of second order shall be planned for smaller areas having 55,000 and 90,000 participating inhabitants in the framework of the Eastern Prekmurje, Lower Podravje, Dravinjska, Koroška, Zgornja Savinjska valley, Zasavje, Vrhnisko – Notranjska, Kraško – Notranjska, and Posavje regions.

(11) The centres of second order may be planned if they have adequate capacities for integrated waste management for a certain area. They can also assume the function of centres of the first order if they provide for waste management for the entire area as the centres of the first order and meet other conditions defined for centres of the first order.

(12) The centres of the third order or subcentres shall cover small areas which have insufficient number of inhabitants for economically rational waste management over long transport distances, yet they are homogeneous or else they already independently manage waste on a long-term basis.

(13) The existing inappropriately regulated landfills, or the so-called “illegal dump sites” – which can be a potential source of pollution or disturbances in space – shall be regulated and rehabilitated on a priority basis. Within the rehabilitation, environmental and technical conditions measures preventing potential pollution

of natural resources shall be provided for, as well as spatial restoration within which appropriate use of restored land shall be planned.

### 2.5.1 Radioactive waste

(1) Permanent disposal of low- and intermediate-level radioactive waste (hereinafter: LILRW) shall be provided for on the national territory in accordance with applicable legislation on the protection against ionising radiation, nuclear safety, international conventions and treaties signed by the Republic of Slovenia before the Nuclear Power Plant at Krško comes to the end of its life, while the solutions for permanent disposal of high-level radioactive waste (hereinafter: HLRW) shall be sought in collaboration with the wider international community.

(2) The initial areas for the selection of locations for LILRW repositories shall be prepared on the basis of the results of expert evaluation of the territory regarding its suitability for LILRW disposal, and will be based on criteria determining the safety of the repository. The assessment of alternative locations within the basic areas shall be performed in accordance with international policies through assessing and evaluating alternative solutions in terms of their effects on the environment and on the regional and urban development, in economic terms, in terms of functional and technical suitability, and also of social acceptability.

(3) The location shall be selected in a combined procedure including professional – expert assessment and the acquisition of local offers for locations, and ensuring a high degree of public participation.





Cartographic: MOPE - UPP MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004

## Public Infrastructure Development

## Guidelines for Waste Management

Spatial Development Strategy  
of the Republic of Slovenia

### 3 Landscape Development

- (1) Landscape development is the rearrangement, renewal or conservation of the spatial proportions in landscape to locate new activities or modernize the existing ones, while considering the actual natural and cultural features in such landscape.
- (2) Landscape development is optimal, when by locating the activities, we make landscape a functional, ecologically and visually balanced system of spatial structures, which enables a healthy, safe and pleasant living environment, when development conserves as much as possible of the natural structure, retains cultural layers, and provides space for natural processes, and when landscape development enables the landscape to become the carrier of national and local identity.
- (3) Landscape is developed in three prevailing directions, i.e.: as predominantly natural landscape, as predominantly cultural landscape, and as predominantly urban and agriculturally intensive landscape.
- (4) Predominantly natural landscape is mostly shaped by the natural qualities of physical space arising from the state of preservation of nature, biodiversity and natural values, which are also important for Slovenia's identity.
- (5) Natural landscape shall be developed in harmony with the natural dynamics within the remote and mountainous areas in the north, north-west and south of the country, where man's development is limited due to the prevailing natural features, difficult living and working conditions, or dynamic natural processes. Human settlement, unless endangered by hazardous natural processes, shall be preserved for national defence reasons, and therefore the transport links to the local centres shall be improved, and special development programmes in the field of organic farming or sustainable tourism shall be promoted.
- (6) Predominantly cultural landscape covers a major part of Slovenia and, together with architectural and landscape heritage, shapes the cultural identity of Slovenia. Cultural landscape shall be developed primarily in areas which are remote from major urban areas – in hilly, mountainous areas, plateaus, karstic areas, and poorly percolated plains. The prevailing feature is a mosaic of forest interwoven with agrarian landscape patterns and traditional settlement structure.
- (7) Predominantly urban and intensively agricultural landscape represents the hinterland of major urban centres, mostly in the flatlands of Slovenia, where the pressure of commercial activities and services on the landscape, and the needs for intensifying agriculture and the related conservation of the high productive potential of the soil are particularly strong. When resolving conflicting interests between the intensification of agriculture, conservation of farming land, and human settlement development, opportunities for human settlement shall also be sought in woods, providing that minimum impact on the essential ecological functions of forests is ensured. Special attention shall be devoted to the location of urban land uses in terms of the harmonious visual appearance of the built and natural components, i.e. the transition to cultural landscape.
- (8) Natural qualities, the identity and quality of natural resources, and threats from hazardous natural processes and other disasters are the criteria to be used when locating individual activities in the natural, cultural or urbanized landscape. Activities shall be located in areas with the highest potentials for such activities where there are, at the same time, the least vulnerable components of the natural and built environment, components of the cultural landscape and of the regional and urban development.
- (9) Those spatial solutions and programmes, which enable long-term conservation of spatial qualities, shall be supported, and those initiatives which are based merely on short-term economic benefit and prevent the establishment of high-quality spatial solutions shall be rejected. Suitable activities shall be promoted in areas where the objective is to permanently conserve the landscape identity, cultural variety and biodiversity, natural values and the qualities of such personal experience.
- (10) Conservation requirements set forth in relevant regulations shall be respected in the landscape development planning.
- (11) Joint conservation shall be promoted in areas with expressed interests for the conservation of biodiversity, natural values and cultural heritage, and for the protection of natural resources and other qualities of the living and working environment.

### 3.1 Identity of Slovenia from the Aspect of the Cultural and Symbolic Significance of Landscape

(1) By preserving and establishing cultural and symbolic landscape identity, we provide for an enhanced attractiveness of these areas, specific development opportunities, a high-quality living environment, and the possibilities for inhabitants to identify with the national territory. Diverse cultural landscape, rural architectural heritage resulting from climatic, geological, relief, and historical conditions, and natural values with distinctive and recognizable features shape the cultural and symbolic identity, and the value of personal experience of the Slovenian landscape.

(2) The landscape identity factors are: structural value denoting the visual quality of a landscape area, degree of harmony between morphological and typological landscape characteristics and land use, landscape structure composition with combinations of natural and cultural media forms, complexity within the same structural unit, the authenticity and historical significance of structure, the quality of the location of built structures or their placement patterns, the historic or symbolic meaning of individual parts or of the whole, all of which represent the qualities of personal experience of individual landscape areas.

(3) The general cultural and symbolic landscape identity of Slovenia is formed at the level of Alpine, sub-Alpine, sub-Pannonian, Karst and Coastal landscape regions.

(4) Landscape areas of importance at the national level consist of areas which include recognizable and representative parts of the Slovenian landscape with well-preserved landscape elements, and which are in particular outstanding landscapes with rare or unique landscape structure patterns, as well as spatially emphasized cultural heritage with high historical or monumental significance, frequently in combination with outstanding shapes of natural media, i.e., natural values.

(5) Nationally important landscape areas shall be defined on the basis of criteria: the abundance and quality of architectural heritage, presence of cultural landscape, the presented cultural heritage and museum network, interconnection of cultural heritage and territorial completion of ethnic space, spatial conservation and spatial identity, symbolic meaning of natural media, high value of personal

experience, and a representative character of the area at the national level.

(6) Landscape areas with recognizable features, which are important at the national level, are: Bohinj, the Fužinarsko-Studorske planine alps, Bled, Lipica, the Škocjanske jame caves, a part of Brkini and the Matarsko podolje valley, the Cerklješko polje plain, the Planinsko polje plain, the Snežnik castle, Loški Potok, the Ljubljansko barje marshes, a part of the central Slovenske Gorice, Bitnje, Brdo pri Kranju; a part of Bržanija and the Movraška dolina valley; the area of Rut, Grant, Stržišče and Kal; Srednji vrh above Gozd Martuljek, the Kolpa valley under Stari trg, the area of Strmica – Predjame, Strojna, the Kapelske gorice hills, the area of Gora, the area of Negova and Trije Kralji; Polhov Gradec and Črni Vrh, the Radensko polje plain, Prem and Suhorje, the Borl castle, Jezersko, the Soteska and Stare Žage valleys, the area of Fala, a part of Goričko, Gorjanci and Podgorje, the area of Idrija, the Jeruzalemske gorice hills, Kras, the Lipniška dolina valley, the Mirenska dolina valley, Otočec, the area of Kozjansko, Obsotelje, Bizeljsko, the Ribniško Pohorje, the area of Rogatec and Donačka gora, the area of Strunjan, Šavriini, the area of Šentjanž nad Dravčami, the area of Smlednik and Šmarna gora, the Trenta valley, the area of the villages below Čaven, Velika Planina, the Vipavska brda, Paški Kozjak, the wider area of Volčji Potok, the Zgornja Mežiška dolina valley, the Zgornja Selška dolina valley, the area of Žička kartuzija (Carthusian monastery), the Zadrebčka dolina valley, the area of Dolsko and Krumperk, southern Pohorje, Košenjak, the Zgornja Savinjska dolina valley, a part of Belokranjski ravniki, the lower part of Goriška Brda, a part of Haloze.

(7) The conservation and development of landscape areas with recognizable features, which are important at the national level, shall be ensured primarily through appropriate planning and programming. Landscape areas with recognizable features, which are important at the national level, can also be protected if this provides for additional opportunities for their successful management.

(8) In the landscape planning procedures, the landscape areas with recognizable features shall be dealt with as rounded landscape areas, ensuring in these areas such spatial development that their comprehensive identity is preserved.



(9) A special cultural and symbolic meaning is assigned to the Slovenian sea where such spatial development shall be ensured that the cultural and symbolic meaning of the sea and its biodiversity is conserved.

### **3.1.1 General guidelines for preserving the identity of landscape areas**

(1) General guidelines for conserving the identity of landscape areas shall be adhered to in programmes and plans of individual sectors and local communities in such a way as to ensure that the recognizable and typological features of landscape areas and the values of experiencing such landscape are taken into consideration. The suitability of their spatial location shall be assessed in terms of their contribution to the enhancement of landscape identity.

(2) The factors related to landscape identity shall be treated as development generating factors, which enhance the attraction of the areas for inhabitants, investors, and visitors. Activities such as sustainable use of heritage, tourism development in connection with cultural values and with traditional farming activities, formation of culture pathways etc. shall be promoted in these areas, thus contributing to the economic development and increased recognizability.

(3) Special attention shall be devoted to the interface between settlements and open landscape. The landscape identity factors shall be taken into consideration when expanding, designing and functionally locating activities in human settlement development areas in such a way that no activities, whose form and size has a negative impact on the recognizable appearance of cities, towns and other settlements in the landscape, are placed at the fringe of cities, towns and settlements.

(4) Agricultural and other suitable land uses shall be promoted in areas where overgrowing would mean the loss of a significant part of the recognizable cultural components of landscape, in order to conserve such components. The basic spatial directions and field subdivision shall be adhered to when consolidating agricultural land into larger plots.

(5) As a rule, no activity or development affecting the environment shall be performed in forests on slopes; when any such activity is necessary, the potential for generating the focal points of erosion shall be prevented and the minimum visibility of

such activities shall be ensured. As a rule, no activity or development shall be performed in places exposed in terms of relief or geomorphology and visible places; an exception applies to structures, for which it is important that they are stressed as spatially dominant.

(6) When planning infrastructure or other facilities and structures or land development for the needs of certain activities which involve extensive spatial developing activities, negative impacts shall be prevented and solutions which have the minimum possible effect on the landscape identity factors shall be selected.

### **3.1.2 Ensuring the conservation of recognizable features at the level of landscape regions**

(1) When planning land use and spatial arrangements in individual landscape regions, general guidelines for the conservation of identity of landscape areas and guidelines for the conservation of architectural identity shall be observed. In addition, within individual landscape regions, their specific features shall also be taken into consideration.

(2) In Alpine landscapes, account shall be taken of the considerable natural dynamics, natural processes, vulnerability of high-mountain areas and micro-relief, and the characteristic shapes of relief.

(3) In sub-Alpine landscapes, the spatial organization in mountainous and hilly areas, characterized by “celek” (solitary farm enclosed by forest), the vulnerability of underground waters, and structural value of autochthonous vegetation in flatland areas shall be considered.

(4) In sub-Pannonian landscapes account shall be taken of the characteristic organization of land use, related to relief and slope exposition, the vulnerability of underground waters, autochthonous vegetation and water ecosystems.

(5) The structure of karst fields (poljes) and valleys, other specific karst features and the vulnerability of karst aquifers and subsoil shall be taken into consideration in the Interior Karst landscapes of Slovenia.

(6) In the coastal landscapes, account shall be taken of the characteristics of relief and geomorphology, vulnerability of natural parts of

the seashore and the sea, and the ecologic significance of natural vegetation for the landscape.

### 3.2 Natural Landscape Qualities

(1) The natural qualities of Slovenian territory represent a Slovenian advantage compared to elsewhere in Europe. Natural qualities have a favourable influence on the environment in Slovenia, on the quality of living conditions, and present the basis for ecologically oriented activities in rural areas.

(2) Natural qualities are the features of areas with a high degree of conservation and biodiversity, areas with continuous forests in natural landscape, areas with high-quality water ecosystems, high-mountain areas where human influence on nature is the lowest, and areas with well-preserved natural processes.

(3) These are ecologically important areas, special conservation areas, natural values and other areas where such features are present.

(4) Natural qualities are particularly characteristic of the area of the Julian Alps, the Kamniško Savinjske Alpe and Karavanke mountain chains, Snežnik, Krim and the Kočevsko region, Nanos and Trnovski gozd, the catchment areas of the Ljubljana, Soča, Drava, Mura, Kolpa, Dravinja rivers and the upper stretches of the Sava. Other smaller areas with a predominant degree of nature conservation throughout Slovenia are also classified as areas with natural qualities.

#### 3.2.1 Nature conservation

(1) Conserved biodiversity and natural values are an important part of the natural landscape qualities.

(2) The conservation of biodiversity and protection of natural values shall also be ensured through spatial development, which respects these qualities and integrates them in a suitable manner.

(3) In the areas of predominantly natural landscape these are regions such as those listed above, while in the areas of cultural landscapes these are e.g., Kras, Goričko, Kozjansko, and Pohorje.

(4) The existing national reserves are: the Triglav National Park, the Škocjanske jame caves, the Škocjanski zatok bay, the Sečoveljske soline

saltpans, Goričko, the Kozjanski park, the Soča river, Strunjan, the Debeli rtič peninsula, the Rt Madona peninsula, the Kolpa river, the Predjama and Postojna caves system.

(5) The state is responsible for protecting outstanding natural values of national significance and the areas of importance for the conservation of biodiversity, i.e. ecologically significant areas and special conservation areas (European ecological network). Local communities are responsible for the conservation of natural values of local significance.

#### 3.2.2 Guidelines for conservation of natural qualities

(1) Planned spatial development and location of individual activities shall serve to ensure the preservation of natural processes and vitality of large and small areas with natural qualities throughout Slovenia. The maintenance and establishment of landscape structures, which are important for the conservation of biodiversity (continuity and interconnection), favourable status of habitat types, which are conserved on priority basis, and the habitats of endangered species.

(2) In special conservation areas (Natura 2000), biodiversity, and particularly the habitats of plant and animal species which are of particular significance for the European Community, shall be maintained by means of land use, which enables the establishment or maintenance of a favourable status of these species.

(3) In anthropogenic ecosystems, which are important for the conservation of the habitats of plant and animal species, or of special significance for the European Community, and include cultural qualities and particularly cultural heritage, solutions enabling satisfactory conservation of both natural and cultural qualities shall be developed.

(4) Land developing activities of greater proportions in areas with natural qualities must be well considered so as to ensure an unhindered course of natural processes and to prevent the fragmentation of natural ecosystems and the loss of vital parts of habitats important for nature conservation. The extent of inundated areas or run-off regimes shall, in principle, not be changed. When this is necessary, a suitable replacement for these surfaces shall be provided. Wild animals shall be provided with optimum passages across permanent man-made barriers in physical space.

(5) In areas where man's influence on nature is small and natural ecosystems prevail, new human settlement shall not be encouraged, yet it is permissible on condition that this is important for defence reasons, and providing that the impacts of the related settlement infrastructure will produce no fragmentation of natural areas.

(6) In the areas above the timberline, in areas with severe weather conditions, and in protective forests, no interference with the subsoil or vegetation shall be permitted when it would impede or significantly decrease the capability of natural vegetation restoration, and particularly when this would trigger erosion processes.

(7) Such forms of agricultural activities, which enable coexistence of human activities and nature, shall be ensured in areas with natural qualities.

(8) Adapted and non-aggressive forms of tourism – excluding mass tourism – and recreation in the natural environment shall be permitted in areas with natural qualities, provided that the tourist and recreational infrastructure is generally provided for in settlement development zones.

(9) Forests and other forms of natural media in the areas of endangered species corridors and in areas enabling genetic interconnection of their populations shall be maintained as natural as possible, i.e., as an ecologic support structure, while new human settlement and other commercial activities and services shall be spatially structured to enable unhindered passages.

(10) The conservation of biodiversity, natural values or natural qualities shall also be ensured by protection, whereby in large protected areas the protection and simultaneous spatial consideration shall be steered so as to provide for regional development and the promotion of special forms of development. In areas containing cultural and symbolic qualities in addition to the natural assets, common spatial development solutions shall be provided.

(11) In border areas with natural areas on both sides of the border an integrated consideration of natural ecosystems shall enable their interconnection and integration into international ecological networks and protected areas.

### 3.3 Use of Natural Resources

(1) Natural resources, soil, water, air, forest, mineral resources and space are important for spatial development of the country and the quality of life, whereby the country shall be made self-sufficient and independent of foreign resources to a degree which can be achieved considering the availability of natural resources, which can be exploited for economic purposes, the social acceptability of their use, and the lowest possible environmental impacts.

(2) Cost effective, prudent, and spatially rational use of natural resources shall be ensured to conserve potentials, renewability and quality, to ensure their long-term existence, and to conserve biodiversity, natural values and cultural heritage.

(3) Activities and spatial arrangements shall be located in such a way that they will not reduce the opportunities for exploitation or use of non-renewable natural resources in the future, and also ensure that there is the lowest possibility for causing pollution of natural resources, which could potentially reduce their quality and usefulness.

(4) In addition to water, space is the most important non-renewable natural resource. Land use for individual activities shall be determined with regard to the quality of natural resources required by a particular activity.

#### 3.3.1 Productive potential of soil for agricultural use

(1) Agricultural activities shall be steered on priority basis to the areas with high productive potential of soil for agricultural use. In Slovenia, such areas, which represent between 15 and 20% of all Slovenian agricultural land, are in the Vipavska dolina valley, in the Ljubljansko, Sorško, Brežiško – Krško, Dravsko, and Mursko polje plains, in Slovenske Gorice, in percolated plains along the rivers and in fields. The high productive potential of soil for agricultural use is the feature of land with the best characteristics of soil, enabling the widest agricultural land use, and land with good soil characteristics, particularly on varied relief where there are the most convenient positions for permanent crops (orchards, vineyards).

(2) Agricultural land with high and good productive potential of soil for agricultural use shall be defined – upon prior harmonization with

other interests and based on the vulnerability of environmental components – as the best agricultural land. The best agricultural land shall not include wetlands on the assumption of improvement of their properties by land drainage measures. The excluding criterion in determining the best agricultural land also includes those erosion areas where the risk of erosion cannot be mitigated by means of farming technology.

(3) Agricultural land with poorer soil characteristics, position, inclination or exposition shall be defined as secondary agricultural land. Outstanding, rare types of soil, such as terra rosa and peat bogs shall be defined as agricultural land earmarked for permanent conservation. Agricultural land, which is unsuitable for food production due to pollution, or suitable only for certain agricultural activities, shall be separately defined.

(4) Agricultural activities shall be promoted in areas with poorer productive potential of soil for agricultural use, if this enables the conservation of cultural and symbolic qualities of the landscape or biodiversity and natural values.

#### 3.3.1.1 *Land use guidelines*

(1) In areas with the high and the good productive potential of soil for agricultural use, where no particular limitations concerning the protection of groundwater as drinking water resources apply, agricultural production modernization measures or land improvement measures can be performed, while taking into consideration the existing landscape structure, the network of roads and pathways, spatial directions, natural corridors and the logic of landscape pattern.

(2) To protect underground waters as drinking water resources, the agricultural activity on land with the high and the good productive potential of soil for agricultural use – i.e., in the plains: Dravsko, Mursko, Apaško, Prekmursko, Ptujsko, Sorško, Kranjsko and Ljubljansko polje, and in the Spodnja Savinjska dolina valley, the valleys of the Kamniška Bistrica and Polskava rivers – shall be technologically adapted to these requirements or redirected to the production of other crops. The implementation measure aimed at improving the quality of surface waters shall be to plant autochthonous vegetation while considering the visual landscape image, and gradually to withdraw farm activities from waterside building sites.

(3) Farming shall also be adapted accordingly in other water protection zones, in other conservation zones, in zones endangered by harmful action of waters and in areas endangered by unfavourable weather conditions.

(4) The reorganization of farms in rural areas shall be encouraged in areas with the high productive potential of soil for agricultural use when, regarding the orientation in farming, an adequate concentration of property is ensured, while taking account of the settlement and landscape patterns and environmental vulnerability.

(5) Permanent crops (vineyards, orchards) shall be planned in wine and fruit growing districts. New permanent crops shall not be located in erosion-prone, sliding, and landslide-prone areas or on unstable land. When renovating the existing permanent crops, the selected form of crop plantation shall be such that the erosion hazard is reduced to the minimum.

(6) Areas where agrarian operations have caused landscape and ecosystem depletion shall be gradually restored, primarily by introducing a larger share of natural media, particularly vegetation or water media, and/or by the exclusion of a certain portion of farmland from use.

(7) When locating new human settlement, the structures of public infrastructure and economic zones, an adequate distance from areas with the high and the good productive potential of soil for agricultural use shall be ensured, or suitable vegetation belts shall be provided due to the potential risk of soil pollution and the resulting reduction of production potential.

(8) The structural role of agricultural land in the landscape and its socio-economic significance shall be taken into consideration in the requests for alteration of the use of land. The public infrastructure facilities and arrangements shall be located in the areas of agricultural land with the high productive potential of soil for agricultural use only if it is not possible to use land that is less suitable for farming, and in such a way that the impact on the fragmentation of continuous farming land is as low as possible.

#### 3.3.2 **Increased sustainable wood production**

(1) Forests, in terms of surface area, represent the most extensive use of land and the largest natural

system. Because of the very large Slovenian forest cover, the expansion of forested areas shall not be promoted. However, wood production shall be promoted wherever possible with regard to the natural constants and at the same time when not in conflict with the protection of other resources, yet in a way ensuring that the most sustainable method of wood production is applied. Forests with sufficient wood reserves, with the exception of protective forests and protected forests, shall be earmarked for wood production. Wood production in forests earmarked for specific purpose shall be carried out in line with this specific purpose.

(2) Activities which have no long-term impact on the change of the forest condition and the quality of natural resource, and which present no hindrance to forest management, shall be permitted in forests.

(3) The management shall be adjusted accordingly in forests with high landscape, ecological, cultural or recreational significance. As a rule, forests in the plains, groups of trees or solitary trees in agricultural landscape shall not be cleared. Forestation with autochthonous species is permissible in agricultural areas with a small share of high vegetation, and also in water protection zones.

(4) Forests in settlements, which have an important role in ecological balance and landscape, shall be conserved and integrated in the green systems of settlements with suitable forms of recreational use. In the vicinity of cities, forests may be assigned for human settlement when this does not represent a critical interference with the ecological balance.

(5) The utilization of forests requires a comprehensive system of forest roads, which are to be planned rationally and in harmony with the environmental requirements. The construction of forest roads must not cause visible degradation, destroy natural values, or trigger any erosion processes.

(6) In forests degraded due to air pollution and other negative impacts, particularly in the Zasavje region, in the Mežiška and Šaleška dolina valleys, remedial measures shall be applied to gradually restore ecologically stable forests.

### 3.3.3 Use of waters

(1) Waters are the most important resource for spatial development, and at the same time the most vulnerable natural resource. The most important inland water systems for spatial development are the Sava hydrographic system including the Ljubljana river, the Drava, the Mura and the Soča hydrographic systems, lakes and the sea. Water from these systems provides the basis for residential water supply, and for industrial and recreational use.

(2) Waters are utilized for water supply, industrial, and recreational purposes, while ensuring their protection in the sense of permanent conservation of their chemical and ecological status, natural resource renewability, and the protection of ecological, landscape and personal experience-related significance of waters in landscape, including with the high-quality man-made development (millraces, piers, cultural strata, etc.). When preparing spatial planning documents, their comprehensive consideration by river basins and sub-basins shall be ensured.

(3) Because of the vulnerability of ground waters, which represent the largest drinking water reserves in Slovenia, and water resources for the water supply to the population, activities shall be located in the least vulnerable areas, and the use shall be technologically adapted so as not to degrade the quality of ground water or water resources, and not to decrease their quantity. As a rule, spatial development of activities shall be planned where adequate drinking water supply to the population can be provided without major spatial development activities.

(4) Rivers to be assigned for recreation in accordance with spatial possibilities and limitations include: the Soča, the upper stretches of the Sava, the Krka, the Kolpa, the Ljubljana, the Savinja, and other small rivers, as well as the Bohinj lake, the Bled lake, the Cerknjško jezero lake, and lakes of anthropogenic origin, made by building dams on streams or by mining operations. Recreational areas on waters with suitable water quality can become areas where it is possible to organize access of such a form that the morphological characteristics of waters are not changed and where the recreational use of water is not contrary to the vulnerability of water ecosystems and personal experience-related features of water and waterside landscapes. To decrease the pressure of

tourist activities on the seacoast, the use of inland water for recreational purposes shall be promoted.

(5) In the Slovenian Coastal zone, activities ensuring the shaping or conservation of high-quality shore shall be promoted in accordance with spatial possibilities and limitations.

(6) The development of those activities which indispensably require the presence of the sea for their performance, which cause no deterioration of water quality but rather enhance the quality of use, and in the process present no hindrance to public access to the sea and shore, shall be enabled on the sea and in the coastal belt. No development activities which might narrow the view of the sea and endanger the conservation of nature and cultural heritage shall be performed in the coastal or inshore belt. The shoreline shall not be shortened; it may be lengthened in conformity with spatial possibilities and limitations.

(7) Arrangements and solutions provided to bridge water surfaces shall be such that the threat of flooding is not increased.

(8) Water infrastructure on surface waters shall serve to ensure appropriate management of water systems, and consequently enable the functioning of natural processes on waters or beside them. Water infrastructure shall be located in harmony with natural morphology at visually less exposed places, and by generally using such materials so that the negative visual effect is minimized. Water infrastructure shall be positioned so that, in the case of its disruption, the impact area shall not represent a major threat to people or their material goods.

(9) Appropriate measures shall be taken in regulated surface waters to enable the improvement of their hydrological condition and its morphology, i.e., to establish the ecological and landscape-related role of waters in the landscape where this is not in conflict with the provision of flood protection.

### 3.3.4 Self-supply with minerals

(1) Minerals are a non-renewable natural resource, which shall be managed in such a way as to ensure a balanced supply and to preserve access to minerals for future generations. A balanced supply, based on the harmonization of environmental, economic and social aspects shall consider the spatially rational optimisation of this

activity in view of the market and spatial needs and also decrease the number of surface mineral mines.

(2) When exploiting mineral resources, attempts shall be made to optimise the acquisition and gradual closing of small facilities, as well as to rehabilitate illegal pits. The total number of facilities shall be optimised with respect to the environmental, economic and social criteria, including the geologic suitability, adequate reserve quantity, adequate annual production, functional connections with the users the radius of sale transport, visual unnoticeableness of the areas and appropriate distance from human settlements. These criteria shall also be used when granting concessions for the exploitation of minerals.

(3) The spatial planning process shall ensure the protection of mineral resources for future generations, including the provision of restrictions for other land uses in these areas.

(4) New facilities shall be opened only in the case of a considerable increase in demand, which cannot be met from the existing facilities within the area of economical transport distance.

(5) Priority shall be given to the restoration of surface mines with a negative impact on the environmental components, and mines in areas, which are important because of their national, regional or local identity.

(6) In the areas with natural spatial qualities, surface mines shall be rehabilitated, primarily by restoring their natural condition or a secondary biotope, while in the areas where priority is given to the use of natural resources, they will be restored to land intended for primary activities, in urban areas to urban land uses, and in the areas of identity to a form which is optimal from the viewpoint of ensuring the spatial identity.

(7) The sites of strategic, economically significant and autochthonous, frequent or other mineral resources shall be designated in the light of use and accessibility.

(8) The sites of strategic minerals include the existing and potential deposits of energy-producing minerals, important for the national energy supply. These are coal, uranium, oil and gas deposits, and geothermal energy sources. Such sites of mineral resources shall be spatially protected.



(9) The extraction sites of economically important and autochthonous mineral resources include the deposits of calcite, lacustrine carbonate laminite, bentonite, tuff, chart, quartz sand and quartz gravel, ceramic and brick clay, and minerals for the cement industry. The extraction of autochthonous minerals serves primarily to provide traditional construction materials.

(10) The extraction sites of other (frequent) mineral resources are the sites where minerals for the construction industry are extracted based on the criteria of equable access to mineral resources at the level of regions, the possibility of restoring the natural spatial features, and social acceptability. Current deposits in rivers may be exploited to obtain fine sand, gravel and sand, but only after having established the low vulnerability of the water ecosystem, water quality, geohydrological properties of the river upstream and downstream, and of the qualities of personal experience related to the water landscape and waterside landscape.

(11) Locations for the exploitation of rare and unique mineral resources, e.g. granite, tonalite and marble, shall also be allowed in the areas of national identity and natural qualities if only periodical extractions are involved.

### 3.3.5 Development of tourism and leisure activities

(1) Areas with natural qualities, cultural heritage and recognizable landscape areas provide a comparative advantages for tourism in Slovenia. Also attractive for tourism are areas enabling certain specific and seasonal forms of tourism, particularly activities related to water and winter sports, and areas provided with the appropriate tourist and recreational infrastructure. The development of tourism and recreation should ensure the optimum – on a long-term basis – exploitation of comparative advantages in individual areas. It should involve the local population and local communities, particularly in border areas, in both rural areas and towns.

(2) The spatial development of tourist activities and the necessary infrastructure shall be enabled primarily in the framework of the basic tourist areas, i.e., the Julian Alps, the Coastal region, Karst, the Goriška region, Ljubljana, Maribor with Pohorje, the Pomurje, the Obsočje, and the

Dolenjska regions, Slovenian rural areas and towns with their hinterland. Cultural, health spa, rural, recreational, experiential, ecologic, gambling and entertainment, and business related tourism, and other forms of tourism shall be developed in the mentioned areas in accordance with spatial features and restrictions.

(3) Tourist activities shall be steered so that the range of tourist facilities, attractions and services includes as many areas as possible with specific regional features where high-quality, diverse and regionally recognizable tourist products can be developed, which have the minimum possible impacts on the environmental components, nature and cultural heritage. The inter-connectedness of programmes and complementing the range of tourist facilities and services, with optimum utilization of tourist infrastructure shall be ensured, and the restructuring of tourist areas at the Coast and in the Julian Alps towards an improved quality of the environment, programmes and services. Excessive spatial concentration of tourist programmes and tourist infrastructure shall be prevented in order to decrease pressure in excessively frequented areas, such as the fringes of the Julian Alps and the Coast. The development opportunities of various components of cultural heritage or landscape for tourist and recreational activities shall be exploited.

(4) In the Coastal areas, the development of tourist activities shall be steered towards increasing the quality and using advanced technologies to decrease the use of natural resources in order to contribute to the reduction of environmental and spatial pressures. Support shall be given to the development of “bathing” towns on the Coast, which include the provision of modern and attractive bathing capacities, public and other maritime passenger transport, accommodation capacities and other programmes in connection with Slovenian Istria and Karst. When planning new areas for tourism, the use of degraded and abandoned areas shall be verified initially.

(5) In the Alps and other mountainous areas where spatial opportunities exist, winter sports and complementary year-round activities shall be developed. Spatial arrangements intended for winter sports shall be planned so that they can also be used in other seasons for other activities, and so that they will not trigger other undesirable consequences or erosion processes.

(6) In the Pannonian areas, primarily activities related to the use of thermal water shall be developed. Health resorts shall be developed as attractive, well-managed and healthy areas for relaxation, while considering the potential for the use of thermal water, spatial possibilities for the development of spas, and environmental restrictions. The use of border rivers and the development of common tourist areas in cooperation with Croatia shall be planned.

(7) In the Karst areas of Slovenia, tourism shall be developed in connection with the specific natural features of the Karst, such as caves, periodic lakes, forests, etc., while taking into consideration the vulnerability of these areas.

(8) Special attention is also devoted to the spatial development of leisure activities, intended primarily for the recreation and relaxation of the Slovenian population. Leisure activities shall be developed within core areas comprising large concentrations of human settlement and in connection with their hinterland. For reasons of rationality and accessibility, recreational infrastructure shall be located in core areas, while leisure activities, which require no special recreational infrastructure and complement core areas in terms of programmes, shall be located in the hinterland.

(9) Core areas for leisure activities shall be spatially evenly distributed to ensure that leisure facilities and services are brought nearer to inhabitants, prevent the development of any new excessive spatial concentrations of activities, and to prevent dispersion of programmes due to an optimum utilization of comparative advantages.

(10) On the Coast, and in the Julian Alps, particularly in the valleys of the Sava Bohinjka, the Sava Dolinka and the Soča river, tourist and leisure activities shall be restructured in terms of high-quality programmes, and spatially balanced. In other core areas, i.e., in the Karst with the Podgrajsko podolje (Karst dolina), in the regions of Ljubljana, Nova Gorica, Kranj, Krško-Brežice, Novo mesto, Celje, Maribor, Murska Sobota, the Zasavje, Cerkljanska, Notranjska, Koroška, and the Sotelsko regions, in the Zgornja Savinjska dolina valley, in the Bela krajina region with the valley of the lower Kolpa river, and in the Goteniška dolina valley with the upper valley of the Kolpa, the individual existing or new programmes shall be integrated,

while excessive spatial concentrations of programmes and infrastructure shall be avoided.

### 3.4 Defence Activities

(1) Physical space is one of the most important factors in ensuring the national defence, and for this reason the areas which are of strategic significance for national defence because of their specific natural features shall be conserved in their primary, i.e., forest or agricultural use.

(2) Appropriate military infrastructure and its spatial distribution shall be provided for the development of the defence system to enable successful performance of defence in the case aggression or attack on the Republic of Slovenia. Defence activities shall be performed in defence areas.

(3) The development of defence activities shall be steered primarily to areas which already serve the purposes of defence. Areas allocated for defence activities in urban areas shall be gradually decreased. The development of defence activities involves the adaptation of the existing military infrastructure to new requirements, particularly to the reorganization of the defence system associated with the inclusion of the Republic of Slovenia into the Euro-Atlantic integration (NATO).

(4) When planning replacement and new infrastructure for the needs of defence activities, special attention shall be devoted to its appropriate location, the reduction of environmental impacts, and to ensuring necessary protection distances from residential areas, economic activities and services, cultural monuments and areas significant for nature conservation.

### 3.5 Spatial Restrictions for Development in the Areas of Potential Natural and other Disasters and in Water Deficient Areas

(1) Safe living conditions in areas with distinct natural dynamics shall be provided by remedying the sources of natural processes and restricting development in proportion to the intensity and frequency of natural processes, which may endanger human lives or material goods. Areas without any residential buildings or economic activities shall be left to the natural dynamics.

(2) In order to provide for adequate safety in the endangered areas, zones where protective measures are necessary shall be determined, and

zones from which the existing activities, which are incompatible with the natural processes, will be withdrawn on a long-term basis, and the area left to nature or other less conflicting activities.

(3) In flooding, erosion, and landslide-prone areas, no activities which can trigger these processes shall be planned.

(4) Activities in the areas of risk due to a potential destruction of dams shall be planned in such a way that the destructive effects, if any, will have no severe spatial and material consequences. Human settlement shall be planned outside the range of torrential waters, while the existing human settlement shall be protected against their action by taking appropriate measures.

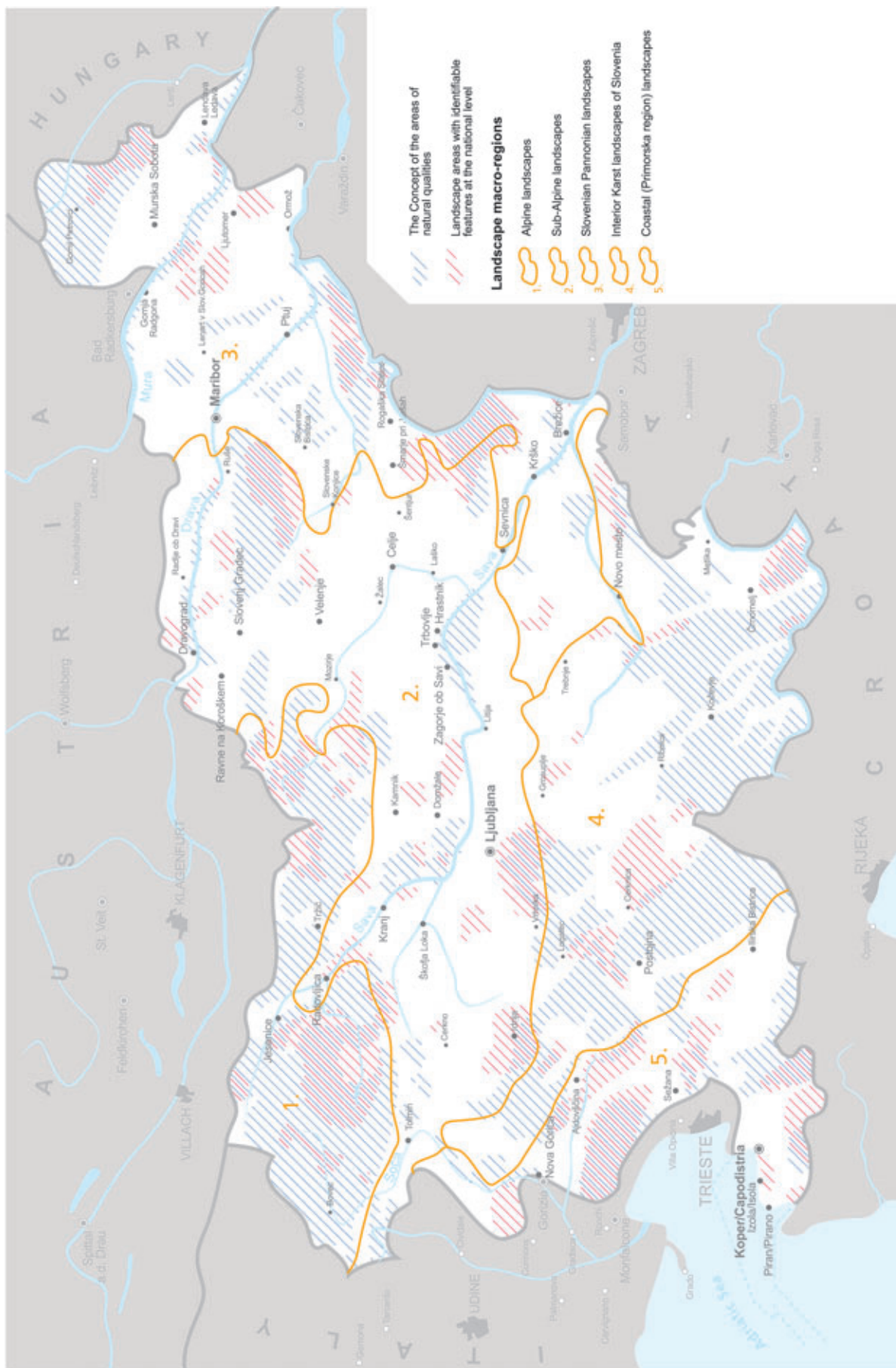
(5) In areas threatened by earthquakes, no spatial arrangements and activities, which might present an environmental risk in the case of a destructive earthquake, shall be planned. Structures and facilities complying with the requirements for seismically safe structures shall be planned in the

settlement development areas threatened by earthquakes.

(6) In water deficient areas, priority shall be given to a reliable water supply to inhabitants in these areas. As a rule, no activities which could exceptionally increase demand for water shall be planned in water deficient areas.

(7) In areas where drought occurs, agricultural activity shall be technologically adapted accordingly, crops shall be changed, and – based on a comprehensive study of waters in a certain area – appropriate long-term implementing measures shall be taken to reduce the possibility of damaging consequences.

(8) As a rule, in areas with significant threat of forest fires, no activities or spatial arrangements presenting additional risk to people's lives, material goods and nature shall be planned. The forests shall be gradually transformed by introducing tree species making them more resistant and renewable in a shorter period of time.



Publication Map No 6 Chapter III.3.1 and III.3.2

Landscape Development

**Landscape Identity from the Cultural and Symbolic Aspect, and Landscape Natural Qualities**

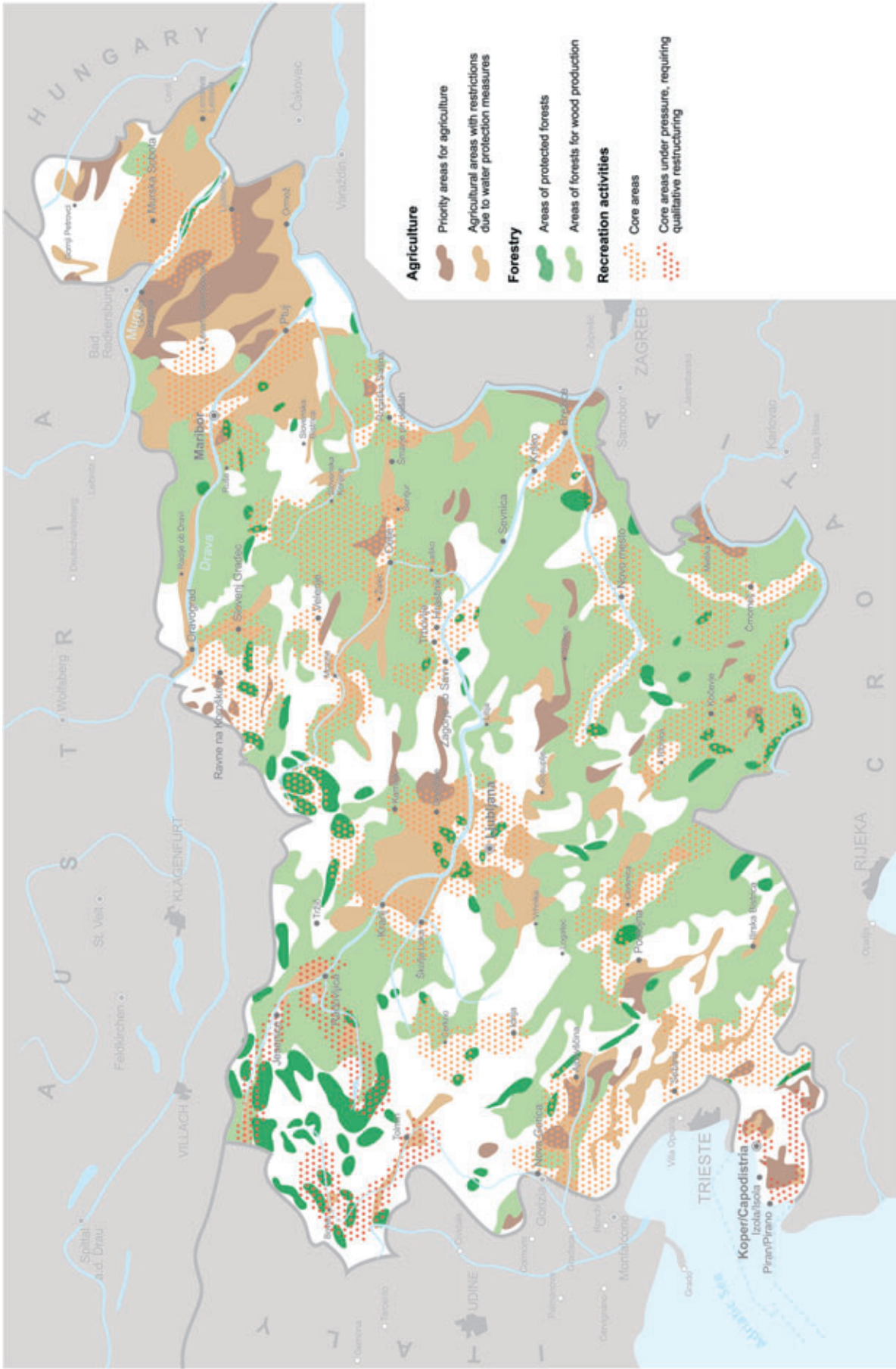
**Spatial Development Strategy of the Republic of Slovenia**

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the boards of negotiating groups on 20 July 2001

Source: Expert research for the SDSS

Cartographic: MOPE, UPR MOPE, GURS, GZ, 2003  
Cartographic processing: MOPE, July 2004

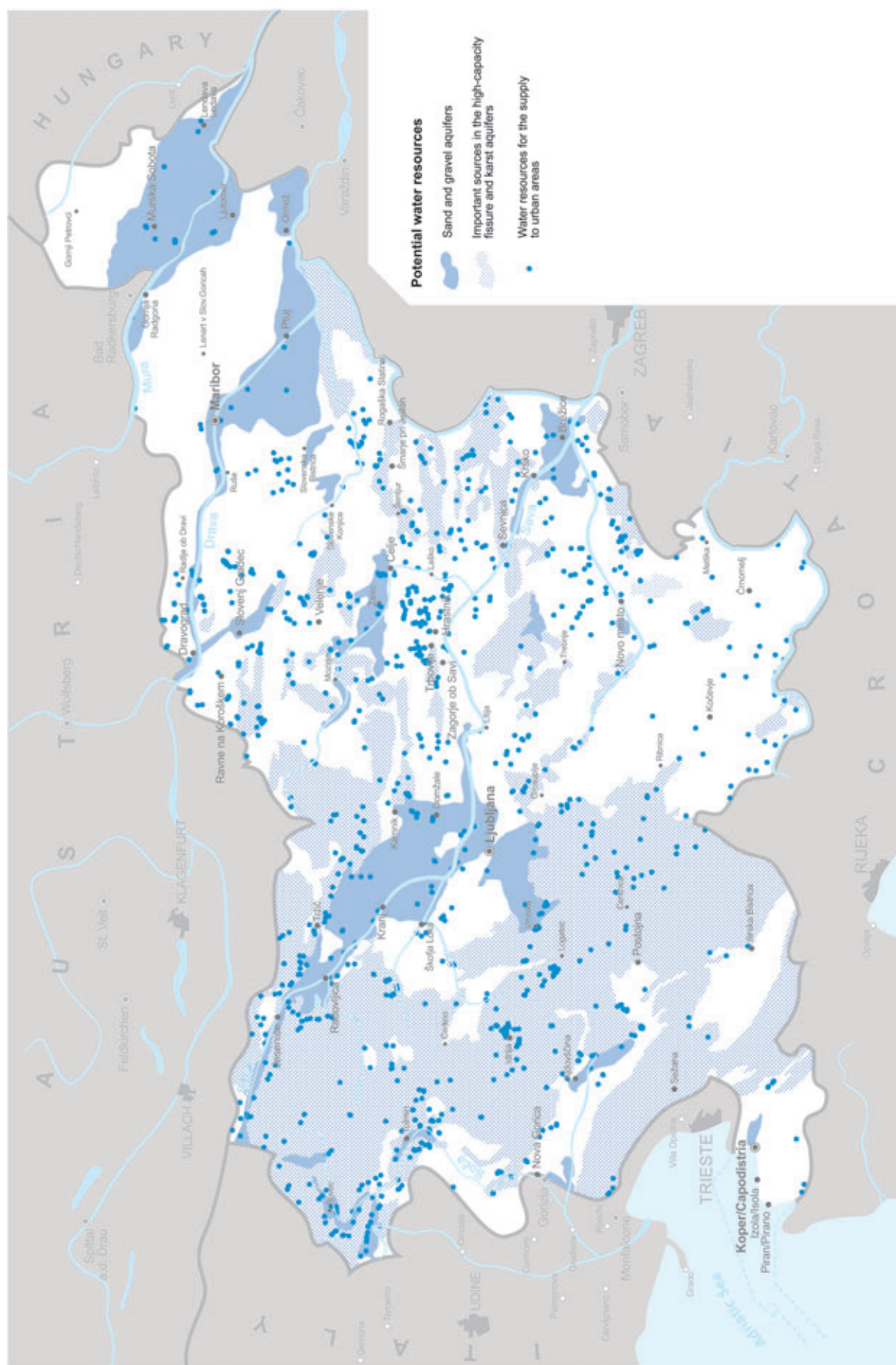




Publication Map No 7 Chapter III.3.3  
**Landscape Development**  
**Use of Natural Resources**  
 Spatial Development Strategy  
 of the Republic of Slovenia

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the heads of negotiating groups on 20 July 2001  
 Source: Expert research for the SDSS  
 Cartographic: MOPE - UPR, MOPE - GURS, GZ, 2003  
 Cartographic processing: MOPE, July 2004





Publication Map No 8 Chapter III.3.3.3

Landscape Development

**Drinking Water Supply Potentials**

**Spatial Development Strategy  
of the Republic of Slovenia**

The sea border between the Republic of Slovenia (RS) and the Republic of Croatia (RC) assumed from the Treaty on the Common State Border between the RS and the RC (Annex 1) approved by both governments on 19 July 2001, and initiated by the heads of negotiating groups on 20 July 2001.

Source: Expert research for the SDSS

Cartographic: MOPE - UPR MOPE - GURS, GZ, 2003  
Cartographic processing: MOPE, JAG, 2004



Source: Expert research for the SDSS

Spatial Development Strategy  
of the Republic of Slovenia



*(1) The Spatial Strategy implementing measures comprise:*

- *Coordination of programmes, which are important for the Spatial Strategy implementation,*
- *Tasks and activities of spatial planning stakeholders and other parties responsible for implementing the Spatial Strategy,*
- *Activities for ensuring the conformity of development documents and spatial planning documents with the Spatial Strategy,*
- *Monitoring of the effectiveness of the implementation of the Spatial Strategy.*

*(2) The Spatial Strategy shall be implemented particularly through the coordination of development planning and spatial planning, by means of the national and European financial incentives, and by encouraging spatial development by means of the exchange of information, through steering the research, and coordinating the operation of public administration bodies and spatial planning institutions.*

### **1 Programmes of Importance for Implementing the Spatial Strategy**

*(1) The basic premises for the coordination of programmes and activities for implementing the Spatial Strategy are to:*

- *Enforce the sustainable spatial development principles and objectives at the national, regional and local levels,*
- *Implement the concept of Slovenian spatial development including the priorities and guidelines for the development of individual spatial systems: human settlement, public infrastructure and landscape,*
- *Implement international treaties and other global obligations, and to take part in international spatially oriented programmes,*
- *Acquire development funds from the European communities or other funds from transnational organizations.*

*(2) In the field of settlement development, the essential programmes concern in particular:*

- *Development of cities, towns and their wider urban areas, and other settlements with emphasis on the management and planning of traffic, residential areas, economic zones, etc.,*
- *Development of the city of Ljubljana into an internationally competitive capital, based on the regulation of the relationship between the state and the capital city,*
- *Intensification of urban land use by steering the*

*use to insufficiently utilized land planned for building, either built, abandoned or unbuilt land,*

- *Development of urban land policy and the establishment of timely provision of locations for building,*
- *Planning of public spaces in settlements, and the development of green systems and their public function,*
- *Renewal of degraded urban areas such as residential, industrial and other similar areas,*
- *Integrated conservation of settlements with emphasis on the revitalization and rehabilitation of protected urban areas,*
- *Integrated renewal of historic urban cores,*
- *Development of energy saving structures,*
- *Development of new forms of efficient generation, distribution and management of energy systems through increased use of renewable sources in settlements,*
- *Use of new forms of information technologies to provide higher quality living conditions in the urban environment,*
- *Development of cities with special emphasis on the adaptation to spatial restrictions and protection of already endangered contiguous settlements,*
- *Promotion of the development of cities, towns and other settlements in areas where their development is restricted due to nature conservation (e.g.: in the Kočevska, Notranjska, Cerkljanska regions, and the Karst).*

*(3) Essential programmes in the field of rural areas development concern particularly:*

- *Functionality of the rural-urban relationship,*
- *Renewal of rural settlements with emphasis on the provision of the necessary urban functions and infrastructure, and farming land for achieving the necessary competitiveness of farming while taking into consideration the recognizable landscape features, biodiversity and natural values,*
- *Integration and comprehensive consideration of cultural heritage as a development factor in rural areas,*
- *Provision of suitable spatial and economic conditions for the development of tourism in rural areas,*
- *Integrated planning of spatial development in special nature, cultural heritage and natural resources conservation areas and protected areas of nature, cultural heritage and natural resources,*
- *Integrated planning of spatial development in the areas of national identity,*
- *Restoration of degraded landscape areas,*
- *Suitable spatial development of rural areas in the zones of spatial restrictions.*

(4) In the field of public infrastructure, support shall be given particularly to development programmes contributing to the implementation of sustainable spatial development and providing the basic premises for planning spatial arrangements of national significance in the form of detailed plans.

(5) In areas with specific potentials and problems (border, hilly and mountainous areas, areas with natural qualities and landscape areas of national importance, areas threatened by dynamic natural processes, water deficient and similar areas), programmes defining common development and the basic conservation premises for preparation of common spatial planning documents (Regional Concepts of Spatial Development) shall be promoted. Aiming to encourage development, spatial development programmes including the development of settlements, road links, tourist development, energy supply, nature conservation etc. shall be defined for individual geographically homogeneous areas or areas with similar problems at the border with Croatia (e.g. Istria, the area along the Kolpa river, Gorjanci, the Kozjansko and the Haloze regions, the area between the Drava and the Mura, etc.).

(6) Programmes outlined in the preceding paragraph shall be prepared in such a way that they will serve to implement the objectives of Slovenian spatial development. Programmes at the national, regional and local levels shall be developed on the basis of interministerial coordination and discussions in order also to present the basis for acquiring development funds from the European Communities or other funds from transnational organizations.

## 2 Tasks and Activities of Spatial Planning Stakeholders and other Parties Responsible for Implementing the Spatial Strategy

(1) To achieve ve sustainable spatial development and its synergetic effects, the spatial planning stakeholders shall take into consideration the objectives of the Spatial Planning Act and the guidelines of this Spatial Strategy when preparing their development policies, strategies and programmes in compliance with sector-specific instruments.

(2) The Ministry responsible for the environment shall, in the framework of its tasks, coordinate activities in the field of spatial planning, establish the conformity of development and spatial

planning documents with this Spatial Strategy, provide for the supervision of lawfulness, be responsible for establishing the monitoring of the situation in spatial planning and management and the preparation of Spatial Reports, inform the public and enable its participation in the matters of spatial planning and management, and promote spatial planning and spatial planning documents.

(3) In order to accomplish sustainable spatial development and its synergetic effects, local communities shall provide for the preparation of the spatial planning documents in accordance with the spatial planning and management regulations, and strategic spatial planning documents at the national level, and provide for the preparation of reports concerning the situation in spatial planning and management (Spatial Reports).

(4) Special attention shall also be devoted to the financial and tax mechanisms, the structure of public finance revenues and the system of state aid, which shall be structured in compliance with the guidelines of this Spatial Strategy. Spatially differentiated tax rates and additional taxation of unbuilt building land shall be introduced, and municipalities shall be stimulated to rectify the records of building sites.

(5) The acquisition of practical skills and the development of methodological starting points for modern spatial planning shall be encouraged within the framework of educational and research work in spatial planning. Harmonized, up-to-date, reliable and systematically interrelated national statistics and supplementing statistical databases with data on spatial planning and management shall be ensured to provide appropriate support to the spatial planning and management.

(6) To support the implementation of the planned spatial development based on this Spatial Strategy, the operations of public administration bodies shall be coordinated, spatial planning institutions shall be established and strengthened, and the quality of their work will be promoted at all levels.

### 2.1 Tasks and Activities of Particular Spatial Planning Stakeholders to implement the Spatial Strategy

(1) Spatial planning stakeholder for the field of settlement development shall:

- *Steer the settlement development in such a way as to provide decentralized space for the development of different public service activities, increase the*

- competitiveness of Slovenian cities in Europe, and enhance high-quality development and attractiveness of cities, towns and other settlements, their quality of life, and spatial identity,*
- Steer settlement development in such a way as to strengthen the functional interaction and infrastructure links between cities, towns and other settlements, whereby special emphasis is placed on the links between urban settlements and their hinterland,*
- Steer settlement to urban settlements which have spatial and other potentials for economic, social and cultural development,*
- Ensure rational land use, prevent and rectify uncontrolled dispersed building,*
- Advise municipalities in which Romanies live on the planning and management of Romany settlements,*
- Propose measures for the improvement of real estate records,*
- Determine the areas of functional regions.*

(2) Spatial planning stakeholder for the field of active land policy and housing construction shall:

- Develop the programme of land policy measures for stimulating the functioning of the land market, and consequently expand the accessibility of building land,*
- Support the enforcement of various types of urban land policy measures in local communities to increase the availability of developed land,*
- Develop criteria for the enforcement of the implementation measures: legal pre-emptive right of the municipality, transformation of the existing arrangements for payment of development tax, provisional implementation measures to protect space in the area of the planned spatial arrangement, expropriation and restriction of ownership rights, and consolidation of building land,*
- Propose the development of financial initiatives for purchasing and developing building land for the needs of non-profit housing construction and other public interests,*
- Provide for adequate supply of various types of housing in terms of typology and ownership structure, and consequently ensure an adequate stock of non-profit and rental dwellings, and encourage increased utilization of the existing housing stock.*

(3) Spatial planning stakeholder for the field of water supply, sewage and treatment shall:

- Be responsible for the provision of a reliable water supply and the promotion of water saving use in all settlements,*

- Provide for the development of integrated water supply networks throughout the country, with priority given to urban settlements and water deficient areas,*
- Be responsible for the development of an integrated sewage network – terminating with waste water treatment plants – throughout the country, while priority shall be given to sensitive areas.*

(4) Spatial planning stakeholder for the field of cultural heritage protection shall:

- Develop the cultural heritage protection activities and other activities related to culture in accordance with this Spatial Strategy in such a way as to enhance the cultural diversity,*
- Provide for professional and legal protection of cultural heritage, particularly heritage areas and individual cultural monuments, and improve financial mechanisms for long-term conservation of the memorial features of heritage,*
- Record cultural heritage, keep and maintain a heritage register, evaluate heritage in terms of its national or local significance, and determine conservation areas, and take care of the monuments of national significance and the monuments owned by the state,*
- Record the 20<sup>th</sup> century architecture,*
- Provide appropriate conservation programmes, and finance or co-finance the renewal of cultural monuments, including the post-war architectural heritage,*
- Provide professional concepts for protection of the memorial features of heritage and for enforcement of the cultural function of particular protected areas, for the needs of evaluating impacts on heritage,*
- Participate in the preparation of common programmes for renewal, revitalization, tourism, and other programmes,*
- Guide the development of various thematic culture pathways,*
- Prepare expert research for protected areas containing a large number of structures and cultural heritage areas and, on this basis, prepare guidelines, opinions, conditions and consents.*

(5) Spatial planning stakeholder for the field of culture shall develop culture-related activities in accordance with the planned development of settlement.

(6) Spatial planning stakeholder for the field of environmental protection shall:

- Determine the degree of environmental vulnerability, i.e. the basic environmental premises, and*



*provide for an integrated assessment of environmental impact of plans and programmes,*

- Prepare natural resource management plans in such a way as to ensure balance between natural assets, the possibility of supply and demand for natural resources, as well as the spatial acceptability of the necessary spatial arrangements.*

**(7)** Spatial planning stakeholder for the field of nature conservation shall:

- Prepare expert research for the determination of ecologically significant areas, natural values and special conservation areas,*
- Prepare expert research for the establishment of protected areas and management plans,*
- Take care of the implementation of the assessment of the acceptability of the impacts of general plans, programmes, specific plans, spatial planning and other documents on nature,*
- Prepare expert research for preparation of spatial planning documents for protected areas,*
- Prepare nature conservation guidelines for spatial planning documents and any other expert research, if necessary, in accordance with the adopted spatial planning documents preparation programmes,*
- Prepare regulations governing the assessment of impacts on nature.*

**(8)** Spatial planning stakeholder for the field of water management shall:

- Determine criteria for use and protection of waters, and for granting water-use concessions,*
- Prepare water management plans for the aquatic area of the Danube, and the aquatic area of the Adriatic rivers together with the waters of water basins and sub-basins or parts thereof,*
- Determine surface and ground waters protection areas and regimes in these areas,*
- Determine bathing water areas where a large number of people usually bathe and bathing is not prohibited,*
- Determine areas threatened by the action of water, and regimes in these areas (environmental risk evaluations and environmental risk maps),*
- Prepare programmes and projects aimed at reducing threat from water (floods and erosion, landslides) in accordance with the planned development of settlement,*
- Determine the areas of water and waterside land, and public access to waters and shores,*
- Determine active water protection measures in accordance with the degree of water resources sensitivity, and define degraded areas and associated remedial action plans.*

**(9)** Spatial planning stakeholder for the field of protection and rescue, and protection against other disasters shall:

- Prepare strategies and programmes for protection against disasters, which present the biggest danger, in accordance with the planned development of settlement,*
- Prepare protection and rescue plans.*

**(10)** Spatial planning stakeholder for the field of waste management shall:

- Promote a rational spatial organization of facilities for municipal and other waste management, and comprehensive coverage of the national territory with such facilities,*
- Determine technological and safety criteria for locating waste management facilities, and promote the rehabilitation and closing of unsuitable landfills.*

**(11)** Spatial planning stakeholder for the field of radioactive waste disposal shall:

- Provide for timely determination of the location of a repository for low- and intermediate-level radioactive waste,*
- Define all technical conditions for the fulfilment of LILW repositories, as well as for the operation, rehabilitation and closing of the existing repositories or storage places.*

**(12)** Spatial planning stakeholder for the field of transport shall:

- Provide for supplementing the transport system and the integration of the national, regional and local transport system in such a way as to ensure rational connection between urban settlements and the European transport corridors,*
- Classify public transport links with respect to the needs for access to particular areas,*
- Develop, on a priority basis, urban public transport, particularly in wider urban areas and other settlement development areas to ensure maximum possible access to public services and to the place of work,*
- Ensure standards for planning and constructing public roads and parking areas, the standards of increased safety for pedestrians and other forms of nonmotorized traffic, for slowing traffic in streets and residential districts, and also to provide for the development of cycling tracks,*
- Promote public maritime transport, and provide for the development and modernization of ports,*
- Promote air transport, and develop, build or modernize public airports/heliports in accordance with the guidelines of this Spatial Strategy,*

- *Provide radar systems and other equipment of the navigation services for air and maritime traffic in accordance with the guidelines of this Spatial Strategy,*
- *Prepare programmes for the rehabilitation and renewal of the existing traffic infrastructure facilities and the construction of new ones in accordance with the planned development of settlement and international connections,*
- *Provide national financial support for the more demanding forms of public transport at the regional level.*

(13) Spatial planning stakeholder for the field of energy shall:

- *Ensure reliable, economic, high-quality and adequate energy supply in line with the objectives of sustainable spatial development,*
- *Promote the implementation of preparation programmes for the energy concepts of cities, towns and other settlements,*
- *Promote programmes for energy saving uses, and the utilization of different kinds of energy sources,*
- *Promote increased utilization of renewable energy sources in accordance with the guidelines of this Spatial Strategy.*

(14) Spatial planning stakeholder for the field of mining shall:

- *Determine potential deposits of mineral resources, determine promising pits and/or mines where the extraction of mineral resources is planned to terminate, and other priority rehabilitation areas,*
- *Follow market requirements for mineral resources, and prepare regional mineral resource demand and use balances,*
- *Keep records of all mines and pits (including illegal ones) and evaluate them with respect to the needs at the national level and for each individual region, and provide for the preparation of rehabilitation programmes,*
- *Take account of spatial conditions in granting mining rights and when issuing permits for performance of mining works.*

(15) Spatial planning stakeholder for the field of the economy, comprising the provision of 90-day mandatory reserves of oil derivatives, shall:

- *Provide locations for the storage and transport of oil and oil derivatives in accordance with the guidelines of this Spatial Strategy.*

(16) Spatial planning stakeholder for the field of economic development, comprising the develop-

ment of economic activities, industry, small business, and the development of industrial/trade zones shall:

- *Provide an efficient, space saving and diversified spatial development of economic activities and industry in accordance with the planned development of settlement and the objectives of sustainable spatial development.*

(17) Spatial planning stakeholder for the field of economic development, comprising the development of tourism, shall:

- *Promote diversified tourist activities in such a way as to ensure optimum use of comparative advantages for tourism throughout the country,*
- *Promote qualitative restructuring of tourist programmes and the range of tourist facilities and services in areas of concentrated tourist activities,*
- *Promote the preparation of tourist programmes which enable the development of rural areas and include cultural heritage and biodiversity, and programmes which enable the development of the bathing potential of our rivers, lakes and sea,*
- *Develop criteria for the development of tourism, and tourist and recreational infrastructure,*
- *Create an recognizable range of tourist facilities, services and attractions for different areas in accordance with this Spatial Strategy in such a way as to enhance the identity of Slovenia.*

(18) Spatial planning stakeholder for the field of structural policy and balanced regional development shall:

- *Provide for the preparation of development programmes for balanced spatial development with special emphasis on the balanced development of regions and wider urban areas, and areas with specific potentials and problems such as, in particular, border areas, hilly and mountainous areas, areas with natural and cultural values, areas endangered by hazardous processes and water deficient areas, and other areas defined in the Spatial Strategy,*
- *Provide for the necessary measures to pool partners at the regional, national and European level in regional projects aimed at reducing the differences within Slovenia, and reducing differences between Slovenian regions and the most developed European ones,*
- *Ensure conformity of regional development programmes with the national strategic development documents and this Spatial Strategy,*
- *Provide for the measures preventing the growth of areas with major development problems,*

- *Promote development in border areas to make the Slovenian border areas competitive in relation to the border areas of neighbouring countries.*

(19) Spatial planning stakeholder for the field of telecommunications and information technology development shall:

- *Provide for the development of the telecommunication network in accordance with the planned development of settlement,*
- *Provide for the coverage of the entire national territory with such telecommunication network and for links to international telecommunication networks, and ensure universal services in all areas, even the remotest ones,*
- *Be responsible for the interconnection and integration, and priority use of the existing networks, which must to be accessible to all operators under equal conditions,*
- *Prepare special measures for the protection of the population against damaging effects of electromagnetic radiation from mobile telephony base stations and for the reduction of the environmental impacts.*

(20) Spatial planning stakeholder for the field of agriculture shall:

- *Promote the conservation of the productive potential of soil for agricultural use, ecologically oriented farming, diversified forms of agricultural production, and the development of complementary activities,*
- *Prepare the classification of agricultural land based on the productive potential of soil as the foundation for its classification,*
- *Provide for the preparation of agricultural programmes and village renewal, with priority given to the areas of outstanding landscapes, border, mountainous and protected areas.*

(21) Spatial planning stakeholder for the field of forestry and hunting shall:

- *Conserve the continuity of forests,*
- *Encourage more intensive yet sustainable use of forests,*
- *Designate protective forests and forest reserves,*
- *Determine forests for specific purposes in accordance with the guidelines of this Spatial Strategy, and ensure that wood production in these forests takes place in accordance with their purpose,*
- *Be responsible for the populations of wild fauna in such a way as to ensure a favourable status of individual species.*

(22) Spatial planning stakeholder for the field of defence shall:

- *Define areas for the needs of defence together with the protective and conservation requirements for these areas,*
- *Ensure spatial distribution of military infrastructure in accordance with the guidelines of this Spatial Strategy,*
- *Provide conditions, which will enable the adaptation of the existing military infrastructure to the prospective needs of the defence system.*

(23) Spatial planning stakeholder for the field of labour, family and social affairs, social development and protection shall develop public services networks for the needs of social development and protection in accordance with the planned development of human settlement.

(24) Spatial planning stakeholder for the field of public health shall develop a network of health care establishments in accordance with the planned development of human settlement.

(25) Spatial planning stakeholder for the field of education shall develop a network of schools in accordance with the planned development of human settlement.

(26) Spatial planning stakeholder for the field of sport shall develop sports facilities in accordance with the planned development of human settlement.

(27) Spatial planning stakeholder for the field of justice shall locate the functions and facilities of judicial bodies in accordance with the planned development of human settlement.

(28) Spatial planning stakeholder for the field of the administration of internal affairs, security operations and local communities shall locate the functions and facilities of the national administrative bodies in accordance with the planned development of human settlement.

(29) Spatial planning stakeholders responsible for other fields shall harmonize their activities and networks of facilities with this Spatial Strategy.

(30) The spatial planning and management stakeholder at the local level shall:

- *Prepare the Municipal Spatial Development Strategy in accordance with this Spatial Strategy*

- and spatial planning and management regulations, whereby they shall provide and acquire expert research defining, in particular, the networks of settlements with functions and roles of individual settlements, settlement development zones, public infrastructure of local significance, municipal infrastructure, architectural and landscape regions, guidelines for the conservation of architectural identity, use of natural resources, identity of regions, natural qualities, and spatial restrictions,*
- *Prepare the Municipal Spatial Order in accordance with the Municipal Spatial Development Strategy and spatial planning and management regulations,*
  - *Prepare Local Detailed Plans while respecting the applicable national and local spatial planning documents, particularly for the planning of local infrastructure network, the areas of settlement revitalization, renewal and expansion in accordance with the Concept of Urban Development, landscape areas in accordance with the Concept of Landscape Development and Protection, and areas where implementation measures are provided to protect spatial planning and management,*
  - *Ensure balanced spatial development, they shall collaborate with other municipalities in resolving common spatial issues, in the preparation of the Regional Concepts of Spatial Development, and common Local Detailed Plans,*
  - *Apply tax mechanisms to support the planned spatial development,*
  - *Prepare Energy Concepts in accordance with the principle of energy-saving use,*
  - *Ensure the performance of all tasks in the field of local community operations, which refer to spatial planning and management and which are used to ensure sustainable spatial development.*

### **3 Ensuring the Compliance of Development Documents and Spatial Planning Documents with the Spatial Strategy**

#### **3.1 Guidelines for the Harmonization of Development Needs and Conservation Requirements**

- (1) When planning spatial development, conflicts arise between the implementation of development needs and conservation requirements in the environment. When confronting spatial development needs with spatial conservation requirements it shall therefore be necessary to:
- *Check whether the planned spatial arrangement pursues the basic objectives of sustainable spatial development,*

- *Check the justification for the development need or conservation requirement or another interest for certain spatial arrangements with respect to the guidelines of strategic spatial planning documents,*
- *Prevent the predominance of the interest of a particular activity in order to ensure the balance of development needs and conservation requirements,*
- *When the public benefit of a particular activity is established, ensure to the largest possible extent the harmonization of economic, social and environmental aspects of spatial development.*

(2) In the spatial planning documents preparation and adoption procedures, to mutually coordinate development needs, to harmonize development needs with conservation requirements and conservation requirements among themselves, when their land use requirements are in conflict. The basis for harmonization are the analyses of development opportunities of individual activities establishing the spatial suitability for development of particular activities, and the spatial vulnerability studies establishing the impacts of the planned activities on spatial components.

(3) When spatial development is planned in alternatives, these alternatives shall be crosschecked according to the spatial planning and management regulations.

(4) Based on the suitability and vulnerability analyses or on the comparison of alternatives, the spatial suitability or the proposal for the most convenient alternative shall be prepared, and it will form the basis for the (adoption) decision on spatial development, and the preparation of spatial planning document proposal.

(5) Rules applying to the spatial planning and management, provided in the regulation governing the Spatial Order of Slovenia, shall be used to establish the suitability, vulnerability and suitability of physical space, as well as of comparative studies.

#### **3.2 Methods of Establishing the Compliance of Spatial Planning Documents with the Spatial Strategy**

- (1) The compliance of spatial planning documents with this Spatial Strategy shall be established by checking whether:
- *the basic premises and objectives of municipal spatial development are in compliance with the*

*basic premises and objectives of Slovenian spatial development,*

- the planned activities and/or spatial arrangements pursue the objectives and priorities provided in the Concept of Slovenian Spatial Development;*
- the planned activities or spatial arrangements respect the guidelines for the development of individual spatial systems provided in this Spatial Strategy;*
- the planned spatial planning documents implementation measures represent the operationalisation of measures for the implementation of this Spatial Strategy.*

### **3.3 Methods of Establishing the Compliance of the Development Documents with the Spatial Strategy**

- (1) In the preparation procedure for regulations and development documents directly or indirectly related to spatial planning and management, the relevant ministries shall cooperate with the ministry responsible for spatial planning (hereinafter: the producer) as the producer of the Spatial Strategy.
- (2) Upon the enforcement of this Spatial Strategy, the producer shall permanently monitor development documents of individual areas and activities, and within the context of their competences, shall draw attention to inconsistencies, if any, and propose their harmonization with this Spatial Strategy.

- (3) The Government of the Republic of Slovenia shall provide for assuring the compliance of the development documents in the interministerial harmonization procedure. If any noncompliance is established, the Government of the Republic of Slovenia shall impose on the proposer of a development document that it be harmonized with the Spatial Strategy.

## **4 Monitoring of the Spatial Strategy Implementation**

- (1) The implementation of this Spatial Strategy shall be monitored by the Ministry responsible for spatial planning, which shall prepare a report on the situation in spatial planning and management (Spatial Report) every four years after the enforcement of this Spatial Strategy. The Spatial Report can form the basis for an amendment to the Spatial Strategy.
- (2) The Spatial Report shall be based on mandatory minimum uniform indicators, which form the basis for the analysis of spatial development trends, and the analysis of this Spatial Strategy implementation.
- (3) An efficient monitoring of the situation in spatial planning and management in accordance with the mandatory minimum uniform indicators shall be established for the purpose of preparing the Spatial Report.