

MSP-MED PROJECT, WP2

Development Vision, Objectives and Conceptual Plans (Koper Bay) Programme Concept (Koper – Izola Coast)

Koper, October 2022

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Acronyms

AADT -Annual average daily traffic
ARSO – Slovenian Environment Agency
CEA - Cumulative effect assessment
DRVS - Slovenian Water Agency
DMR –Digital terrain models
DMV -Digital elevation model
EIA - Environmental Impact Assessment
EMFF – European Maritime and Fisheries Fund
GIS – Geographic information system
GURS – Surveying and Mapping Authority
ICZM - Integrated coastal zone management
MAP - Mediterranean Action Plan
MKGP – Ministry of Agriculture, Forestry and Food
MOK - Municipality of Koper
MOP - Ministry of the Environment and Spatial Planning
MSs – Member states
MZI – Ministry of Infrastructure
NGO – Non-governmental organization
NSP – the National Spatial Plan
NUMO - Marine Environment Management Plan
OGC - Open Geospatial Consortium
PA - Protected nature area
PAP - UNEP/MAP Priority Actions Programme
RAC - Regional Activity Centre
RRC – Regional Development Center
SHAPE – Shaping an Holistic Approach to Protect the Adriatic Environment EU project
RS – Republic of Slovenia
SIS – Spatial Information System
SSC – Slovenian State Cloud
SPU - Spatial planning unit
UZP – Liquefied natural gas
VNF - Valuable natural features
TCC - Tourism Carrying Capacity
ZVKDS – Institute for the Protection of Cultural Heritage of Slovenia
ZSRT – Promotion of Tourism Development Act

INDEX

PART 1: Development Vision, Objectives and Conceptual Plans (Koper Bay)... 1

1. Introduction	1
2. Methodology.....	3
2.1. Definition of the development area	4
2.2. Preparatory phase: Strategic documents review.....	5
2.2.1. <i>The Spatial Development Strategy of Slovenia 2050.....</i>	<i>6</i>
2.2.2. <i>The Maritime Spatial Plan.....</i>	<i>8</i>
2.2.3. <i>Regional Development Programme of the Coastal- Karst Region 2021- 2027</i> <i>10</i>	
2.2.4. <i>Koper Sustainable Urban Development Strategy</i>	<i>10</i>
2.2.5. <i>Municipal Spatial Plan of the Municipality of Ankaran (Vision).....</i>	<i>11</i>
2.2.6. <i>Municipal Spatial Plan of the City Municipality of Koper (Vision)</i>	<i>12</i>
2.2.7. <i>Municipal Spatial Plan of the Municipality of Izola (Vision)</i>	<i>14</i>
2.3. Comparison between the visions and objectives of strategic spatial documents at national, regional and local level.....	15
2.3.1. <i>Definition of the vision and development objectives for the spatial development of the coastal strip.....</i>	<i>17</i>
2.3.2. <i>Methodology</i>	<i>18</i>
2.4. Analysis of the activities/use of the area	20
2.4.1. <i>Municipal Spatial Plans.....</i>	<i>20</i>
2.4.2. <i>Koper Commercial Port (Luka Koper).....</i>	<i>23</i>
2.4.4. <i>Traffic infrastructure.....</i>	<i>26</i>
2.4.5. <i>The coastline</i>	<i>31</i>
2.4.6. <i>Bathing waters, bathing areas</i>	<i>32</i>
3. The key findings of the analytical phase are the following: strengths, weaknesses.....	47
3.1. Nature:	47
3.2. Cultural heritage:.....	47
3.3. Environment:.....	48
3.4. Activities: Port of Koper:.....	48
3.5. Activities: Traffic:.....	49
3.6. Activities: Tourism:	49
4. Recording development initiatives/interests	51
4.1. Municipality of Ankaran:	51

4.2.	City Municipality Koper.....	52
4.3.	The Municipality of Izola.....	53
5.	General and specific objectives for the spatial development of the coastal strip	54
5.1.	General objective: Protecting the quality of the coastal zone.....	54
5.1.1.	<i>Specific objectives: Nature conservation</i>	54
5.1.2.	<i>Specific objectives: Protection of cultural heritage and coastal landscapes</i>	55
5.1.3.	<i>Specific objectives: Reducing the environmental impact of urban waste water on the sea</i>	55
5.2.	General objective: Strengthening the sustainability of activities.....	55
5.2.1.	<i>Specific objectives: Mobility in the coastal strip:</i>	55
5.3.	General objective: Supporting economic development	56
5.3.1.	<i>Specific objectives: Commercial Port of Koper</i>	56
5.3.2.	<i>Specific objectives: Supporting sustainable tourism development</i>	56
5.4.1.	<i>Specific objectives: Flood and erosion protection</i>	56
6.	Spatial development concept	57
6.1.	Spatial development concept for the coastal strip:.....	57
6.2.	Traffic Management Design Concept.....	61
6.3.	Tourist and Healthcare Areas	65
PART 2: PROGRAMME CONCEPT FOR THE COASTAL AREA BETWEEN KOPER (ŽUSTERNA) AND IZOLA (JADRANKA)		67
1.	Introduction	67
1.1.	Activity Objective.....	67
1.2.	Subject Area	67
1.3.	Methodology	68
2.	ANALYSIS OF THE SITUATION	70
2.1.	Traffic.....	70
2.2.	Nature conservation.....	74
2.3.	Cultural heritage.....	77
3.	Applicable Spatial Planning Documents	80
3.1.	The Maritime Spatial Plan of Slovenia.	80
3.2.	Municipal spatial plans currently being drafted	83
3.3.	Current municipal plans	84
3.4.	Istria-Brkini-Kras Regional Development Programme 2021-2027	87

3.5.	Koper Sustainable Urban Development Strategy.....	88
4.	Past Projects, Initiatives.....	90
4.1.	Studies, Workshops, Conceptual Projects (Selection)	90
4.2.	Let's Draw the Coast.....	94
4.3.	Key orientations set out in the Maritime Spatial Plan	95
	Literature:.....	106

PART 1: DEVELOPMENT VISION, OBJECTIVES AND CONCEPTUAL PLANS (KOPER BAY)

1. Introduction

The overall objective of the MSP-MED project is to promote the Maritime Spatial Planning process (hereinafter: MSP) in the Mediterranean Sea, the Mediterranean marine regions and between Member States, in line with the objectives of the MSP Directive. The competent MSP authorities of France, Greece, Italy, Malta, Slovenia, Spain or the respective national institutions are involved in the project. The MSP-MED project is co-financed by the European Maritime and Fisheries Fund (EMFF) at 80% of the eligible costs (2018 EASME EMFF Work Programme, Call for proposals EASME/EMFF/2018/1.2.1.5).

The project is broken down into three core Work Packages (Setting-up of maritime spatial plans; Data use and sharing; Cooperation among Member States and third countries) that are directly related to the requirements of Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning. Each Work Package addresses specific issues regarding the national MSP implementation, and at the same time implements activities at basin scale, enhancing cooperation and finally ensuring coherence among the plans. In addition to the three core Work Packages, a Work Package is being implemented to ensure the dissemination of the project's results in line with the Communication and Dissemination Plan. The target groups include the administrations responsible for the plans, the various stakeholders and, last but not least, non-EU MED countries and the general public.

The main objective of Work Package 2 at project level is therefore to support the setting-up and implementation of maritime spatial plans in the Member States involved in the project, in line with the objectives of the MSP Directive. More specifically, the objective is to support Member States in the actual preparation of maritime spatial plans. Each partner will be able to carry out specific tasks (2.1 to 2.6) based on specific national needs.

Slovenia's approach to the execution of the tasks within this Work Package has certain particular characteristics, which stem from the fact that Slovenia has already completed the process of preparation and adoption of the MSP in 2021. The Slovenian partner has coordinated the content of the Slovenian part in agreement with the Ministry of Environment and Spatial Planning (Directorate for Spatial Planning, Construction and Housing), which is the authority responsible for Maritime Spatial

Planning. It has been agreed that **the vision, objectives and concept for spatial development in the Koper Bay area** will be defined in Work Package (WP) 2.

The Slovenian MSP has been developed for the entire area of the Slovenian Sea (territorial waters, inland waters). It also covers the coastal strip on land, with land-sea interactions. On 15 July 2021, the Government of the Republic of Slovenia adopted the Decree on the Maritime Spatial Plan of Slovenia, thus completing the process of drafting the MSP.

The position of the Ministry of Environment and Spatial Planning (Directorate for Spatial Planning, Construction and Housing) was therefore that the Slovenian MSP-MED partner should focus its work on the coastal strip and address the Koper Bay area in more detail, in coordination with the overall national MSP implementation process.

The agreement was that the content should be prepared in a way that it would serve:

- as an expert basis - a framework for the preparation of Municipal Detailed Spatial Plans in the three municipalities,
- as an expert basis - Programme Concept in the framework of the preparation of the spatial implementation acts for the coast between Koper and Izola,
- as the content of the Regional Development Programme 2021-2027, which covers coastal management along the Gulf of Koper.

The main purpose of the task is to demonstrate how to approach spatial planning of the narrow coastal strip in the context of spatial planning at municipal level, based on the parent document - the Slovenian Maritime Spatial Plan.

The objectives of the task are:

- defining a development vision and development objectives and priorities for the spatial development of the coastal strip,
- setting up a spatial development programme for the Bay of Koper (as a basis for the preparation of the content of the Regional Development Programme of the Coastal-Karst Region 2021-2027),
- setting up of the conceptual plans for the development of the coastal strip between Lazaret (Italian border) and Izola (Jadranka).
- drafting of a programme concept for the coastal area between Koper (Žusterna) - Izola, which will serve as an expert basis for the preparation of the spatial planning acts for the Koper-Izola coastal strip, which the municipalities are working on together in a coordinated effort.

2. Methodology

The process of implementing the task was organised in several phases, as shown in the diagram below:

Scheme: Phases of the project preparation process

- Preparatory phase

In the preparatory phase, key strategic documents at national, regional and local level were identified and summarised as a starting point for planning at the sub-national level. We proceeded on the assumption that these documents are harmonised and also integrate the strategies, programmes and EU regulations as well as regulations of other international organisations. We have also set up a database to allow for a more detailed level of planning, which we have implemented in the following phases of the project. For this, we have used a variety of sources. The main sources were those available to the coastal municipalities: expert documents, spatial planning documents, expert material provided by public companies. Regional and national sources (ministries and public institutions) were consulted. We have also capitalised on the results of past and ongoing projects, especially those related to MSP, where the Regional Development Centre Koper was involved as a partner. In this phase, we have also defined a more detailed project area, covering the coastal strip in the three municipalities around the Bay of Koper, in line with the guidelines provided by the MSP and the specific needs of the task.

- Definition of the vision and development objectives for the spatial development of the coastal strip

The vision was formulated by integrating key strategic documents at national and local level and the views of local stakeholders through a participatory process. A vision is a short and concise statement of what the desired future state of the coastal strip should be. It includes overall objectives and priorities.

- Analytical phase

Based on the available sources, we have identified the key characteristics of the area and the activities or uses of the coastal strip. The findings were validated with the stakeholders and updated where necessary. We have identified strengths and weaknesses/threats, which guided us in setting spatial development priorities.

- Coastal strip development concept, Preparation of a programme concept for the coast between Koper and Izola

Starting from the identified vision, objectives and priorities for the spatial development of the coastal strip, as well as the available expert documentation and municipal spatial

planning acts, we prepared a spatial development concept for the area between Lazaret (Italian border) and Izola (Jadranka), and a programme concept for the area between Koper (Žusterna) and Izola (Jadranka), which was then reviewed with the stakeholders involved in the project.

- Preparation of the elements for the Regional Development Programme 2021-2027

Based on interviews with relevant stakeholders, we have identified key projects related to the coastal strip to be implemented in the current programming period 2022-2027. The list was coordinated with representatives of the municipalities and other potential project developers. A programme concept for the coastal area between Koper and Izola was being prepared in parallel.

2.1. Definition of the development area

The coastal strip development area comprises the coastal strip in the municipalities of Ankaran, Koper and Izola, as defined in the Maritime Spatial Plan of Slovenia:

The maritime part of the coastal strip extends 150 metres into the sea from the coastal boundary. The areas of valid national spatial acts and ports as well as marinas have been excluded from the coastal strip at sea. The baseline coastal zone comprises a coastal area extending at least 100 metres from the coastal border landwards, excluding areas covered by applicable national spatial planning acts, urbanised areas, and areas of ports and marinas.

The MSP provides that the scope of the coastal strip on land is determined by local communities in accordance with their competences in the field of spatial management.

The MSP provides guidelines for determining the perimeter of the coastal strip on land: the coastal strip on land should comprise, to the very least, existing protected natural areas, inland waters, the natural coastline (cliffs and forest areas), salt pans, the cultural landscape (agricultural, forest land and dispersed construction), adapted to the natural landscape. The areas of valid national spatial acts, urban areas and ports as well as marinas have been excluded from the coastal area on land (considering the adaptations as per Article 8 of the ICZM Protocol).

Notwithstanding the fact that the MSP excludes from the coastal strip the National Spatial Plan (NSP) for the Integrated Spatial Development of the International Transport Port of Koper, the areas of the northern part of the NSP area are included due to their significant spatial and landscape characteristics and the fact that these areas are of particular interest for the Municipality of Ankaran. An additional argument

is the fact that the NSP does not provide for any expansion of the area for port activities in this stretch of land.

Urbanised areas and areas of ports and marinas are also excluded from the coastal strip under the MSP. In our particular case, this refers to the area of the city of Koper (including Žusterna).

However, we are also including these areas within the City Municipality of Koper, mainly because we aim to achieve harmonised land use and spatial planning conditions in the entire coastal strip, in particular with the development of a pedestrian promenade along the entire Slovenian coastline between the Italian and Croatian borders.

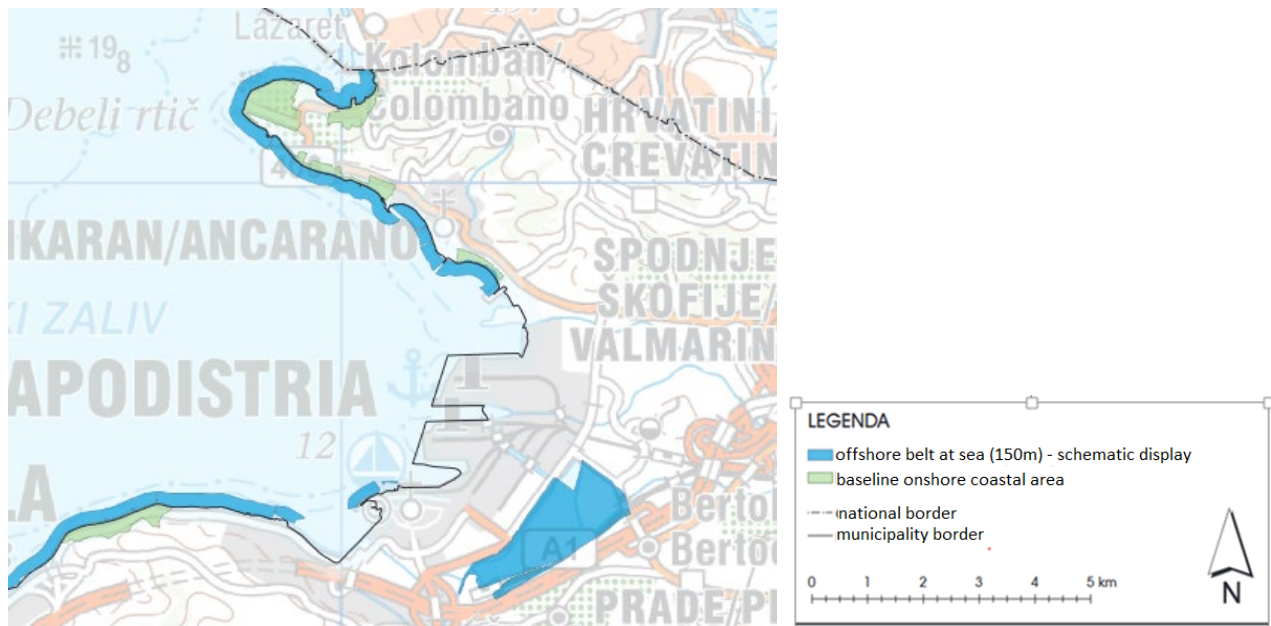


Figure 1: Slovenian coastline

2.2. Preparatory phase: Strategic documents review

We have reviewed spatial planning documents at national and municipal level and the strategic part of the Regional Development Programme of the of the Coastal–Karst Region for the period 2021-2027. The two key documents are the Spatial Development Strategy of Slovenia 2050 (the preparation process is being finalised) and the Maritime Spatial Plan of Slovenia, adopted in 2021.

The Spatial Development Strategy of Slovenia is the core spatial strategic act of the Republic of Slovenia (hereinafter: Strategy), which, on the basis of the Spatial Planning Act, in conjunction with the Development Strategy of Slovenia and in conjunction with other national development acts and EU development objectives, defines the country's

long-term strategic objectives and the directions for the development of spatial activities.

The Marine Spatial Plan is an umbrella strategic (spatial development) document, which provides spatial development guidelines for activities and uses in the Slovenian sea and coastal area. The MSP is an action program for the implementation of the Strategy of Spatial Development of Slovenia at Sea. It is aligned with the management plans adopted under the sectoral regulations. The MSP plan acts as regulative framework for ensuring sustainable management of the existing sources.

The Regional Development Programme of the Coastal-Karst Region for the period 2021-2027 is a development document and contains many elements that also relate to the spatial development of the coastal area.

At local level, we have reviewed municipal spatial plans (OPNs) and their drafts (in municipalities that have not yet completed the process of preparing new OPNs): The municipal Spatial Plan of Ankaran (its strategic part), adopted by the municipality in 2020. We have also reviewed the strategic parts of the draft municipal spatial plans of the municipalities of Koper and Izola, which have not yet completed the drafting process (the Izola spatial plan has already been adopted, but was rejected in a referendum, and an updated version is now being prepared).

We have taken the key orientations from the strategic documents and, complemented by the views of the stakeholders, formulated them into a vision for the future spatial development of the coastal strip, and based on this, we have also formulated objectives and priorities.

2.2.1. The Spatial Development Strategy of Slovenia 2050

The basic guidelines have been prepared for the long-term period up to 2050, and an Action Programme for the period 2020-2030 is being prepared to implement the Strategy's objectives in the medium term, with more detailed activities, operators, deadlines and funds.

The vision for spatial development up to 2050, as formulated by the stakeholders in the process of drafting the document, reads as follows: We strive for a diverse, multifunctional, effectively connected and internationally engaged environment where Slovenia can build its development advantages on its identity and visibility as a basis for a better quality of life for all. Quality spatial planning for quality living!

The vision is described in further detail in the document. The following guidelines are particularly relevant for coastal spatial planning:

Slovenia is a maritime-focused country, and regards the sea and the coast as Slovenia's spatial and developmental asset. Slovenia's transport system is integrated into international maritime transport flows through the port of Koper.

The existing natural and cultural heritage is well preserved, well managed and utilised for the development of various economic activities - particularly sustainable tourism.

In addition to innovative, sustainable and sea-related activities, Slovenia preserves and continues to develop fisheries as part of its national and spatial identity, alongside traditional maritime activities.

The high proportion of green spaces in urban areas contributes to the quality of the environment, provides residents and visitors with opportunities for socialising and outdoor recreational activities, and helps to mitigate the effects of expected climate change.

The Strategy sets out guidelines for specific areas and themes, including for the development of the sea and coast. The following elements are highlighted as relevant to our task:

Slovenia pursues a maritime-oriented economic and development policy. The city of Koper with its wider coastal urban area is the entry point to the EU's Baltic-Adriatic corridor and is an important factor for Slovenia's international integration and the economic development of the wider hinterland.

The entry point is based on the development of the Port of Koper and hinterland infrastructure, maritime passenger transport in connection with the development of the city of Koper, the preservation of undeveloped space for green infrastructure that is functionally connected to the sea and the wider inland area, and to the green systems of the coastal towns/cities and the region. Coastal cities strengthen their functional interconnections within the wider urban area, especially in the field of public transport and services, while developing their own distinctive, attractive and modern identity, while respecting nature, tradition and heritage.

The comparative advantage of the coastal area is its outstanding cultural landscape with special architectural features.

The limitations of the coast and the sea dictate an accelerated search for synergies and multi-functional connections between functions and activities. Given the specific spatial potentials of the sea and in the coastal strip, priority is given to activities that are exclusively related to the sea or the contact of the sea with the coast, and can therefore not be implemented elsewhere. These include in particular fisheries, mariculture, maritime transport, salt production, research and conservation of underwater cultural heritage, bathing and recreational water activities, which must be harmonised in terms of space and scope in a way that will preserve the productive sea and a healthy coast in the long term.

Areas for activities that are related to the sea and the coast that are a burden from the environmental, spatial (changing the natural coast or coastal line, preventing direct access to the sea), or visual (obstructing views of the sea directly from the coast) aspects must be limited. Alternative solutions on land or in the hinterland should be sought for activities that can be implemented elsewhere than at sea and along the coastline. The contact between the sea, the coast and the hinterland must be prioritised via natural connections and sustainable regulations.

The tourism function of the coastal area and the sea must not prevail over the vital functions of the coastal cities, such as residential function, the supply of the hinterland with services, education and agriculture. Tourism focuses on quality and environmental sustainability with a special emphasis on access to destinations.

The development strategies of the coast or tourism in the coastal area, which are a part of regional or local development and spatial planning documents, must, as a priority, include activities related to adapting to climate change, particularly in the development and planning of settlements and green infrastructure, port activities, and activities for managing natural resources. Solutions must address the adaptation of settlement areas to sea level rise, more droughts, lack of drinking water and water for business, heat islands and seasonal pressures due to tourism, including relieving pressure on municipal utility services.

In accordance with the Protocol on Integrated Coastal Zone Management in the Mediterranean (ICZM Protocol),

a coastal strip is established along the entire length of the Slovenian maritime coastline, where, subject to exceptions under the ICZM Protocol, construction is not allowed. The coastal strip, as defined by the ICZM Protocol, is intended to conserve nature/preserve natural habitats and landscape, natural resources and ecosystems, for ecological connections between inland areas and the sea, adaptation to climate change and to improve the quality of life in the coastal zone. The coastal strip area where construction is not permitted according to the ICZM Protocol and the contents of legal regimes in it are defined in more detail in the Maritime Spatial Plan, implemented through municipal spatial plans. Under the ICZM Protocol, the coastal strip is integrated into the green system of coastal towns and other settlements and the green system of the region and is part of the country's green infrastructure system.

2.2.2. The Maritime Spatial Plan

The content of this plan presents binding starting points for strategic and executive acts at the national, regional and local level, i.e. for implementing all activities, regimes and usages at sea, for spatial and management measures at sea and on the coastal

strip on land. This plan does not encroach upon the existing regulations, legal regimes and legal relations as well as strategic and implementing acts.

The MSP also defines the spatial development concept in the coastal strip. The document defines the division of the coastal strip on land and the coastal strip at sea into spatial planning units (SPUs). On a spatial planning area basis, the plan provides:

- for the coastal strip on land: guidelines for determining the coastal strip on land, guidelines for permissible usages and guidelines for permissible spatial development;
- for the coastal strip at sea: permissible usages and permissible spatial development, with consideration of other provisions of this Plan.

General objectives of the Maritime Spatial Plan

The document does not specifically define the vision as a synthetic guideline and starting point for setting lower level objectives and actions. The document sets out the following general objectives:

- integrated spatial development in the Slovenian sea and coastal strip;
- achieving a good environmental status.
- Providing space for activities that are exclusively connected to the sea or the coast;
- Promoting and developing awareness about heritage and its values and providing access to heritage to everyone in the manner and scope enabling long-term preservation of its originality and integrity.
- areas for activities that present a burden from environmental (reduction of biodiversity, endangering natural assets, waste water discharges...), spatial (changing the natural coast or coastline on the natural coast or activities preventing direct access to the sea) or visual (obstructing views of the sea directly from the coast) aspects must be limited and relocated to alternative sites,
- The contact between the sea, the coast and the hinterland must be prioritised via natural connections and sustainable regulations.
- The tourism function of the coastal area and the sea must not prevail over the vital functions of the coastal cities, such as residential function, the supply of the hinterland with services, education and agriculture.

This plan also comprises the guidelines for spatial planning in the coastal strip on land, which present the binding starting point for spatial planning at the state, regional and local levels. The consideration of starting points of the Maritime Spatial Plan in spatial planning at the national, regional and local level will enable the coordination of local communities, regions, the state and individual sectors.

The Maritime Spatial Plan takes into account the fact that the Slovenian coastal area is a particularly vulnerable environment due to climate change, the expected rise of the sea surface and a complex interconnection of activities and usages.

2.2.3. Regional Development Programme of the Coastal- Karst Region 2021- 2027

At the regional level, stakeholders defined the vision in the context of the preparation of the Regional Development Programme of the Coastal-Karst Region 2021-2027: "a dynamic, innovative, and creative region, with its own identity, well connected both locally and globally, with a high quality of life based on social justice and sustainable lifestyles and community work".

The vision highlights in particular the commercial port of Koper, which will continue to be Slovenia's (and Europe's) window to the world.

The following elements of the vision also indirectly relate to the development of the marine and coastal area: A sustainable region: The region aims to preserve biodiversity, also through effective coastal management. Management of some local/regional development (spatial) issues will be delegated to the local population.

2.2.4. Koper Sustainable Urban Development Strategy

The development vision for the integrated urban coastal management of the coastal area in the Koper Municipality highlights the following aspects: The coast becomes the central axis of the city's public open and green spaces, a communication link, a "living room" for the city, a meeting place for citizens and a destination for visitors, a promenade with tree-lined avenues and park greenery, with urban swimming pools, promenades, mooring areas and various water sports activities. The urban coastline is a series of seaside urban motifs that help shape the urban atmosphere and vibe.

The document sets out the following guidelines for urban coastal management:

- motor traffic is diverted away from the narrow part of the coastal strip. Sustainable forms of transport (walking, cycling, public passenger transport, etc.) and maritime passenger transport are prioritised.
- acquisition of new beach and bathing areas, also through the extension of the coastline. Specific sections of the coastline should be landscaped as sustainably as possible.

- Protection of the environment is achieved by reducing pressure on the coast and sea, and by strengthening resilience to the effects of natural disasters, water pollution and the consequences of climate change (water resources management measures and maritime management measures for water protection, coastal protection, infrastructural zoning, solutions for the use of renewable energy sources and other assets, sustainable landscaping, establishment and preservation of floodplains, measurement, and information systems for environmental monitoring, etc.).
- Integrating natural elements into spatial planning, as a form of design enrichment, to provide natural shading and create a more pleasant microclimate.
- Priority spatial developments are directly connected to contact with the sea, such as swimming, moorings, water sports, nautical activities, etc. and are complemented by new facilities and installations (e.g. for sea liner and tourist passenger transport, city lighthouse, diving park, water sports centre, water canals, etc.).

2.2.5. Municipal Spatial Plan of the Municipality of Ankaran (Vision)

The strategic part of the municipal spatial plan defines the following objectives:

- a high quality of life, with carefully designed and programme-rich living spaces, high-quality job opportunities and the preservation of natural and cultural heritage.
- The settlement of Ankaran: a centre that is recognised in the wider region in terms of its programmes, functions, structure and design; a high quality of life with an emphasis on the development of central activities, sustainable transport systems, a green settlement system integrated with the surrounding landscape, the restoration of degraded areas and efficient space management.
- The natural and transitional coastline will be recognised, and degraded areas will be restored to a high-quality landscape area. Views of the sea from the urban and hinterland areas of the municipality are preserved. The recognisable landscape framework of the settlement (agricultural cultural landscape and natural forest) is preserved and enhanced.
- Visual character and identity: Ankaran will become a vibrant settlement, free of industrial and degraded areas, with an integrated green system, renewed areas in terms of programmes and functions, attractive public spaces and the siting of well-designed neighbourhoods in the identified development areas. The heart of Ankaran will be its revamped city centre.

- Living in harmony with the natural and cultural landscape: a system of pathways from urbanised areas to open spaces, the interconnectedness of the landscape system. The coastline will be accessible to pedestrians and largely natural. Additional protection shall be provided for the fragile landscape of Debeli rtič. Spatial development will take cultural heritage into account as a development potential, but will not cause its degradation.

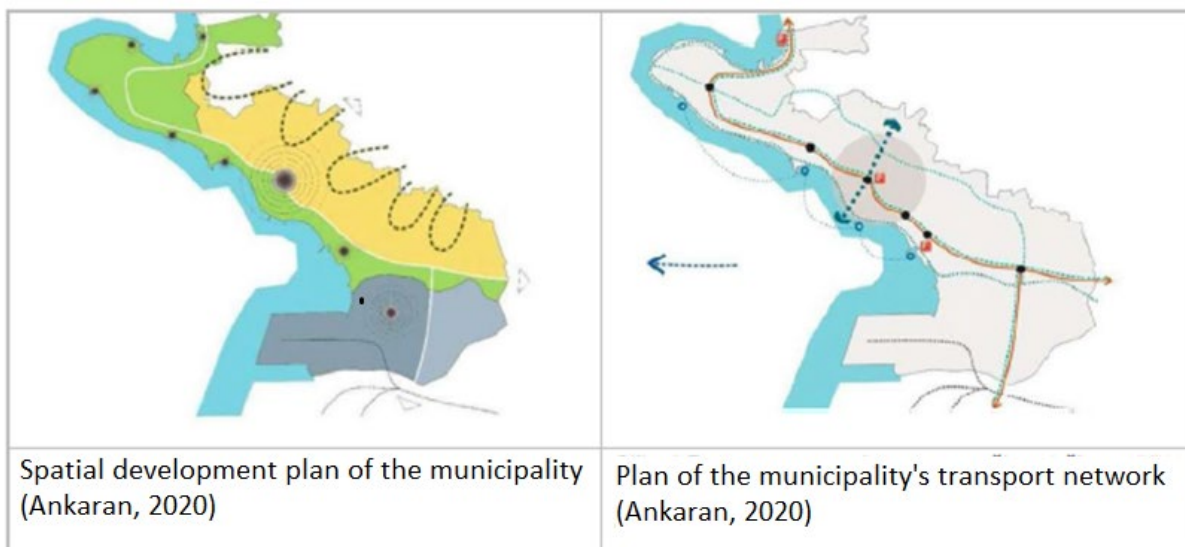


Figure 2: spatial development and transport network of Ankaran municipality

2.2.6. Municipal Spatial Plan of the City Municipality of Koper (Vision)

The draft document articulates the vision for the spatial development of the municipality through the following elements (those that relate more or less directly to the coastal area are listed):

Spatial development in the City Municipality of Koper is based on its main advantages, which stem from its geostrategic location along the main transport corridors, its location by the sea, its favourable climate, and its rich cultural and natural heritage.

The vision emphasises coherent spatial, social and economic development, while preserving and consolidating the qualities, comparative advantages and potentials of the area, the possibilities of installing public commercial infrastructure and taking into account environmental protection aspects.

Spatial development strengthens the spatial and cultural identity of the Istrian region by preserving and developing high-quality settlement structures, characteristic cultural landscapes, cultural heritage and naturally preserved areas.

Koper is an attractive municipality in terms of living and working, as it provides a healthy and high-quality living environment in the city and in the countryside, and favourable spatial conditions for (among other things) the development of tourism, sports and leisure activities.

The City Municipality of Koper is resilient to climate change, and has implemented measures to

adapt to and mitigate the effects of climate change, to manage and preserve green spaces as mitigators of climate change impacts, to preserve agriculture, to supply drinking water, and to reduce the vulnerability of the area and the exposure of its inhabitants to risks and hazards.

The document defines objectives on two different levels: a general one and a sectoral one. The spatial development objectives of the City Municipality of Koper are:

- sustainable spatial development,
- the balanced development of the entire area of the City Municipality of Koper,
- increasing the attractiveness of the rural hinterland and reducing coastal densification,
- improving quality of life,
- rational use of space,
- preserving Istria's spatial and cultural identity.

Objectives related to Landscape:

- preserving the identity of the municipality's various areas by respecting and protecting their natural and cultural features, and including them in development projects in the context of sustainable use and identity building,
- sustainable use of the sea and the coastal strip; ensuring the compatibility of the different uses and functions of the coast and the sea; ensuring public accessibility to and along the coast (with some exceptions),
- preserve existing forest areas, in particular those that prevent land subsidence,
- prevent flooding or otherwise protect downstream areas from the harmful effects of erosion, and those which constitute important ecological corridors.

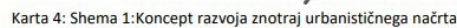


Figure 3: the concept of a system and green system within an urban plan

2.2.7. Municipal Spatial Plan of the Municipality of Izola (Vision)

The municipal spatial development objectives are defined with the aim of ensuring good living conditions and economic development, while at the same time taking care to preserve the qualities of the environment and the rational use of land and its spatial arrangements. The spatial development of the coastal area is guided by the following provisions:

- promoting the coherent development of the coastal area with common spatial development characteristics (comprehensive redevelopment of the coastal strip in the area of the municipality of Izola with connections to neighbouring municipalities, preservation of the characteristics of the sea and the seashore, preservation of cultural landscapes);
- developing nautical tourism and sports and recreational programmes (developing nautical tourism as a symbol of Izola's maritime tradition and sports and recreational programmes as well as infrastructure, which will contribute to reducing

seasonality and developing programmes in the hinterland, such as thematic walking trails, horseback riding, etc.)

- ensuring the sustainable and coordinated use of the sea (municipal berths, tourist ports, commercial ports, public transport ports, waterways, bathing waters, natural qualities, cultural heritage),
- Preserving natural and cultural qualities,
- Ensuring proper integration of natural and cultural qualities in the management of natural resources and land (including by developing tourist offers linked to cultural qualities such as Kaštelir, Strunjan, etc.).
- Strengthening cooperation between neighbouring municipalities in preserving natural and cultural qualities (coastal cultural landscapes, sea and coast, Strunjan cliff),
- Spatial development that is adapted to spatial constraints (directing spatial development away from areas threatened by natural or other disasters (mainly erosion and flooding), improving the protection of areas threatened by natural or other disasters (tidal flooding, storm water flooding).

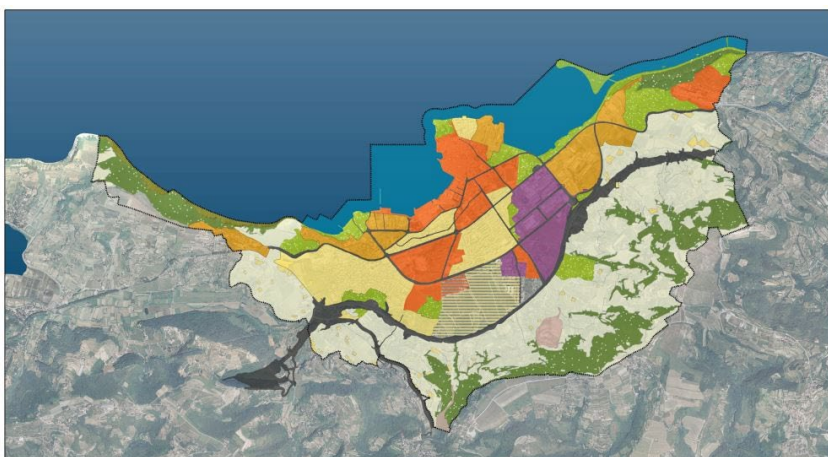


Figure 4: Detailed Land Use Concept for the Municipality of Izola (Locus d.o.o.)

2.3. Comparison between the visions and objectives of strategic spatial documents at national, regional and local level

The table below compares the elements of the visions/objectives of the different strategic spatial documents previously discussed. The comparison is intended to identify the elements/content that appear most frequently in the documents. The identified elements were used as a basis in the process of formulating a development vision for the coastal zone between Lazaret/Italian border and Izola.

Document/ Topic	SPRS2050	MSP	RRP21- 27	TUS Koper	Municipal Spatial Plan of Ankaran	Municipal Spatial Plan of Koper	Municipal Spatial Plan of Izola
Quality of life	+++		++	++	++	++	++
Visibility and identity	+++		++	++	++	++	++
Development of maritime transport	++	+	++			+	
Development of the Commercial Port of Koper	++	+	++			+	
Fisheries conservation	++	+					
Protection of valuable natural features	++	++	+	+	+	+	+
Protection of cultural heritage	++	++	+	+	+	+	+
Achieving a good environmental status		++					
Landscape protection	+++	+	+	++	+	+	+
Climate change adaptation	+	++		+	+		+
Strengthening green infrastructure	++			++	+	+	+
Preserving the coast in its natural state	+	++			+	+	
Easing the environmental burden on the coast	+	++		+	+	+	
Providing space for maritime activities	+	++		+			

Table 1: Comparison between the visions and objectives of strategic spatial documents at national, regional and local level

Main findings:

- All the strategic documents identify ensuring a quality of life and strengthening the visibility and identity of life in their visions and overall objectives;
- Most of the documents also highlight the protection of valuable natural features, the protection of cultural heritage and landscape protection as well as adaptation to climate change;
- Preserving the natural, undeveloped coastline also features among the objectives in most documents,
- Maritime transport and the commercial port of Koper are identified as key development factors in documents at national and regional level and by the City Municipality of Koper,
- Relieving the coast of environmental burdens and strengthening green infrastructure are also high on the list of priorities.

2.3.1. Definition of the vision and development objectives for the spatial development of the coastal strip

Part of the process of formulating spatial planning documents (including MSPs) is usually the formulation of a vision, which briefly outlines the main purpose or ambition of the overall planning process, drawing on current trends, drivers and spatial context, as well as the preferences of key stakeholders.

Spatial planning of the coastal strip requires a shared vision and objectives for spatial development, with a view to a coordinated approach to the management of this area of outstanding importance, transcending municipal boundaries and fragmentation. The vision and common objectives will provide a framework for harmonising spatial planning at municipal level.

The visions defined in the various national strategy documents are more general in nature and therefore have limited applicability for focusing and guiding spatial development in smaller areas (in our case, the coastal strip along the Bay of Koper).

In the strategic municipal spatial planning documents (Municipal Spatial Plan - strategic part), the visions/strategies and general objectives are focused on local issues, overlooking the potential for more complex, broader spatial solutions and synergies between them.

2.3.2. Methodology

In this paper, we have drafted a vision for the spatial development of the coastal strip along the Bay of Koper, taking into account the national and local inter-sectoral (spatial) strategies, as well as the views of local stakeholders. We have therefore defined a middle ground, a meeting point between the broader, more general (national) approach and the local, municipal one.

In the preparatory phase, we reviewed and summarised national-level strategic documents. We have prepared the elements needed to formulate a vision, based on broader, national definitions.

We then worked with local stakeholders to highlight the local perspective or local interests within the framework of these documents. To this end, we held a workshop with the stakeholders. It was carried out via Zoom on 26.2.2021.

The objective of the stakeholder workshop was to define a more detailed vision for the spatial development of the Koper Bay area, encompassing both the marine space and the coastal strip, based on elements from the visions of the national documents and discussions with stakeholders.

The vision was then used as a starting point for the definition of spatial development objectives and priority actions, which already outline the projects that will help to move closer to the vision and achieve the objectives.

The elements of the vision for the spatial development of the coastal strip along the Bay of Koper, as identified in the framework defined by the national strategic documents, the Maritime Spatial Plan and in communication with local stakeholders, are as follows:

- achieving a good environmental status of the marine environment,
- the development of maritime transport and the port of Koper as an important pillar of the country's economy,
- the coexistence of different activities at sea and on the coast: the sustainable and coordinated implementation of activities connected to the sea (maritime transport, fisheries, mariculture, tourism, recreational activities, defence and protection),
- permanent preservation of nature, the coastal landscape and protection of cultural heritage.
- The coastal strip is the foundation of the quality of life and identity of the area, an interplay of green spaces and sports and recreational infrastructure, an area of sustainable mobility, preservation of nature, landscape and cultural heritage, in coexistence with the port and tourism.

- The inter-municipal coordination structure in place ensures that the concepts and solutions along the coastal strip are consistent and coordinated with each other.

Based on these elements, the vision as formulated in communication with the stakeholders is as follows:

**The Coastal Strip
is the foundation of the quality of life and identity of the area,
an area of green spaces, landscape, nature and cultural heritage,
that is traffic-free,
an area for sports and recreational activities,
coexisting with urban centres, the port and tourism,
co-managed by key stakeholders.**

The coastal zone is a fundamental feature of the area's identity and quality of life, an area of preserved landscape, natural and cultural heritage, an area of sustainable infrastructure, which coexists with urban centers, the port and tourism, an area of key stakeholder cooperation.

The vision includes important elements of coastal management and aims to strengthen the quality of life of the local population, thereby also indirectly supporting tourism. The emphasis is on the preservation of nature, cultural heritage, the coastal landscape and the green character of the area, as well as on sports and recreational activities and infrastructure. The coexistence of urban centres, the port and tourism is also an important element.

The port is also included in the vision, regardless of the fact that the area, as defined by the National Spatial Plan (NSP) with regards to the Port of Koper, is excluded from the MSP coastal strip. The area of the NSP is significant because its boundary areas and their uses are important for local communities or public use. This requires that the detailed planning of these areas be coordinated with the broader concept of spatial development of the coastal strip and coastal settlements.

The last element is stakeholder participation, the purpose of which is to ensure that spatial development is planned and managed in cooperation with all key stakeholders and within a common vision.

2.4. Analysis of the activities/use of the area

The analysis of the state of the coastal strip and contact areas was based on available sources. The key characteristics of the area and activities/uses of the coastal strip have been identified. The findings were validated with the stakeholders and updated where necessary.

We have identified the challenges of spatial planning in the coastal zone, which has guided our spatial development priorities and the following:

- Plans for the development of the coastal strip between Lazaret (border with Italy) and Izola.
- Programme concepts for the coastal area Koper (Žusterna) - Izola (Jadranka).

The main characteristics of the area and activities have been summarised from the following documents:

- Expert bases for the preparation of municipal spatial plans;
- Municipal spatial plans (adopted acts or draft acts, if not yet adopted);
- The expert basis Action Plan and Project Task for the Cooperative Planning of the Koper-Izola Coastal Zone, 2021. Studio Mediterana d.o.o., PS Prostor d.o.o.;
- Other sources (International projects, materials from ministries and public institutions, etc.).

A detailed list of the materials used can be found in the Literature section at the end of the study.

The analysis is structured in the following thematic chapters: Analysis of the activities/uses of the area, Analysis of the key strengths and weaknesses in the area, Identification of the key stakeholder interests.

2.4.1. Municipal Spatial Plans

Municipality of Ankaran

The Municipality of Ankaran was the first among the coastal municipalities to adopt its own Municipal Spatial Plan (October 2020). The Municipal Spatial Plan stipulates that no new areas intended for development are to be established in the coastal strip. Internal development of existing concentrated settlement areas is allowed for the operation of various programmes such as tourism, health, sports and recreation.

The Municipal Spatial Plan stipulates that the natural coastline must be preserved and that no encroachment is allowed. Encroachment on the built coastline is allowed only

in the rarest of circumstances, mainly in the context of restoring the existing situation. The Municipal Spatial Plan establishes the conditions for the establishment of sustainable forms of mobility. It highlights the focus of economic development, which will be based on the development of tourism, sports, health and educational activities. The Municipal Spatial Plan also provides for the preserved natural and fully accessible coastline to be recognised as one of the most distinctive features of the municipality. The restoration of degraded areas in this strip will improve the quality of the municipality's most valuable landscape area. Views of the sea from the urban and hinterland areas of the municipality are preserved and emphasised.

The land use designation as set out in the new Municipal Spatial Plan reflects this approach: south of Jadranska cesta, which runs parallel to the coast, the new Municipal Spatial Plan does not provide for new development land.

The City Municipality of Koper (draft)

The municipality has drafted and published the document and organised a public hearing, which has produced numerous valid comments and suggestions. Based on this, the municipality has prepared an updated draft. The spatial development objectives, which derive from the identified needs, strengths and challenges of the city of Koper, as defined in the draft Municipal Spatial Plan, are as follows:

- facilitating the development of activities that benefit from the city's geostrategic location by the sea (logistics and maritime transport, connectivity with the mainland, in particular as regards the commercial port),
- increasing the quality of sea-based recreational, water sports and tourism activities and integrated coastal zone management;
- strengthening activities that are vital for the development of the city, either as an extension of existing activities (Koper as a university town) or activities that have particular potential due to their location (development of sports, recreation and tourism activities throughout the year due to the favourable climate, complementary leisure programmes along the coast);
- improving the quality of living and working in the city by ensuring high standards of accessibility based on sustainable mobility, green spaces, publicly accessible coastal areas, improved public utility infrastructure systems, etc.

The larger part of the (wider) coastline in Koper is covered by the National Spatial Plan for the Integrated Spatial Development of the International Transport Port of Koper, as well as the building land of the already urbanised areas of Koper and Žusterna (up to the exit of Krožna cesta). In accordance with the MSP, no coastal strip is established for these areas. Nevertheless, below we provide information on the basic intended use of the land: the coastal strip is intended

- for specific areas (tourism, sports centres - Marina Koper, Žusterna, Žusterna bathing site),
- green areas (Koper city beach, Bonifika city park, coastal park under Markovec),
- traffic areas (piers, mandrač, Pristaniška cesta, Semedela promenade, coastal road Koper - Izola),
- residential area (Žusterna - Molet).

Municipality of Izola

The Municipal Council adopted the Municipal Spatial Plan in 2021, but it was rejected in a referendum. The revised/amended version of the Municipal Spatial Plan is not likely to introduce any changes in the part related to the spatial planning of the coastline, as the reasons for its rejection were related to other areas.

Objectives of the Municipal Spatial Plan:

- promoting the coherent development of the coastal area with common spatial development characteristics (comprehensive redevelopment of the coastal strip in the area of the municipality of Izola with connections to neighbouring municipalities, preservation of the characteristics of the sea and the seashore, preservation of cultural landscapes)
- developing nautical tourism and sports and recreational programmes.
- Priority areas for the development of settlements and other activities:
- In accordance with the integrated development of the settlement network, the town of Izola and the seafront will continue to be the main driver of development in the municipality.
- An important development area of Izola is the coastal zone, which will be connected to the neighbouring municipalities through green coastal areas, with due regard for the rational use of land and the vulnerability of the area and the environment, and will contribute to the overall coastal character of Slovenia.
- The city will promote intensive urban development, characterised by a high concentration of residential buildings and service, supply and manufacturing activities. Particular emphasis will be placed on the integration of sports and recreational activities into the urban environment.
- The tourist offer of Izola will be oriented towards valorising the cultural heritage of the old fishing town, with reference to tourist products connected to the coast and the sea, and to various forms of accommodation. It will be complemented by health tourism and a sports and recreation programme. In addition to the cultural heritage, the exceptional natural qualities of Izola's coastline and sea must be given a high priority in spatial development.

As defined in the Municipal Spatial Plan, the sea is a core spatial and experiential quality of the municipality. The promenade along the entire coastline of Izola, which continues in the neighbouring municipality, is one of the main attractions and an important competitive feature in the Slovenian and cross-border area. The coastline will continue to be publicly accessible, providing various programmes in the urban area and the Viližan coast area, and will remain undeveloped in the protected areas (landscape park and nature reserve).

The basic land use of the area under review: The coastal strip is intended for

- specific areas (tourism - Ruda, cloverleaf interchange and Istrska cesta),
- green spaces (Jadranka area, the cliff),
- traffic areas (coastal road Koper - Izola),

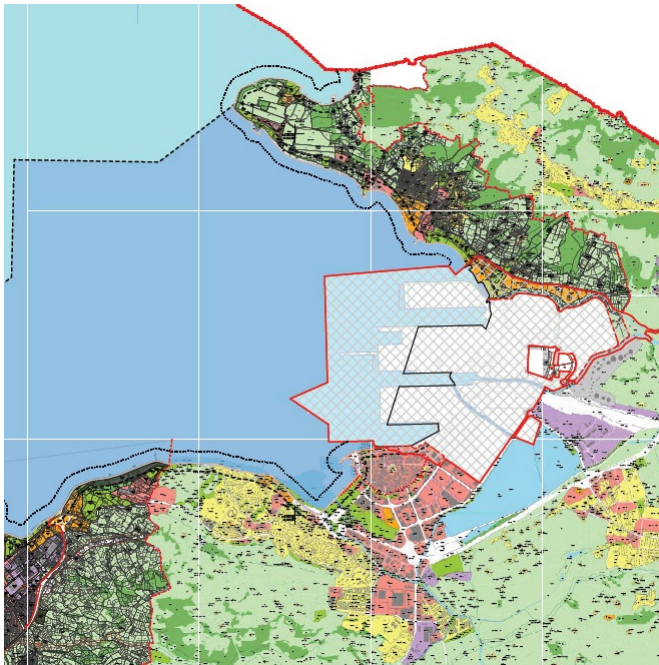


Figure 5: Map: Land use designations in municipal spatial plans

2.4.2. Koper Commercial Port (Luka Koper)

Over the last decades, the port has become the most state-of-the art port in the northern Adriatic.

It is one of the most important economic players and generators of economic activity in the region.

In 2018, more than 24 million tonnes of goods were transhipped through the port. In recent years, the port has been among the first in the Mediterranean in terms of car transshipment and among the first in the Adriatic in terms of container traffic.

	2021	2020
General cargo	1 126 786	945 807
Containers	9 703 404	9 268 843
Cars	1 094 326	998 201
Bulk and loose cargo	5 565 585	4 987 215
Liquid cargoes	3 331 065	3 323 068
TOTAL	20 821 166	19 523 133

Tabela 1: Ship transhipments in 2020 – 2021

(Source: <https://www.luka-kp.si/wp-content/uploads/2022/02/statistika-pretovora-2021-20.pdf>)

A National Spatial Plan (NSP) for the Integrated Spatial Development of the International Transport Port of Koper has been adopted for the port area.

The MSP stipulates that the areas of the NSP are excluded from the coastal strip and thus their development is not subject to the provisions of the MSP. Nevertheless, the development of the peripheral areas should be coordinated with the Municipalities of Ankaran and Koper, as these are areas and activities that are in the public interest.

The spatial developments that are part of the national spatial plan are divided into internal zoning districts:

1. the area of the Port of Koper: The onshore part of the harbour, the maritime part of the harbour;
2. the peripheral areas along the harbour: contact area between the port and the city of Koper, commercial zone near the external truck terminal, a technology park, an area of alternative habitats and watercourse management, the Ankaran sports and recreation centre, a petrol station, the area of the Slovenian Armed Forces, the park of St. Catherine, the water sports area and municipal moorings of St. Catherine, the shoreline on the northern end of the third pier, the Ankaran pumping station.

The National Spatial Plan also provides for the accompanying spatial planning of road, rail, maritime, utilities and energy infrastructure.

The integrated development of the coastal strip requires, in particular, the planning of the peripheral areas along the harbour, such as the contact area between the harbour and the city of Koper (integration of these areas into the city), the area of replacement habitats and watercourse management in Ankaran (integration of these areas into the green space system of the settlement), the Ankaran Sports and Recreation Centre, the

area of the Slovenian Armed Forces (including the park of the former health resort, with the status of a valuable natural feature of local significance), the park of St. Catherine and the water sports area and municipal moorings of St. Catherine, (both areas are important in terms of the development of the recreational infrastructure of the town), the shore on the northern edge of Pier 3.



Figure 6: Map: The national spatial plan (NSP) for the Integrated Spatial Development of the International Transport Port of Koper

2.4.3. Urban waste water discharge and treatment

Ankaran

A public sewerage network is in place, which provides for the discharge of wastewater and rainwater, and connects to the Koper Central Wastewater Treatment Plant, in the area of the Port of Koper. The majority of the sewerage network is a combined sewerage system. At present, 78% of the entire population is connected to the network, with the remainder using septic tanks or small sewage treatment plants. The areas of Debeli rtič - bathing site, Debeli rtič - health resort, Valdoltra and St. Catherine have their own pumping stations.

A small number of users located in the area of St. Catherine are still not connected to the municipal water supply and treatment system.

Koper:

The issues concerning the hinterland of the Žusterna bathing site have been known for many years. The area above the bathing site is densely populated, and most of the waste water is discharged and mixed with rainwater, with only around 30 houses being connected to septic tanks. In the immediate vicinity of the bathing site, there is a torrent stream which, when it rains, funnels rainwater from the hinterland into the sea. Before

the start of the bathing season, the City Municipality of Koper had arranged for the pre-emptive collection of septic tank sludge along the coast of Žusterna, as well as the cleaning of the torrent bed up to the outlet and the levelling and concreting of part of the torrent bed at the outlet to the sea. A secondary sewerage system has been partly installed, with the laying down of connections for two buildings that have so far not been connected to the public sewerage system, and a conceptual design with hydraulic calculations for the reconstruction and separation of the combined sewerage system in the entire hinterland area gravitating towards the Žusterna bathing site is currently being prepared. Due to the potential for overflow of faecal water and its mixing with rainwater in the event of heavy rainfall flowing into the sea via the torrent channel, bathing in the immediate vicinity of the torrent's outlet into the sea has been prohibited for the entire bathing season and the area is signposted accordingly.

2.4.4. Traffic infrastructure

From the CHESTNUT (CompreHensive Elaboration of STrategic plaNs for sustainable Urban Transport) project report, we have extrapolated the key findings of the analysis phase that are relevant for the development of the coastal strip:

The Municipality of Ankaran

The national road (Jadranska cesta), which runs the length of the municipality of Ankaran, is particularly congested in the summer season, when parking spaces are scarce and the number of cyclists increases. In the municipality of Ankaran, there are approx. 12 registered public parking areas. Parking spaces in the centre of Ankaran are relatively busy all year round.

Public passenger transport: There is a regular public passenger transport line (along Jadranska cesta) and a summer public passenger transport bus line running along Jadranska, Regentova and Srebrničeva roads, St. Catherine's and the Debeli Rtič bathing area. The minibus operates circular routes.

There is no maritime public transport, except in summer when a bus service runs between the bathing areas. There are suitable piers for landing ships at St. Catherine, at the Adria campsite and in Valdoltra.

Bicycle traffic: The lack of a developed bicycle network makes it impossible for cyclists to travel safely across the municipality, which encourages the use of private cars (with all the consequences for the coastal area).

Walking: There are several zones in the Ankaran area that are fully or limitedly accessible for pedestrians (the area of the Port of Koper, the area of the Valdoltra

Hospital, etc.). The settlement of Ankaran itself is relatively well equipped with pedestrian areas, especially its western part.

Pedestrian traffic in the coastal strip: A particular concern is the lack of pedestrian access to the coastal strip, which is either inaccessible or difficult to access for pedestrians. There is also a complete absence of pedestrian facilities for persons with reduced mobility.

Traffic arrangements in the Debeli rtič Landscape Park

The most important factors endangering the valuable natural features and biodiversity of Debeli rtič are related to the intensive overtourism to the area in spring and especially in summer. During the summer months, daily traffic through the park increases by 45%. There are also frequent incidents of illegal parking along the regional road or on green or agricultural land.

City Municipality of Koper

Motor and stationary road traffic: Motor traffic on the city's roads and streets runs relatively efficiently, with congestion in the morning and afternoon rush hours. The Port of Koper is also a major source and destination of road traffic throughout the year. The once heavily trafficked southern bypass has now been replaced by the Ankaran road, especially for heavy transport vehicles. Stationary traffic in Koper is catered for by both paid parking and free parking areas.

Public passenger transport: In the municipality of Koper, public passenger transport is provided by bus. The city bus service operates on 8 routes in the area of Kampel, Šalara, Semedela, from Markovec to the hospital, Olmo, Žusterna, the railway station and the city centre (market, Brolo Square, Maritime Passenger Terminal).

Maritime passenger transport: There is no public passenger transport, but as part of the Crossmobi project, a line was set up during the summer months connecting Ankaran, Koper, Izola and Piran, which was very well received by passengers.

Pedestrian traffic: Pedestrian areas in the historic centre are divided into car-free pedestrian areas and pedestrian areas with limited local vehicular traffic, where deliveries, emergency vehicles, etc. are allowed. Verdijeva and Čevljarska streets and Tito square are the only areas in the city centre exclusively reserved for pedestrians, with Kidričeva and Garibaldijeva streets now also being pedestrianised.

The Municipality has previously carried out a comprehensive redevelopment of the waterfront area of the city: Pristaniška street and the Northern Bypass, where the traffic regime for motor vehicles has been converted from two-way to one-way, with a large part of the road reserved for pedestrians. The Semedela promenade and the Kopališko

nabrežje seafront have been redeveloped, expanded, reinforced and fitted with new facilities.

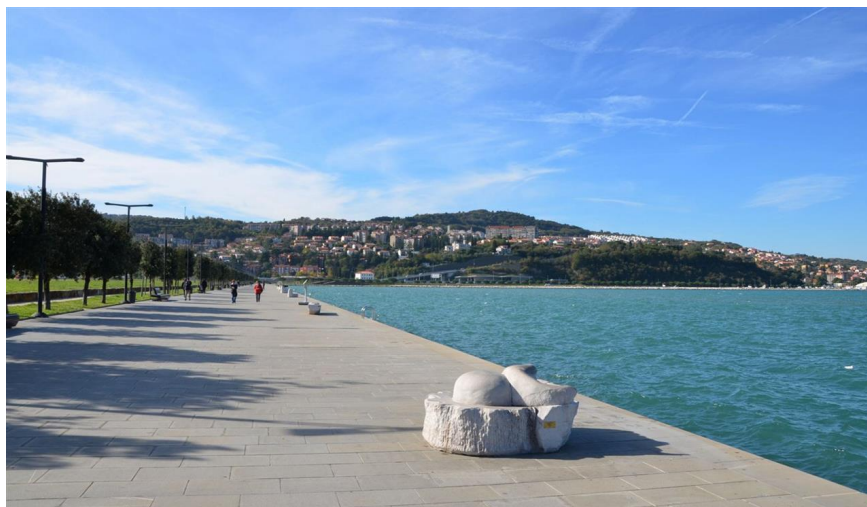


Figure 7: Semedela promenade

Source: <https://www.geago.si/sl/pois/9435/semedelska-promenada>

The seafront park between the Badaševica estuary and Žusterna extends the promenade towards Izola with its pedestrian walkways. This has already resulted in a beautifully arranged promenade stretching along a large part of the waterfront. Improvements are required at some specific points. A particular challenge for pedestrian traffic in Koper is the altitude difference between the city centre and the town areas on Markov hrib (Markovec, Žusterna, Semedela). A panoramic lift, similar to the one opposite the maritime passenger terminal, could be a suitable solution.



Figure 8: The seafront park between the Badaševica estuary and Žusterna

Source: <https://n1info.si/novice/slovenija/foto-slovenija-dobiva-nov-obmorski-park/>

Coastal road between Žusterna and Izola: With the construction of the Markovec tunnel and the exclusion of this section of the expressway from the vignette system, the necessary conditions have been put in place to prohibit motor traffic along the coast between Žusterna and Izola. The now minimally trafficked road has thus been decongested and pedestrianised with a cycling and pedestrian promenade. The section between Žusterna and Krožna cesta road remains problematic, as it is still open to (one-way) traffic. The road takes valuable spaces away from pedestrians and cyclists. The large car park below Markov hrib also occupies areas that could be used for other purposes: a seaside park or bathing areas.



Figure 9: Krožna cesta still open to (one way) traffic

The Municipality of Izola

Motor and stationary road traffic: The traffic regime in Izola's city centre and coastal strip restricts motor vehicle traffic with vehicle weight limits and speed limits, and there are a number of areas with low traffic, where pedestrian, cyclist and motor vehicle traffic is combined. Parking regimes vary. There are both car parks with no parking restrictions, car parks with time restrictions, paid parking areas and car parks with combined parking restrictions. In general, there are no significant issues with car parking in Izola. At present, there is a public car park in the historic town area on Veliki trg square, which seems counterintuitive, as this area should be reserved for people.

Public passenger transport: Public fixed-route passenger transport in Izola operates as transit transport between Izola's various urban centres and outside the city, as there is no urban public transport as such in the city of Izola. Bus service frequency is highest in the urban part of the Municipality, and much lower in the hinterland.

Pedestrian traffic: Public traffic areas vary in terms of how well they are designed and equipped for traffic and for pedestrians. In Izola, the entire old town centre is largely a low-traffic area, with a speed limit of 10 km/h. Between the Jadranka campsite and the municipal border, the coastal road has been converted into a cycle path and pedestrian promenade with minimal intervention. The cloverleaf interchange at Ruda is problematic, as it no longer serves its function now that the coastal road has been closed to traffic. The current traffic regime reduces the area of the seafront promenade.

Bicycle traffic: The municipality of Izola has been developing its cycling network over the past decade. The highest number of cyclists (based on traffic counts) is recorded at the Jadranka campsite on the Parenzana cycle route, which continues towards Koper. The results of the counts suggest that more cyclists in the city are cycling for recreational purposes than for daily commuting. This is particularly noticeable during the tourist season, when the weather becomes more suitable for outdoor activities.



Figure 10: Cycling route between Koper and Izola - Porečanka/Parenzana

Source: <https://zbirnik.si/zakaj-obalno-cesto-vracajo-ljudem/>

2.4.5. The coastline

There is a natural coastline in the Municipality of Ankaran in the area of Debeli rtič (narrow beach formed by abrasion, sandy).



Figure 11: Cliff



Figure 12: Cliff 2

The area of the City Municipality of Koper and the Municipality of Izola (as far as the old town centre) is virtually without a natural coastline. Nevertheless, the rock armour stretching from Semedela to Izola represents an important habitat for marine organisms.



Figure 13: Rock armour between Koper and Izola (Photo by: S. Mezek)

2.4.6. Bathing waters, bathing areas

Bathing waters are waters in which people bathe, where it is expected that a large number of people will bathe or where water is directly used for bathing area activities.

The government determines a bathing water area on the basis of relevant legislation. The bathing area also includes the adjacent coastal land.

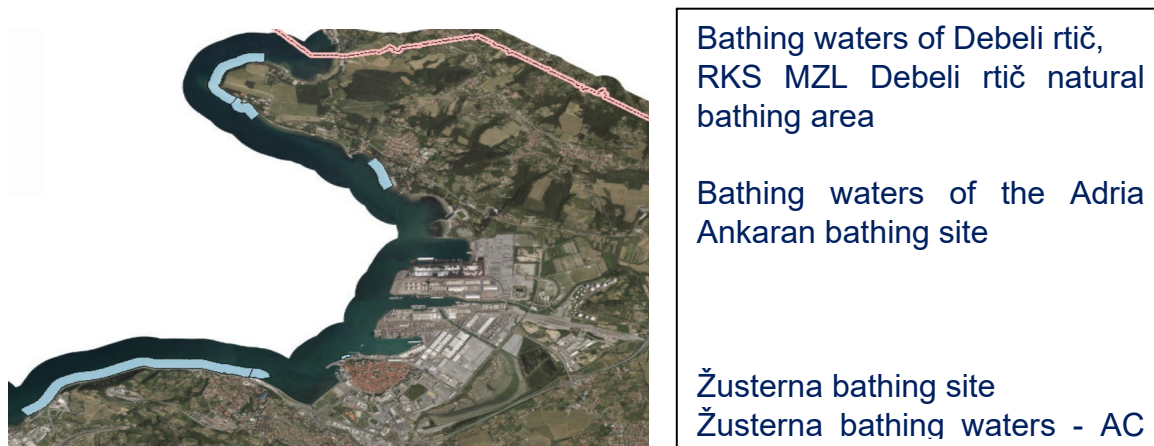


Figure 14: Bathing waters

The following descriptions were compiled from the available materials (Ministry of the Environment and Spatial Planning: Bathing Water Profile) and supplemented with our own observations.

Ankaran:

Bathing waters of Debeli rtič:

The area is located on the Debeli rtič promontory, which extends into the Gulf of Trieste. The western side is marked by precipitous cliffs facing the sea, and at the base is a narrow beach formed by abrasion, which is entirely natural, either rocky or sandy. The steep cliff walls make access to the sea difficult and only possible right by the waterside or through the few access routes that are available. The ecological status of the water body is very good. The bathing water status is that of a bathing area.



Figure 15: Debeli rtič (Photo by: S.Mezek)



Figure 16: Debeli rtič bathing area (Photo by: S.Mezek)

RKS MZL Debeli rtič natural bathing area:

is located on the western part of the Milje peninsula. The RKS Youth Health and Summer Resort is surrounded by lush Mediterranean vegetation and numerous vineyards. The meticulously landscaped Mediterranean park area features numerous beautiful playgrounds, a sandy beach and two piers for bathers. It is an area with shallow waters and a rocky shoreline (mixed, flysch bedrock) - abrasion type. The ecological status of the water body is very good. The bathing water has been granted a water licence for bathing activities in accordance with the water regulations.



Figure 17: RKS MZL Debeli rtič natural bathing area (Photo by: S. Mezek)



Figure 18: RKS MZL Debeli rtič natural bathing area 2 (Photo by: S. Mezek)

Bathing waters of the Adria Ankaran bathing site:

The complex features a sandy beach and access to the sea from a floating pier. There is also an Olympic-size pool, a children's seawater pool and a wellness area. The water is easily accessible for people with disabilities. The waterfront consists of sand, and concrete structures.



Figure 19: Adria Ankaran bathing site (Photo by: S.Mezek)

City Municipality of Koper:

Koper city beach: The city beach is located in the very centre of Koper. The bathing site is enclosed by a net to ensure safety and keep the water clean. The bathing site is a well-equipped beach; part of the beach is covered with pebbles, which also cover the bottom of the designated sea part of the bathing area. There is plenty of natural shade and facilities for disabled persons. Access to and into the water is very child-friendly, as the water is quite low along the shore. The bathing site also has two piers.



Figure 20: Koper city beach (Photo: S.Mezek)

Semedela bathing area (Seaside Park): the area is not officially classified as a bathing water area. The park was opened to the public earlier this year, and it has attracted large numbers of bathers. The area is landscaped, with an old pine tree avenue along the walkway leading to Žusterna providing shade for the visitors. There is a large parking area right next to the park, which ensures that the area is very popular. There are two temporary restaurant facilities on site with toilets.



Figure 21: Semedela bathing area (Seaside Park) (Photo by: S. Mezek)

Žusterna bathing site: it consists of a natural bathing area and a swimming pool. There are two rafts with attached ladders in the seawater, which provide a playground for the kids. Most of the bathing site is covered with concrete, but there is also a grassy area under the shade of pine trees along the fence. There is a sandpit and a playground for children to play in.



Figure 22: Žusterna bathing site

The coast between Koper and Izola:

Žusterna bathing waters - AC Jadranka The bathing area stretches from the natural bathing beach of Žusterna to the Jadranka campsite and is a popular spot among locals. Swimming is allowed in the entire area, and many bathers tend to opt for the Molet harbour (mandrač). The area is easily accessible, especially by bicycle, as it is located along the Parenzana cycle path between Koper and Izola. There are two small parking areas at the exit of the Krožna road onto the coast, and a larger one in the Ruda area, making it accessible by car. A section of the seabed in the bathing area is covered by meadows formed by the flowering seagrass *Posidonia*.



Figure 23: Žusterna bathing waters - AC Jadranka, Photo: S. Mezek

Bathing water quality

The microbiological quality of marine bathing waters has been consistently very good for many years, with virtually no traces of the indicator bacteria *Escherichia coli* and intestinal enterococci in most water samples.

In 2021, 20 (95.2%) bathing waters (out of 21 bathing waters in total)

again received an excellent quality rating, with the exception of Žusterna (4.8%), which, due to the extreme pollution in 2019, remains merely adequate.

Valuable natural features

Valuable natural features shall encompass all the natural heritage in the territory of the Republic of Slovenia. In addition to rare, valuable or well-known natural phenomena, a valuable natural feature shall be any other valuable phenomenon, a component or part of living or non-living nature, a natural area or part thereof, or an ecosystem, landscape, or designed landscape. With the system for the protection of valuable natural features, the conditions for the conservation of the characteristics of valuable natural features or natural processes generating or preserving these characteristics and the conditions for the restoration of valuable natural features shall be ensured.

The following valuable natural features of national importance can be found in the coastal zone along the Bay of Koper:

- Debeli Rtič - cliff with the sea,
- Ankaran - coastal marsh at St. Nicholas,
- Žusterna - Posidonia bed.

Valuable natural features of local importance:

- The Bay of St. Bartholomew - reedbeds,
- Debeli Rtič - cliff,
- Valdoltra - park,
- Debeli rtič - remaining oak forest,
- Debeli rtič – park,
- Ankaran - park of the former health resort,

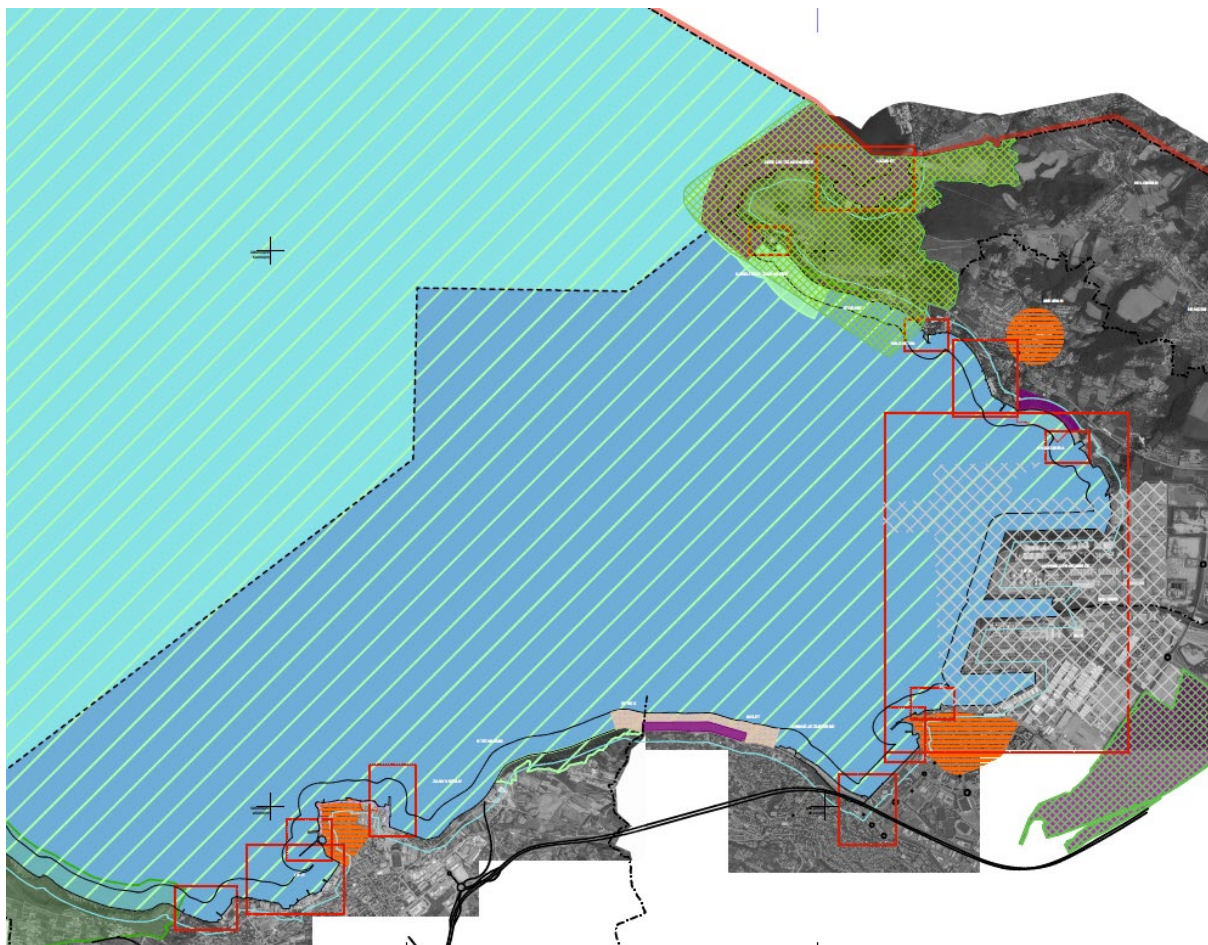


Figure 24: Summary card: Natura 2000, Ecologically Important Areas, Valuable Natural Features, Protected areas (Source: Mioko Studio, dr. Ljudmila Koprivec, Endrigo Miojević)

Two protected areas are present in the area:

- Debeli rtič Landscape Park,
- Skocjanski zatok Nature Reserve



Figure 25: Protected areas

Source: Nature Conservation Atlas of Slovenia, <https://www.naravovarstveni-atlas.si/web/profile.aspx?id=NV@ZRSVNJ>

Ecologically important areas: An ecologically important area shall mean the area of a habitat type or a part thereof or a larger ecosystem unit that significantly contributes to biodiversity conservation. The area features the following valuable natural features:

- Open sea and tidal areas: The northernmost part of the Mediterranean Sea, with a great diversity of plant and animal species and habitat types.
- Debeli rtič: A seashore with a flysch cliff and abrasion terrace and extensive shallows with a wide variety of solid and muddy seabed habitat types.

A habitat for rare and endangered species of flora and fauna (e.g. the common seagrass, noble pen shell).

- St. Nicholas Shallow and muddy seashore near Ankaran, covered with a patch of sea rush; the only confirmed *Centaurium spicatum* and *Linum maritimum* (sea flax) habitat in Slovenia.
- Rižana - estuary:
- Žusterna: Seabed between Koper and Izola, directly along the coastal road, habitat of the *Posidonia*,
- *Cymodocea nodosa* and endangered species habitat (e.g. Noble pen shell)
- Ecologically important areas

Source: Nature Conservation Atlas of Slovenia, <https://www.naravovarstveni-atlas.si/web/profile.aspx?id=NV@ZRSVNJ>

An area of special protection - Natura 2000 area shall mean an ecologically important area that is important within the territory of the EU for the maintenance or achievement of a favourable status and other animal and plant species, their habitats and habitat types. Areas of special protection form the European ecological network named Natura 2000.

- Debeli rtič:
cliffs on the NW and SW shores of the Debeli rtič peninsula and the seabed in front of the westernmost part of the cape.
- Qualifying species and habitat types: Sandflats permanently covered by a thin layer of seawater
Annual vegetation of drift lines, Vegetated sea cliffs of the Mediterranean coasts with endemic *Limonium* spp.
- Debeli rtič:
The area includes the inner part of the Bay of St. Bartholomew and the area of water in front of Debeli rtič. Due to the very flat shoreline, the area is characterised by a wide intertidal zone and a very shallow upper infralittoral

zone with well-developed algal vegetation and meadows of *Cymodocea nodosa*.

Just before the extreme end of the cape, there is a sandbank formed offshore, which is permanently covered by a thin layer of seawater and borders in its southern part on a prominent underwater reef. The Bay of St. Bartholomew, which is the location of the edible mussel farms, is an important roosting site of the European shag.

- Qualifying species and habitat types: *Phalacrocorax aristotelis desmarestii* (European shag).

- Ankaran: St. Nicholas

The area between St. Catherine and St. Nicholas, just south of Ankaran, with a muddy, marshy and shallow seashore and an extensive area of sea rush, forms a rare habitat type - the Mediterranean salt meadow.

The habitat is characterised by two halophytic species: the sea flax, for which this is one of the two known habitats in Slovenia, and the *Centaurium spicatum*, which is only found in this area in Slovenia.

A thicket of narrow-leaved ash, a type of floodplain forest that is rare in Slovenia, grows on the edges of the area.

Mudflats and sandflats not covered by seawater at low tide have formed at the sea-land. interface.

- Qualifying species and habitat types: Mudflats and sandflats not covered by seawater at low tide, Mediterranean salt meadows (*Juncetalia maritimi*)

- Žusterna - Posidonia bed

The habitat of the *Posidonia* extends over a one-kilometre-long strip, about 50 m in width, from Žusterna to Izola.

The meadow is not homogeneous, but rather consists of patches of different sizes, which cover the sandy and silty sections of the seabed.

The available data suggest that, apart from a modest remaining patch of the meadow at Gradež measuring approximately 2 m², this is the only habitat of the *Posidonia* in the Gulf of Trieste.

- Qualifying species and habitat types: *Posidonia* beds (*Posidonion oceanicae*)



Figure 26: Natura 2000 sites (Source: Nature Conservation Atlas of Slovenia, <https://www.naravovarstveni-atlas.si/web/profile.aspx?id=NV@ZRSVNJ>)

Cultural heritage

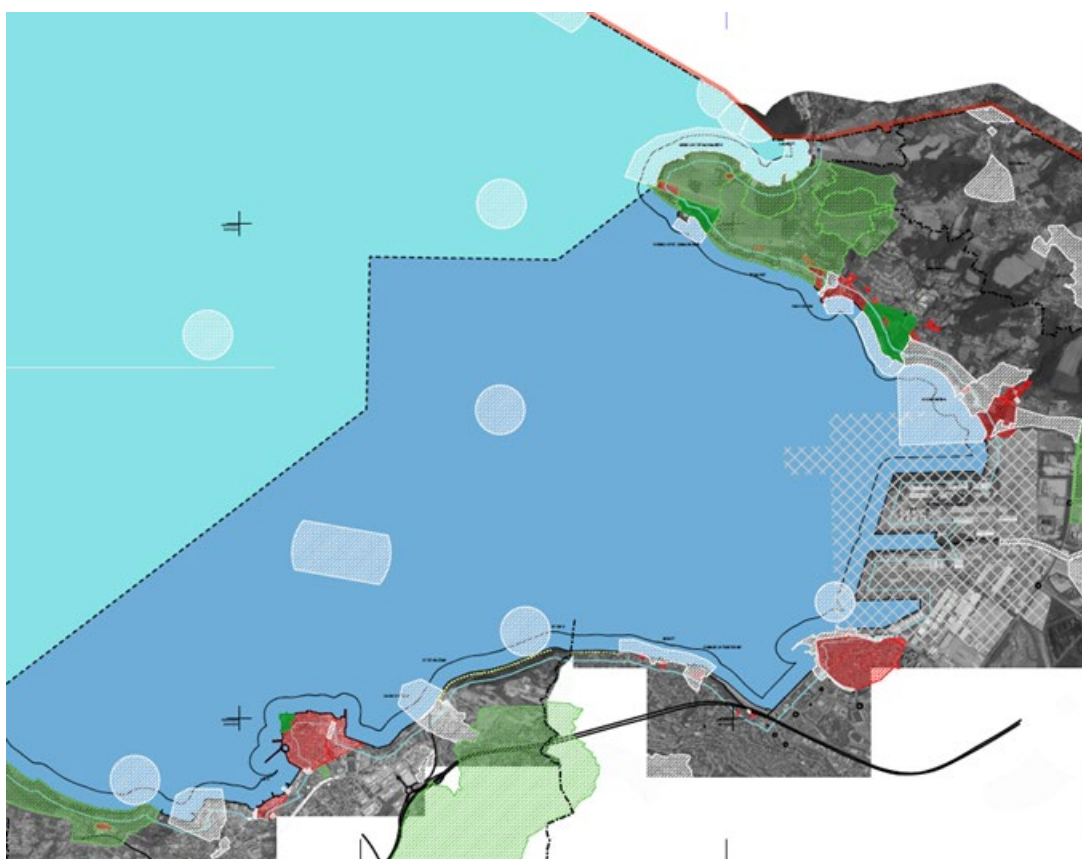


Figure 27: Cultural heritage in the coastal strip of the municipalities of Ankaran, Koper, Izola (Source: Mioko Studio, dr. Ljudmila Koprivec, Endrigo Miojević)

The following cultural heritage units are located in the Municipality of Ankaran:

Heritage registry number	NAME	REGIME	SUBREGIME
29416	Cargo raft Konji II	archaeological sites	underwater sites
1303	Bay of St. Bartholomew	Archaeological heritage	land sites, underwater sites
30564	Estate Jadranska cesta 77, Gavardo Estate	Profane built heritage	
15085	Debeli rtič	Cultural landscape	
28550	Fortified gun emplacements at Debeli rtič	Memorial heritage	
28136	Arboretum Debeli rtič	Garden-architectural heritage	
30590	Bread oven	Ethnological heritage	
15676	Ankaran - cypress tree grove	Garden-architectural heritage	
30000	Vacation home Jadranska 39	Profane built heritage	
30563	Villa Vinogradniška pot 9	Profane built heritage	
17045	Farmhouse on Jadranska cesta 33	Cultural monument	
1332	Valdoltra sites,	Archaeological heritage	
28556	Valdoltra Hospital	Profane built heritage	
12282	Villa Jadranska 31a	Profane built heritage	
17059	Villa at Jadranska cesta 29	Profane built heritage	
30618	Building at Jadranska cesta 84	Profane built heritage	
30619	Valdoltra Hospital outbuilding	Profane built heritage	
305992	House at Jadranska cesta 66	Profane built heritage	
1330	Hotel Adria Convent	Archaeological heritage	
1422	St. Nicholas Monastery	Cultural monument	
22709	Monument to Aleš Bebler	Heritage	
29698	St. Catherine	Archaeological heritage	
1331	Internist hospital,	Archaeological heritage	
30591	House at Jadranska cesta 15	Profane built heritage	
17092	Ankaran - Health Resort for Pulmonary Diseases	Profane built heritage	
14408	Melioration area	Profane built heritage	
17056	Summer Manor Jadranska 11	Profane built heritage	

Between Ankaran and Žusterna:

Heritage registry number	NAME	REGIME	SUBREGIME
13925	Bonifika	Cultural landscape	
29080	Bonifika	Archaeological heritage	
8266	Koper - Salt warehouse in Bošadraga	Profane built heritage	

243	Houses at Ribiški trg 9, 10, 11 and 12	Profane built heritage	
1995	Koper - Salt warehouse at Izolska vrata	Profane built heritage	
236	Archaeological site Koper	Archaeological heritage	
8319	Harbour Master's Office	Profane built heritage	
29407	Koper Bay - Barka Luka	Archaeological heritage	
235	Koper's historic centre	Monument of local importance	
255	Muda City Gate	Monument of local importance	
242	House at Gramscijev trg 4 and 5	Monument of local importance	
4352	Archaeological site Levji grad	Archaeological heritage	
21643	City walls in Pristanška ulica	Monument of local importance	
30843	Archaeological site Semedela cemetery	Archaeological heritage	
1420	Church of Our Lady of Health	Sacral built heritage	
17074	Hotel Istrska 61 in Žusterna	Profane built heritage	
1434	Memorial plaque commemorating the victims of the fascist regime	Monument of local importance	

In the area between Žusterna and the Jadranka campsite in Izola:

EŠD	NAME	REGIME	SUBREGIME
193	Izola - old town	monument's impact area	
7220	Izola - Archaeological site of Viližan	monument	
15679	Koper - Pine tree avenue	heritage	horticultural and architectural heritage
17032	Koper - Žusterna archaeological site	Archaeological site	
17060	Koper - Hotel Žusterna	heritage	architectural heritage
17061	Koper - Villa Istrska 97 in Žusterna	heritage	architectural heritage
17062	Koper - Villa Istrska 99 in Žusterna	heritage	architectural heritage
21615	Gulf of Koper - The Rex shipwreck	Archaeological site	
24504	Izola - Pine tree lane between Koper and Izola	heritage	horticultural and architectural heritage
28309	Koper - Villa Istrska 83 in Žusterna	heritage	architectural heritage
28580	Koper - Trieste-Poreč railway line from Žusterna to Prove	heritage	architectural heritage
28582	Koper - Rižana Water Works	heritage	architectural heritage
28597	Izola - Trieste-Poreč railway line from Prove to Viližan	heritage	architectural heritage

28598	Izola - Rižana Water Works	heritage	architectural heritage
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The cities of Koper and Izola are cultural monuments of local importance, and the studied area partly extends into the monuments' zone of influence.

At the sea-land interface, the Izola monument - Archaeological Site of Viližan - is a protected archaeological heritage site.

Archaeological heritage: The Municipality of Ankaran is the location of the units Bay of St. Bartholomew, Debeli ritič, Valdoltra, Hotel Adria, Internist Hospital, Bonifika and St. Catherine. The City Municipality of Koper

Built heritage in the coastal strip: The general guidelines provide the legal basis for the protection of cultural heritage, guidelines for the integrated conservation of cultural heritage, sources of spatial and conservation data on cultural heritage, guidelines for the planning of spatial development and guidelines for the assessment of the impacts of the spatial planning act on cultural heritage and archaeological sites in the context of the integrated environmental impact assessment procedure.

3. The key findings of the analytical phase are the following: strengths, weaknesses

Based on the studied materials and consultations with stakeholders, a list of key strengths and weaknesses related to the coastal strip spatial planning was prepared:

3.1. Nature:

- Strengths:

- Rich presence of valuable natural features,
- Established protected areas (Debeli rtič Landscape Park, Škocjanski zatok Nature Reserve).

Weaknesses:

- Insufficient expertise on submarine habitats and species,
- Inadequate infrastructure in protected areas,
- Potential conflicts between Natura 2000 sites and future land uses in the coastal strip.
-

3.2. Cultural heritage:

Strengths:

- Presence of a rich cultural heritage in the coastal strip,
- Potential for integrating cultural heritage into the tourist offer.

Weaknesses:

- Insufficient expertise and unexplored archaeological cultural heritage,
- Untapped potential for integrating cultural heritage into the offer of the coastal area,
- Lack of funding for the renovation of cultural heritage.

3.3. Environment:

Strenghts:

- Bathing water quality is generally good and the ecological status of the sea is very good,
- Infrastructure for urban waste water discharge and treatment in place,
- A well-functioning system of municipal utility services (waste collection and disposal, cleaning of public areas, maintenance of green spaces),
- Monitoring of the ecological status of the sea is in place,

Weaknesses:

- The unfinished sewerage system in Žusterna poses a threat to the quality of bathing water, which has caused problems on several occasions in the past,
- Unfinished sewerage system in the area of St. Catherine in Debeli rtič.

3.4. Activities: Port of Koper:

Strenghts:

- The Port is a powerful generator of local development and employment,
- Good port development outlooks and ambitious development plans,
- A willingness to work with local communities on spatial and environmental issues,
- The Port is investing in environmental protection and has drafted the Strategic Guidelines for the Development of the Port of Koper d.d. in the Environmental Field until 2030.

Weaknesses:

- Outstanding issues regarding the management of contiguous areas with the Municipality of Ankaran and the City Municipality of Koper;
- the increase in shipping traffic to Koper port and the resulting underwater noise pollution, as well as the disturbance of the seabed (sediment lifting) caused by ship propeller jets, are also harmful to marine organisms,
- the impact of the port on air quality, noise, light pollution, flushing of polluted waters from port areas,
- the negative impacts of dredging on the marine environment –

3.5. Activities: Traffic:

Strenghts:

- Successful implementation of car traffic decongestion of the coastal traffic lane (road between Koper and Izola),
- The redevelopment of the coastline between Koper and Izola into an attractive public space is an example of successful redevelopment of a degraded area with positive impacts on nature, the environment and the availability of public spaces,
- a comprehensive redevelopment of the waterfront area of the city of Koper; the Semedela promenade and the Kopališko nabrežje seafront have been redeveloped, expanded, reinforced and fitted with new facilities,
- Study on the establishment of a multimodal sustainable mobility scheme in the coastal area.

Weaknesses:

- Pressure of car traffic on the coastal strip (roads, car parks)
- Insufficient infrastructure for sustainable mobility in the coastal strip (footpaths, cycle paths, other infrastructure),
- Access to the coastal strip, in some areas either inaccessible or difficult to access for pedestrians,
- daily traffic through the Landscape park Debeli rtič very dense, which threaten the ambiantal integrity of the park,
- section between Žusterna and Krožna cesta still open to (one-way) traffic, which takes valuable spaces away from pedestrians and cyclists,
- the large car park below Markov hrib occupies areas that could be used for a seaside park or bathing areas,
- cloverleaf interchange at Ruda is problematic, as it no longer serves its function, the current traffic regime reduces the area of the seafront promenade,
- untapped potential for maritime passenger transport.

3.6. Activities: Tourism:

Strenghts:

- The potential of the coastal strip to contribute to the development of sustainable tourism,

- A wealth of valuable natural features, cultural heritage and attractive coastal landscapes,
- The coastal area between Koper and Izola has a great potential for the development of an attractive public space for recreation (pedestrian promenade, cycling, swimming, presentation of nature and cultural heritage),
- The expansion and diversification of tourism products disperses the pressure of tourism over a wider area than just the coastal strip;

Weaknesses:

- Inadequate and dilapidated bathing infrastructure,
- Crowded bathing areas in the summer season,
- Car parks occupy an attractive space - potential for new bathing facilities,
- Tourist pressure on parts of the coast with protected valuable natural features;
- Seasonality of pressures on the coastal area;

4. Recording development initiatives/interests

Initiatives were recorded on the basis of the adopted municipal spatial planning acts (Landscape Design of the Municipality of Ankaran, the adopted Koper-Izola Coastal Management Plan and the Izola Municipal Development Plan). The list has been updated following communication with representatives of the municipalities of Ankaran, Koper and Izola. The development initiatives (private and public) were checked for compatibility with the vision and key objectives of the development plan for the area and included in the concept design.

4.1. Municipality of Ankaran:

The Municipality is committed to preserving the natural sections of the coastline, the natural and cultural landscape, especially Debeli rtič, the outstanding features (e.g. cliffs) and important building blocks such as forests. The Municipality aims to preserve and enhance the coastal strip as the most natural part of the Slovenian coastline and to improve its accessibility. It aims to promote activities that contribute to the visibility of the municipality and are sustainable.

The proposals from key stakeholders and businesses relate to areas within existing development land. More notable is the plan of the Valdoltra Hospital to extend its development land to the west of the existing development land. The area is located within the Urban Development Plan of Ankaran.

Another important development to consider is the intention of the Debeli Rtič Youth Health Resort to build within its grounds.

The programme mentioned by Camping Adria Ankaran is located in the area impacted by the Urban Development Plan of Ankaran and is quite an ambitious undertaking.

The holiday resort on Debeli rtič under the management of the Ministry of the Interior will continue to be used for leisure, recreation, rehabilitation, and training activities for the Ministry of the Interior's employees, within the limits of the available spatial capacities.

The Centre for School and Extracurricular Activities (CŠOD) is seeking to develop the area underneath the road for the implementation of outdoor school programmes with new wooden huts, on the existing terraces, and in two larger roofed facilities (dining room, classroom) for groups of up to 70 people.

The development of the Port of Koper as a strategic project of national importance is being developed in the framework of the NSP. The area is not included in the Ankaran Landscape Design Area, with the exception of the northern part of the NSP.

The port development programme was adopted by the Government of the Republic of Slovenia. The programme is drawn up in conjunction with the concept design of the port's planned spatial and infrastructural development. It also outlines the implementation schedule. The programme covers investments in existing and new port infrastructure inside and outside the concession area (although still within the scope of the National Spatial Plan). Most of the development projects are related to the transshipment of containers and automobiles, which are identified as strategic in the development documents. In addition, three new berths are to be provided on the extended first pier, with new storage and handling areas, operational quays, sea dredging along the container quay/pier. The project also foresees the construction of new warehouses and a parking garage for 6000 cars. There will also be infrastructure to power the ships from the shore.

Initiatives submitted by the public

The sports associations programme and the proposed sports activities area are located in the coastal strip, in areas designated for nature conservation and for cultural heritage preservation. There are plans to redevelop existing degraded areas and to upgrade existing sports activities.

A proposal has been put forward for the siting of a 7000 m² sustainable campsite in the Debeli rtič cultural landscape area.

4.2. City Municipality Koper

Development of a road, cycle and pedestrian connection between Jadranska cesta and the Srmin roundabout. The Regional Development Programme for the Coastal-Karst Region for the period 2021-2027 identifies an inter-municipal/regional project for the development of footpaths along the entire length of the coast. Part of the path will run along Železniška cesta between the Ankaran roundabout and the roundabout with Ankaranska cesta in Koper. The arrangement should be compatible with the function and design of the entire coastal walkway..

Extension of the Mokra mačka bathing site - up to the fishing pier: there is a shortage of bathing facilities in Koper, which are very busy in summer. It might therefore be worthwhile to consider removing the car park on the main pier and converting it into a public area that could be used as a bathing area in the summer.

Vertical connection - Markovec public elevator: The terrain configuration makes pedestrian access to the Markov hrib residential area from the centre of Koper difficult and unappealing. An elevator with adequate capacity would solve the problem and increase the attractiveness of walking between Koper and the Markovec residential area.

The Žusterna bathing site serves both locals and tourists. The bathing facility areas are in need of renovation, especially the pavements, green areas and the children's pool.

Coastal development between the Žusterna bathing site and the border with the municipality of Izola: following the closure of the coastal road between Žusterna (Krožna cesta) and Izola, the coastline was temporarily made into a public space. The municipalities of Koper and Izola are working on a coordinated integrated development scheme, mainly aimed at pedestrians, cyclists and bathers, in line with the requirements of the protection of valuable natural features, cultural heritage and landscape qualities.

4.3. The Municipality of Izola

Development of the coastline between the border with the City Municipality of Koper and the Jadranka campsite: as described above, the Municipality of Izola, in coordination with the City Municipality of Koper, intends to redevelop its part of the coastline into an attractive green recreational public space.

Development of the Jadranka campsite: the municipality intends to redevelop the area of the current campsite into an attractive green recreational area. Citizens' suggestions regarding the coastline between Žusterna and Izola (summary of the "Let's Draw the Coast" workshop): the coastal road is perceived as a place of relaxation and sports and recreation, especially activities such as cycling and swimming, followed by walking, rollerblading, using scooters and playing ball games on the beach. More than a third of the submissions also highlight nature and natural heritage, and just under a third highlight culture and cultural heritage.

5. General and specific objectives for the spatial development of the coastal strip

On the basis of previous work phases (Definition of the vision and development objectives for the spatial development of the coastal strip; Analytical phase), studied materials and consultations with stakeholders, general objectives and specific objectives were determined as a guide in the planning of the coastal strip.

In the next phase, projects, planned by municipalities together with other partners, were identified. Projects were checked for compliance with defined objectives.

Identified projects are listed in groups, together with the general and specific goals that the projects support.

GENERAL OBJECTIVES	SPECIFIC OBJECTIVES
Protecting the quality of the coastal space	Nature conservation Protection of cultural heritage Reducing the environmental impact of urban waste water on the sea
Strengthening the sustainable development of activities	Establishing a sustainable mobility system Development of sustainable tourism
Strengthening economic development	Development of the Commercial Port of Koper
Protecting people and property	Improving flood and erosion protection

The following is an overview of the identified projects/project ideas, grouped according to the general and specific objectives.

5.1. General objective: Protecting the quality of the coastal zone

5.1.1. Specific objectives: Nature conservation

Actions, projects:

- Preparation of the expert groundwork: Mapping of habitat types and species inventory of the entire development area between Koper and Izola

- Preparation of the expert groundwork: Preparation of an assessment of the carrying capacity of the marine environment and the coastlines
- Integrated development of a valuable natural feature: Ankaran - former health resort park,
- Park infrastructure: Information center of the Debeli rtič Landscape Park

5.1.2. Specific objectives: Protection of cultural heritage and coastal landscapes

Actions, projects:

- Conducting preliminary archaeological research to identify measures for the protection of the archaeological heritage
- Arrangement of the in situ presentation of the archaeological heritage
- Restoration of the pumping station at the Ankaran bonifika, restoration of the community brick oven on Jadranska cesta
- Renovation of the Libertas salt warehouse
- Bastion - restoration of the premises of the fort itself and part of the walls

5.1.3. Specific objectives: Reducing the environmental impact of urban waste water on the sea

Actions, projects:

- Construction of infrastructure for urban waste water discharge and treatment:
- Reconstruction of the pumping station and pressure pipeline of the MZL RKS Debeli rtič and the public bathing site Debeli rtič
- Construction of a secondary sewage system in Žusterna/Molet (agglomeration 2018 Koper)

5.2. General objective: Strengthening the sustainability of activities

5.2.1. Specific objectives: Mobility in the coastal strip:

Actions, projects:

- Construction and improvement of pedestrian infrastructure in the coastal strip
- Establishing systems to improve vertical mobility
- Cycling infrastructure in the coastal strip
- Feasibility study for a common parking policy and measures to reduce parking congestion in the coastal strip
- Establishment of a P+R system at multimodal points in the coastal strip of the three coastal municipalities, parking facilities at the entry points to the city and their integration into public passenger transport and cycling networks.
- Feasibility study for the introduction of maritime passenger transport along the Slovenian coast with connections to Trieste and Umag
- Maritime passenger transport infrastructure

5.3. General objective: Supporting economic development

5.3.1. Specific objectives: Commercial Port of Koper

- Projects in line with the Port of Koper Development Programme 2021-2025

5.3.2. Specific objectives: Supporting sustainable tourism development

- Development of the main coastal pedestrian walkway
- Development of the Koper-Izola coastal strip
- Construction of an international maritime passenger terminal in Koper
- Complete redevelopment of the Žusterna/Koper bathing area

5.4. General objective: Protecting people and property

5.4.1. Specific objectives: Flood and erosion protection

- Projects in line with the Climate Change Strategy and Action Plan (which will be presented to public by the end of 2022).

6. Spatial development concept

The spatial development concept of the coastal strip is derived from the previously defined vision and goals of spatial development. It summarizes the solutions from the municipal spatial plans (in the parts relating to the coast), taking into account the guidelines from the Maritime Spatial Plan of Slovenia. At the same time, the concept also takes into account identified projects that support the realization of individual goals of the spatial development of the coastal zone, as mentioned above.

The concept summarizes the land use maps (from the adopted Ankaran Municipal Spatial Plan and from the working materials for the municipal spatial plans of the City of Koper and the Municipality of Izola). The concept also integrates the scheme of a multimodal system of sustainable mobility, professional bases and views of stakeholders. Spatial integration was carried out by spatial planning experts of Mioko Studio, Dr. Ljudmila Koprivec and Endrigo Miojević.

6.1. Spatial development concept for the coastal strip:

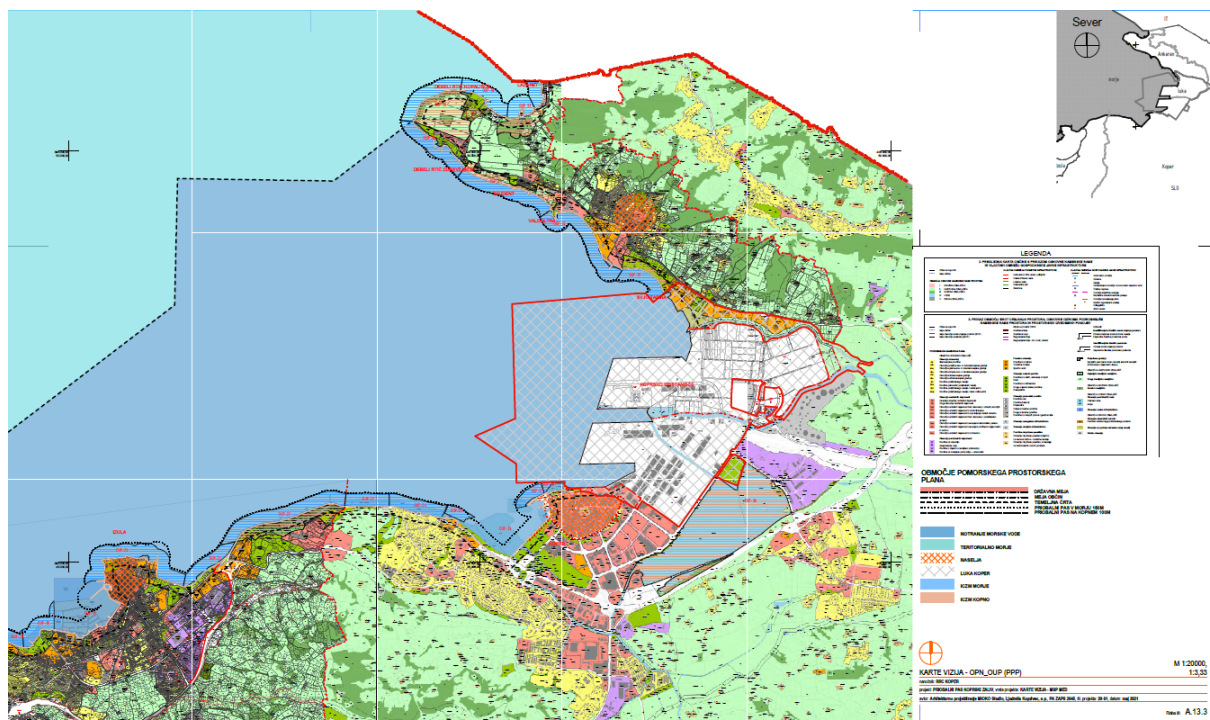


Figure 28: Spatial development concept for the coastal strip (Land use)

(Source: OPN Municipality Ankaran, OPN working materials Municipality Koper, Izola)
Elaborated: MIOKO Studio, dr. Ljudmila Koprivec, Endrigo Miojević)

The concept ensures that the urbanisation of the coastal zone is kept within its existing limits and is not extended to new areas. Settlement development is envisaged within the boundaries of the existing settlements, where the urban functions of the settlements and the public utilities infrastructure are adequately developed. In these areas, changes or additions to the programme and design are possible.

Central activities in Ankaran: In the area from the centre of Ankaran to the coast, a central/main pedestrian promenade is envisaged to connect the town to the sea. Central activities are to be located along the promenade to provide services to the settlement and its inhabitants: an underground parking garage, a commercial and services centre, an administrative centre (local and national administrative services), a health centre, a pharmacy, a daytime activity centre and a day centre for seniors, a home for the elderly, assisted living and a mobility system for the elderly, a cultural centre and a library, a learning centre for practical technical and nautical training for young people. A central pier, Ankaran (Adria), will be built on the southern part of the central pedestrian promenade, providing a new entry point to Slovenia's fourth seaside centre from the sea, and will be used for domestic and international public passenger transport.

Ankaran Alpe Adria Convent tourist areas: this is the site of a former Benedictine monastery, which is now a central hotel structure and a cultural monument with a rich history. The complex includes detached villas and apartments in its immediate vicinity. The area borders on the central activities area to the east and the central healthcare activities area to the west.



Figure 29: Central activities in Ankaran (red), Alpe Adria Convent tourist areas (orange)

(source: OPN Ankaran)

Central healthcare activities area Orthopaedic Hospital Valdoltra: The area reserved for the expansion and development of the healthcare sector is located next to the existing hospital, with a planned extension of the building area to the west along Jadranska cesta (approximately 1.1 ha).



Figure 30: Central healthcare activities area Orthopaedic Hospital Valdoltra

(source: OPN Ankaran)

Central healthcare activities area RKS Debeli rtič Youth and Health Resort: comprises health and wellness facilities, accommodation for children and young adults (and their parents or guardians), indoor and outdoor sports facilities and other ancillary facilities, as well as a park and a bathing area. There is potential for health and social care activities, catering and sports and recreation activities. The area will be made accessible to the public, opening up the park area and allowing access to the waterfront. The park areas shall be preserved. Accommodation capacities of the Youth and Health Resort may be increased by adding extensions to or alternatively constructing new youth hostels up to P+2 floors.

Area for defence purposes outside settlements and other green areas: property of the Republic of Slovenia and used by the Ministry of Defence (MORS) and the Ministry of the Interior (MNZ), located within the Debeli rtič Landscape Park. The area is included under the tourism theme because it is designated for the development of eco-tourism and allows for the setting up of a quality eco-resort with a diversified offer (mobile eco-huts and glamping).



Figure 31: Debeli rtič (MORS, MNZ): Eko resort

(source: OPN Ankaran)

The area between Ankaran and Koper is earmarked for port activities, for which a National Spatial Plan (for the comprehensive spatial development of the international port of Koper) has been prepared.

The road connecting Ankaran and Koper and the route of the future coastal promenade pass through the area.

Koper: these are mixed-use settlements for central activities of various categories and housing. Along the coast, on the border with the Port of Koper, there are special areas for sports centres and a green area (the city bathing area). The main pier is currently used for parking, but after the parking area is closed, it will become a green area (with potential for bathing). Between Koper and Semedela, there is a pedestrian promenade along the seafront, and a green area - a park and a sports park.

Semedela: the settlement is a residential area, with a small part of the area adjacent to the coastal strip dedicated to central activities. The coastal strip between Semedela and Žusterna is dedicated to an area of green spaces (bathing park) and transport infrastructure: the road to Žusterna, a cycle path (Parenzana) and a pedestrian path (part of the pedestrian path along the entire length of the Slovenian coast), and a large car park, with the potential for redevelopment into a green space - a (bathing) park.



Figure 32: Coastal strip between Semedela and Žusterna

Žusterna: the settlement is a residential area, partly extending into the coastal strip. The centre of the settlement, which also lies in the coastal strip, is a special area (areas for tourism and a sports centre with a bathing site). Along the coast, a pedestrian promenade and a cycle path follow the route of the former coastal road. Along the border with the municipality of Izola, there is an area of green space above the road (vegetated steep slope) and an area of agricultural land above it (other agricultural land). These areas are potentially suitable for green spaces - a bathing park.

The cliff area between the municipal border and Izola/Jadranka is designated as forest land, with a cycle path and a pedestrian promenade along the coast. The areas next to the Merkur shopping centre are earmarked for tourism, while the areas parallel to the road are designated as a special area for a sports centre. The area of the current Jadranka campsite is dedicated to green areas - bathing site.

6.2. Traffic Management Design Concept

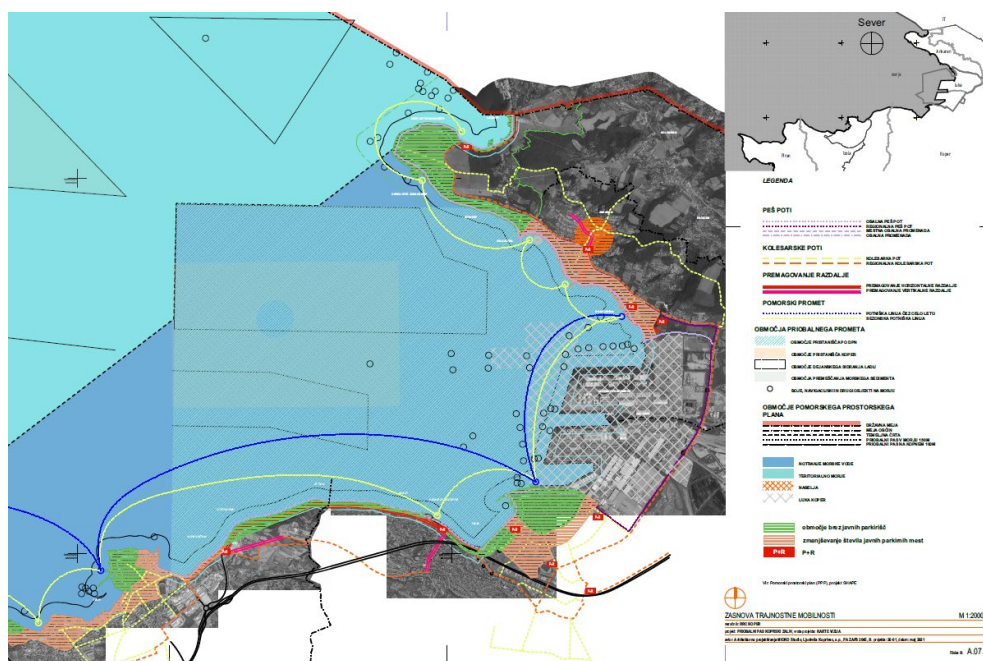


Figure 33: Map: Traffic Management Design Concept

Elaborated: MIOKO Studio, dr. Ljudmila Koprivec, Endrijo Miojević

The design concept is based on the transport study (Feasibility Study for Multimodal Transport Systems, PNZ d.o.o).

All the coastal municipalities share a common underlying objective, which is to develop sustainable mobility towards in increase in the use of public transport, more cycling

and walking, and a reduction in the use of private motorised transport. The Traffic Management Design Concept for the coastal strip is in line with this vision.

An important spatial planning measure within the concept of reducing motor traffic congestion on the coastal strip and in urban centres is the regulation and restriction of parking. The design concept implements areas with restrictive parking regimes: it introduces "green" and "yellow" zones into the space. In the "green" zones, a reduction of public parking spaces is envisaged, leading up to their eventual removal (with certain exceptions). Public passenger transport, cycling infrastructure with a bicycle rental system and pedestrian facilities are available for access to the "green" zones.

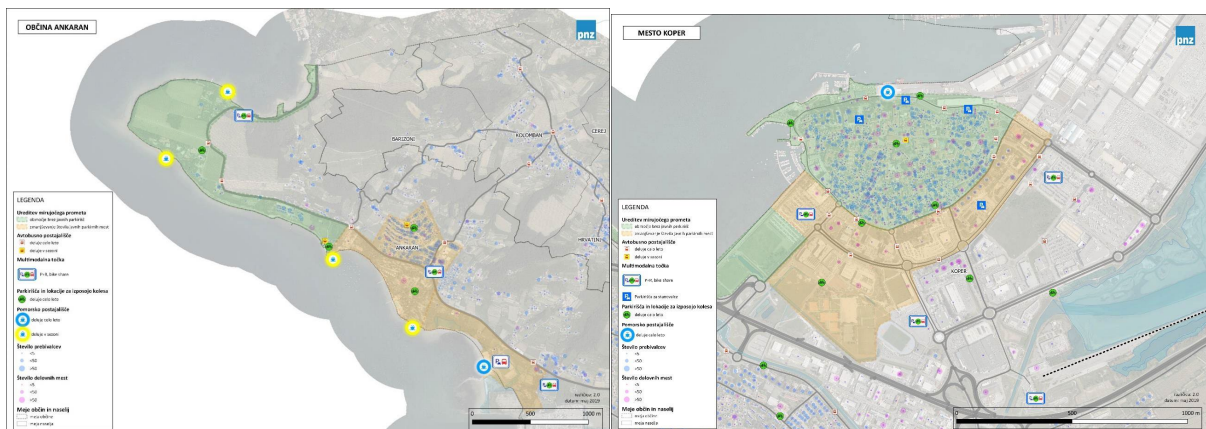


Figure 34: Map: Green and yellow parking zones in Ankaran and Koper

(Source: Trošt, D., PNZ d.o.o.: Feasibility study for multimodal transport systems, Transport Study. 2019)

In the "yellow" zones, the number of parking spaces will either remain the same or be reduced where necessary, with the possibility of paid short- and long-term parking. Multimodal transfer points will be established in these zones, allowing passengers to switch to other modes of transport for quick access to the "green" zone, i.e. the city centre or the coastal strip.

The "green" zones include the area of Debeli rtič between Lazaret and the Valdoltra Hospital, the area of the Koper city centre, the city park between Koper and Smedela and below Markovec, the area of the coast between Žusterna and Izola (Jadranka).

Design concept of the pedestrian walkway system: In both the "green" and the "yellow" zones, new pedestrian areas are planned, and existing areas are to be renovated or upgraded with systems designed to bridge significant differences in elevation. The plan includes the introduction of green traffic corridors, improving traffic safety, improving accessibility for people with reduced mobility, disabled people, senior citizens and families with young children.

A coastal walkway (promenade) is planned along the entire Slovenian coast. In accordance with the provisions of the MSP, the coastal walkway runs along the wider coastal strip, except in the areas of the protected port of Koper or in areas with physical constraints, in which cases the walkway is running around them. Due to safety and the protection of natural processes, the coastal promenade is not placed under cliffs, with the exception of the area of the coastal road between Izola and Koper.

The main coastal walkway is planned to start from the Lazaret border crossing along the national road through the Debeli rtič Landscape Park and the settlement of Ankaran to the roundabout with the exit to Koper, then along the Železniška cesta via the Bonifika viaduct to the roundabout with the Ankarska cesta (which leads to the entrance to the Port of Koper). Here the walkway splits into a footpath that leads to the historic centre of Koper, along Kopališko nabrežje, Pristaniška ulica and the Semedela pedestrian promenade to the mouth of the Badaševica river. The second branch leads around the historic centre of Koper – on the south side. From here it passes through the park to Žusterna, and then along the coastal road to Izola.

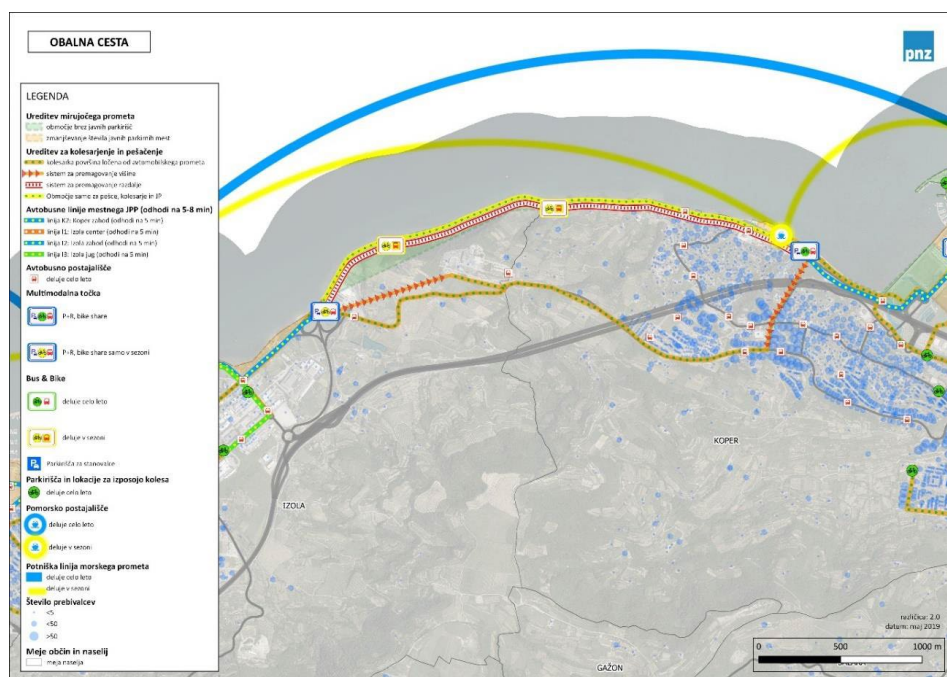


Figure 35: Map: traffic layout between Koper and Izola

(Source: Trošt, D., PNZ d.o.o.: Feasibility study for multimodal transport systems, Transport Study. 2019)

The main coastal walkway is connected to the footpath networks of the Debeli rtič Landscape Park, the settlement of Ankaran, the Škocjanski zapok Nature Reserve, and the settlements of Koper and Izola. Systems to improve vertical mobility are also foreseen in Ankaran (to the public bathing area of Center Slovenske Istre Ankaran and

the RKS Youth and Health Resort at Debeli rtič, as well as to the public bathing area Ankaran - Valdoltra East) and Koper (Markovec). In Izola, such a system is planned between Ruda and Bolnica.

Cycling Infrastructure Design Concept: The cycling trail runs along the main coastal walkway, from Lazaret to Koper, and on the coast between Koper in Izola. This trail connects to the cycling trails networks of Ankaran, Koper and suburban settlements, as well as Izola.

Multimodal and P+R point design: a P+R system will be set up at the locations of the multimodal points, car parks at the entrances to the city and their connection to the public passenger transport network (JPP) and cycling connections will be established. Three such points are planned in Ankaran: in the area of the Landscape Park, in the area of the Ankaran settlement and to the east of the area of St. Catherine. In the Koper area, five multimodal points are planned: by the railway station, the Planet Koper center, at the entrance to the Port, behind the market and along the coast to the east of Žusterna. In Izola, a multimodal point is planned in the Ruda area.

Maritime passenger transport: it is planned to set up a maritime public passenger transport system (JPP) between all the municipalities (with additional lines during the summer tourist season) and also in cross-border cooperation with Umag and Trieste. To set up maritime public passenger transport (JPP), the necessary infrastructure needs to be put in place. In the municipality of Ankaran, provision has been made for piers at Debeli rtič (along the northern coast (near the Ministry of the Interior complex) and the southern coast (near the RKS Youth and Health Resort), by the Valdoltra Hospital, in Ankaran and in the area of St. Catherine. In Koper, docking facilities are foreseen in the area of the old town and in the area of Žusterna.

Ankaran Alpe Adria Convent tourist areas: this is the site of a former Benedictine monastery, which is now a central hotel structure and a cultural monument with a rich history. The complex includes detached villas and apartments in its immediate vicinity. The area borders on the central activities area to the east and the central healthcare activities area to the west.

Central healthcare activities area Orthopaedic Hospital Valdoltra: The area reserved for the expansion and development of the healthcare sector is located next to the existing hospital, with a planned extension of the building area to the west along Jadranska cesta (approximately 1.1 ha).

Žusterna Hotel area: the Žusterna Aquapark consists of a hotel, a wellness centre with an indoor and outdoor swimming pool and a restaurant. The hotel has 140 rooms and can accommodate around 320 guests. The closing of the coastal road to traffic has made the hotel more attractive, as it opens up new opportunities for tourism development in the area.

PART 2: PROGRAMME CONCEPT FOR THE COASTAL AREA BETWEEN KOPER (ŽUSTERNA) AND IZOLA (JADRANKA)

1. Introduction

1.1. Activity Objective

A current example of coastal zone planning is the preparation of a spatial planning act for the coastal area between Koper (Žusterna) and Izola (Jadranka). The area constitutes an indivisible whole and therefore requires a coordinated approach to spatial planning. The municipalities of Koper and Izola have opted for the drafting of a joint spatial planning act - the Regional Spatial Plan - within the legal framework and have entrusted the Public Agency for the Promotion of Entrepreneurship and Development Projects of the Municipality of Izola with the coordination of the drafting process. The public agency is also an EUSAIR Facility point.

The preparation of the spatial planning act for this area is the first example of the implementation of the planning guidelines of the Maritime Spatial Plan at a lower, local level. Since the project concerns an important part of the Slovenian coastline, it is of great importance not only at local level but also at national level.

The contribution of the MSP MED project is the preparation of a Programme Concept for the area, which is an important part of the preparation of the spatial planning act. Based on the Programme Concept, an agreement was reached with the stakeholders to seek preliminary guidelines for the preparation of the Act from the key spatial planning institutions, the Institute of the Republic of Slovenia for Nature Conservation and the Ministry of Culture. These two bodies have provided preliminary guidelines or opinions on the Programme Concept, which was developed by the stakeholders as part of the process.

1.2. Subject Area

The wider area targeted by the action plan is the coastal zone between Koper and Izola, as a coastal corridor between the two neighbouring towns. The area is identified as a joint development area, based on its natural characteristics and its functional and programme features.

The narrower area of the project area concerns the coastal strip in the Municipality of Koper from the western part of the existing Žusterna beach to the municipal boundary and further in the Municipality of Izola up to and including the Jadranka campsite in Izola. The subject area is approximately 3.5 km long, of which 1.17 km in the Municipality of Koper and 2.33 km in the Municipality of Izola.



Figura 1: Coastal strip between Koper and Izola

Source: Google Earth:

(<https://earth.google.com/web/@45.54469947,13.69151418,99.60672188a,9257.25852875d,35y,0.0000279h,0t,0r>)

1.3. Methodology

The framework for the spatial development of the coast between Koper and Izola was developed in cooperation with stakeholders through a participatory process, which focused primarily on the spatial development of the wider area of the Bay of Koper, and in the second phase on the narrower area of the shoreline between Koper and Izola.

The first stakeholder workshop was organised on 26 February 2021. The scope of the work was to develop the vision, objectives and design elements for the entire area of the Bay of Koper. A second workshop was held on 20 May 2021. The second workshop aimed to define a Programme Concept for the development of the coastal area between Koper and Izola.

The Programme Concept was prepared in the context of the drafting of the Regional Spatial Plan for the coastal area between Koper and Izola. This is an implementing spatial planning act that is being drafted jointly by the municipalities of Koper and Izola. The coordinator of the drafting process is the Public Agency for the Promotion of Entrepreneurship and Development Projects of the Municipality of Izola, with a mandate from the municipalities.

During the preparatory phase for the second workshop, we registered and analysed the available material that provides a starting point for the definition of a Programme Concept for the coastal area between Koper (Žusterna) and Izola (Jadranka):

- the expertise of the spatial planning authorities,

- Expert material for the drafting of spatial planning acts, draft municipal spatial plans for the municipalities of Koper and Izola,
- Detailed municipal spatial plans of the municipalities of Koper and Izola,
- Conceptual designs and programme proposals, workshop outputs, public feedback,
- The Maritime Spatial Plan of Slovenia.

Based on our analysis of the above document categories, we have drawn up a more comprehensive list of programmes and presented it for discussion at the 2nd Workshop in May 2021.

The participants were briefed on the vision, objectives and spatial planning concept for the coastline along the entire stretch between the Italian border and Izola. Within this framework, we then identified the programmes/spatial arrangements and the Programme Concept orientations for the coastal area between Žusterna and Izola (Jadranka), taking into account the limitations set out in the above-mentioned available material.

2. ANALYSIS OF THE SITUATION

2.1. Traffic

During the analysis phase, we reviewed the available material concerning the area in question and summarised the key findings, which we present below by area.

Road Network

With the construction of the Markovec tunnel and the exclusion of this section of the expressway from the vignette system, the necessary conditions have been put in place to prohibit motor traffic along the coast between Žusterna and Izola (with the exception of the section between Žusterna and Krožna cesta).

From Žusterna to the junction with Krožna cesta, traffic is one-way in the direction of Koper. A public transport line runs along the road. Krožna cesta is a local road which connects to the residential area of Žusterna and Markovec and exits onto the coastal road. Within the Izola Municipality, motor traffic runs along the eastern entrance road to the Ruda area, connecting with the road to the Izola General Hospital and continuing towards Koper. The existing cloverleaf interchange has lost its function after the diversion of traffic from the coastal road and is currently only semi-operational. Both sections with ongoing vehicular activity are encroaching on the pedestrian promenade space, narrowing the space available to pedestrians and are inadequate from a spatial-functional point of view. The presence of a very high retaining wall at the exit of the Krožna cesta road onto the seafront is also visually problematic.

Cycle lanes

In 2017, the municipalities of Koper and Izola installed a cycle lane and a pedestrian walkway on the former road surface. The cycle lane runs through the entire area from Izola to Koper, connecting to other cycle lanes in Izola and Koper and to the Porečanka (Parenzana) trail.

Pedestrian walkways

A walkway also runs along the entire seafront of the subject area (between Koper - Žusterna and Izola - Jadranka) and connects to existing walkways and sidewalks in Izola and Koper. The sections between Žusterna and Molet and along Jadranka are problematic, as they narrow to accommodate car traffic along the route of the former coastal road.

Stationary traffic (car parks)

We have identified car parks in the vicinity of the subject area (within a 10-min walking distance), focusing on the car parks that are mainly intended for tourists visiting the seafront. In the municipality of Koper, the following car parks meet the above criteria:

- 12 P+R parking lot Ob Semedeli (271 parking spaces),
- 13 Parking lot Ob Mandraču (86 parking spaces),
- 15 Žusterna car park (500 parking spaces),
- 17 Molet car park (18 parking spaces).

The total capacity of the car parks meeting these criteria is 875 parking spaces. Parking lots 14 and 16 were not included due to the difference in elevation (walking uphill in the summer heat is not very appealing).

This summer, the lower part of Krožna cesta has been converted to one-way traffic, with one lane redesigned as a car park.

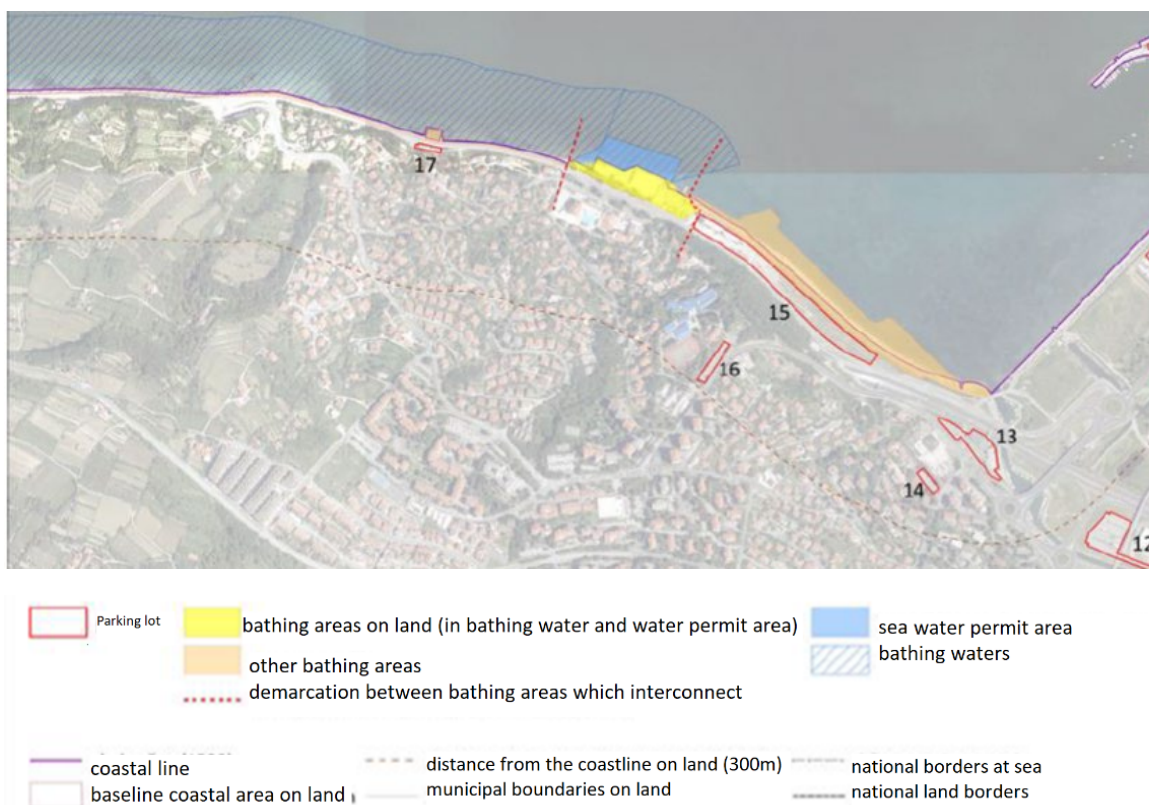


Figure 2: stationary traffic



Figura 3: New parkings on the Krožna cesta

In the municipality of Izola, the following car parks meet the above criteria:

- 1 Parking lot Pri Rudi (81 parking spaces),
- 2 Mehano car park (53 parking spaces),
- 3 Parking lot Pri pokopališču (11 parking spaces),
- 4 Parking at Pri ladjedelnici (96 parking spaces),
- 5 Ladjedelnica car park (370 parking spaces),
- 6 Stadion car park (70 parking spaces),

The total capacity of the car parks meeting these criteria is 681 parking spaces. The parking spaces on the municipal plot next to Mehano and in the Ruda area have not been taken included.

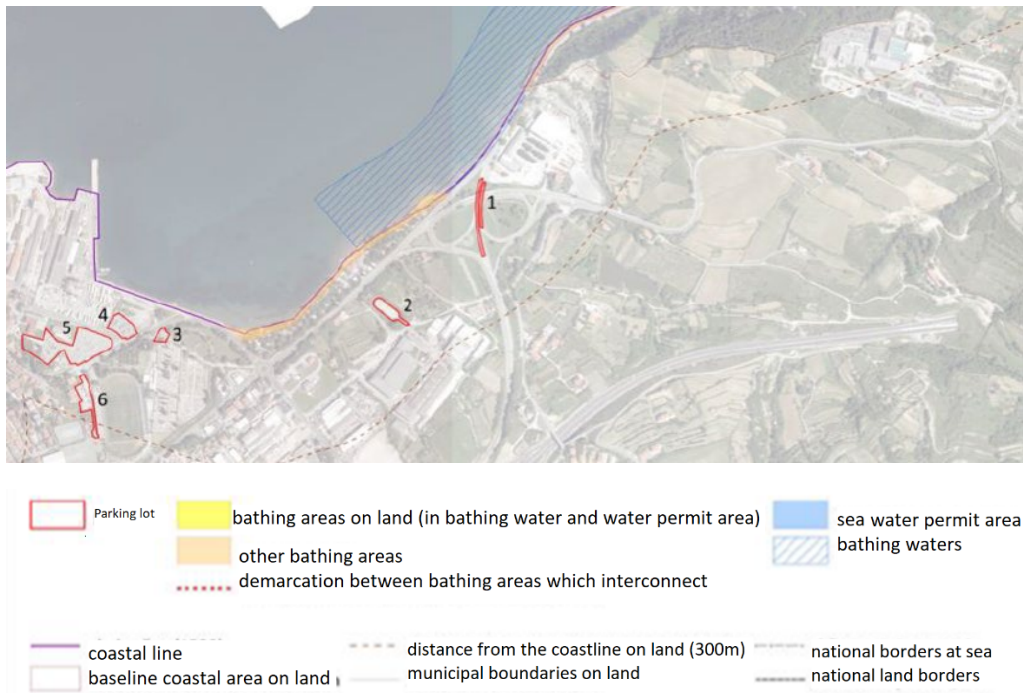


Figura 4: stationary traffic

Public transport

In the municipality of Koper, public passenger transport is provided by bus. The city bus service operates on 8 routes in the area of Kampel, Šalara, Semedela, from Markovec to the hospital, Olmo, Žusterna, the railway station and the city centre (market, Brolo Square, Maritime Passenger Terminal). The following bus stops are of particular importance for accessibility to the subject area: In Žusterna, at the Molet pier, in the lower part of Semedela.

Public fixed-route passenger transport in Izola operates as transit transport between Izola's various urban centres and outside the city, as there is no urban public transport as such in the city of Izola. In the municipality of Izola, the following bus stops are identified as important for the supply of public transport in the subject area: in front of the Izola post office in both directions (long-distance), Jadranka in the direction of Izola (long-distance), and in front of the Izola General Hospital in both directions (long-distance).

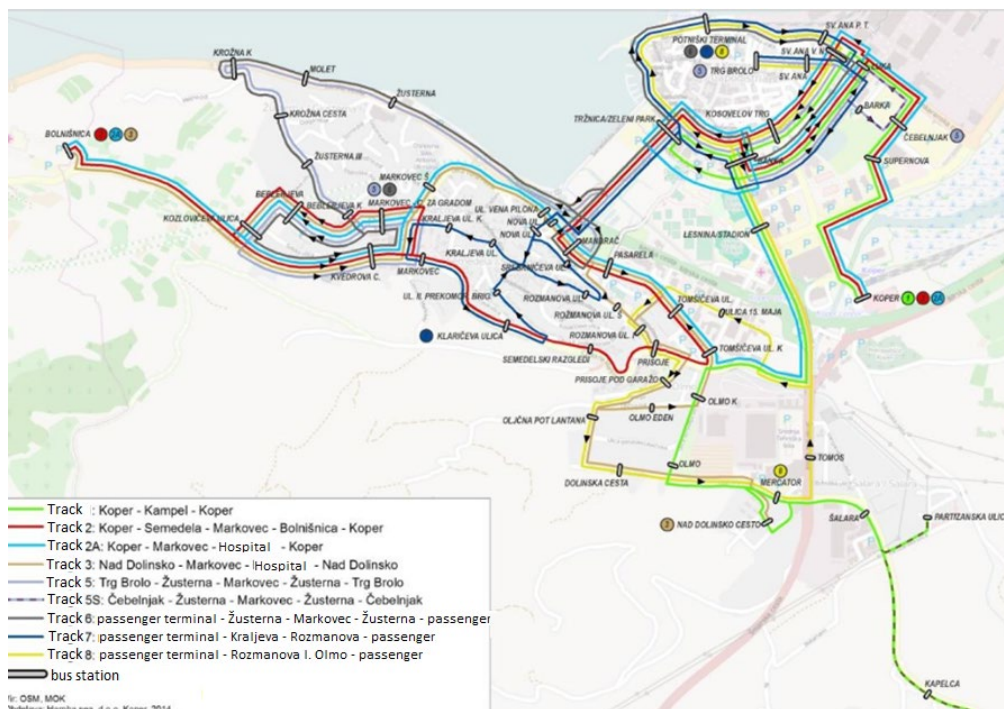


Figure 5: Public urban passenger transport lines in Koper

2.2. Nature conservation

The area features the following natural values:

ID	NAME	SHORT IDENTIFIER	TYPE	SIGNIFICANCE
1611	Posidonia bed	Posidonia bed (ID). The habitat of the endangered <i>Posidonia oceanica</i> flowering seagrass species near Žusterna Is a botanical natural value of national importance	natural value	
4272	Žusterna - Izola cliff		natural value	
4803	Koper-Izola tree avenue	Pine tree avenue between Koper and Izola;	Natural value	
	Little Neptune grass (<i>Cymodocea nodosa</i>) Posidonia (<i>Posidonia oceanica</i>) Dwarf eelgrass (<i>Zostera noltii</i>) Cystoseira (<i>Cystoseira barbata</i>) Cushion coral (<i>Cladocora caespitosa</i>) Orange puffball sponge (<i>Tethya aurantium</i>) Marine sponges of the genus <i>Aplysina</i> (<i>Aplysina</i> sp. plur.) Date mussel (<i>Lithophaga lithophaga</i>) Common piddock (<i>Pholas dactylus</i>) Noble pen shell (<i>Pinna nobilis</i>)		Habitats of threatened and protected species	

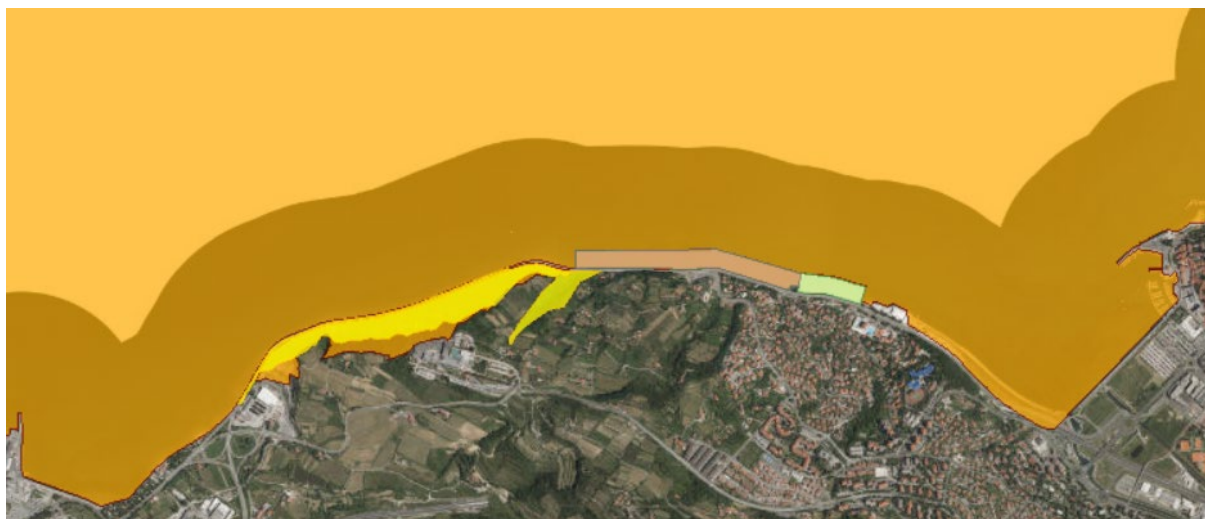
	Purple sea urchin (<i>Paracentrotus lividus</i>)			
HT1	Seagrass meadows	This is a marine, coastal and nearshore habitat type; benthic assemblage, identifiable by beds of submerged flowering plants, prevalent in coastal and nearshore seas, except in brackish waters. Cymodocea and Zostera meadows are found in more or less dense formations throughout the area.	Habitat types to be given priority for conservation	
HT1	Posidonia seagrass meadows	This is a marine, coastal and nearshore HT1 habitat type; coastal benthic assemblage dominated by Posidonia, usually found outside shallows or as an outer belt of other submerged vegetation. Larger and smaller aggregations of the assemblage are found throughout the area, within a 50 m wide zone from the shoreline to a depth of 4 or 5 m.	Habitat types to be given priority for conservation	
70000	Open sea and tidal areas	The northernmost part of the Mediterranean Sea, with its wide diversity of habitat types ranging from the open sea to mudflat and hard seabed habitat types and a combination of boreal and Mediterranean flora and fauna.	Ecologically important area	
78500	Žusterna - Izola	The cliff along the Koper-Izola road is no longer active. The land-sea connection is severed by the road. The cliff slope is heavily vegetated with fragments of sub-Mediterranean forest, scrub and grassland vegetation and individual pioneer plants...	Ecologically important area	
78600	Žusterna	Seabed between Koper and Izola, directly along the coastal road, an area of threatened habitat	Ecologically important area	

		types (e.g. Posidonia meadow) and endangered species habitat (e.g. Noble pen shell)		
SI3000251	Žusterna - Posidonia bed	Posidonia bed (code SI3000251), short area code: 50 m wide strip of coastal sea and seabed between Žusterna and Izola, with qualifying species and habitats 1120 submarine Posidonia meadow (Posidonion oceanicae).	Natura 2000	

General nature conservation guidelines are defined for each natural value. These provide general and more detailed guidance on the protection of natural values and biodiversity, as set out in nature conservation legislation.

The orientations contained in the general nature conservation guidelines are not specific and are not intended for direct application; they are designed to guide planning and to seek solutions that preserve nature to the greatest extent possible. However, specific guidelines and recommendations can be prescribed once the interventions and the areas where they will be planned are known.

More specific guidance was sought from the Institute of the Republic of Slovenia for Nature Conservation after the preparation of the Programme Concept for the subject area.



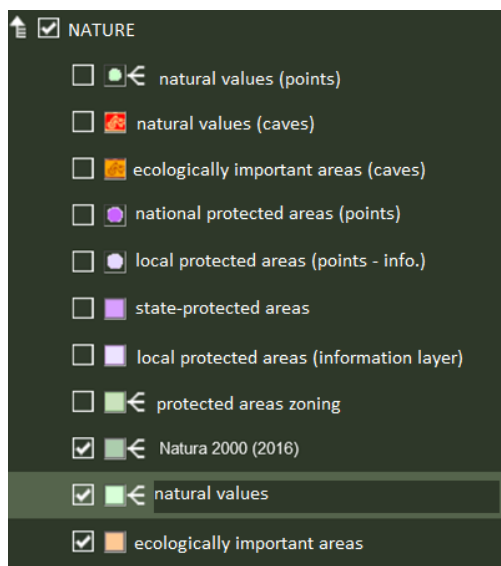


Figura 6: Natural values in the area Koper – Izola coast

2.3. Cultural heritage

The site also contains some elements of immovable cultural heritage which contribute to the cultural value of the area. Cultural heritage elements have legal statuses and protection regimes.

Heritage registry number	NAME, SHORT IDENTIFIER	REGIME	SUBREGION
193	Izola - old town A medieval town, built on ancient Roman remains on a sheltered part of the (former) island, adjacent to a harbour and with a landmark church at the top of a hill. In the Renaissance, construction became more condensed, and in the Baroque period, the brick structure was given its continuous street pattern.	monument's impact area	
7220	Izola - Archaeological site of Viližan Along the former Koper - Izola road, east of the town and close to Ruda, the foundations of the Roman harbour have been preserved on the seabed, extending under the former Koper - Izola road to the opposite side, where the edge of the ancient coastline and the ancient pavement have been discovered, as well as the foundations of the buildings.	monument	
15679	Koper - Pine tree avenue The avenue of pine trees grows on the south side of the former coastal road between Koper and Izola and continues in the municipality of Izola. The single-sided tree avenue dating back to the 1930s is an important dendrological and landscape landmark. It is the only documented pine tree avenue in the municipality of Koper.	heritage	horticultural and architectural heritage

17032	Koper - Žusterna archaeological site Roman settlement artefacts: wall foundations, mosaics and the remains of a pier in the sea. The archaeological site comprises the area of the hotel complex in Žusterna and the coastal strip of the sea or seabed.	Archaeologic al site	
17060	Koper - Hotel Žusterna The hotel complex at 67 Istrska cesta consists of a central pavilion building with accompanying facilities built in different phases. The complex is complemented by a garden area and a swimming pool on the opposite side of the road along the waterfront. The architect was designed by architect Edo Mihevc.	heritage	architectur al heritage
17061	Koper - Villa Istrska 97 in Žusterna The single-storey villa with a three-bay historicist façade is sea-facing and has a landscaped garden.	heritage	architectur al heritage
17062	Koper - Villa Istrska 99 in Žusterna The three-bay, historicist façade is sea-facing. The single-storey building was built at the beginning of the 20th century. It is surrounded by a landscaped garden	heritage	architectur al heritage
21615	Gulf of Koper - The Rex shipwreck The remains of the Italian ocean liner Rex, which sank on 8 September 1944, and was built in 1931. The wreck (the imprint of the ship with the remains of its wreck) is located on the seabed (-10 to -20 m), about 200 m off the coast, between Viližan and Žusterna.	Archaeologic al site	
24504	Izola - Pine tree lane between Koper and Izola The single-sided pine tree avenue between Koper and Izola was planted in 1935 when the main road between Koper and Portorož was built.	heritage	horticultura l and architectur al heritage
28309	Koper - Villa Istrska 83 in Žusterna A single-storey summer villa with a higher ground floor and a dynamic rectangular floor plan. The two-bay main façade has an accentuated eastern bay, with a spacious terrace above the western axis. Surviving stone staircase with metal handrail and interior furnishings. The main façade is facing the sea to the north.	heritage	architectur al heritage
28580	Koper - Trieste-Poreč railway line from Žusterna to Prove Part of the route of the Trieste-Poreč narrow-gauge railway, operational 1902-35. Preserved coastal track, contained seawards by an escarpment of solid rectangular sandstone blocks on a fortified limestone block scarp, the lower blocks of which serve as a seawall. The line runs between the (in some places former) coastal road and the sea from the bathing area in Žusterna to the Koper-Izola municipal border.	heritage	architectur al heritage
28582	Koper - Rižana Water Works The main pipeline carrying water from Koper to Izola is protected by a retaining wall. A metal gate with a rustical, semicircular stone frame allows access for maintenance. The pipeline with the retaining wall runs on the left side of the former main road Koper - Izola up to the Žusterna settlement.	heritage	architectur al heritage
28597	Izola - Trieste-Poreč railway line from Prove to Viližan A line of the narrow-gauge railway, abandoned 1935. It is contained seawards by an escarpment of solid rectangular sandstone blocks on a fortified limestone block scarp, the lower blocks of which serve as a seawall. Arched crossing over the Pivol creek. The line runs between the sea and the former coastal road from the municipal border Koper-Izola or Prove to Viližan, east of Izola.	heritage	architectur al heritage
28598	Izola - Rižana Water Works The main pipeline carrying water from Koper to Izola, protected by a retaining wall. Five metal gates with a rustical, semicircular stone frame allow access for maintenance.	heritage	architectur al heritage

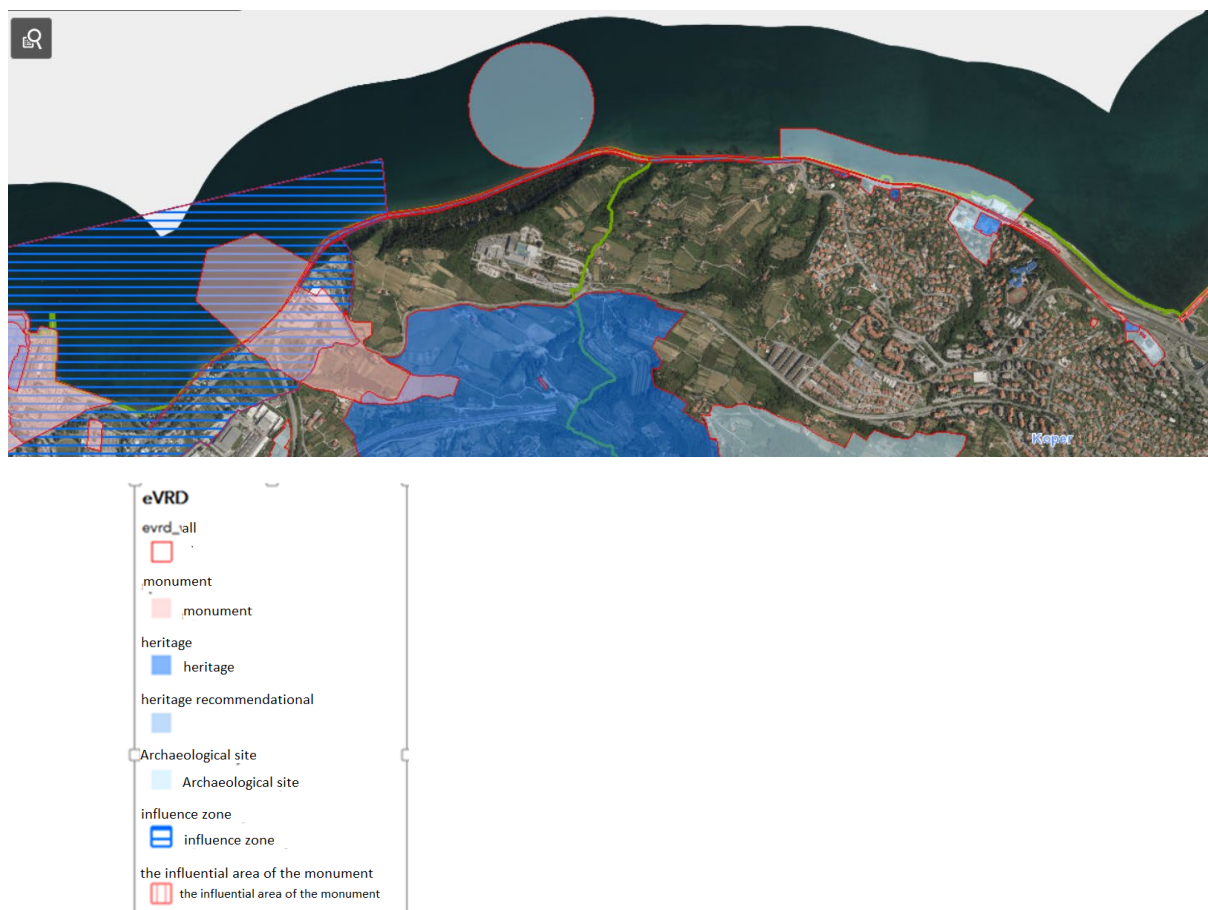
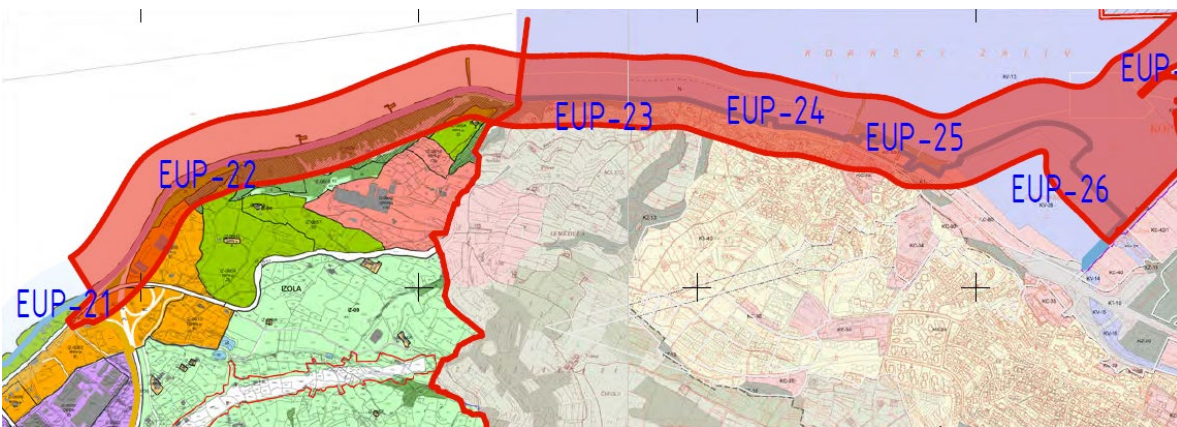


Figura 7: Cultural heritage in the area Koper – Izola coast

3. Applicable Spatial Planning Documents

3.1. The Maritime Spatial Plan of Slovenia.

FIGURE: Spatial Planning Units according to the Maritime Spatial Plan of Slovenia (MSP)



SPU 21	– Built coast of Jadranka and Ruda	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the area is an urbanised coast and is not integrated into the coastal area on land by considering the adaptations as permitted by Article 8 of the Protocol. <p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sport and recreation; - presentation of underwater archaeological heritage; - navigation with non-motor and motor vessels; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the newly built coast with piers for bathers, floating platforms and piers for bathers, access points to the sea for bathers outside the areas of vulnerable habitat types; - development of a small port for local passenger transport; - development of access points to the sea for water sports outside of the areas of vulnerable habitat types; - research, preservation and presentation of cultural heritage.
SPU 22	– Built coast from Ruda to the border with the Municipality of Koper	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the geographical scope of the coastal strip on land should encompass the area between the sea and the cliff and the entire natural cliff area. <p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sport and recreation; - sustainable mobility along the coast; - establishing an MPA that will include the habitat of <i>Posidonia oceanica</i>,

		<ul style="list-style-type: none"> - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - the natural cliff should be preserved; - maintenance of the existing walking path and cycling path; - developing coast for bathing, sport and recreation with piers and access points to the sea for bathers in an environmentally acceptable way; - installing bathing piers and point-fixed platforms at sea, - maintenance and completion of the pine tree avenue; - installing markings for presentation of underwater archaeological heritage, natural and cultural heritage and local traditions without encroaching upon the sea and cliff; - research, preservation and presentation of cultural heritage.
SPU 23	– Built coast below the cliff from the border of the Municipality of Koper to the Žusterna settlement	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the area is an urbanised coast and is not integrated into the coastal area on land by considering the adaptations as permitted by Article 8 of the Protocol. <p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - nature conservation and establishing an MPA that will include the habitat of <i>Posidonia oceanica</i>. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the land part of the coast and infrastructure for bathing with piers for bathers, development of access points to the sea for bathers, subject to prior acquisition of scientific bases; - installing point-fixed piers for bathing and point-fixed platforms at sea; - establishing a landing point for local maritime passenger transport; - research, preservation and presentation of cultural heritage.
SPU 24	– Built coast of the Žusterna settlement to the Žusterna bathing area	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the area is an urbanised coast and is not integrated into the coastal area on land by considering the adaptations as permitted by Article 8 of the Protocol. <p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - development of areas and facilities for sports activities related to the sea; - establishing a landing point for local maritime passenger transport; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the coast and infrastructure for bathing with piers for bathers, floating platforms and piers for bathing, access points to the sea for bathers, subject to prior acquisition of scientific bases; - installing point-fixed piers for bathing and point-fixed platforms at sea; - research, preservation and presentation of cultural heritage.

SPU 25	– Built coast of the Žusterna bathing area	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the area is an urbanised coast and is not integrated into the coastal area on land by considering the adaptations as permitted by Article 8 of the Protocol. <p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - developing coast for bathing, sport and recreation with piers and access points to the sea for bathers in an environmentally acceptable way; - development of access points to the sea for sports vessels; - developing infrastructure for bathing; - developing areas and facilities for sports activities related to the sea; - research, preservation and presentation of cultural heritage.
SPU 26	– Built coast from the Žusterna bathing area to the main pier, the Semedela Bay aquatorium	<p>Guidelines for determining the scope of the coastal strip on land:</p> <ul style="list-style-type: none"> - the area is an urbanised coast and is not integrated into the coastal area on land by considering the adaptations as permitted by Article 8 of the Protocol. <p>Permissible uses:</p> <ul style="list-style-type: none"> - municipal berths; - daily berths; - marina; - fishing port; - passenger port for local and international maritime passenger traffic; - area for bathing, diving, sports and recreation; - navigation with non-motor and motor vessels; - coast for bathing; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - urbanised coast; - establishing a landing point for local and international maritime passenger transport; - developing the coast with piers for bathers, expansion of the existing pier, platforms and piers for bathing, development of access points to the sea for bathers; - maintaining and upgrading infrastructure; - maintaining and upgrading buildings and infrastructure of Koper municipal berths, installation of pontoons; - developing a new fishing port and fishing pier as well as the necessary manipulative or operational surface areas for the needs of the fisheries, - expansion of municipal and daily berths at sea in a manner that does not endanger the existence of marine meadows in the bay; - a marina could be sited only under the condition that scientific bases are prepared, based on which it will be possible to assess the impact of its construction, - research, preservation and presentation of cultural heritage.

Another important guideline from the Slovenian MSP is that the load-bearing capacity of the marine environment should be determined before siting new bathing and tourism infrastructure at sea and on the seashore, taking into account the principle of sustainable development. Exceeding this would jeopardise the basic purpose of the Slovenian MSP and the key objective of the Marine Directive, i.e. achieving a good environmental status of the marine environment.

3.2. Municipal spatial plans currently being drafted

City Municipality of Koper:

The Municipality of Koper is in the process of drafting the Municipal Spatial Plan of the Municipality of Koper. A draft has been finalised and disclosed to the public. By the end of the public consultation process, 15 public readings had been held. Due to the high level of public interest and the extension of the validity period of the current plans (until December 2024), the municipality has extended the public consultation process, thus delaying the adoption of the document.

The draft Municipal Spatial Plan states in the section "Sea and coastal zone" that this is an area intended for integrated management of the coexisting uses of the fisheries and the harbour, while also ensuring the conservation of the sea, the cultural and natural values of the area, and leisure and tourism activities.

In terms of function, the sea and the coastal zone are divided into a section in the area of the international port of Koper and the remaining area, which includes a strip of the urban part of the city with an outlet to the promenade from Žusterna to Izola. The development of the area outside the international port of Koper aims at ensuring compatible, coexisting land uses, with an emphasis on active public uses. The coastal strip along the historic and wider city centre has an urban character, while in the direction from Žusterna to Izola it has a more natural character, with recreational uses predominating.

The draft Municipal Spatial Plan also stipulates that a detailed landscape plan should be drawn up for the highest quality, problematic and conflict areas of development, which include the sea and the coastline as well as the narrower coastal strip.

Municipality of Izola:

The Municipality of Izola has drafted the Municipal Spatial Plan and the Municipal Council has approved it, but a petition for a referendum on its validity has been submitted, and its publication and thus its entry into force have been delayed. At the referendum, the entry into force of the Municipal Spatial Plan of the Municipality of Izola was rejected.

The new (but ultimately rejected at the referendum) Municipal Spatial Plan of the Municipality of Izola outlines a sea-related offer, consisting of nautical tourism (marina), beaches, sea-related sports activities and a range of fisheries-related tourism activities.

The construction of sports and recreational infrastructure related to sea sports is planned in the eastern part of the town. From the direction of the coast, services, culture, bars and restaurants and green spaces are connected to the promenade, in addition to the old town centre, which is a pedestrian-only area.

The cultural and historical landmarks along the promenade have a special role and should be designed in a way that shapes the character of the town. These include the archaeological heritage of Viližan and the site of the Rex shipwreck. the 'Lungomare' connects to the primary bike trail of the 'Parenzana' and other routes leading to the hinterland. A maritime urban transport service is also to run along the promenade.

3.3. Current municipal plans

City Municipality of Koper:

Strategic Spatial Act:

- Long-Term Plan of the Municipality of Koper (Official publications, Nos. 25/86, 10/88, 9/92, 4/93, 7/94, 25/94, 14/95, 11/98),
- Social Plan of the Municipality of Koper (Official publications, Nos. 36/86, 11/92, 4/93, 7/94, 25/94, 14/95, 11/98),
- Ordinance Amending the Spatial Components of the Long-Term and Medium-Term Plan of the City Municipality of Koper (Official publications, Nos. 16/99 and 33/01, Official Gazette of the Republic of Slovenia, No. 96/04, 97/04).

Implementing spatial acts:

- Location Plan of the Spatial Plan for the Coast between Koper and Izola - Phase I (Official Gazette of the Republic of Slovenia, No. 57/2005)

- Spatial Planning Conditions in the Municipality of Koper (Official publications, Nos. 19/88, 24/01, Official Gazette of the Republic of Slovenia, Nos. 95/06, 22/09, 65/10 and 47/16).

Municipal Location Plan of the Spatial Plan for the Coast between Koper and Izola - Phase I (Official Gazette of the Republic of Slovenia, No. 57/2005)

Location Plan of the Spatial Plan for the Coast between Koper and Izola - Phase covers the following spatial arrangements (Municipal Location ..., 2005):

- Arrangement of a cycling trail on the embankment of the former Trieste - Poreč railway line,
- installation of a footpath, above the rock armour, cantilevered on the retaining wall of the abandoned Trieste - Poreč railway line,
- extension of the footpath into the bathing platforms above the rock armour, with access to the sea,
- installation of two bathing piers,
- identification of areas in the aquatorium where floating bathing platforms can be installed,
- designation of anchorages with floating bathing platforms,
- access points between the cycle lane, the footpath and the sea,
- structural renovation and clean-up of the interior of the Molet harbour,
- setting up of water and electricity outlets at the Molet harbour,
- installation of urban furniture: double-sided lighting on both sides at a distance of 30 metres between the footpath and the cycle lane, fountains (at Molet and at both piers), benches, waste bins, information signage and a fence (between the cycle lane and the road surface between Žusterna and Molet),
- definition of measures for the protection of cultural heritage and natural values in the area of the Municipal Location Plan.

Conditions for urban and architectural design:

The construction solutions for the planned elements are presented in the study "Conceptual design for the construction of space furnishing elements and proposed construction technology" as part of the Location Plan expert documents.

Due to the specific conservation guidelines and regimes, additional attention should be paid to interventions on the embankment of the abandoned Trieste-Poreč railway line and the aquatorium. Archaeological investigations should be carried out in the area of archaeological heritage prior to any intervention works.

Cycling trails: a two-sided cycling trail will be installed on the embankment of the abandoned Trieste - Poreč railway line. A fence will be installed between the cycling trail and the road surface in the area between Žusterna and the Molet harbour.

Footpaths: The footpath will be installed on the structure above the rock armour, cantilevered on the retaining wall of the abandoned Trieste - Poreč railway line. The footpath can be 2.5 to 3 metres wide, with a walking surface at an angle of 1.5 m above sea level. The static and hydraulic assessment, the geomechanical guidelines for the anchoring of the structure in the retaining wall - lower structure of the abandoned railway line, and the stability analysis for the proposed design of the structure shall be an integral part of the PGD / PZI project.

Extension of the footpath to the bathing platforms: In some sections, the cantilevered footpath can be extended into the bathing platforms above the rock armour, up to 4 metres wide, supported by a pillar. The platforms will be protected by a fence facing the sea.

Installation of three bathing piers: two extending into the sea, no more than 60 metres from the shore, and a shorter pier no more than 15 metres. The maximum width of the piers is 4 metres.

Floating bathing platforms and anchorages: The minimum distance between the anchorages with floating bathing platforms and the shore is set at 80 metres. Boat moorings will only be available on the seaward side of the platform.

Access points between the cycle lane, the footpath and the sea: Access to the sea is only permitted by means of ladders or flat rocks stacked into steps.

Reconstruction of the Molet harbour: reconstruction and renovation of the Molet harbour in its existing dimensions are feasible.

Although the location plan was adopted back in 2005, it remains relevant, as it can be used as a basis for a number of spatial interventions between Žusterna and the municipal boundary, insofar as they are compatible with the future spatial plan for the area.

Municipality of Izola:

Strategic Spatial Act:

- Long-Term Social Plan of the Municipality of Izola for the Period 1986 - 2000 (Official publications Nos. 5/89 and 11/89, Official Gazette of the Republic of Slovenia, Nos. 112/04, 76/08);
- Medium-Term Social Plan of the Municipality of Izola for the Period 1986-1990 (Official publications Nos. 19/90 and 22/90, Official Gazette of the Republic of Slovenia, Nos. 112/04, 76/08)
- Amendments and Supplements to the Spatial Components of the Long-Term and Social Plan of the Municipality of Izola for the Period 1986-1990-2000

(Official Publications of the Municipality of Izola, Nos. 13/95, 14/98, 1/00, 15/00, 18/03, 18/04, 19/04, Official Gazette of the Republic of Slovenia, Nos. 112/04, 76/08, Official Publications of the Municipality of Izola, No. 7/10);

- Decree on the Determination of the Consistency of the Spatial Implementation Acts with the Spatial Part of the Plan of the Municipality of Izola for the Period 1986-1990-2000 (Official Gazette of the Municipality of Izola, Nos. 15/00, 1/03, 13/09, 21/09, 10/11).
- Implementing spatial act:
- Spatial Planning Conditions for the Eastern Area of Izola (Official Gazette of the Republic of Slovenia, No. 15/00).

3.4. Istria-Brkini-Kras Regional Development Programme 2021-2027

The document identifies the development of the coast between Koper and Izola as one of the Programme's priority projects.

The project aims to coordinate and implement key spatial developments in the coastal zone between Koper

and Izola, while preserving its natural values, spatial, landscape and environmental qualities, and securing the area's recreational and tourist infrastructure.

The document defines the following framework for the content of the spatial interventions: development of an attractive recreational area with a promenade, infrastructure for sustainable transport, bathing infrastructure, supporting infrastructure. The exact dimensions of the recreational facilities will need to be compatible with the load-bearing capacity of the marine environment.

The plan is to source the solutions through an anonymous public landscape-planning-architecture competition. Based on the solutions obtained, spatial implementation acts will be prepared (in the area of the Municipality of Koper, implementation is possible on the basis of the already adopted Location Plan from 2005, while the Municipality of Izola has yet to draft an act). Expert reports will be prepared on the basis of the provisions of the MSP and the guidelines of the spatial planning authorities (mapping of habitat types, preliminary archaeological surveys, assessment of the cumulative environmental impact, assessment of the load-bearing capacity of the sea for the entire Slovenian sea and coastal zone, flood risk and flood protection measures). Project documentation for spatial planning will be prepared, based on which the spatial arrangements will be implemented.

3.5. Koper Sustainable Urban Development Strategy

The development vision for the integrated urban coastal management of the coastal area in the Koper Municipality highlights the following aspects: The coast becomes the central axis of the city's public open and green spaces, a communication link, a "living room" for the city, a meeting place for citizens and a destination for visitors, a promenade with tree-lined avenues and park greenery, with urban swimming pools, promenades, mooring areas and various water sports activities. The urban coastline is a series of seaside urban motifs that help shape the urban atmosphere and vibe.

The document sets out the following guidelines for urban coastal management:



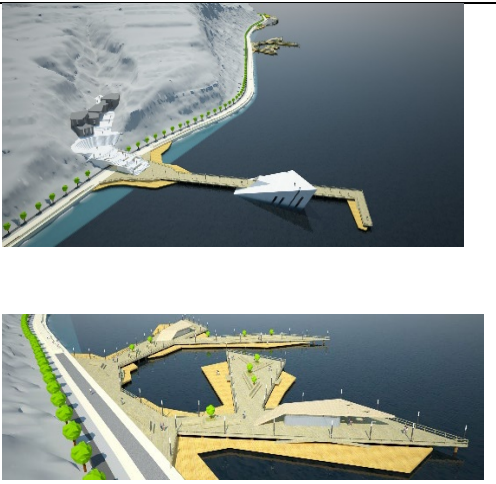
- most motor traffic is diverted away from the narrow part of the coastal strip. Sustainable forms of transport (walking, cycling, public passenger transport, etc.) are prioritised. Infrastructures for maritime passenger transport (local, regional and international) are upgraded.
- new beach and bathing areas are developed, including by extending the coastline, as there are currently only two developed bathing areas in the city, which are overcrowded. Specific sections of the coastline should be landscaped as sustainably as possible.
- Protection of the environment is achieved by reducing pressure on the coast and sea, and by strengthening resilience to the effects of natural disasters, water pollution and the consequences of climate change (water resources management measures and maritime management measures for water protection, coastal protection, infrastructural zoning, solutions for the use of renewable energy sources and other assets, sustainable landscaping, establishment and preservation of floodplains, measurement, and information systems for environmental monitoring, etc.).
- It is important to integrate natural elements into spatial planning, as a form of design enrichment, to provide natural shading and create a more pleasant microclimate.
- Activities and spatial developments directly related to interaction with the sea, such as bathing, moorings, water sports, nautical activities, etc., are implemented and located along the coast. These are complemented by new facilities and installations (e.g. for sea liner and tourist passenger transport, city lighthouse, diving park, water sports centre, "škver" (shipyard), water canals, etc.)
- The Sustainable Urban Development Strategy also identifies a range of possible actions and measures:


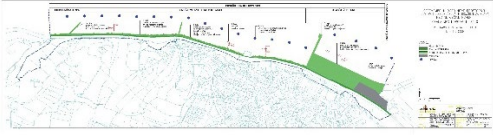
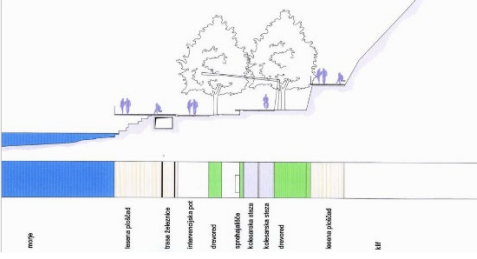

- a network of access and connecting routes and facilities for cyclists and pedestrians;
- intermodal transport hubs (P+R car parks, JPP stops, bicycle and bike rental shops, charging stations for electric vehicles);
- public sea passenger transport;
- re-urbanisation of the city's northern coastline (the former port shores) with the construction of a passenger port;
- improving connections between urban districts, the city centre and the coast;
- additional beaches and bathing areas;
- renovation and upgrade of the sports and recreation facilities and infrastructure, playgrounds, promenades;
- improvements to the facilities and amenities on the waterfront (infrastructure, greenery, urban furniture and equipment, information and orientation signage, etc.);
- provision of access to the sea without physical barriers and restrictions;
- measures for the protection of Semedela Bay and the city's shores;
- multi-purpose water management facilities (breakwaters, moorings, bathing areas, promenades, park areas along water channels, water sports facilities, etc.) and free access.


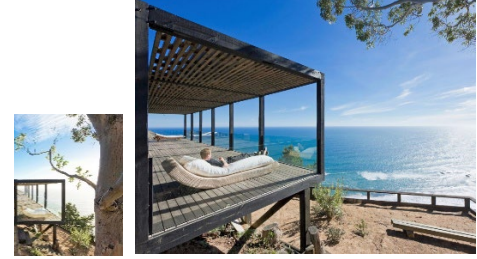

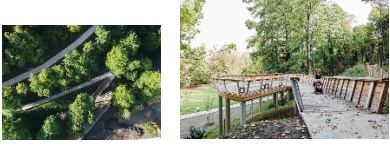
4. Past Projects, Initiatives



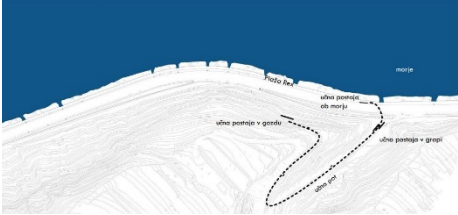
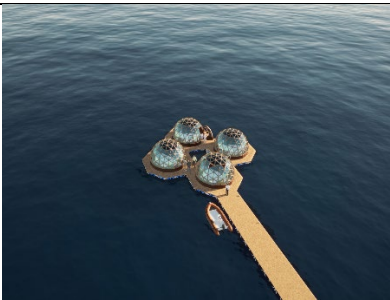

The coastal zone as a distinct area for development has already been the subject of a series of workshops, competitions, expert studies and reviews in the past.

4.1. Studies, Workshops, Conceptual Projects (Selection)

Project no.	Project name	Project details	Author	Draft MSP (compliant / conflicting / subject to adjustments)	Visualisation
P 01	CONCEPTUAL DESIGN OF THE KOPER-IZOLA PROMENADE	maritime museum and aquarium, walkways, tower, driverless electric vehicles	AS INŽENIRING	conflicting - route for electric vehicles, heavy infrastructure museum, aquarium, tower conflicting: building in the sea	
P 02	CONCEPTUAL DESIGN OF THE KOPER COASTLINE DEVELOPMENT	Development of the coastline and infrastructure for bathing and sea-related sports activities, piers for bathers, floating platforms	OSIVNIK FABIJAN	subject to adjustments the site is not included in the coastal zone on land conflicting: building in the sea	
P 03	KOPER-IZOLA COAST, IDZ 2016	Archaeological museum, bathing platforms, bathing piers, pedestrian walkways, sea accesses, widening of the bathing coastline	STUDIO ARHITEKTURA	subject to adjustments - footpaths and bathing areas conflicting: building in the sea archaeological Museum: construction of buildings not allowed	

P 04	SPATIAL ARRANGEMENT OF THE COAST BETWEEN KOPER AND IZOLA		OBLIKA 2	subject adjustments to - extension into the sea conflicting: building in the sea	
P 05	CONCEPTUAL DESIGN OF THE COAST OF KOPER	Floating bathing platforms, extension of the Parenzana footpath, anchorages for daily visitors, pier for local passenger transport	STUDIO MEDITERANA	subject adjustments to	
P 06	PROGRAMME CONCEPT FOR THE COASTAL AREA BETWEEN KOPER AND IZOLA	Cantilevered wooden platforms above the sea, new footpaths over the Rižanski water supply, cycle and pedestrian paths	STUDIO MEDITERANA	subject adjustments to	
P 07	CONCEPTUAL DESIGN OF THE KOPER - IZOLA COAST LINE DEVELOPMENT	bathing platforms, piers for bathers, walkways	ARHITEKTA	subject adjustments to	

P 08	CONCEPTUAL DESIGN OF THE COASTAL ZONE - FROM ŽUSTE RNA TO THE BORDER WITH IZOLA	bathing platforms, piers for bathers, walkways	GASER ARHITEKTURA	subject adjustments to	
P 09		Educational pool, swimming pool, stepped pier, cantilever platform - shore extension, Rex Museum, Posidonia Museum	BUGARIČ	subject adjustments to Rex Museum: construction of buildings in ICZM areas is not allowed. Posidonia Museum: Natura 2000 conflicting: building in the sea	
P 10	BEACH AREAS EXTENDING OUT OVER THE SEA	beach (or multi-purpose) areas extending over the sea, pedestrian walkways	OI_documentation	subject adjustments to cliff conservation	
P 11	BATHING AREAS WITHIN THE ROCK ARMOUR	development of bathing areas with minor modifications to the existing rock armour	OI_documentation	subject adjustments to Protection of the Ecologically Important Areas (ECP), Marine Protected Areas (MPAs)	
P 12	RECREATIONAL AREAS AND FOOTPATHS	recreational areas and footpaths in the cliff, viewing platforms	OI_documentation	subject adjustments to cliff conservation	

P 13	50m BRIDGE WITH ADDED CONTENT	Pier - 50 m bridge with added content	OI_documentation	subject adjustments to conflicting: building in the sea	
P 14	INTERACTIVE ARCHAEOLOGICAL POINT HISTORY IN SITE	Self-sufficient interactive points with underwater archaeology content (Žusterna, Viližan, Rex), open concept, PV roof for power supply, virtual reality	UL-FA, Architecture Workshop (3,4,5 year classes)	subject adjustments to	
P 15	NATURE LEARNING POINTS	Revitalisation of footpaths, experiential learning points, learning point by the sea, in the ravine, in the cliff, platform, learning points in the trees	UL-FA, Architecture Workshop (3,4,5 year classes)	subject adjustments to	
P 16	SCIENTIFIC RESEARCH UNITS	Prefabricated floating structures for research work the NIB, pontoon, anchoring, point mooring	UL-FA, Architecture Workshop (3,4,5 year classes)	subject adjustments to	
P 17	URBAN FURNITURE AND ACCESS TO THE SEA	Design of urban furniture, sea access, pedestrian and cycle paths, new paving, Mediterranean character	UL-FA, Architecture Workshop (3,4,5 year classes)	subject adjustments to	

4.2. Let's Draw the Coast

Public participation initiative to define the use and shape of the area between Koper and Izola

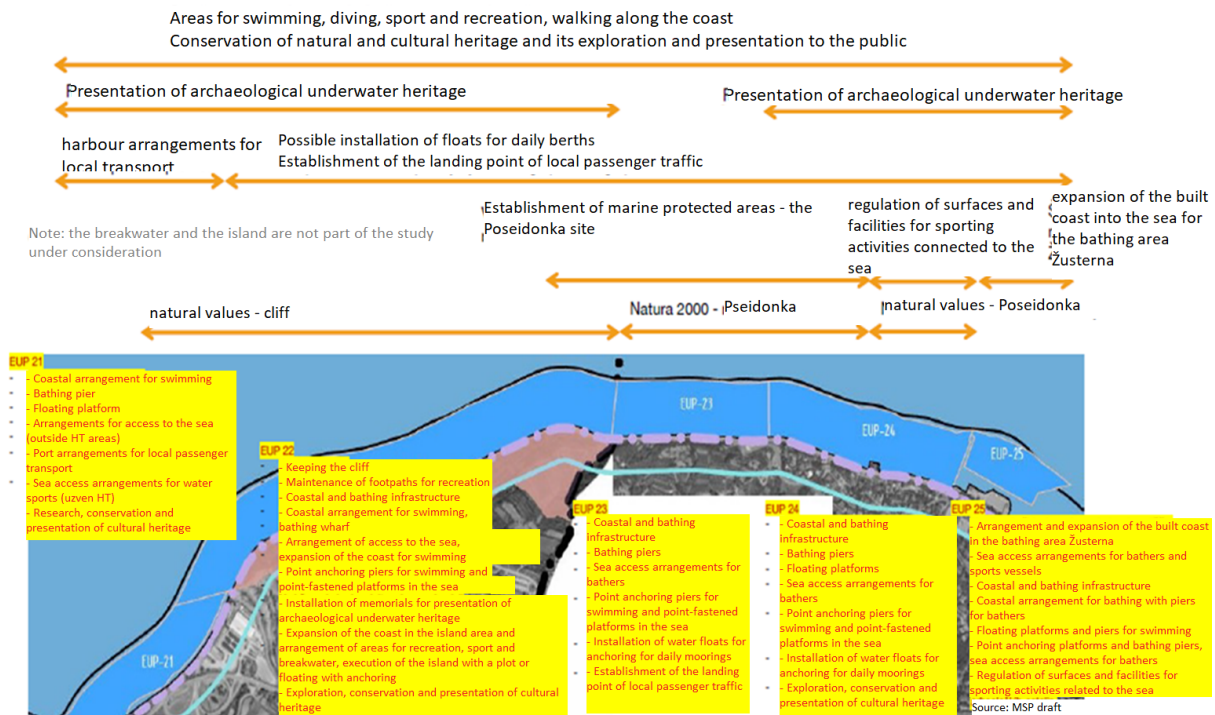
There is a great deal of public interest in the development of the coastal area between Koper and Izola. In 2018, the "Let's Draw the Coast" participatory spatial planning campaign (organised by the Pina Cultural and Educational Association) was launched. The objective of the campaign was to collect the viewpoints of the wider public regarding the development of the coastal area between Izola and Koper and to identify the programmes that the public believes should be developed here. The idea was to encourage the public to take an active part in the spatial planning process. Over 600 participants took part in the event, "sketching" their proposals in situ on the former coastal road.

The results of the analysis of the "Let's Draw the Coast" project show that the majority of the participants are in favour of the area being designated for:

- green, sports infrastructure,
- infrastructure that supports sustainable forms of transport.

These activities should constitute the majority use and shape the identity of the coastal road area. Other proposals include the development of cultural and educational infrastructure, and the accompanying restaurant and retail facilities.

4.3. Key orientations set out in the Maritime Spatial Plan



Proposal for a Programme Concept

The area is located between two towns, Koper - Žusterna and Izola - Jadranka.

The vision for the final layout of the area is the following:

"The coast between Koper and Izola is a green, natural area, as a counterbalance to the urban areas of Koper and Izola, reserved for the appreciation of the sea, the coastal landscape and cliff, the natural values and cultural heritage, and for recreational activities - swimming and sports activities connected to the sea. The area will become a key building block for the quality of life of residents and visitors".

The area is part of the promenade between Koper and Izola, which is part of a longer promenade - a footpath along the entire length of the Slovenian coast, between the Italian and Croatian borders. The Slovenian coastal promenade conforms to unified landscape and architectural design guidelines. The promenade between Koper and Izola constitutes a distinct feature (within the promenade of the Slovenian coast). The subject area is narrower, situated between the settlement of Žusterna and the area of the Jadranka campsite.

It is crucial that the Programme Concept and the spatial planning and design rules are harmonised along the entire route between the two starting points, i.e. from the Koper city centre to the Izola city centre.

Between Koper and Izola, the intensity of the programmes decreases with the distance from urban centres: sports, recreational and bathing areas are concentrated near the urban centres (the seaside park and the bathing area of Žusterna, and the Jadranka - Ruda or Viližan area near Izola).

In a relatively long and narrow, north-oriented area, the coastal promenade between Koper and Izola is characterised by a wealth of natural and cultural values, connecting the blue corridor (the Posidonia habitat, Natura 2000 and, in the future, Marine Protected Areas (MPAs) in the sea) and the green corridor (the natural values of the cliff with the torrent ravine and the pine tree avenue). The underwater archaeological heritage at the three sites of Viližan, Cape Rex and Žusterna, and the land-based cultural heritage (the former Porečanka-Parenzane narrow gauge railway route, the Rižana aqueduct and the pine tree avenue) are some of the area's historical and cultural monuments.

The central part of the coast (the Žusterna - Izola (Jadranka-Ruda) section) is therefore less intensive in terms of its programme, primarily intended for promenades (and sustainable mobility), bathing with access to the sea and minimal supporting programmes, with a focus on strict protection of the natural and cultural heritage and their presentation.

It is essential that the design of this area does not encourage large-scale tourism, which could compromise the quality and integrity of the area, both in terms of its natural values, cultural heritage and the experience of the landscape.

The coast between Koper and Izola will be gradually relieved of car traffic. The road for local traffic between the Semedela junction and Žusterna is to be preserved. However, the large car park along this road or by the Markovec cliff will be gradually closed or downsized. The resulting decongested areas will be used for a seaside park or bathing area.

Car traffic on the currently one-way road between Žusterna and the connection to the Krožna cesta is also gradually being phased out. This will be feasible after the introduction of a comprehensive sustainable mobility scheme offering alternative access options to the area (alternative location of a parking lot or garage, increased focus on public transport, introduction of other forms of sustainable mobility, e.g. a high capacity elevator between the waterfront and Markovec, introduction of intermodal points).

In the Jadranka and Ruda area in Izola, the road by the current campsite will be closed to motor traffic, and the road scheme by the cloverleaf interchange will be redesigned

to remove the overpasses. The pedestrian promenade in this section should run along the seafront and on the site of the current road, while the cycle lanes should run on the site of the current road.

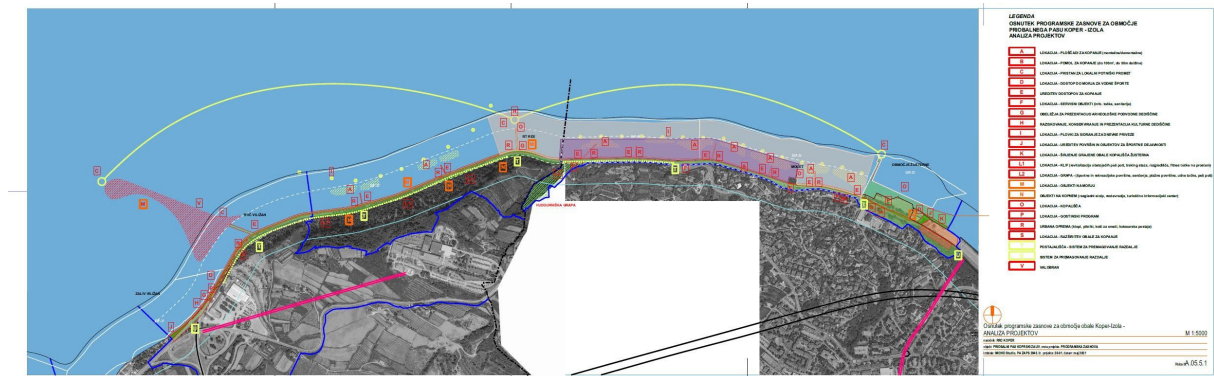
First Draft Programme Concept

The Programme Concept was based on the defined vision for spatial development along the entire Bay of Koper and the vision for the development of the area. These integrate:

- extensive expert material (expert bases provided by the spatial planning authorities, guidelines and solutions contained in the municipalities' spatial planning acts, taking into account the programme proposals resulting from numerous workshops and competitions, municipal commissions, etc.);
- the views of the general public, expressed on various occasions (e.g. the Let's Draw the Coast workshop);
- the views of the professional public expressed at various workshops, competitions and similar events.
- The wider range of possible programmes has been "filtered" through the guidelines provided by the MSP. This has resulted in a shortlist of the most suitable programmes for the coastal area between Koper and Izola. These include:
 - A coastal pedestrian promenade that is compatible with other forms of sustainable mobility;
 - Recreational area: bathing, waterfront and marine facilities,
 - Recreational area "ravine below the hospital",
 - Presentation and promotion of natural and cultural heritage.

The sites for the programmes identified have been spatially located. A working map of the proposed Programme Concept has been drawn up. This includes elements in the marine and land sections of the coastal zone.

The Draft Programme Concept has been presented at a workshop with the relevant stakeholders. Their views and comments have been taken into account and an updated version of the draft has been prepared accordingly. The Draft Programme Concept identifies the spatial elements to be implemented on land and in the sea. A working map of the Draft was presented, which contains the elements of spatial interventions in the marine and land sections of the coastal zone.



Marine section:

- bathing platforms (assembled/disassembled)
- bathing jetty (up to 100 m², up to 50 m in length)
- jetties for local passenger traffic,
- anchor floats for daily berthing.

Land section:

- access to the sea for water sports,
- developing access points to the sea for bathers,
- service facilities (info points, toilets),
- information points (natural, cultural heritage),
- development of areas and facilities for sports activities,
- expansion of the Žužerna beach built coast,
- cliff (revitalization of existing footpaths, trekking trail, lookout points, outdoor gym points)
- ravine - (sports and recreational areas, shaded areas, beach areas, educational points, footpaths),
- small bars/restaurant programs,

Workshop participants have in general approved the first draft of the area's Programme Concept, which is essentially to keep the area as natural and green as possible, and without any major construction interventions.

The first draft (or Programme Concept map) has been adjusted in accordance with the guidelines provided at the workshop.

Updated Draft Programme Concept

Coastal pedestrian promenade between Žusterna and Izola (Jadranka) in symbiosis with other forms of sustainable mobility

The basic starting point is to ensure that the waterfront is as pedestrian and cycle-friendly (including micro-mobility). The pedestrian promenade occupies a large part of the corridor profile. The promenade is connected to the inland pedestrian paths: in the area of the ravine below the hospital with the footpath to the hospital and the footpath along the upper edge of the cliff.

A two-way cycling lane also runs the full length of the corridor. The cycling lane is part of the Porečanka (Parenzana), which runs from Trieste to Poreč,

The local one-way road between Žusterna and the Krožna cesta is closed. A shared traffic space is established. The traffic regime between Žusterna and the border with Izola allows access for residents of the houses along the coastline, who have no alternative access, to public passenger transport vehicles and for emergency access.

The promenade is equipped with urban furniture elements. Historical and cultural heritage elements are showcased in various places.

There are two areas along the promenade where jetties are planned for the purpose of establishing maritime passenger transport: the Rex area (along the border between the two municipalities), and the Jadranka area in Izola. (a third pier is planned in Žusterna, outside the subject area).

Recreational area: bathing, waterfront and marine amenities

A swimming pool is planned for the area, on the site of the current car camp in Izola. The entire area is to be used for beach facilities and accompanying activities, as well as open areas for sports. Suitable access to the sea shall be provided for the bathing facilities. The necessary bathing infrastructure shall also be provided in this area: sanitary facilities, a lifeguard area and urban furniture such as waste bins, lighting, benches, etc.

Between Žusterna and the Ruda area, sunbathing areas (up to 15 m²) and accesses to the sea will be built in various sections of the rock armour. Toilets (at two locations) and other infrastructure for bathers will also be provided.

Bathing jetties and bathing platforms will be provided on the sea area, as well as anchor floats for daily berths. The exact location and number of daily berths will be determined at a later stage based on the technical documentation: seabed mapping and visual compatibility analysis (these structures are not to be located where they would obstruct the view of the horizon and the open sea).

Recreational area "ravine below the hospital"



Figure: Programme Concept Koper-Izola coast (Part 2: Municipality Izola)

Coastal zone Koper - Izola

A	LOCATION - swimming platforms (prefabricated / dismantling)
B	LOCATION - pier for swimming (up to 100m2, up to 50m length)
C	LOCATION - port for local passenger transport
D	LOCATION - access to the sea for water sports
E	access arrangements for swimming
F	LOCATION - service facilities (info. points, toilets)
G	memorials for presentation of archaeological underwater heritage
I	LOCATION - floats for anchoring for daily moorings
J	LOCATION - arrangement of surfaces and facilities for sports activities
K	LOCATION - expansion of the built coast of the bathing area Žusterna
L1	LOCATION - cliff (revitalization of existing footpaths, trekking trails, vantage points, outdoor fitness spots)
L2	LOCATION - GRAPA - (sports and recreation areas, shading, learning points, footpaths)
M	LOCATION - objects at sea (Museum of Underwater Archaeology)
O	LOCATION - BATHS
P	LOKACIJA - catering program
S	LOCATION - extension of the coast for swimming (from Valičan to Žusterna)



Draft programming design for the coastal area of Koper - Izola
PRESENTATION

naročnik: IRR KOPER

objekt: PRIROBALNI PAS KOPRSKI ZALIV, vrsta projekta: PROGRAMSKA ZASNOVA

izdelala: MIKO Studio, PA ZAPS 2045, št. projekta: 20-01, datum: maj 2021

M

Compatibility of the spatial interventions set out in the Programme Concept with the provisions of the Maritime Spatial Plan

SPU	The Maritime Spatial Plan Permissible uses	Programme Concept	Comments
SPU 21 Built coast of Jadranka and Ruda	<p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - presentation of underwater archaeological heritage; - navigation with non-motor and motor vessels; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the newly built coast with piers for bathers, floating platforms and piers for bathers, access points to the sea for bathers outside the areas of vulnerable habitat types; - development of a small port for local passenger transport; - development of access points to the sea for water sports outside of the areas of vulnerable habitat types; - research, preservation and presentation of cultural heritage. 	walking path and cycling path, swimming pool, beach facilities and accompanying activities, open areas for sports, access points to the sea, bathing infrastructure sanitary facilities, lifeguard area urban furniture (waste bins, lighting, benches, etc.)	Compliant with MSP Slovenia
SPU 22 Built coast from Ruda to the border with the Municipality of Koper	<p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - sustainable mobility along the coast; - establishing an MPA that will include the habitat of <i>Posidonia oceanica</i>, - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - the natural cliff should be preserved; - maintenance of the existing walking path and cycling path; - developing coast for bathing, sport and recreation with piers and access points to the sea for bathers in an environmentally acceptable way; - installing bathing piers and point-fixed platforms at sea, - maintenance and completion of the pine tree avenue; 	walking path and cycling path, sunbathing areas (up to 15 m2), accesses to the sea, toilets (one location), other infrastructure for bathers, bathing jetties and bathing platforms, anchor floats for daily berths, urban furniture elements the Rex shipwreck presentation	Compliant with MSP Slovenia
SPU 23 Built coast below the cliff from the border of the Municipality of	<p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - nature conservation and establishing an MPA that will include the habitat of <i>Posidonia oceanica</i>. 	a small (seasonal) restaurant facility of up to 150 m2	

Koper to the Žusterna settlement	<p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the land part of the coast and infrastructure for bathing with piers for bathers, development of access points to the sea for bathers, subject to prior acquisition of scientific bases; - installing point-fixed piers for bathing and point-fixed platforms at sea; - establishing a landing point for local maritime passenger transport; - research, preservation and presentation of cultural heritage. 	<p>landing point for local maritime passenger transport</p> <p>walking path and cycling path, sunbathing areas (up to 15 m²), accesses to the sea, toilets (at one location), other infrastructure for bathers, bathing jetties and bathing platforms, anchor floats for daily berths, urban furniture elements</p>	Compliant with MSP Slovenia
SPU 24 Built coast of the Žusterna settlement to the Žusterna bathing area	<p>Permissible uses:</p> <ul style="list-style-type: none"> - area for bathing, diving, sports and recreation; - development of areas and facilities for sports activities related to the sea; - establishing a landing point for local maritime passenger transport; - preservation of cultural heritage, its exploration and presentation to the public. <p>Permissible spatial interventions:</p> <ul style="list-style-type: none"> - development of the coast and infrastructure for bathing with piers for bathers, floating platforms and piers for bathing, access points to the sea for bathers, subject to prior acquisition of scientific bases; - installing point-fixed piers for bathing and point-fixed platforms at sea; - research, preservation and presentation of cultural heritage. 	<p>landing point for local maritime passenger transport</p> <p>existing walking path and cycling path, sunbathing areas (up to 15 m²), accesses to the sea, toilets (at one location), other infrastructure for bathers, bathing jetties and bathing platforms, anchor floats for daily berths, urban furniture elements</p>	Compliant with MSP Slovenia

Preliminary guidelines issued by the spatial planning authorities: Institute of the RS for Nature Conservation

Within the framework of the project, we have applied for preliminary guidelines from the Institute of the RS for Nature Conservation (Piran Unit) for the spatial development as defined in the updated draft Programme Concept for the coastal area between Koper and Izola.

The application was officially submitted by the Public Agency for the Promotion of Entrepreneurship and Development Projects of the Municipality of Izola on 29 October 2021. Expert opinion No. 3563-0018/2021-2 was received on 3 January 2022. The expert opinion details the general conservation guidelines to be followed in the spatial interventions:

- Due to sediment resuspension and the consequent deterioration of the light conditions in the habitat, no intervention in the form of relocation of the existing rock armour is acceptable, nor is the extension of the built shoreline into the sea, with the exception of the reinforcement of the rock armour with additional stone blocks.
- The construction of jetties and potential bathing platforms and access from the rock armour to the sea is only possible if, after prior mapping of the habitat types, locations can be identified where such interventions will not have a negative impact on the natural values, the Natura 2000 site and the endangered flora and fauna species and habitat types.
- Beach platforms and anchorages should be located at such a distance from the shoreline (>80 m) that anchor blocks or lines etc. do not damage the key benthic habitat types and do not reduce the insolation of seagrass meadows and algal vegetation.

In view of the complexity and scale of the proposed development and the potential negative impacts of the proposed development on the coastal road area, as set out in the Draft Programme Concept, the Institute states that specific guidance and a proper assessment of the acceptability of the proposed development will only be possible on the basis of habitat type mapping and a species inventory of the entire area.

In view of the known characteristics of the terrain and the expected presence of key and threatened species and habitat types, the accuracy of the data collection is crucial for the implementation of the task. The latter should be coordinated with the Institute of the RS for Nature Conservation, Piran Regional Unit, before the mapping and inventory can be carried out.

The expert opinion also concludes that the Draft Programme Concept is not in line with the conservation objective for the Posidonia meadow habitat type and the Žusterna habitat (preservation of the size of the habitat and its specific features, structures and processes, and conservation of the use of the area).

The Institute of the RS for Nature Conservation also points out that the expert opinion cannot be considered as an assessment of the acceptability of the interventions envisaged in the Draft Programme Concept for the Koper-Izola coastal zone.

The full text of the Expert Opinion is annexed to this document.

Preliminary guidelines issued by the spatial planning authorities: The Ministry of Culture

The following considerations should be given in the preparation of the spatial planning act:

- the protection regimes applicable to cultural monuments, including their impact zones,
- the protection regimes applicable to a registered archaeological site,
- the protection regimes applicable to a heritage conservation area.

The protection regimes and other criteria and conditions for the implementation of spatial interventions for heritage units included in the expert guidelines for the protection of cultural heritage prepared by the Institute for the Protection of Cultural Heritage of Slovenia must be strictly complied with: Expert guidelines for the protection of cultural heritage for the area of the Municipality of Koper (ZVKDS OE Piran, February 2008), Expert guidelines for the protection of cultural heritage for the area of the Municipality of Izola (ZVKDS OE Piran, February 2008).

The full text of the Expert Opinion is annexed to this document.

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