

Prostorsko načrtovanje obalnega prostora

Primer Strunjan

Slavko Mezek
Koper 25.11.2015

Projekt SHAPE

- **Shaping an Holistic Approach to Protect the Adriatic Environment between coast and sea**
- Program IPA Adriatic, obdobje izvajanja 2011–14
- Partnerji: 13
- **Cilji:**
 - razviti večnivojski+večsektorski sistem upravljanja obalnih območij,
 - promocija in testiranje orodij:
 - ICZM – Integralnega upravljanja z obalnim območjem ter
 - MSP – Pomorsko prostorsko načrtovanje
 - GIS – makroregionalna-lokalna raven

Pilotno območje: Krajski park Strunjan

Zasnova urbanističnih/krajskih ureditev tre zasnova izbranih prostorskih ureditev

- Obč. Prostor. Načrt - OPN
- Obč. Podrobni Prostor. Načrt
- Program razvoja in upravljanja KP



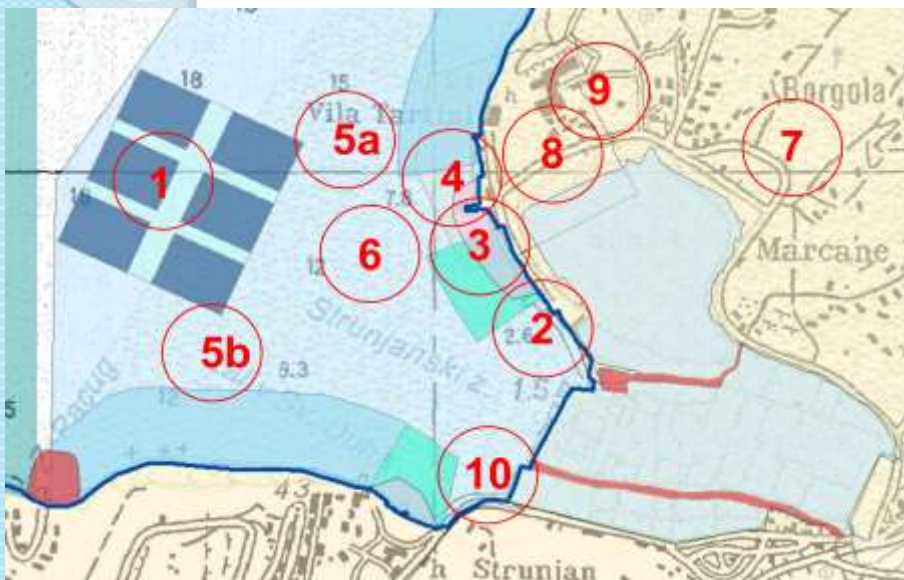
the highest flysch cliffs,
the longest part of the natural marine shoreline,
the only marine lagoon in Slovenia,
the smallest salt pans and the best preserved cultural landscape, characteristic of the Slovenian coast.

Kako smo izvedli pilotni projekt?



- Zbiranje, analiza podatkov,
- SWOT delavnice (deležniki, lokalno prebivalstvo, ekonomski akterji);
- Prostorsko načrtovanje: Oblikovanje konceptov, alternativ,
- Obdelava predlogov
- Javna predstavitev, razprava
- Priporočila za prostorsko načrtovanje, upravljanje KP

Izhodišča za MSP – nerazrešeni konflikti



Problems

Marine/Land use

1. Acquaculture – location, size, marine use
2. Fishery – lack of infrastruktura
3. Beach – access
4. Nautical infrastructure
5. Navigation strait
6. Marine public transport – no access
7. Spatial development/visual degradation
8. Parkings – conventional and alternatives
9. Tourist infrastructure – impacts
10. Road close to the sea

•Skupina 2: ožji obalni pas;

- dr.Gregor Čok, Andrej Mlakar, Mateja Segulin,
- Andreja Skubic



DEJNA ZASNOVA KRAJNEDNE URBANISTIČNE UREDITVE STRUNJAN

NAMENSKA RABA POVRŠIN

karta št. usklajena namenska raba površin

01 OBMOČJE PAVKOVČICA IN STAJEŽE
Območje namenska raba je v smeri vzhoda razdeljeno na območje vodnih površin. Del območja obkroži na vodni površini, zato se spreminja v zelena površina. Del, ki je predstavljen s plavne poti, pa se spreminja v zelena površina in v območje centralnega prostora.

02 OBMOČJE LAMARJE
Območje namenska raba se na območju razdeljuje na območje centralnega prostora. Del vodnih površin se tako spreminja v centralna površina in ob moči voda zelena površina, del pa je obkroženo s stanovanjskimi hišami in območje za stanovanja.

03 OBMOČJE PRIBIŠKEGA MANDRACA
Območje namenska raba ima stanovanja predstavljeni samo na vodnih delu. Sprememba prvotnega namenske raba predstavlja na močnem delu in kopaneh, stanuje z vrsto srednje nižnjega nivoja.

04 OBMOČJE PLAZE
namenska raba na morju se ukvarja z namensko rabo za kopanje, na ostalem območju zvezni površine - plaže in na močnem delu namenska raba kopanih voda.

05 PIVKO, LAMARJA
namenska raba na morju se ukvarja z namensko rabo na kopanje, ki je obkroženo za zelena površina - plaže na močnem delu se tako ukvarja območje plaže nameni kot namenska raba kopanih voda.

06 OBMOČJE NOVE PLAZE
Predložena ga nova obkroženo plaže, stanuje in tem se delu namenska raba na kopanje in morju.

07 PIVKO, SALINERA
Na območju namenska raba se ukvarja namenska raba na morju in kopanje v območje predstavlja.

08 PLAZA SALINERA
Ureditev plavne poti z vrsto obkroženo območje gledi na vodnih delu obkroženo v razpršenega domnja delobina.

09 PLUVNE POTI
Pluvne poti so vrsta obkroženo območje gledi na vodnih delu obkroženo v razpršenega domnja delobina.

NAMENSKA RABA PROSTORA NA KOPNEM (obširna)

- OBMOČJE ZA STANOVANJA
- OBMOČJE ZA CENTRALNE DEJAVNOSTI
- OBMOČJE ZA CENTRALNE IN STANOVANJSKE DEJAVNOSTI
- OBMOČJE ZA ZELENE POVRŠINE
- OBMOČJE ZA PIVKO IN ZAVJE
- PRVO OBMOČJE NARAVNIH ZEMELJSK
- DRUGO OBMOČJE NARAVNIH ZEMELJSK
- OBMOČJE OČISTNIH ZEMELJSK
- OBMOČJE PROJEKCIJANJA RAZENJE
- OBMOČJE RAZPREDRENE GRADNINE
- OBMOČJE VODNIH POVRŠIN

NAMENSKA RABA PROSTORA NA MORJU (dževa)

- OBMOČJE KOPANJE VODA
- OBMOČJE KOPANJE S KONCESIJO
- OBMOČJE KOPANJE BREZ KONCESIJE
- OBMOČJE PIVKO
- OBMOČJE SKLADITEV S KONCESIJO

NRP NOVO

- OBMOČJE ZELENIH POVRŠIN IN MORJUJI PROSEJ
- OBMOČJE MARIJE MORJUJI DEL
- OBMOČJE OBMOČJE CENTRALNE DEJAVNOSTI "MAGDA"

PLUVNE POTI
PLUVNE POTI V PROBLEMNI OBMOČJU

Ožja območja obravnave



Območje št.1: Plato pod hotelom Krka

- predlog ureditve parkirišča in večnamenskega platoja, zelenih površin in odprtih javnih površin.

Območje št.2: Obstoječa plaža med hotelom in »Lambado«

- predlog nadgradnje obstoječega stanja, umiritev prometa, umestitev novih elementov plažne ureditve.

Območje št.3: »Nova plaža« med »Lambado« in mandračem

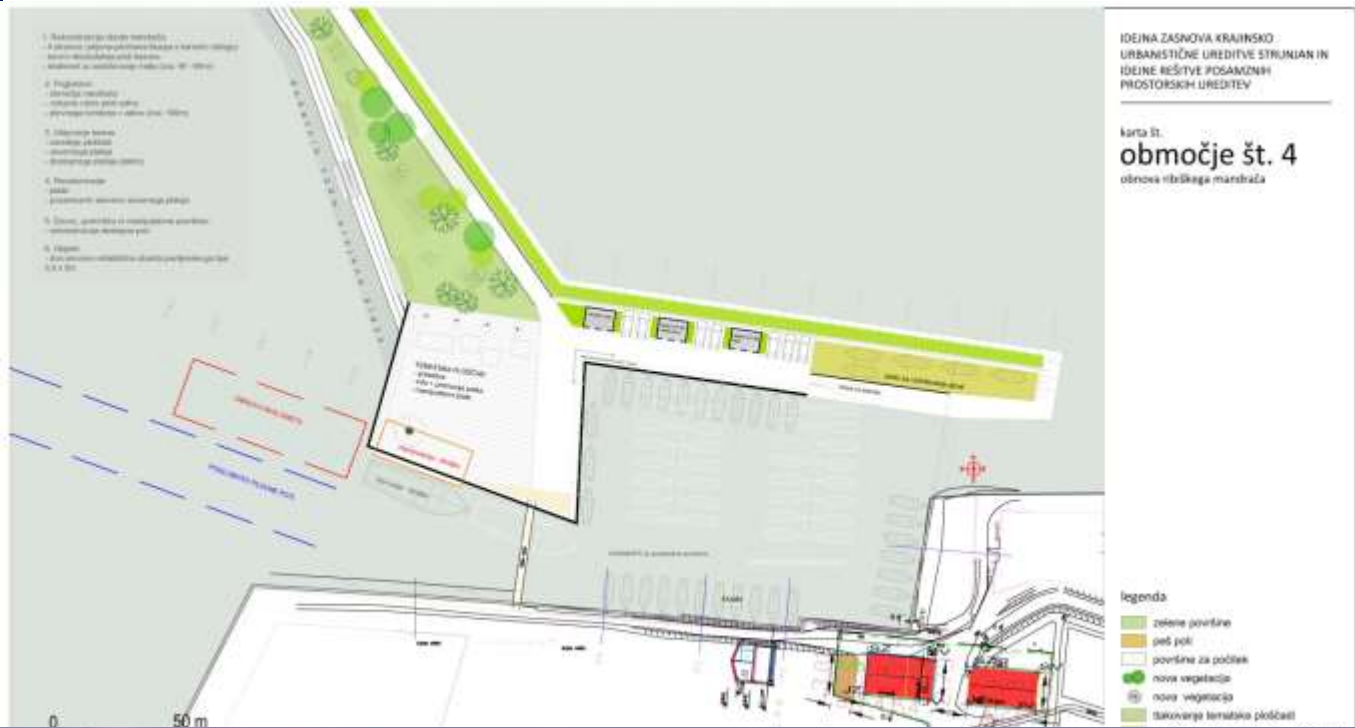
- predlog renaturacije, izoblikovanje nove kapacitete (praktično nova sekvenca javne plaže).

Območje št.4: Območje ribiškega mandrača

- predlog obnove obstoječega stanja, ureditev oboda mandrača, privezov, rampe za spust plovil in druge potrebne infrastrukture (ribiči, školjke-marikultura)

Območje št.5: Jugozahodni rob solin

- oblikovanje pejzažev med solinami in »Salinero«, sanacija obodnega zidu, pohodnih peščevih površin itd.



Project meeting





IDEJNA ZAHOVA KRAJNEKO
URBANISTIČNE UPREDITVE STRUNJAN IN
IDEJNE REŠITVE POSADILNIH
PROSTORSKIH UREDETEV

Karta št.
območje št. 3
idejna zasnova srednje južne plaze

- legenda
- obstoječa vegetacija
 - nova vegetacija
 - nova vegetacija
 - svetle površine
 - ploščadi za sončenje



območje št. 1
Karta št. 3

- legenda
- obstoječa vegetacija
 - nova vegetacija
 - nova vegetacija
 - svetle površine
 - ploščadi za sončenje

Model ICZM/MPS

SHAPE

Developing a model for integrated coastal zone management

Urban design of the coastal zone in Strunjan, Slovenia - From a systemic EU project to a realized spatial development

Shape project (Shaping an urban approach to protect the Adriatic coastline) between coast and city was based on the sustainable development issues of the Adriatic region, specifically on strengthening institutional support for the protection and management of coastal and cultural resources. The general objective of the systemic deal was the strengthening of a multilateral and inter-sectoral governance system of coastal areas, focused on the strategic use of the environment and the ability to solve conflicts among different uses. The project was funded by the IPA Adriatic Programme. 15 partners from both Adriatic coasts were involved in the project. It includes Adriatic Region, and Slovenia, Croatia, Bosnia and Herzegovina, Montenegro, and Albania. For the Slovenian coastal zone, the project was carried out under the responsibility of the local regional development bodies, in cooperation with the Municipality of Strunjan, the Municipality of Tolmin, and the Strunjan Landscape Park.

In the framework of SHAPE, we, the Slovenian partners, developed a pilot project "Design Concept for an integrated urban management of the Strunjan Area and Conceptual Solutions to Selected Issues, with emphasis" institutional planning of spatial development of coastal areas at the level of the identified detailed spatial plan (DUP) and the project for housing a building permit using the standard methodology and practice as prescribed by existing legislation. In practice, this is an assessment method designed to:

- recognize the shortcomings of the existing planning system, resulting in ineffective spatial regulation in the respective coastal zone and, particularly, uncoordinated uses of terrestrial and marine areas;
- provide guidelines for upgrading the existing system and define the methodological and project parameters for developing the integrated management model.

The evaluation of urban design and architectural solutions for the pilot situation were produced in three phases. The group dealing with the coastal zone in the digital map (author: Gregor Čok, u.d.a., Andrej Mlakar, u.d.a., Andrej Skubic, u.d.a., Mateja Segulin, u.d.a.) in the period March 2010-February 2011 carried out an "experiment" in the area of the coastal section to a length of 700 m in the coastal area of the Strunjan bay (ground with a width of 100 m and area of 110 m in range from the water line). This site is characterized by intensive uses, various protection regimes, low response planning system, and consequently, many conflicts between various interest groups. The work was carried out in three stages: currently (2010), the implementation of one part of the urban development is underway.



Table 1: Building conditions - problems as the result of uncoordinated land use on land and at sea.

The first, analytical stage aimed at evaluating the conditions in space, which consisted of a spatial and programmatic analysis. In the first step, the analysis of the existing spatial planning documents, protection regimes, and guidelines of spatial developers was carried out. Using the description method we produced the range of (1) spatial potentials (regarding the municipality of Strunjan development strategy, (2) urban development strategies in the marine protection regions, (3) initiatives of the residents who applied for the realization of their development interests, during the development of the Municipal Spatial Plan and the Development Report (approved 2008 and 2010).

In the second step, the methodical conditions were evaluated based on field work. For the individual plot plans, the following was determined: (1) consistency of various and created zones and use for terrestrial and aquatic land (using a comparative analysis of the actual state on the ground and the comparative grounds of the municipality of Strunjan spatial plan), and the conditions proposed by the state; (2) implementation of implemented projects.

The second stage aimed at recognizing urban situations and the reasons behind them (table 1, 2). What the results showed that, in fact, only by implementing the individual cases of the established planning method, based on public records, data and the actual situation on the ground, it was not possible to recognize the true "system of interests" in space and the synergistic effects triggered by the activities at the contact of marine and land areas. Therefore, the analysis was expanded into using individual consultations.



Figure 2: Aerial 2D - the Strunjan bay, the concept of building, urban organization, and line to land (passage) through the bay.

In the third phase, we experimentally produced the design concept of detailed spatial plan in the first part by designing the design concept. The situation consistently followed the historic procedure, as set out in the Rules on the content, form and validity of plans, which in the second part was enriched by the arguments concerning the evaluation of final solutions and the presentation of a technical Council meeting for the basis of a systems of all results, we proposed the starting points for developing the integrated management model.

The following systems proposals were produced in the context: (1) global evaluation of land-use and sea-use; (2) coordinated zoning land use and, consequently, (3) conceptual proposal for detailed spatial development of (a) the plan area and (b) the bay area. In the first part, the existing beach between the hotel and the landscape building, (4) the model of a road layout plan, (5) development of the sea part of the sea-side site, and (6) the technical nature of sea routes, waterways, and landing areas, implementation (SHAPE) Phase: The following are the key issues where urban economics, traffic, and protection interests exist in the framework of the experiment, the solution was completed in detail and coordinated with various stakeholders after the completion of the project, the sustainability of them and the strategic landscape park, recognized the project's impact for funding. The municipality placed its own lot of investments, and successfully obtained funding from the European Fisheries Fund and the state budget. Presently, this subject is in the implementation phase.

1	2	3
<p>1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.20. ANALYSIS OF THE EXISTING SITUATION</p>	<p>2.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.20. ANALYSIS OF THE EXISTING SITUATION</p>	<p>3.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.20. ANALYSIS OF THE EXISTING SITUATION</p>

Table 1: The basic elements of the existing urban situation and the existing spatial context.

Isolated spatial solutions and coastal land use. The regulatory issue is located at a site with an exceptional architectural and landscape identity. In this sense, the planning of any kind of development can be justified only if the observational use is a criterion, i.e. an establishment of a situation by ensuring the necessary conditions for organizing the intended programmes. The key design notion was the reconstruction of the original geometry of the sea front, western edge, and the northern coast of the study bay which is most stable site as a consequence of long-term erosion and illegal spatial interventions. The area was originally divided into 3 spatial units with existing programmatically completed land use (Figure 1).

For area 1 we proposed the development of a parking area and a multi-purpose (public) area. The program was to design a public square in the context of public space. The development solution proposals in area 2 was directed at the aesthetic upgrading of the existing situation, traffic-calming measures, and implementation of the beach environment elements in order to stress its "natural character". Area 3 is the most developed beach environment and the establishment of a new public beach separation are proposed. For Area 4, the restoration of the dimensions and the original geometry of the "beach promenade" is proposed. The main goal is a result of the location of the public pedestrian walls, and can be exploited for other activities, i.e. recreation, walking, past programmes, its position and shape are designed in a coordinated manner. The "beach promenade" will be a multi-use area, which will be designed in a coordinated manner. The new public beach separation in the context of a development people are an observational solution to opening building equipment for the same of restoring area equal separate, between the sea front and water habitats (see 4) we designed - in the form of individual design interventions - landscape for pedestrians, rehabilitation of the pedestrian wall, and an information point.



Figure 3: Site plan of the individual measures with detailed spatial arrangements.



Figure 4: Traffic, regulation, access, urban proposals.

Client: Regionalni Razvojni center Koper
 Location: Strunjan
 Area: 11,90ha
 Project Team: Gregor Čok, u.d.a., Andrej Mlakar, u.d.a.,
 Andreja Skubic, u.d.a., Mateja Segulin, u.d.a.,
 Project Manager: Gregor Čok, u.d.a., Andrej Mlakar, u.d.a.,
 Year: 2013-2015

Conclusions
 In the analytical part of the study we found that the existing system of coastal zone management and planning is inadequate because of the existing separate jurisdictions for the marine and land parts of the bay, the formal of the plans and the municipality, respectively, and the established methodological practice, housing partly or completely land spatial planning and implementation with the existing formal system of marine environment management, in fact, non-comparable to the system of management on land. The planning methods used are mostly based on the existing formal system but tend to be too rigid and do not take into account the facts and are therefore incapable of recognizing the complexity of the issues occurring in the coastal zone. The shortcomings of the existing practice are reflected in a restricted use of public spaces, uncoordinated land use of marine and land areas, inadequate inclusion of local interest groups in the planning system and fragmentation of their needs, and excessive consequences to the demands of the coastal industry. The following guidelines were defined for developing the integrated management model:

- the coastal corridor of a water or sea is a new "beachside management system" should be established, as an upgrade of drawing up of the municipal Spatial Plan and (DUP) to be implemented by the municipality, subject to the approval of the state (this was consisted of all beach developments, piers, waterways, landing and other related infrastructure, etc.);
- use process the development of a system for mutual planning of "land use and sea" in a 200 m wide zone and a storm water zone (the so-called marine spatial planning, to prevent partial solutions, the possibility of simultaneous plan completion, deterioration of land and sea use and implementing all conditions);
- realize the necessary existing capacity and completion for granting construction rights for the use of water land and determining the use of land areas;
- the necessity to upgrade the established methodology for identifying spatial interests (by the existing regulations for production of plans and outdoor);
- transition to planning processes.

1	2	3	4
<p>1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>1.1.20. ANALYSIS OF THE EXISTING SITUATION</p>	<p>2.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>2.1.20. ANALYSIS OF THE EXISTING SITUATION</p>	<p>3.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>3.1.20. ANALYSIS OF THE EXISTING SITUATION</p>	<p>4.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.1. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.2. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.3. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.4. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.5. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.6. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.7. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.8. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.9. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.10. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.11. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.12. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.13. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.14. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.15. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.16. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.17. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.18. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.19. ANALYSIS OF THE EXISTING SITUATION</p> <p>4.1.20. ANALYSIS OF THE EXISTING SITUATION</p>



Figure 5: Building layout and coastal development.



Figure 6: Proposed for a horizontal land use - an integrated solution for terrestrial and aquatic areas.

GREGOR ČOK, ANDREJ MLAKAR,
 ANDREJA SKUBIC, MATEJA SEGULIN

SHAPE

Developing a model for integrated coastal zone management

Client: Regionalni Planirski center Ljubljana
 Location: Strunjan
 Area: 11,90 ha
 Project Team: Gregor Čok, u.d.l.a., Andrej Mlakar, u.d.l.a.,
 Anžeja Skubic, u.d.l.a., Mateja Segulin, u.d.l.a.
 Project Manager: Gregor Čok, u.d.l.a., Andrej Mlakar, u.d.l.a.
 Year: 2013-2015

GREGOR ČOK, ANDREJ MLAKAR,
 ANDREJA SKUBIC, MATEJA SEGULIN

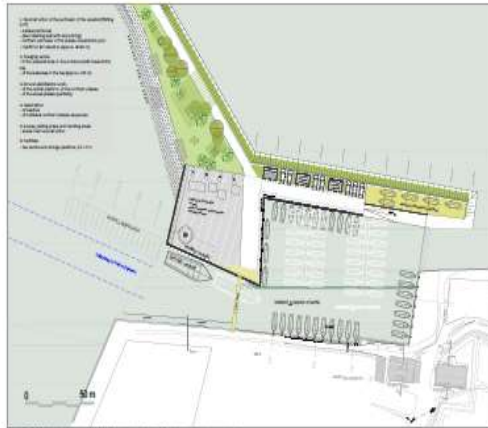


Figure 6: Aerial site plan showing the layout of the marina and surrounding infrastructure, including parking areas and building footprints.



Figure 13: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 10: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 7: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 15: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 8: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 16: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 9: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 10: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 11: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 12: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 13: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 14: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.



Figure 15: Aerial view of the marina area with a semi-transparent overlay showing the planned development and parking spaces.

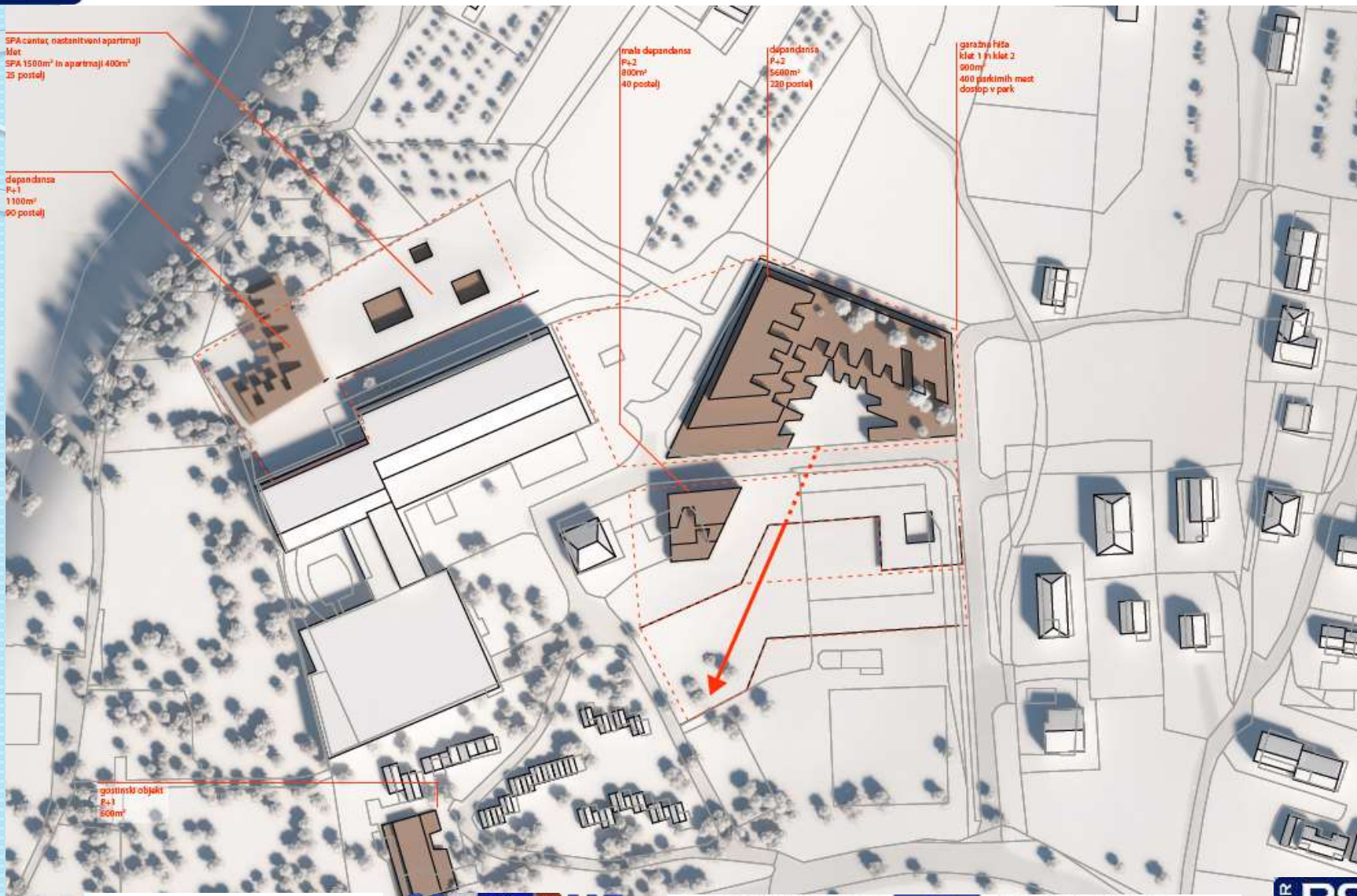
Rezultati projekta ?



1. Prostorsko načrtovanje: koncepti, alternative, predlogi

- 2 skupini arhitektov:
 - Skupina 1: naselje Strunjan, Krka Hotel, Arhitekti Odprtega kroga
Janko Rožič, Matjaž Suhadolec, Gašper Drašler
 - Skupina 2: ožji obalni pas;
dr. Gregor Čok, Andrej Mlakar, Mateja Segulin, Andreja Skubic

Rezultati projekta



SPA/cantac, nastanitveni apartmaji
1let
SPA 1500m² in apartmaji 400m²
25 postelj

dependansa
P+1
1100m²
90 postelj

mala dependansa
P+2
800m²
40 postelj

dependansa
P+2
5600m²
220 postelj

garažni hiša
klot 1 in klot 2
900m²
400 parkirnih mest
dostop v park

gostinski objekt
P+1
500m²



REPUBLIKA SLOVENIJA
SLUŽBA VLADE REPUBLIKE SLOVENIJE ZA RAZVOJ
IN EVROPSKO KOHEZIJSKO POLITIKO



EVROPSKO TERITORIALNO SODELOVANJE
EVROPSKA TERITORIALNA SURADNJA

Naložba v vašo prihodnost
Operacijo delno financira Evropska unija
Evropski sklad za regionalni razvoj



Ulaganje u vašu budućnost
Operaciju dijelomično financira Evropska unija
Evropski fond za regionalni razvoj

Zaključki

- **Predlog ukrepov**
- 1.: območje »vzajemne obravnave« (obalni pas): načrtovanje namenske rabe, režime upravljanja in varovanja v prostoru izvajati skupaj
- 2.: vzpostaviti upravni in planerski sistem skupnega načrtovanja,
- 3.: participativnost
- 4.: opredeliti širši nabor razvojnih in varovalnih **prioritet**: npr. vizualni vidik, širše vplivno območje, sinergija programov, stranski učinki posega v prostoru ipd.
- 5.: podatkovna podpora





REPUBLIKA SLOVENIJA
SLUŽBA VLADE REPUBLIKE SLOVENIJE ZA RAZVOJ
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Hvala za pozornost!

Slavko Mezek

RRC Koper

slavko.mezek@rrc-kp.si

