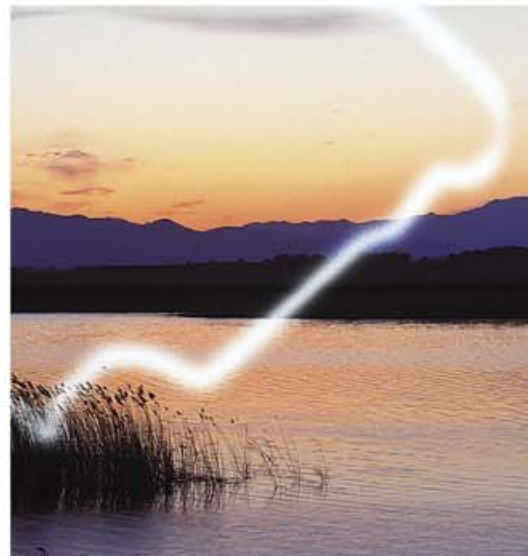


SPATIAL DEVELOPMENT POLICY

of the
Czech Republic
2008



MINISTRY
FOR REGIONAL DEVELOPMENT



INSTITUTE
FOR SPATIAL DEVELOPMENT

SPATIAL DEVELOPMENT POLICY
of the
Czech Republic
2008

Brno, Institute for Spatial Development
2009

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INTRODUCTORY WORD

Dear readers,

let me greet you with the Spatial Development Policy of the CR 2008 (hereinafter only the "CR SDP 2008") in your hands. This document was approved by the Resolution No. 929 of the Government of the Czech Republic on July 20, 2009.

The CR SDP 2008 was elaborated and prepared thanks to a super standard and long-term cooperation among regions, ministries and other central administration authorities. The public had also an opportunity to participate actively in the procurement procedure.

In this context, I would like to express my acknowledgement to all those who were involved in the preparation of this document.

The CR SDP 2008 is a tool of town and country planning which coordinates, at a country-wide level, planning activities of regions and municipalities and provides frameworks for concretisation of planning tasks defined in the Building Act. This document coordinates also sectoral concepts having impact on the area.

The CR SDP 2008 respects, consistently, the principle laid down in the Building Act, which lies in the fact that the respective country, region or municipality planning levels are based on different extents of area knowledge. Therefore, the CR SDP 2008 determines only supra-regional priorities, requirements, tasks and criteria for decision making on changes to areas, axes, corridors a grounds and for delimiting them in cases of necessity. Only within them, when procuring the Development Principles document, the regions will verify the development options and conditions for locations of country-wide development intentions.

In this connection, I would like to emphasize that, in accordance with the Building Act, it is not possible to realize the development intentions on the basis of the CR SDP 2008 only, without any further verification. The purpose of the CR SDP 2008 is just to ensure the protection of suitable locations against changes in their use, which would preclude further reliable verification of the respective development intention as well as future decision on its possible realization if its needfulness was demonstrated.

As to its contents, the CR SDP 2008 approved by the Resolution of the Government represents an improved continuation of the Spatial Development Policy of the Czech Republic 2006. However in comparison with it, the approved CR SDP 2008 in addition includes, i.a., new development intentions of transport and technical infrastructure, e.g., new underground gas reservoirs and new connection gas lines to ensure energy supply security of the CR.

The CR SDP 2008 not only facilitates the planning activity in the Czech Republic significantly but is also instrumental in the assertion of Czech Republic's interests at discussions on spatial development of the EU. The implementation of the EU-documents, e.g. Territorial Agenda of the EU and Leipzig Charter on sustainable European cities is ensured by this document, too. The CR SDP 2008 imposes, i.a., the obligation on regions and municipalities to deal in planning documentation, e.g., with negative consequences of suburbanization, landscape fragmentation due to transport infrastructure, recovery of abandoned premises and areas (the so called brownfield areas), and also addresses the problems of preventive protection of an area and inhabitants from floods.

I trust that the approved CR SDP 2008 will not only facilitate the planning activity in the Czech Republic, but also contribute to a purposeful development of our country.



A handwritten signature in black ink, consisting of stylized, overlapping loops and lines.

Ing. Rostislav Vondruška
Minister for Regional Development of the CR

THE GOVERNMENT OF THE CZECH REPUBLIC



RESOLUTION OF THE GOVERNMENT OF THE CZECH REPUBLIC

of July 20th, 2009, No. 929
on the Spatial Development Policy of the Czech Republic 2008

The Government

I. **abolishes** the Government's resolution No. 561 of May 17th, 2006 on the Spatial Development Policy of the Czech Republic;

II. **approves**

1. the Spatial Development Policy of the Czech Republic 2008 listed in part III of the material, reference number 903/09, amended according to comments stated in the supplement to the material and specified according to a comment raised during the government meeting (the text of the articles 73 and 143),
2. reasons listed in part VII.c.2. of the material No. 903/09, standpoint of the Ministry of Environment as taken into consideration for the assessment of the impacts of the Spatial Development Policy of the Czech Republic 2008 on the environment;

III. **acknowledges** the Report on the application of the Spatial Development Policy of the Czech Republic 2006 listed in part VI of the material No. 903/09;

IV. **order**

1. the members of the Government and the heads of other central administrative authorities to
 - a) observe the Spatial Development Policy of the Czech Republic 2008 when elaborating conceptual documents within the competence of the ministries and authorities managed by them,
 - b) fulfil the tasks determined by the Spatial Development Policy of the Czech Republic 2008,
 - c) cooperate with the Minister for Regional Development on elaboration of the Report on the application of Development Policy of the Czech Republic 2008,
2. the Minister for Regional Development in cooperation with ministers concerned, heads of other central administrative authorities, governors of regions and the Mayor of the capital city of Prague to elaborate and to submit to the Government the Report on the application of the Spatial Development Policy of the Czech Republic 2008 and the updated Spatial Development Policy draft by 31st December 2012,
3. the Minister for Regional Development to provide
 - a) the publication of the announcement on the ratification of Development Policy of the Czech Republic 2008 in the Collection of Laws,
 - b) the publication of this resolution in the Official Gazette of the Government for the administrative regional authorities and municipal authorities,
 - c) the publication of reasons stated in point II/2 of this resolution in a manner enabling a remote access,
4. to the Minister for Regional Development in cooperation with the Ministers of Transport and Environment to observe, ensure and assert the existing area protection of the Danube – Odra – Elbe canal corridor connection until the time of the Government's decision on further procedure and to submit a draft on the means of further protection to the Government until 31st December 2009,
5. the Minister of Transport in cooperation with the Deputy Prime Minister and the Minister of Foreign Affairs to examine the necessity of the Danube – Odra – Elbe canal connection on an international level and to ensure a negotiation on the corridor of this canal connection with the representatives of the Polish Republic, the Austrian Republic, the Slovak Republic, the Federal Republic of Germany and with the European Commission, inclusive

of the signatories of the European Agreement on Main Inland Waterways of International Importance (AGN Agreement), the Access agreement and the Trans-European Transport Network /TEN-T/, with the aim to assess the problems of its possible realisation, transportation effectiveness and the capital intensity of singular branches within the entire European context and to submit to the Government the information on the results of this examination by 31st December 2010

6. the Minister of Environment in cooperation with the Minister for Regional Development, governors of regions and the Mayor of the capital city of Prague to propose to the Government the establishment of stand-by spaces necessary for the completion and stabilisation of the large area protection system with the aim to strengthen the ecological stability of the area by 31st December 2010,

7. the Minister of Environment in cooperation with the Ministers for Regional Development and of Transport to prepare for the Government and submit a draft of the system solution of the landscape perviousness with regard to the solution of its fragmentation caused by the existing and planned transport infrastructure constructions by 31st December 2010,

8. the Minister of Environment in cooperation with the Ministers for Regional Development and of Agriculture, governors of regions and the Mayor of the capital city of Prague to ensure the cohesion of the agricultural land fund protection, measures against floods and close-to-nature measures for adaptation to the climate changes, while enforcing the Spatial Development Policy of the Czech Republic 2008 at the same time.

To be realised by:

Members of the Government,

Heads of the other central administrative authorities

For information to:

Governors of regions,

Mayor of the capital city of Prague

Prime Minister
Ing. Jan Fischer, CSc.
in his own hand

CONTENTS

1	INTRODUCTION	11
1.1	Purpose of the Spatial development policy of the Czech Republic	11
1.2	Relations of the Spatial development policy of the Czech Republic to international contracts, to documents of international organizations and neighbouring countries	11
1.3	Structure of the Spatial development policy of the Czech Republic document	12
2	REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT DOCUMENT FOR AREA SUSTAINABLE DEVELOPMENT	17
2.1	Resources	17
2.2	Republic's priorities	17
3	DEVELOPMENT AREAS AND DEVELOPMENT AXES	23
3.1	Resources	23
3.2	Conception	23
4	SPECIFIC AREAS	31
4.1	Resources	31
4.2	Conception	31
5	CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE	41
5.1	Resources	41
5.2	Conception	41
6	CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE AND RELATED DEVELOPMENT INTENTIONS	57
6.1	Resources	57
6.2	Conception	57
7	FURTHER TASKS FOR TOWN & COUNTRY PLANNING	69
7.1	Resources	69
7.2	Conception	69
8	RELATIONS OF DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS	73
9	SUMMARY CHARTS	77

LIST OF CHARTS

Chart 1	Illustration of the CR SDP 2008 relations
Chart 2	Development areas and development axes
Chart 3	Specific areas
Chart 4	Railway transport
Chart 5	Road transport
Chart 6	Water transport and air transport
Chart 7	Transeuropean multimodal corridors
Chart 8	Electricity
Chart 9	Natural gas
Chart 10	Product lines
Chart 11	Relations of development areas, development axes and specific areas
Chart 12	Summary charts

APPENDIX: III / 1 REASONING REPORT

APPENDIX: III / 2 PLANNING TASK BEARER

1 INTRODUCTION

1 INTRODUCTION

1.1 PURPOSE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (1) Spatial development policy of the CR (hereinafter also “CR SDP”) is procured by the Ministry for Regional Development within the range of § 5, par. 5 according to § 31 to 35 and § 186 of the act No. 183/2006 Coll., on town and country planning and building code as amended by later regulations (hereinafter only the Building Act), on the basis of the CR government resolution No. 561 as of May 17th 2006 by which the Spatial development policy of the Czech Republic has been approved (hereinafter also CR SDP 2006), and on the basis of the task II. 2., letter a) of this resolution.
- (2) Spatial development policy of the CR is a planning tool that sets up requirements and frameworks for detailed specification of planning tasks¹⁾, defined generally within the Building Act, in the republic’s, cross-border and international relations, particularly with the respect to the area sustainable development²⁾.
- (3) Spatial development policy of the CR specifies a strategy and fundamental conditions for fulfilling the planning tasks and thus it provides and frame for consensual, generally beneficial development of the CR area values (hereinafter only “spatial development”). CR SDP purpose is, taking into account the possibilities and conditions of the area and requirements of spatial development, to ensure coordinated planning activities of regions, municipalities, coordination of sectoral and inter-sectoral concepts, policies, and strategies and other documents of ministries and other central administration offices. CR SDP coordinates also intentions to make changes to the area for transport and technical infrastructure³⁾ that impacts territories of several regions due to its significance, extension or foreseen usage (hereinafter only “development intentions”).
- (4) Spatial development policy of the CR defines framework tasks for related planning activities and for specification of conditions for foreseen development intentions in order to increase their benefit and minimize their negative impacts.
- (5) Spatial development policy of the CR serves also for coordination of other public administration tools influencing spatial development, like e.g. program for development of administrative region and program for development of administrative municipality. In order to achieve the above mentioned coordination the CR SDP uses i.a. documents intended to foster regional development as well as documents and resources procured by public administration, that have, in international and national context, impact on country-wide land use, e.g. policies, strategies, concepts, plans, programs, development plans and the environment status report – see The materials and resources.
- (6) When updating the CR SDP (based on the planning analytical materials of regions, incentives of regions, and intentions resulting from country-wide development documents) there will be assessed whether the reasons for individual development intentions became irrelevant and whether new reasons reflecting actual needs should be set up.

1.2 RELATIONS OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO INTERNATIONAL CONTRACTS, TO DOCUMENTS OF INTERNATIONAL ORGANIZATIONS AND NEIGHBOURING COUNTRIES.

- (7) The CR SDP reflecting the unique character of the area and settlement structure of the CR takes into account requirements for the area sustainable development and the area cohesion, that are specified for the CR in the international contracts, are based on the membership in the international organizations (OSN, OECD, Europe Council and European Union) and result from other international agreements, treaties and conventions related to spatial development, where the CR is one of the contract parties⁴⁾. The CR SDP takes into account also the intentions contained within the planning documents of neighbouring countries.

1) See § 18, § 19 of the act No. 183/2006 Coll., as amended by the later regulations, on town and country planning and building code (hereinafter only the Building Act).

2) See § 18, par. 1 of the Building Act.

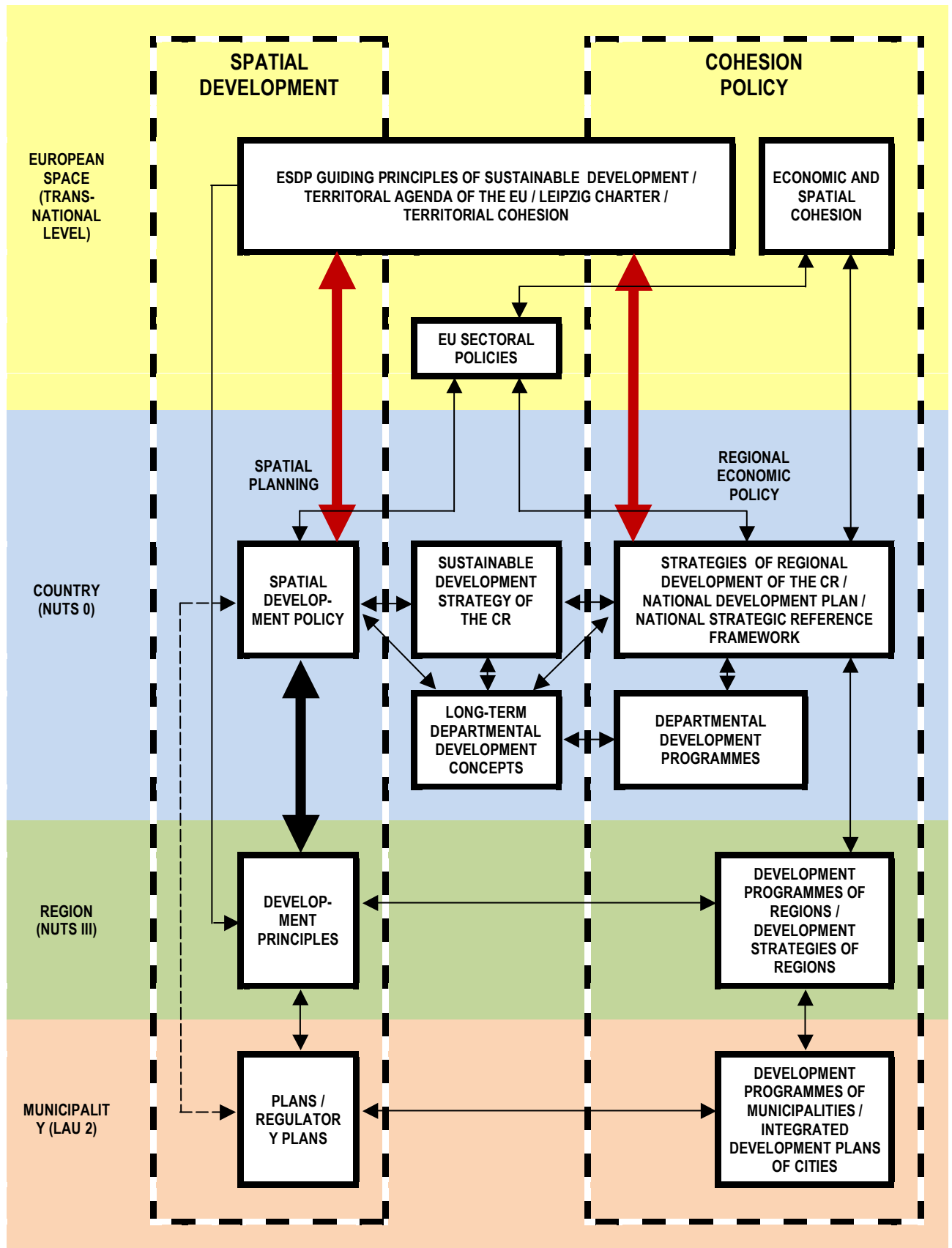
3) See § 2, par.1, letter k), items 1 and 2, and § 31 of the Building Act.

4) See e.g. Habitat document, EHK OSN document, documents of the OECD Council for Territorial Development, documents of the European Council (e.g. Guiding principles of sustainable regional development in Europe as of 2000, Ljubljana declaration on territorial dimension of sustainable development as of 2003, Lisbon declaration - “Bridges over Europe” as of 2006), EU documents (e.g. European perspectives of regional development as of 1999, Area state and perspectives of the EU – draft of March 2007, Vision Planet as of 2000, Lisbon/Göteborg strategy as of 2001, Territorial Agenda of the EU as of 2007, Leipzig Charter on sustainable European cities - 1st action program for implementation of the Territorial Agenda of the EU as of 2007).

1.3 STRUCTURE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC DOCUMENT

- (8) The CR SDP, which text is completed with necessary charts, is divided into chapters according to § 32 of the Building Act:
- “Republic’s priorities of spatial development for area sustainable development” to be applied on the whole territory of the Czech Republic;
 - “Development areas and axes”, “Specific areas”, “Corridors and areas for transport infrastructure”, and “Corridors, areas and development intentions of technical infrastructure”;
- CR SDP specifies areas, axes, corridors, and spaces with the respect to the proved needs of country development which justify, in accordance with § 5 of the Building Act, intervention to powers of regions and municipalities related to the matters of their development, and if it is necessary to define criteria and conditions for such areas, axes, corridors and spaces in order make decisions on changes in them.
- “Further tasks for town & country planning”.
- (9) CR SDP is prepared on the basis of analyses which outputs are in the “Materials and resources”. The “Materials and resources” for CR SDP are information input that is not discussed and approved by the CR government.

CHART 1 - ILLUSTRATIVE CHART OF LINKAGES WITHIN THE SPD CR 2008



Note: The chart does not include linkages to documents related to the level of NUTS II (regions of coherence), since there does not exist any planning documentation at this level. However, this level is to be taken into consideration especially in relation with Regional Operational Programmes. The red indicators represent the implementation of the EU Territorial Agenda.

2 REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT FOR AREA SUSTAINABLE DEVELOPMENT



2 REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT FOR AREA SUSTAINABLE DEVELOPMENT

2.1 RESOURCES

- (10) Republic's priorities within international, cross-border, and country wide relations with the aim of further area development set up the framework for balanced area conditions – good environment, economic growth, and community cohesion within the area (area sustainable development).
- (11) Republic's planning priorities for area sustainable development (hereinafter also "republic's priorities") according to § 31 of the Building Act define requirements for detailed specification of generally formulated planning goals and tasks and determine strategy and basic conditions for their completing within the planning activities of regions and municipalities and for creation of sectoral concepts impacting the area.
- (12) Republic's priorities in line with the CR territory character, settlement structure and CR SDP purpose as a planning tool, do take into account requirements for area sustainable development and area cohesion, stipulated within the documents of international organizations where the CR is a member.
- (13) At individual republic's priorities there is indicated their relation to:
 - CR SDP 2006
 - "Territorial Agenda of the EU – *For competitive and sustainable Europe composed of regional variety*" (hereinafter also the Territorial Agenda of the EU or TA EU)
 - "LEIPZIG CHARTER on sustainable European cities" (hereinafter also the Leipzig Charter).

2.2 REPUBLIC'S PRIORITIES

- (14) For public benefit – protect and develop natural, civilization and cultural values of an area, including urban, architectonic and archaeological heritage. Preserve character of the unique urban area structure, settlement structure, and unique cultural landscape, which express the area identity, its history and tradition. These areas are very valuable e.g. for tourism. Their preservation should not, however, disable economic usage or hinder it. In some cases a targeted preservation of important localities is necessary, in other cases it seems necessary to protect the landscape units. Landscape is a living unit in time that requires creative, yet sensible approach to balanced development in order to preserve its principal cultural, natural and utility values.

Prevent decline of countryside as a consequence of lack of human intervention. (See also TA EU, part III. 6, sec. 25, 27; see also sec. 19 in CR SDP 2006)
- (15) Prevent space-social segregation when changing or creating urban environment that could adversely impact social cohesion of inhabitants. Analyse principal mechanisms that drive segregation, assess existing and potential consequences, and propose, during planning activities, solutions that prevent undesired level of segregation or decrease its level. (See also the Leipzig Charter, item II; see also sec. 29 in CR SDP 2006)
- (16) Prefer complex solutions to one-sided viewpoints and requirements, which consequentially deteriorate area condition and value, when defining land use in the planning documentation. When proposing area preservation it is necessary to take into account also the requirements of inhabitant's life standard development, increasing life quality and economic growth of the area. Suitable solutions of spatial development shall be sought in cooperation with the area's inhabitants and users (see also sec. 20 in CR SDP 2006) and in accordance with the purpose and character of areas, axes, spaces and corridors delimited in CR SDP.
- (17) Create conditions within areas to eliminate sudden economic changes by location of areas with development potential for creation of job opportunities, particularly in regions structurally impaired and economically weak, and help to solve problems within such regions. (See also sec. 21 in CR SDP 2006)
- (18) Support polycentric development of settlement structure. Create conditions for strengthening partnerships among cities and countryside and improve thus their competitiveness. (See also TA EU, part III.2, sec. 16, 17; see also sec. 18 in CR SDP 2006)
- (19) Create conditions for multifunctional utilisation of derelict grounds and spaces (so called brownfield areas of industrial, agricultural, military or other origin) with respect to economical utilisation of developed areas, protection of undeveloped areas (especially agricultural and forest land) and preservation of public green spaces including minimization of its fragmentation. (See also sec. 22 in CR SDP 2006) The goal is an economical utilisation of area that saves costs in relation to public budgets, transport, energy, and that limits unrestrained and architectonically poor forms of suburbanization.

- (20) Development intentions that can impact landscape character in a significant manner shall be located in the least conflict locations, and subsequently the compensation measures shall be supported. With regard to this, respect in the course of planning activities – wherever it is possible and reasonable - public interests, e.g. preservation of biologic diversity and environmental quality, especially by means of consistent protection of preserved areas, localities of the NATURA 2000 system, wetlands, water-supply protection zones, protected areas of ground water accumulation and of mineral resources, protection of the agricultural and forest land resources. Create area conditions for implementation of and complying with systems of ecological stability in order to preserve the ecological functions also in other parts of free landscape, to preserve natural landscape elements in developed areas, and to preserve and intensify the rural landscape diversity. Within planning activities, create conditions for the landscape character preservation in relation to the desired landscape characteristics and types, and create conditions for the utilization of natural resources. (See also the *European Treaty on Landscape*)
- (21) Delimit, in cooperation with respective municipalities, the areas necessary for public green spaces (green zones) and prevent them from development within the development areas and development axes in specific areas, where the landscape is adversely impacted by human activities; the goal is to preserve continuous zones of undeveloped spaces within a proximity of cities intended for short time leisure activities, and further for creation and development of forests and preservation of landscape penetrability. (See also the *Leipzig Charter, part II; see also sec. 23 in CR SDP 2006*)
- (22) Create conditions for development and utilisation of area conditions for various forms of tourism (e.g. biking, agro-tourism, hiking) while preserving and developing the area values. Support connection of locations, that are interesting for tourism, by hiking trails enabling whole season utilisation for various forms of tourism (e.g. hiking, cycling, skiing, horses). (See also *sec. 24 in CR SDP*)
- (23) Create conditions, depending on local circumstances, for better accessibility of an area and improving transport and technical infrastructure with the respect to landscape penetrability. Preserve landscape penetrability and minimize landscape fragmentation when locating transport and technical infrastructure; if it is reasonable, locate these infrastructure into common corridors. (See also *sec. 25 in CR SDP 2006*). It is not allowed to create new bottlenecks within routes of highways, speedways and capacity roads. If these routes are component parts of the transeuropean road network, they shall be delineated in a sufficient distance from residential quarters of major settlement centres.
- (24) Create conditions for better accessibility of an area by extending and improving transport infrastructure, taking into account the needs of public transport, particularly within development areas and development axes. (See also the *Leipzig Charter, item II. 2; see also sec. 26 in CR SDP 2006*). Potential new constructions shall be assessed always with the respect to the implied requirements on changes to the public transport infrastructure and public transport. Create conditions for higher safety and smoothness of traffic, for improvement of protection against noise and emissions and, with respect to this, create area conditions for environment friendly forms of transport (e.g., railway, bicycle lines).
- (25) Create conditions for preventive protection of an area against potential risks and natural disasters within it (floods, landslides, erosion etc.) in order to minimize the damages. In particular to ensure protection of spaces that are necessary for new constructions and measures against floods, and for delimitation of spaces intended for controlled overflows. Create conditions for enhancement of natural retention of rain water in the area with regard to settlement structure and cultural landscape as an alternative to technical accumulation of water. (See also *TA EU, part III. 5, sec. 23, 24; see also sec. 27 in CR SDP 2006*)
- Within developed areas and areas with development potential create conditions for retention, infiltration and utilization of rain water as a water resource, with the goal of flood impacts mitigation.
- (26) Delimit areas with development potential within inundation spaces and locate public infrastructure in there, financed from public budgets, in exceptional and well reasoned cases only. Delimit and protect areas with development potential for relocation of structures from spaces with high flood damages risks. (See also *sec. 27 in CR SDP 2006*)
- (27) Create conditions for coordinated location of public infrastructure within an area and its development, thus support its reasonable utilisation within the settlement structure framework. Create also conditions for improving transport accessibility of municipalities (towns) that are natural regional centres in an area in order to improve by these possibilities, location and infrastructure also the conditions for development of neighbouring municipalities in countryside and in locations with specific geographic conditions. (See also *TA EU, part III. 1, sec. 14, 15*)
- When procuring planning documentation and its updates to use regional grouping (clusters) for a dialogue of all parties, who are impacted by the changes to an area and who can strengthen attractiveness of an area by investments in favour of spatial development. (See also *TA EU, part III. 3, sec. 18, 19*)
- In the course of planning activities to set up conditions for creation of capacity transport network – passenger and freight – railways, roads, waterways

and air transport, including networks of regional airports, effective transport network connecting urban areas with countryside, as well as solutions of cross-border transport, because mobility and accessibility are key prerequisites of economic development in all regions. *(See also TA EU, part III.4, sec. 20, 22)*

- (28) In order to ensure life quality of inhabitants to take into account requirements of further area development, require its solution in all necessary long-term aspects, including requirements on public infrastructure. Proposals and protection of quality urban spaces and public infrastructure shall be investigated and solved in cooperation of public and private sectors with general public. *(See also the Leipzig Charter; item I. 1)*
- (29) To pay special attention to connectivity of various transport forms. City public transport shall be solved with the respect to reasonable interconnection of residential spaces, leisure time spaces, public services, public spaces, production spaces and others, requiring a quality environment. Create conditions for development of effective and accessible system ensuring equal mobility and area accessibility options to inhabitants. In relation to this to create conditions for construction and utilisation of suitable walks and bicycle lanes network. *(See also the Leipzig Charter; item I; see also sec. 26 in CR SDP 2006)*
- (30) Level of technical infrastructure concepts, particularly water supplies and sewage water systems, must conform to requirements on high life standard, both in present, and in future. *(See also the Leipzig Charter; item I. 2)*
- (31) Create area conditions for development of decentralized, effective and safe energetic production from renewable resources, environmental friendly, observing the goal of minimization of its negative impacts and risks while respecting the priorities of ensuring safe supply of various kinds of energy to the area. *(See also the Leipzig Charter; item I. 2)*
- (32) When specifying urban concepts to assess quality of existing housing stock in disadvantaged city/town districts and to pay attention to delimitation of reconstruction spaces in accordance with requirements on quality urban structures, healthy environment and effective infrastructure. *(See also the Leipzig Charter; item I; see also sec. 29 in CR SDP 2006)*

3 DEVELOPMENT AREAS AND DEVELOPMENT AXES



3 DEVELOPMENT AREAS AND DEVELOPMENT AXES

3.1 RESOURCES

- (33) Development areas and development axes are delimited in territories where higher demands on changes within an area exist due to concentration of activities of international and republic significance.
- (34) In the development areas and development axes there is necessary to create, maintain and coordinate stand-by spaces to cover the increased requirements on changes within an area. While respecting the republic's planning priorities there shall be enabled adequate land use in there and its values shall be preserved.
- (35) Increased demands on changes within development areas and development axes require active cooperation of all public administration departments, particularly of the affected bodies protecting public interests in accordance with special regulations, while solving planning tasks and meeting respective recommendations.
- (36) Development areas include municipalities affected by development dynamics of the main centre (regional city) and of co-influencing secondary centres.
- (37) Development axes include municipalities where increased demands on changes within an area exist or may be anticipated due to transport relation to existing or prepared capacity roads, at co-influence of development dynamics of respective settlement centres. At the cross-sections of development axes the municipalities may be included in any of these development axes. Municipalities that are already included in development areas shall not be included in development axes.

3.2 CONCEPTION

- (38) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing area changes intentions in any development area or development axis the following must be observed:

- a) development of public infrastructure of international or republic significance while preserving area values at the same time⁵⁾,
 - b) development of housing while preferring development within already developed areas⁶⁾ and preventing space-social segregation,
 - c) renewed utilisation of derelict industrial, storage, transport and other spaces,
 - d) solution of reclamation of neglected and derelict spaces, particularly after former mining, industrial or military utilisation, etc., effective organization of material flows and wastes management,
 - e) preservation and development of community function of traditional urban centres,
 - f) utilisation of leisure time potential of the landscape.
- (39) Planning tasks:
 - a) regions and municipalities shall proceed at procuring of planning documentation in accordance with criteria and conditions for decision making on changes to an area, shall create conditions for location of international- and republic- important activities, thus contributing to preservation of area values outside development areas and development axes;
 - b) tasks defined for individual development areas and

development axes must be included in planning documentations of regions and municipalities;

- c) regions shall specify, upon their needs, delimitation of development areas and development axes within the development principles, in a scale of individual municipalities territories, while respecting purpose of individual development areas and development axes.

Spatial development policy defines the following development areas and development axes:

Development areas

- (40) OBI Development area Praha

Specification:

Capital of Praha, territories of municipalities consisting of administrative units of municipalities with extended powers (hereinafter "MEP") Benešov (only the municipalities from the north part), Beroun, Brandýs nad Labem–Stará Boleslav, Černošice, Český Brod (except the municipalities in the south-east part), Dobříš (only the municipalities in the north-east part), Kladno (except the municipalities in the south-west part), Kralupy nad Vltavou, Lysá nad Labem, Mělník (only the municipalities in the south-west part), Neratovice, Říčany (except the municipalities in the east part), Slaný (only the municipalities in the south part).

Specification reasons:

Territory influenced by the development dynamics of Praha, at co-influence of secondary centres, par-

5) § 18, par. 4 of the Building Act

6) § 19, par. 1 letter i) of the Building Act

ticularly Kladno, Beroun, Kralupy nad Vltavou and Neratovice. The strongest concentration of inhabitants in the CR, as well as concentration of cultural and economic activities that have to a large extent also international significance; clear development prerequisite is its connection to highways, speedways and transit railway corridors as well as effective interconnections of individual kinds of transport including the air transport.

(41) **OB2** Development area Ostrava

Specification:

Territories of municipalities from MEPs of Bílovec, Bohumín, Český Těšín, Frýdek-Místek (except the municipalities in the south-east part), Havířov, Hlučín, Karviná, Kopřivnice (only the municipalities in the north part), Kravaře (except the municipalities in the north part), Orlová, Opava (except the municipalities in the west and south-west parts), Ostrava, Třinec (except the municipalities in the south and south-east parts).

Specification reasons:

Territory influenced by the development dynamics of Ostrava (regional centre) and by multilateral influence of a dense secondary centres network and urban settlement. It is a very strong concentration of inhabitants and economic activities with typical dynamic development of international cooperation with neighbouring Polish region of Upper Silesia; important development prerequisite is the connection to highway network of the CR and Poland being under construction, as well as its location on the II. and III. railway transit corridors.

Planning tasks:

Create area conditions for development of public infrastructure related to and conditioning the changes to the area caused by the industrial zones Mošnov and Nošovice.

(42) **OB3** Development area Brno

Territories of municipalities from MEPs of Brno, Blansko, Kuřim, Pohořelice, Rosice, Slavkov, Šlapanice, Tišnov, Vyškov, Židlochovice.

Specification reasons:

Territory influenced by the development dynamics of Brno (regional centre). Very strong concentration of inhabitants and concentration of economic activities that have to a large extent also international significance; development supporting prerequisite is good accessibility via highways and speedways, as well as via the I. railway corridor; growing international cooperation connects the region particularly to Wien and Bratislava

Planning tasks:

- a) create space conditions for solution of transport (especially road) network southward from the D1 highway in relation to the development of the Brno-south commercial zone,
- b) create area conditions for the development of leisure

re time potential in surroundings of Brno.

(43) **OB4** Development area Hradec Králové/Pardubice

Specification:

Territories of municipalities from MEPs of Holice (except the municipalities in the east part), Hradec Králové, Chrudim (only the municipalities in the north and north-east parts), Jaroměř (only the municipalities in the south part), Kostelec nad Orlicí (only the municipalities in the west part), Nový Bydžov (except the municipalities in the west part), Pardubice, Přelouč (except the municipalities in the west part).

Specification reasons:

Territory influenced by the development dynamics of Hradec Králové and Pardubice, at co-influence of secondary centre of Chrudim. It is a strong two-core concentration of inhabitants and economic activities that have to a large extent also international significance. Development supporting conditions are the location of Pardubice on the I. railway transit corridor, the D11 highway from Praha to Hradec Králové with projected extension to Poland and perspective connection by the R35 speedway to Olomouc (that will provide an alternative to quick west-east road connection within the CR, together with the existing D1 highway).

(44) **OB5** Development area Plzeň

Specification:

Territories of municipalities from MEPs of Blovice (only the municipalities in the north part), Nýřany (except the municipalities in the north-west part), Plzeň, Přeštice (except the municipalities in the south part), Rokycany (only the municipalities in the west part), Stod (except the municipalities in the south-west part).

Specification reasons:

Territory influenced by the development dynamics of Plzeň (regional centre). It is a strong concentration of inhabitants and economic activities that have to a large extent also international significance; development is supported by situation on the D5 highway and III. railway transit corridor.

(45) **OB6** Development area Ústí nad Labem

Specification:

Territories of municipalities from MEPs of Teplice (except the municipalities in the south-west part), Ústí nad Labem.

Specification reasons:

Territory influenced by the development dynamics of Ústí nad Labem (regional centre), at co-influence of secondary centre of Teplice and urban settlement. The development area represents a strong concentration of inhabitants and economic activities that have to a large extent republic significance; supporting aspects of development are the existing situation on the I. railway transit corridor and prepared completion of the D8 highway.

- Planning tasks:
Solution of landscape arrangement between Ústí nad Labem and Teplice as a quality, commonly utilised space, supporting both cities.
- (46) **OB7** Development area Liberec
- Specification:
Territories of municipalities from MEPs of Jablonec nad Nisou, Liberec (except the municipalities in the west part), Tanvald (except the municipalities in the north part), Železný Brod (only the municipalities in the north part).
- Specification reasons:
Territory influenced by the development dynamics of Liberec (regional centre), at co-influence of secondary centre of Jablonec nad Nisou. The development area represents a strong concentration of inhabitants and economic activities that have to a large extent republic significance. Supporting aspects of development are the existing connection via speedway (R10 and R35) with Praha and prepared connection with Hradec Králové (R35). The connection to modernized railway lines in direction to Praha and Hradec Králové is also of crucial importance.
- Planning tasks:
Solution of the area connection to modernized railway lines in direction to Praha and Hradec Králové.
- (47) **OB8** Development area Olomouc
- Specification:
Territories of municipalities from MEPs of Litovel (except the municipalities in the west part), Olomouc (except the military area in Libavá), Šternberk (except the municipalities in the north and north-east parts), Uničov (only the municipalities in the south-east part).
- Specification reasons:
Territory influenced by the development dynamics of Olomouc (regional centre). The development area represents a strong concentration of inhabitants and economic activities that have to a large extent republic significance. Supporting aspects of development are extension of the III. railway transit corridor and existing speed connections with Brno (R46 and D1), Ostrava (R35, D47), as well as a perspective speedway with Praha (R35, D11).
- (48) **OB9** Development area Zlín
- Specification:
Territories of municipalities from MEPs of Holešov (except the municipalities in the north part), Otrokovice, Vizovice (except the municipalities in the east part), Zlín (except the municipalities in the most southern part).
- Specification reasons:
Territory influenced by the development dynamics of Zlín (regional centre), at co-influence of secondary centres, particularly Otrokovice and Holešov. The development area represents a strong concentration of inhabitants and economic activities that have to a large extent republic significance. Supporting aspects of development are the situation on the II. railway transit corridor (Otrokovice) and foreseen road connections of Zlín via R49 with the D1 highway at Hulín and of Otrokovice via R55 from Hulín to Břeclav.
- (49) **OB10** Development area České Budějovice
- Specification:
Territories of municipalities from MEPs of České Budějovice, Český Krumlov (only the municipalities in the north-east part), Trhové Sviny (only the municipalities in the north-west part).
- Specification reasons:
Territory influenced by the development dynamics of České Budějovice (regional centre). The development area represents a strong concentration of inhabitants and economic activities that have to a large extent republic significance. Supporting aspects of development are the situation on the prepared D3 highway with connection to the R3 speedway direction Austria and on the IV. railway transit corridor.
- Planning tasks:
Create area conditions for the M1 corridor connection.
- (50) **OB11** Development area Jihlava
- Specification:
Territories of municipalities from MEPs of Havlíčkův Brod (only the municipalities in the south part), Humpolec (except the municipalities in the west part), Jihlava (except the municipalities in the south-west part).
- Specification reasons:
Territory influenced by the development dynamics of Jihlava (regional centre). The development area represents a relatively strong concentration of inhabitants and economic activities that have to a large extent republic significance. Supporting aspect of development is the situation on the D1 highway.
- (51) **OB12** Development area Karlovy Vary
- Specification:
Territories of municipalities from MEPs of Karlovy Vary (except municipalities in the south and north parts and except the military area in Hradiště), Ostrov (except the municipalities in the north part), Sokolov (only the municipalities in the east part).
- Specification reasons:
Territory influenced by the development dynamics of Karlovy Vary (regional centre), at co-influence of the secondary centre of Ostrov. The development area represents a relatively strong concentration of inhabitants and economic activities that have to a large extent republic significance (spa resorts have international reputation); supporting aspect of development is situation on the prepared R6 speedway –Praha–Karlovy Vary–Cheb–CZ border.
- Development axes**
- (52) **OS1** Development axis Praha–Plzeň–CZ/DE border (–Nürnberg)

- Specification:**
Municipalities outside development areas, with strong relation to an important transport way i.e. D5 highway and railway No. 170 Praha–Stříbro.
- Specification reasons:**
Territory influenced by the D5 highway, the railway No. 170 Praha–Stříbro (III. railway transit corridor), and co-influence of settlement centres Hořovice, Rokycany, Stříbro, Tachov. It connects to a development axis abroad.
- (53) **OS2** Development axis Praha–Ústí nad Labem–CZ/DE border (–Dresden)
- Specification:**
Municipalities outside development areas, with strong relation to an important transport way i.e. D8 highway and railway No. 090.
- Specification reasons:**
Territory influenced by the D8 highway, the railway No. 090 (I. railway transit corridor), at co-influence of settlement centres Mělník, Roudnice nad Labem, Lovosice, Litoměřice, Děčín; in the section between Ústí nad Labem and Děčín there exist a development intention of the CR SDP to construct a capacity road leading further to Liberec. It connects to a development axis abroad.
- Planning tasks:**
- create area conditions for solution of flood prevention within the narrow Labe valley,
 - create area conditions for solution of negative impacts of large and not nicely looking mining activities.
- (54) **OS3** Development axis Praha–Liberec–CZ/DE border, Poland (–Görlitz/Zgorzelec)
- Specification:**
Municipalities outside development areas, with strong relation to important transport ways i.e. R10 and R35 (S5) roads.
- Specification reasons:**
Territory influenced by the R10 and R35 (S5) roads, at co-influence of settlement centres – Mladá Boleslav, Turnov.
- (55) **OS4** Development axis Praha–Hradec Králové/Pardubice–Trutnov–CZ/PL border (–Wrocław)
- Specification:**
Municipalities outside development areas, with strong relation to important transport ways i.e. the D11 highway, corridors of prepared extension of the D11 highway and prepared R11 speedway, and the railway No. 010 Praha–Pardubice.
- Specification reasons:**
Territory influenced by the D11 highway and its prepared extension to Jaroměř, by the prepared R11 speedway–Jaroměř–Trutnov–CZ/PL border, by the railway No. 010 Praha–Pardubice (I. railway transit corridor), and by co-influence of centres Nymburk, Poděbrady, Kolín, Jaroměř, Dvůr Králové nad Labem, Trutnov. It connects to a development axis abroad.
- (56) **OS5** Development axis Praha–(Kolín)–Jihlava–Brno
- Specification:**
Municipalities outside development areas, with strong relation to important transport ways i.e. the D1, D11 highways, and the I/38 (S8) and I/12 roads.
- Specification reasons:**
Territory influenced by the D1 highway in the section Jihlava–Brno and by the development intention of CR SDP (capacity road) in the section Havlíčkův Brod–Jihlava, and by the centres Kolín, Kutná Hora, Čáslav, Havlíčkův Brod, Velké Meziříčí.
- (57) **OS6** Development axis Praha–Tábor–České Budějovice–CZ/AT border (–Linz)
- Specification:**
Municipalities outside development areas, with strong relation to important transport ways i.e. the D3 highway including the corridor for its future completion, the I/3 road, and the railway No. 220.
- Specification reasons:**
Territory influenced by the prepared continuation of the D3 highway, i.e. by the prepared R3 road to CZ/AT border, by the railway No. 220 (IV. railway transit corridor), and by co-influencing of centres Benešov, Tábor, Soběslav. It connects to a development axis abroad.
- (58) **OS7** Development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–CZ/DE border (–Nürnberg)
- Specification:**
Municipalities outside development areas, with strong relation to important transport ways i.e. in the west part to the R6 speedway, and in the east part to the I/13 road.
- Specification reasons:**
Territory influenced by the dense, urban settlement with centres Most, Litvínov, Chomutov, Kadaň, Klášterec nad Ohří, Sokolov, Cheb, by concentration of the lignite opencast mining with huge impacts on changes to the area; the west part is also influenced by the prepared R6 speedway (Praha)–Karlovy Vary–Cheb–CZ/DE border; the development intention of CR SDP (capacity road) in the section Chomutov–Karlovy Vary. It connects to a development axis abroad.
- Planning tasks:**
Create area conditions for reconstruction of selected parts of the I/13 road between Ústí nad Labem and Chomutov.
- (59) **OS8** Development axis Hradec Králové/Pardubice–Moravská Třebová–Mohelnice–Olomouc–Přerov
- Specification:**
Municipalities outside development areas and the OS11 development axis, with strong relation to important transport ways i.e. the R35 speedway, the

I/35 road, the prepared R35 speedway corridor, and the railways No. 010 and 270.

Specification reasons:

Territory influenced by the R35 speedway in the section Mohelnice–Olomouc, and its prepared part in the section Sedlice–Moravská Třebová–Mohelnice, by the prepared R55 speedway in the section Olomouc–Přerov, by the railways No. 010 in the section Pardubice–Česká Třebová (I. railway transit corridor) and No. 270 in the section Česká Třebová–Přerov (III. railway transit corridor), and by co-influence of centres Vysoké Mýto, Litomyšl, Ústí nad Orlicí, Česká Třebová, Svitavy, Moravská Třebová, Zábřeh, Mohelnice.

- (60) **OS9** Development axis Brno–Svitavy/Moravská Třebová

Specification:

Municipalities outside development areas and the OS8 development axis, with strong relation to important transport ways i.e. the I/43 road, the prepared R43 speedway corridor, and the railway No. 260.

Specification reasons:

Territory influenced by the road I/43, by the prepared road R43 and by the railway No. 260 Brno–Česká Třebová (I. railway transit corridor), at co-influence of centres Blansko, Boskovice, Svitavy, Moravská Třebová.

- (61) **OS10** Development axis (Katowice)–PL/CZ border–Ostrava–Lipník nad Bečvou–Olomouc–Brno–Břeclav–CZ/SK border (–Bratislava)

Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. the D1 and D47 highways, the R35, R46, and R48 speedways, the railway No. 250 in the section Brno–Břeclav, and the railway No. 270 in the section Bohumín–Lipník nad Bečvou–Olomouc.

Specification reasons:

Territory influenced by the D47, D1 highways in the section Vyškov–Brno, and the D2 highway in the section Brno–Břeclav–CZ/SK border, by the R35 speedway in the section Lipník nad Bečvou–Olomouc, the R46 speedway, by the prepared R48 speedway in the section Frýdek–Místek–Běločín, by the railway No. 270 in the section Bohumín–Lipník nad Bečvou (III. railway transit corridor), the railway No. 250 in the section Brno–Břeclav (I. railway transit corridor), and by co-influence of centres Kopřivnice, Nový Jičín, Hranice, Prostějov, Vyškov, Břeclav.

Planning tasks:

Create area conditions for development of public infrastructure related to and conditioning the changes to the area caused by the industrial zones of Mošnov and Nošovice.

- (62) **OS11** Development axis Lipník nad Bečvou–Přerov–Uherské Hradiště–Břeclav–CZ/AT border

Specification:

Municipalities outside development areas and the OS10 development axis, with strong relation to important transport ways i.e. the I/55 road, the prepared R55 speedway corridor, the railway No. 270 in the section Lipník nad Bečvou–Přerov, and the railway No. 330 in the section Přerov–Břeclav.

Specification reasons:

Territory influenced by the prepared R55 speedway in the section–Přero–Uherské Hradiště–Břeclav, by the railways No. 270 in the section Lipník nad Bečvou–Přerov (III. railway transit corridor), No. 330 in the section Přerov–Břeclav (II. railway transit corridor), and by co-influence of centres Přerov, Uherské Hradiště, Veselí nad Moravou, Hodonín, Břeclav.

- (63) **OS12** Development axis Zlín–CZ/SK border (–Púchov)

Specification:

Municipalities outside development areas, with strong relation to an important transport way i.e. the prepared R49 speedway corridor.

Specification reasons:

Territory influenced by the prepared R49 speedway Hulín–Zlín–CZ/SK border.

- (64) **OS13** Development axis Ostrava–Třinec–CZ/SK border (–Čadca)

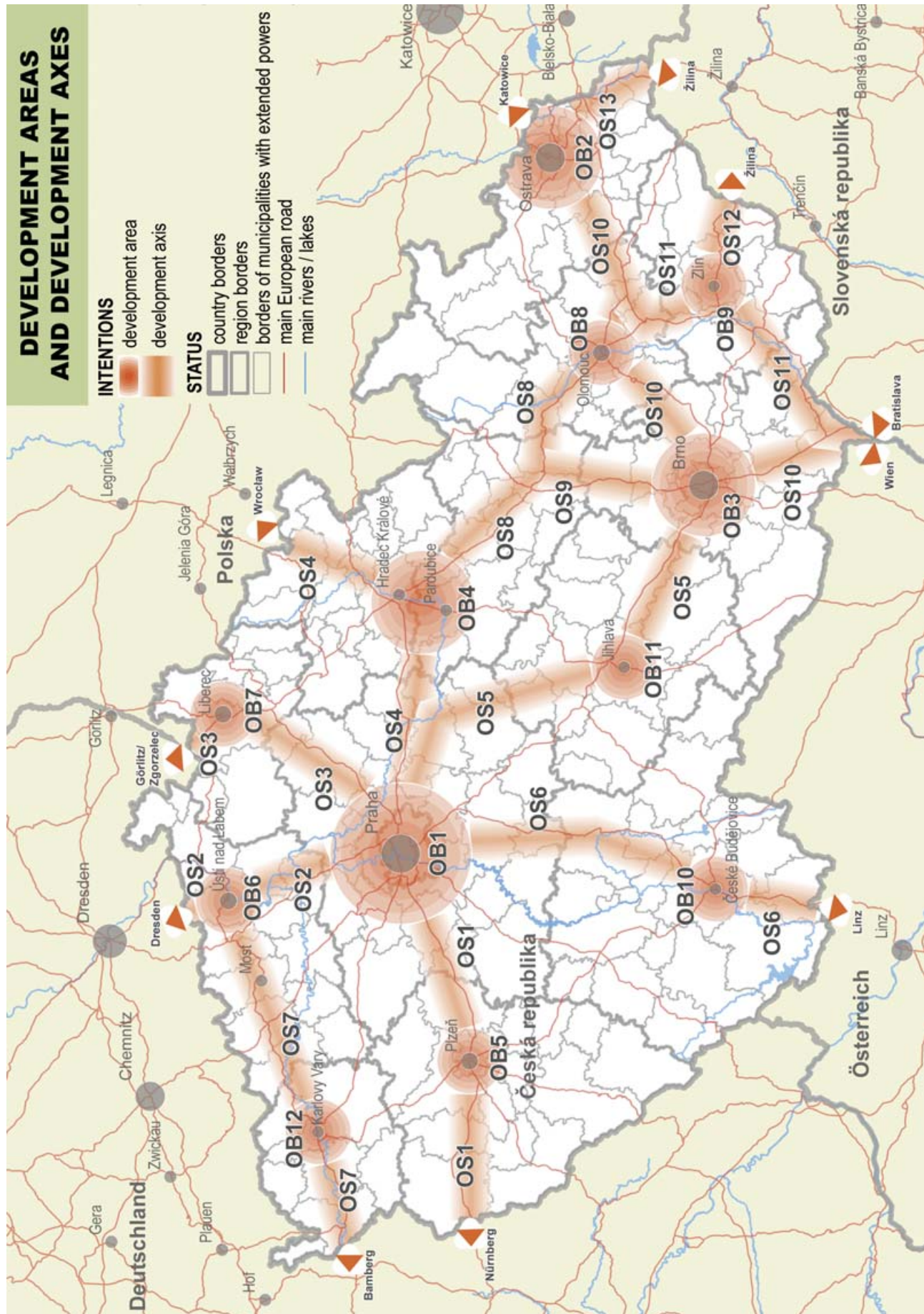
Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. the I/11 road, the prepared capacity road corridor Bohumín–Haviřov–Třanovice–Mosty u Jablunkova–CZ/SK border, and the railway No. 320.

Specification reasons:

Territory influenced by the dense urban settlement with centres Třinec and Jablunkov, by the railway No. 320 in the section Český Těšín–Mosty u Jablunkova–CZ/SK border (III. railway transit corridor); the development intention of CR SDP (capacity road) in the section Třanovice–Jablunkov–CZ/SK border. It connects to a development axis abroad.

CHART 2 – DEVELOPMENT AREAS AND DEVELOPMENT AXES



4 SPECIFIC AREAS



4 SPECIFIC AREAS

4.1 RESOURCES

- (65) Specific areas are delimited in the places where, compared to other CR areas, sustainable development problems occur in a long term period, i.e. significant differences in area conditions for favourable environment, for economic development, and for area community cohesion (stated in specification reasons). At the same time such areas represent spaces with specific values or specific problems of international or republic significance, or of a significance that exceeds the region territory.
- (66) Specific areas include municipalities where, according to ascertained facts, the need of sustainable development problems solution is most pressing. Specific areas are delimited in order that regions, ministries and other central administration bodies can create conditions there, within their powers, for elimination of the problems aiming at sustainable development of the area in accordance with planning tasks and goals defined by the Building Act, while respecting republic's planning priorities and preservation and protection of nature, cultural and civilization area values.

4.2 CONCEPTION

- (67) Criteria and conditions for decision making on changes to an area:
When making decisions and assessing area changes intentions in any development area or development axis the following must be observed:
- solution of existing conflicts and prevention of potential conflicts of various interests related to land use,
 - preservation and protection of specific nature, cultural, and civilization area values,
 - utilisation of the area specific potential for its development,
 - improvement of public, particularly transport and technical infrastructure,
 - strengthening and stabilization of economic and social development,
 - location of investments that are important for the area.
- (68) Planning tasks:
- regions shall specify, upon their needs, delimitation of specific areas within the development principles, in a scale of individual municipalities territories, while respecting purpose, criteria and decision conditions for individual specific areas; specified specific areas may overlap with specified development areas or axes in exceptional and well justified cases only,
 - respective regions and municipalities shall proceed at procuring of planning documentation in accordance with criteria and conditions for decision making on changes to an area,
 - tasks defined for individual specific areas must be included in planning documentations of regions and municipalities.
- Spatial development policy defines the following specific areas:**
- (69) **SOBI** Specific area Šumava
- Specification:
Territories of municipalities from MEPs of Český Krumlov (west part), Klatovy (south-west part), Prachatice (south-west part), Sušice, Vimperk.
- Specification reasons:
- Need to develop and utilise, with respect to the sustainable area development, the high potential of Šumava landscape for leisure time activities – valuable natural and attractive area that is the largest national park in the ČR, preserved landscape area and biospheric reservation of UNESCO. It represents a continuous territory with quality environment and high nature and landscape values.
 - Need to strengthen economic and social development in harmony with nature preservation, particularly the development of small and medium size enterprises in the field of traditional craftsmanship and tourism.
 - Need land use coordination with neighbouring federal countries Bavaria and Upper Austria.
- Criteria and conditions for decision making on changes to an area:
When making decisions and assessing intentions for changes to an area to observe especially:
- utilisation of area potential for leisure time activities,
 - development of ecological farms, forestry, and timber industry,
 - improvement of area transport accessibility, in particular the cross-border transport connections,
 - planned or natural revitalization of forests.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify chief poles and centres of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure,
- b) create area conditions for transport accessibility development of the area and for cross-border transport routes development,
- c) create area conditions for connection of walks and bicycle lanes network with neighbouring countries and for conceptual development of long-distance routes,
- d) create area conditions for development of all-year leisure time activities and tourism, timber industry and local traditional craftsmanship, in particular by delimitation of suitable spaces and defining conditions for location of these activities in coordination with nature and landscape preservation,
- e) check, by means of a planning study, possibilities of more intensive utilisation of leisure time activities potential and suitable locations within the Šumava specific area,
- f) create area conditions for development of ecological transport forms, including railway,
- g) create area conditions for planned or natural revitalization of forests.

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological farms, ecological forms of leisure time activities, processing of local resources and local traditional craftsmanship.

Responsible: the Ministry of Agriculture, the Ministry of Industry and Commerce, in cooperation with the Ministry for Regional Development and the Ministry of Environment

Deadline: for the time when the CR SDP 2008 is effective

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the Šumava National Park, especially public transport for work, services and leisure time commuters, develop further the network of walks and bicycle lanes

Responsible: the Ministry of Transportation in cooperation with the Ministry of Environment

Deadline: for the time when the CR SDP 2008 is effective

(70) **SOB2** Specific area Beskydy

Specification:

Territories of municipalities from MEPs of Frenštát pod Radhoštěm, Frýdek-Místek (south edge), Frýdlant nad Ostravicí, Jablunkov (west edge), Rožnov pod Radhoštěm, Třinec (south-west edge), Vsetín (east part). Within Frýdek-Místek MEP the area meets the OB2 development area Ostrava, and within Jablunkov and Třinec MEPs it meets the OS13 development axis Ostrava–Třinec–CZ border.

Specification reasons:

- a) Need to remedy the structural handicap of the area, where a stagnation occurred in economic sectors (particularly in armament and electro-mechanical industries).
- b) Need to develop and utilise harmonically, while respecting area sustainable development, the high leisure time landscape potential of the valuable and attractive Beskydy area which is a preserved landscape area with high aesthetic landscape and settlement values and with cultural and folk traditions (a strong bond of inhabitants and place–Radhošť).
- c) Need to develop small and medium size enterprises, particularly in the field of tourism. Need to utilise, for development, the potential of one of the main transport routes to Slovakia leading through the area.
- d) Need to protect the important energy mineral resource with international significance (deposits of quality black coal in Frenštát, located in a highly valuable natural area), as a stand-by resource for possible needs of future generations.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) protection of quality black coal in Frenštát as a stand-by mineral resource for possible needs of future generations,
- b) development of leisure time activities offer,
- c) restructuring of economy,
- d) improvement of area transport accessibility, particularly in locations close to the country border,
- e) development of ecological farms and timber industry.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for location of activities related to restructuring of economy,
- b) create area conditions for improvement of transport accessibility of locations close to the country border with Slovakia,
- c) create area conditions for development of cross-border walks and bicycle lanes network,

- d) create area conditions for leisure time activities development,
- e) protect areas for modernization and reconstruction of the I/11 road within the planning documentation – in the part of grade-separated crossing of R48 – country border – into capacity roads in accordance with development activities within the area,
- f) create area conditions for agriculture of submontane and mountain nature, particularly by delimitation of suitable grass areas and pastures.

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the restructuring of economy, development of leisure time activities, tourism and biking, processing of local resources, local craftsmanship, traditional folk arts and folk craftsmanship.

Responsible: the Ministry for Regional Development, the Ministry of Industry and Commerce, in cooperation with the Ministry of Environment.

Deadline: for the time when the CR SDP 2008 is effective

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the intensively utilised parts of the Beskydy preserved landscape area, especially public transport for leisure time area utilisation.

Responsible: the Ministry of Transportation in cooperation with the Ministry of Environment.

Deadline: for the time when the CR SDP 2008 is effective

(71) **SOB3** Specific area Jeseníky–Králický Sněžník

Specification:

Territories of municipalities from MEPs of Bruntál (north and south parts), Jeseník (south part), Králíky, Krnov (north-west part), Rýmařov, Šumperk.

Specification reasons:

- a) Need to strengthen falling behind social and economic development which ranks among the weakest in the CR, and to remedy the economic structural handicap of the area, where a stagnation occurred in many economic sectors. Due to climatic conditions and because of huge wood resources, it is necessary to support especially the forestry and timber industry.
- b) Need to develop and utilise, while respecting area sustainable development, the high leisure time landscape potential of the valuable and attractive Jeseníky area for leisure time activities and as a spa resort.

- c) Need to improve inconvenient transport accessibility of the major part of the area.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) development of leisure time activities and spa resort,
- b) development of ecological farms and timber industry,
- c) improvement of area transport accessibility.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify chief poles and centres of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure,
- b) create area conditions for transport accessibility improvement of the area and for cross-border transport routes, in particular to Kladsko,
- c) create area conditions for connection of walks and bicycle lanes network with Poland and for conceptual development of long-distance routes,
- d) create area conditions for development of leisure time activities and tourism, timber industry and ecological farms, in particular by delimitation of suitable spaces for these activities,
- e) create area conditions for agriculture of submontane and mountain nature, particularly by delimitation of suitable grass areas and pastures.
- f) check possibilities of the leisure time potential utilisation of the Jeseníky and Králický Sněžník massifs. Until this check is completed, the existing character of land use and its limits shall be preserved,
- g) solve the area relations concerning possible connection of the Jeseníky area with the Ostrava region.

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the restructuring of economy, ecological farms, leisure time activities, tourism and biking, processing of local resources, timber industry, development of local craftsmanship, traditional folk arts and folk craftsmanship.

Responsible: the Ministry of Agriculture and the Ministry of Industry and Commerce, in cooperation with the Ministry for Regional Development and the Ministry of Environment

Deadline: for the time when the CR SDP 2008 is effective

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the intensively utilised parts of the Jeseníky preserved landscape area, especially public transport for leisure time area utilisation.

Responsible: the Ministry of Transportation in cooperation with the Ministry of Environment

Deadline: for the time when the CR SDP 2008 is effective

(72) **SOB4** Specific area Karvinsko

Specification:

Territories of municipalities from MEPs of Bohumín, Havířov (north part), Karviná, Orlová (south part). This area is included within the OB2 development area Ostrava.

Specification reasons:

- a) Need to remedy the economic structural handicap of the area, caused by declining of heavy industry and coal mining rationalization, and to eliminate consequences of this handicap, in particular the high rate of unemployment.
- b) Need to remedy consequences of former overload by industrial activities and mining, particularly through revitalization of derelict spaces and decreasing still high air pollution.
- c) Need to utilise prerequisites of economic development, in particular the favourable transport location of the strongly transport-exposed area where the main road and railway connections to Slovakia and Poland lead, and where projects of highway connection to Poland exist.
- d) Need to solve the problems of significant energy mineral resources utilisation of supranational importance located within the area.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) possible continuation of coal mining in accordance with area sustainable development,
- b) development of short-time leisure activities options,
- c) restructuring of existing economy while utilising the brownfield areas for location of further economic activities and creation of job opportunities.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for regeneration of settlements, particularly for reconstructions of developed areas,
- b) create area conditions for reclamation and revitalization of derelict spaces and brownfield areas

as in order to find places suitable for economic activities and leisure time activities,

- c) solve a conception of integration of areas reclaimed after mining, in particular their re-use and functional integration into the system of green spaces in order to maintain the system of ecological stability within the area,
- d) delimit and protect from development the areas necessary for creation of continuous, publicly accessible green zones for simple forms of short time relaxation, and further for creation and development of forests and maintaining the landscape penetrability.

Tasks for ministries and other central administration bodies:

Assess pros and cons (area, natural, economic, social etc.) of possible further extension of black coal mining in relation to the spatial development (functional area utilisation, settlements development, developed area, economic and social development, nature and landscape preservation, protection of monuments) and to set up conditions for area sustainable development; take these results into account when creating sectoral concepts. Opinions and attitudes of local inhabitants shall be respected.

Responsible: the Ministry for Regional Development in cooperation with the Ministry of Environment, the Ministry of Industry and Commerce, the Ministry of Labour and Social Affairs

Deadline: 2010

(73) **SOB5** Specific area Mostecko

Specification:

Territories of municipalities from MEPs of Bílina (north part), Litvínov (south-east part), Most (west part). The area is situated on the OS7 development axis Ústí nad Labem–Most–Chomutov–Karlovy Vary–Cheb–CZ border.

Specification reasons:

- a) Need to remedy structural handicaps of economy and serious economic and social problems caused in the past.
- b) Need to limit or eliminate deep social and economic problems and environmental problems related to dominating lignite mining, energetic production and heavy industry, that lead, among others, to landscape devastation in mining areas and to serious damages to the environment.
- c) Need to reclaim and revitalize large areas devastated by lignite mining and by air pollution from energetic and industrial facilities, including need to continue in further care for and recovery of forests in the Krušné hory mountains that have been seriously damaged by air pollution.
- d) Need to solve the problems of utilisation of important energetic mineral resources located within the area while respecting the bearable limits of the area – i.e. effort to achieve the har-

mony and balance of three pillars of the area sustainable development.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) solution of discrepancies among lignite mining interests, energetic and industrial production, and area endanger to become a devastated landscape,
- b) reclamation of the devastated landscape and its utilisation for landscape, settlement, production, and leisure time functions – both long and short time leisure time activities,
- c) restructuring and better diversification of existing economy in order to revitalize brownfield type spaces, to construct new industrial zones, and to create new job opportunities.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for necessary landscape recovery, its water regime, transport system reconstruction, and for poly-functional area utilisation (water resources, agriculture, forests, leisure time, sports, housing etc.) with respect to specific conditions of individual locations,
- b) create conditions, within the frame of cultural landscape recovery and poly-functional land use, for establishment of lakes in the derelict mine pits, large continuous green zones with leisure time function, and specific agriculture grounds,
- c) set up bearable limits and directions for maintaining the harmony of three pillars of the area sustainable development, in case of lignite mine pits extension, in order to preserve and protect culture, settlement, nature and landscape values, and to achieve an overall settlement structure stabilization,
- d) delimit and protect from development the areas necessary for creation of continuous, publicly accessible green zones for simple forms of short time relaxation, and further for creation and development of forests and maintaining the landscape penetrability.

Tasks for ministries and other central administration bodies:

When preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of areas reclaimed after closing the mining activities.

Responsible: the Ministry of Industry and Commerce in cooperation with the Ministry for Regional Development, the Ministry of Environment, and the Ministry of Agriculture

Deadline: for the time when the CR SDP 2008 is effective

(74) **SOB6** Specific area Krušné hory

Specification:

Territories of municipalities from MEPs of Chomutov (north part), Kadaň (north part), Litvínov (north part), Teplice (north part), Ústí nad Labem (north part). Within the MEPs of Ústí nad Labem and Teplice the area meets the OB6 development area – Ústí nad Labem, within the MEP of Litvínov it meets the SOB5 specific area – Mostecko, within the MEPs of Chomutov, Kadaň and Litvínov it meets the OS7 development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–CZ border, and within the MEP of Ústí nad Labem it meets the OS2 development Praha–Ústí nad Labem–CZ border.

Specification reasons:

- a) Need to develop and utilise, while respecting the area sustainable development, the high leisure time potential of the only CZ mountains without large scale nature and landscape protection, that plays a relaxation function not only in the CR but also for Saxon. The area is significant also for its nature values, particularly the bird's localities – Novodomské rašeliniště (moorland) – Kovářská and East Krušné hory, and several national preservations and localities of European significance.
- b) Need to eliminate still remaining and relatively high environment pollution (soil, water, air) as a consequence of industrial and energetic production impacts. Need to continue remedying the consequences of crisis condition of forests that date back to the second half of the 20th century, particularly completing the restoration of forest including foreseen necessary restoration of a major part of temporary forest plantation from the seventieth and eightieth of the 20th century.
- c) Need to eliminate or limit social and economic consequences of the economy structural handicap within the sparsely inhabited area, caused by a long historical development adverse for the area. In particular it is the lack of local job opportunities, high unemployment, ageing of inhabitants and fluctuation. Taking into account the area nature it is necessary to support the development of facilities and services for leisure time activities and tourism, forestry and agriculture.
- d) Need to improve poor transport accessibility of the area, both from neighbourhood – cross-border connections, and within the area. Need to improve insufficient technical infrastructure. Need of area regulation to prevent threatening spontaneous spread of wind power stations.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) solution of existing and potential conflicts of mining activities with nature and landscape

protection, with protection of forest and agricultural grounds, and with protection and development of settlements,

- b) higher utilisation of the area leisure time potential,
- c) decreasing environment pollution,
- d) continued process of forests restoration,
- e) strengthening social-economic development, restructuring and higher diversification of economy, support of small businesses and enterprises,
- f) development of forestry, ecological farms, leisure time activities and tourism,
- g) effective area regulation preventing spontaneous spread of wind power stations,
- h) establishment of institutional preservation of natural and landscape values.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify chief poles of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure and of leisure time function of Krušné hory,
- b) create area conditions for transport accessibility development of the area and for cross-border transport routes development,
- c) create area conditions for economic development, particularly forestry, ecological farms, leisure time activities and tourism,
- d) create area conditions for continued process of forests restoration,
- e) prevent effectively the risks related to spontaneous spread of wind power stations, including their facilities (access roads, power lines etc.), in order to minimize their impact on environment, landscape and settlement, and from the point of view of the wind power stations operation within the electricity supply network.

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of leisure time activities and tourism, ecological forms of transport, services, and forests restoration, thus contribute to unemployment decrease within the area.

Responsible: the Ministry for Regional Development in cooperation with the Ministry of Environment, the Ministry of Agriculture, the Ministry of Transport, and the Ministry of Labour and Social Affairs

Deadline: for the time when the CR SDP 2008 is effective

- b) support economic activities contributing to the

stabilization and settlement development, support the return of small businesses into Krušné hory and the function of leisure time background not only for the inhabitants of the basin area but also for inhabitants of neighbouring Saxon.

Responsible: the Ministry for Regional Development in cooperation with the Ministry of Industry and Commerce

Deadline: for the time when the CR SDP 2008 is effective

(75) **SOB7** Specific area Krkonoše–Jizerské hory

Specification:

Territories of municipalities from MEPs of Frýdlant (south part), Jablonec nad Nisou (north part), Jilemnice (north part), Liberec (north-east part), Tanvald, Trutnov (north part), Vrchlabí (north part). Within the MEPs of Jablonec nad Nisou, Liberec and Tanvald the area meets the OB7 development area Liberec.

Specification reasons:

- a) Need of reasonable and balanced utilisation, with the respect to the area sustainable development, of the high leisure time potential of the Krkonoše mountains that are a national park in the CR and a biospheric reservation of UNESCO, and that stretch to the Královéhradecký and Liberecký regions and to neighbouring Poland and Jizerské hory, where they are a preserved landscape area. They represent a continuous territory with quality environment, high nature and landscape values, and significant leisure time potential.
- b) Need to solve conflicts of leisure time activities and tourism with nature and landscape values due to the fact that the area is almost overloaded with leisure time activities and tourism, domestic and foreign (Poland, Germany), and represents one the most attractive tourist region in the CR.
- c) Need to decrease the high and ever growing (over)load of the area and its transport and technical infrastructure, especially in the places where this impact reaches the preserved natural areas.
- d) Need to strengthen and stabilize economic and social stability of the area by coordinated development of tourism and other economic sectors, that are environment friendly. Need to cooperate the area organization with neighbouring parts of Polish Krkonoše and the Jelenihorské valley.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) even, differentiated, reasonable, and balanced

- utilisation of human, natural and economic – particularly leisure time potential of the area,
- b) reduction of conflicts of the area overload with leisure time activities and tourism, balancing the interests of nature and landscape protection, particularly in main centres during main season, and creation of conditions of leisure time activities and tourism development outside main centres,
- c) improvement of the area transport accessibility and cross-border transport connections,
- d) coordination of tourism development and other economic sectors that are
- e) environment friendly, prioritization of leisure time activities and tourism quality to quantity.

Planning tasks:

Within the frame of spatial planning activities and co-ordination of municipalities' planning activities to

- a) identify, apart from existing economic development centres, other centres and create area conditions for improvement and development of public infrastructure,
- b) create area conditions for development of such sectors and activities that would, in a differentiated manner, harmonically and in accordance with the nature and landscape protection requirements, utilise the human, natural and economic potential of the whole area and its parts' specifics, and that would reduce conflicts of the area tourism overload with nature protection interests,
- c) create area conditions for even utilisation of the leisure time potential, particularly in order to regulate the load with tourism in the existing main centres, and to develop leisure time options outside these centres for all-year utilisation,
- d) create area conditions for improvements of the area transport accessibility, both domestic and foreign,
- e) create area conditions for improvements of technical and transport infrastructure, particularly for development of ecological transport forms.

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of ecological farms, ecological forms of leisure time activities, processing of local resources, local traditional craftsmanship etc.

Responsible: the Ministry of Agriculture, the Ministry of Industry and Commerce in cooperation with the Ministry for Regional Development and the Ministry of Environment

Deadline: for the time when the CR SDP 2008 is effective

- b) when preparing sectoral documents take into account the area's characteristics and support,

by specialised programs, the development of ecological transport forms, particularly within the area of the national park and preserved landscape area, especially the public transport for work, services and leisure time activities commuters, and develop further the bicycle lanes and walks network

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment

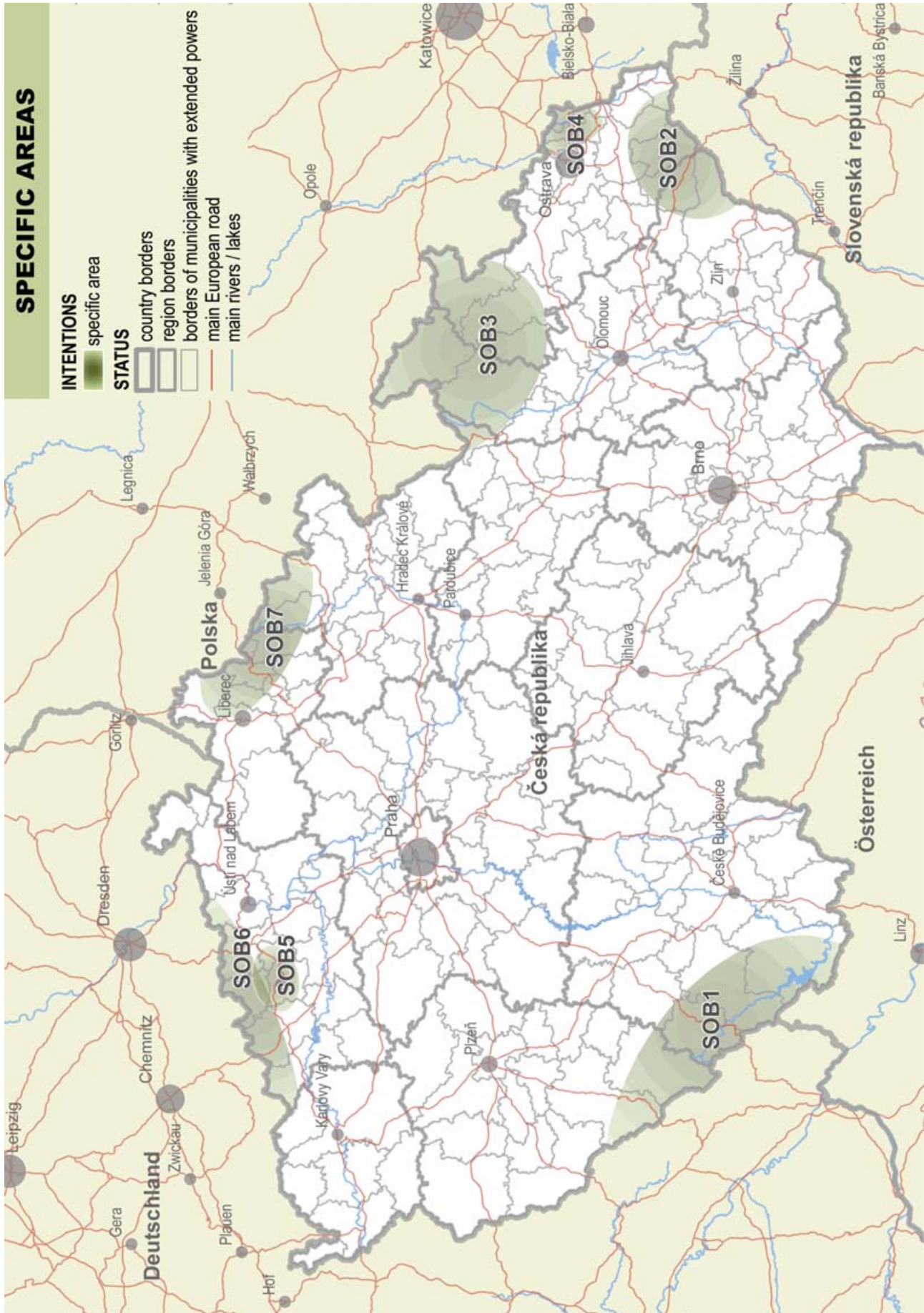
Deadline: for the time when the CR SDP 2008 is effective

- c) check feasible options how to strengthen the capacity of roads connected to highways and speedways from the directions Praha, Hradec Králové and Liberec

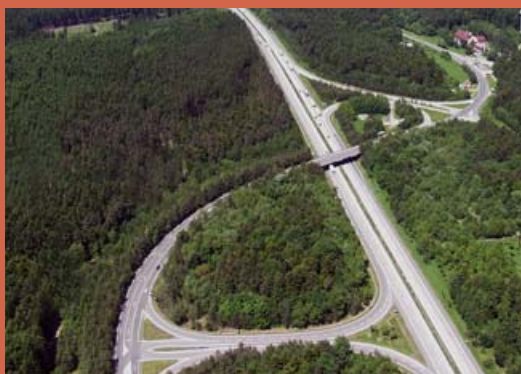
Responsible: the Ministry of Transport in cooperation with the Ministry of Environment

Deadline: by 2011

CHART 3 – SPECIFIC AREAS



5 CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE



5 CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE

5.1 RESOURCES

- (76) Transport infrastructure as a part of public infrastructure is established and utilised for a public benefit. The purpose of transport corridors delimitation within the CR SDP is protection of areas for location of e.g. roads, railways, water ways, and airports that influence the Czech Republic area development, which significance exceeds one region territory, and that enable connection of basic transport network within the CZ area to neighbouring countries.
- (77) Various transport infrastructure systems require coordination of their location within the area, with respect to area values protection and development and therefore finding qualitative better and more sensible passage through the area. Transport infrastructure coordination is necessary in both developed and undeveloped areas.
- (78) In the section “road transport” the development intentions, extending the existing roads or the parts of roads under construction where the parameters have been specified already, are marked with “D” or “R”. Development intentions related to new capacity roads, where the parameters are still to be specified, are marked with “S”.

5.2 CONCEPTION

- (79) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing development intentions the following must be observed:

- transport higher quality e.g. by increasing the transport speed or making railway more attractive,
- finding the least conflict solutions regarding the nature and landscape protection,
- ensuring technical conditions of international agreements, e.g. AGC and AGTC.

- (80) Planning tasks:

- regions shall specify, within the development principles, the areas and corridors for transport infrastructure, while respecting specification reasons and criteria and conditions for decision making,
- respective regions and municipalities shall ensure their areas' protection e.g. in a form of stand-by spaces⁷⁾,
- respective regions and municipalities, when procuring planning documentation, shall proceed according to criteria and conditions for decision making on changes to an area.
- respective regions, when procuring planning documentation, investigate and address the area relations of delineated corridors and areas.

Spatial development policy specifies the following corridors and areas for transport infrastructure:

Multimodal corridors

- (81) Multimodal corridors are characterised by concentration of two and more transport types with division of transport performance.

- (82) **M1**

Specification:

Praha–České Budějovice–CZ/AT border (–Linz).

Specification reasons:

Interconnection of multimodal corridor IV. (Berlin–Dresden–Praha–Bratislava–Győr–Budapest–Constanța/Thessalonikī/Istanbul) with multimodal corridor X. (Salzburg–Ljubljana–Zagreb–Beograd–Niš–Skopje–Veles–Thessalonikī) or its branch X. A (Graz–Maribor–Zagreb). Multimodal corridor represents an area coordination of corridors for conventional railway transport C-E 551, highway and road corridor D3 and R3, making Vltava navigable to České Budějovice, space of international airport and public logistic centre. Connection to international transport networks to Austria.

Planning tasks:

Address the coordination of development intentions localization within the corridor.

Railway

Corridors for high-speed transport

- (83) **VR1**

Specification:

(Dresden–) DE/CZ border–Praha,
(Nürnberg–) DE/CZ border–Plzeň–Praha,
Praha–Brno–CZ/AT or SK border (–Wien, Bratislava),
Brno–Ostrava–CZ/PL border (–Katowice).

Specification reasons:

Based on the assessment – adapt and protect the corridors proposed on the CR territory for high speed transport in connection to similar corridors abroad, particularly in Germany and Austria.

⁷⁾ See § 36, par. 1 of the act No. 183/2006 Coll. as amended.

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

Tasks for ministries and other central administration bodies:

Check the feasibility and usefulness of high speed railway corridors protection, including the utilisation way of high speed transport and its coordination with other involved countries, together with possible specification of conditions for stand-by areas establishment.

Responsible: the Ministry of Transport in cooperation with the region of South Bohemia

Deadline: 2009

Corridors for conventional railway

(84) **C-E40a**

Specification:

(Nürnberg–) DE/CZ border–Cheb–Plzeň–Praha (its continuation is at the same time a part of the I. transit railway corridor -TRC).

The railways concerned are the lines No. 170 Cheb–Plzeň–Beroun and No. 171 Beroun–Praha. The corridor is a part of the III. transit railway corridor.

Specification reasons:

Meeting the EU project No. 22⁸⁾ that deals with improvement of railway transport infrastructure. Increasing attractiveness and capacity of railway transport on the main international routes included in the railway corridors. Meeting the requirements of European agreement on main railway lines (hereinafter AGC) and of European agreement on most important routes of international combined transport and related objects (hereinafter AGTC).

(85) **C-E551**

Specification:

Praha–Benešov–Veselí nad Lužnicí–České Budějovice–Horní Dvořiště–CZ/AT border (–Linz).

The railways concerned are the lines No. 221 Praha–Benešov, No. 220 Benešov–České Budějovice and No. 196 České Budějovice–Horní Dvořiště.

The corridor is an integral part of pan-european multimodal corridor – X, in the CR SDP M1.

Specification reasons:

Need to meet the EU project No. 22 that deals with improvement of railway transport infrastructure. Increasing attractiveness and capacity of railway transport on the main international routes included in the railway corridors. Meeting the requirements of AGC and AGTC.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to so called “Kapllice version” of the IV. transit railway corridor (TRC) route and find the least conflicting solution within this version in terms of nature and landscape protection (e.g. within Natura 2000).

Tasks for ministries and other central administration bodies:

Assess and select a corridor including the agreed terminal point at the Austria side. Ensure finding of a railway corridor for two-tracks line and its selection for maximal traffic flows regarding both passenger and freight transport. Select at least two best ranked corridors and assess them by probable load, need of the area accessibility and potential conflicts within the area.

Responsible: the Ministry of Transport in cooperation with the region of South Bohemia

Deadline: 2009

(86) Development intention integrated with the development intention in the sec. 85.

(87) **C-E40b**

Specification:

a) Section Ostrava–Mosty u Jablunkova–CZ/SK border (–Žilina).

The line is part of the III. transit railway corridor. It is created by the line No. 320.

b) Section (turn from the II. transit railway corridor) Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CZ/SK border (–Púchov). It is the line No. 280.

Specification reasons:

Meeting the obligations of the CR as a signatory of international agreements – AGC and AGTC.

(88) **C-E61**

Specification:

Děčín–Nymburk–Kolín, Kolín–Havlíčkův Brod–Brno (continuation is already a part of the I. transit railway corridor).

The railways concerned are the lines No. 072 Děčín–Lysá nad Labem, No. 231 Lysá nad Labem–Kolín, No. 230 Kolín–Havlíčkův Brod and No. 250 Havlíčkův Brod–Brno.

Specification reasons:

Meeting the obligations of the CR as a signatory of international agreements AGC and AGTC.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

8) Decision of the European Parliament and Committee No. 884/2004/EC as of April 29th 2004 that amends the decision No. 1692/96/EC on directives for development of trans-European transport network.

Responsible: the Ministry of Transport

Deadline: 2010

(89) **ŽD1**

Specification:

Corridor Brno–Přerov (existing line No. 300) with possible branch to Kroměříž–Otrokovice–Zlín–Vizovice, existing line No. 280 (Hranice na Moravě–Horní Lideč–CZ/SK border (–Púchov), possible utilisation of sections of the existing lines No.303 Kroměříž–Hulín, No.330 Hulín–Otrokovice, No. 331 Otrokovice–Zlín–Vizovice.

Specification reasons:

Creation of a corridor for high speed capacity route, where high intensity of passenger traffic is foreseen. Ensuring the connection of Zlín, as a regional capital, at the level corresponding to other regional capitals, shortening travel time to Slovakia from the regions of South Moravia and Zlín, and ensuring the quick and capacity connection of the regional capital with the north-east part of the region (Vsetín, Valašské Meziříčí).

Introduction of environment friendly transport to the area with stronger nature and landscape protection.

Tasks for ministries and other central administration bodies:

Elaborate a pilot project proving the development intention feasibility.

Responsible: the Ministry of Transport

Deadline: 2010

(90) **ŽD2**

Specification:

Corridor Chrudim–Pardubice–Hradec Králové–Jaroměř

Specification reasons:

Leading a capacity transport route partially through a new corridor due to the high passenger transport intensity.

Introduction of environment friendly transport to the area with stronger nature and landscape protection.

Tasks for ministries and other central administration bodies:

Verify the development intention feasibility.

Responsible: the Ministry of Transport

Deadline: 2010

(91) **ŽD3**

Specification:

Corridor Cheb–Karlovy Vary–Chomutov–Most–Ústí nad Labem.

Specification reasons:

Creation of conditions for increasing the railway speed of a line that is included in the European network TEN-T with demands on potential changes to corridor route within the area. Overall modernization of the railway corridor Cheb–Kar-

lovy Vary–Chomutov–Most–Ústí nad Labem, overall modernization aiming at higher transport speed and construction of quality railway Cheb (III. RTC)–Karlovy Vary–Chomutov–Most–Ústí nad Labem (I. RTC) as a connection of cities within the I. and III. RTCs. Strengthening the area accessibility, alternative to road transport. Support of tourism development by the means of a transport which is environment friendly within an area with significant population and numerous cities, thus with higher transport demands and higher demand for quality environment.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

Responsible: the Ministry of Transport

Deadline: 2010

(92) **ŽD4**

Specification:

Corridor Plzeň–Strakonice–České Budějovice–České Velenice–CZ/AT border (–Wien).

Specification reasons:

Creation of conditions for increasing the railway speed and capacity (two tracks) of a corridor that is included in the European network TEN-T with demands on potential changes to corridor route within the area, as well as the connection between the III. and IV. RTCs, and the connection Plzeň (III. RTC)–Strakonice–České Budějovice (IV. RTC)–České Velenice–CZ/AT border (–Wien). Strengthening the area accessibility, alternative to a corridor in Germany. Support of tourism development by the means of a transport which is environment friendly.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

Responsible: the Ministry of Transport

Deadline: 2010

(93) **ŽD5**

Specification:

Corridor Veselí nad Lužnicí–Třeboň–České Velenice–CZ/AT border (–Wien).

Specification reasons:

Creation of conditions for increasing the railway speed and capacity (two tracks) of a corridor that is included in the European network TEN-T with demands on potential changes to corridor route within the area. Strengthening the area accessibility, alternative to connection Praha–Pardubice–Česká Třebová–Brno–Břeclav–CZ/AT border (–Wien) within the corridor Praha–Benešov–Tábor–Veselí nad Lužnicí (IV. RTC)–Třeboň–České Velenice–CZ/AT border (–Wien). Support of tourism development by the means of a transport which is environment friendly within a preserved area.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

Responsible: the Ministry of Transport

Deadline: 2009

(94) **ŽD6**

Specification:

Corridor Plzeň–Nýřany–Stod–Staňkov–Domažlice–Česká Kubice–CZ/DE border (–Regensburg).

Specification reasons:

Creation of conditions for increasing the railway speed and capacity (two tracks) of a corridor that is included in the European network TEN-T with demands on potential changes to corridor route within the area as a branch of the III. RTC. Strengthening the area accessibility.

Support of tourism development by the means of a transport which is environment friendly, improving railway connection Praha–Plzeň–CZ/DE border (–Regensburg–München)–Moldaubahn. Possibility of faster and higher capacity connection to existing and prepared high speed networks in Germany.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

Responsible: the Ministry of Transport

Deadline: 2011

(95) **ŽD7**

Specification:

Corridor Pardubice–Česká Třebová–Brno.

Specification reasons:

Creation of conditions for increasing the railway speed (Blansko area, Ústí nad Orlicí area etc.) in sections where the speed decreases, thus increasing the capacity of the I. RTC included in the AGC (to meet its standards as much as possible) and in the European network TEN-T with demands on potential changes to corridor route within the area. Strengthening the area accessibility, development of long distance transport which is environment friendly.

Tasks for ministries and other central administration bodies:

Prepare materials for changes to the area that are necessary for realization of the development intention.

Responsible: the Ministry of Transport

Deadline: 2011

Road transport

- (96) Task of the CR SDP in this section is creation of conditions for completing the basic capacity road network, enabling to carry a part of intense traffic. Koridory dálnic.

Corridors for highways

(97) **D11**

Specification:

Section Hradec Králové–Smiřice–Jaroměř (international route “E67” according to the European agreement on main roads with international traffic – hereinafter only AGR), connects further to a development intention of the R11 speedway.

Specification reasons:

Preparation of completion of road basic network and transfer of the expected higher traffic to this qualitatively higher transport level. Part of TEN-T.

(98) **D3**

Specification:

Section Praha–Tábor–České Budějovice–Dolní Třebonín (E55).

Part of multimodal corridor X, in the CR SDP M1.

Specification reasons:

Preparation of completion of highway basic network and transfer of the expected higher traffic to this qualitatively higher transport level. Part of TEN-T.

Corridors for capacity roads

(99) **SOP**

Specification:

Speedway circle of Praha (capital) (connecting individual international routes to Praha).

Specification reasons:

Transfer of road transit transport outside intensively developed city parts. Part of TEN-T.

(100) **R11**

Specification:

Speedway Jaroměř–Trutnov–CZ/PL border (–Walbrzych) (E67). Connects to the D11 highway.

Specification reasons:

Continuation of a highway corridor. Connection to the Polish roads. Part of TEN-T.

(101) **R49**

Specification:

Fryšták–Zlín–Vizovice–Horní Lideč–CZ/SK border (–Púchov).

Specification reasons:

Transfer of higher traffic from the existing I/50 road, leading through the preserved landscape area of Bílé Karpaty. Connection to the Slovak road network.

(102) **R3**

Specification:

Dolní Třebonín–Kaplice–Dolní Dvořiště–Linz/Austria (E 55).

Specification reasons:

Continuation of a highway corridor. Connection to the Austrian roads. Part of TEN-T.

- (103) **R6**
Specification:
 Section Nové Strašecí–Karlovy Vary
Specification reasons:
 Improvement of road connection Praha–Karlovy Vary–Cheb–Germany. Connection to the German roads. Part of TEN-T.
- (104) **R35a**
Specification:
 Section Sedlice (Hradec Králové)–Vysoké Mýto –Moravská Třebová–Mohelnice (E442).
Specification reasons:
 Parallel route supporting the D1 highway. Part of TEN-T.
- (105) **R35b**
Specification:
 Section Úlibice–Hradec Králové (E442).
Specification reasons:
 Improvement of road connection Hradec Králové – Liberec. Part of TEN-T.
- (106) **R52**
Specification:
 Pohořelice–Mikulov–Drasenhofen /Austria (E461).
Specification reasons:
 Improvement of road connection Brno–Wien. Connection to the Austrian road network. Part of TEN-T.
- (107) **R4**
Specification:
 Section Příbram–Nová Hospoda.
Specification reasons:
 Providing one of the main transport routes within the country.
- (108) **R7**
Specification:
 Section Slaný–Louny–Chomutov.
Specification reasons:
 Providing one of the main transport routes within the country.
- (109) **R55**
Specification:
 Section Olomouc–Přerov and further Napajedla –Uherské Hradiště–Hodonín–Břeclav–CZ/AT border (Wien).
Specification reasons:
 Providing a qualitatively higher accessibility level of an area with high concentration of settlements and dense population. Part of TEN-T.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for passage through the area with minimum environmental impacts, particularly in the
- places where it meets Bzenecká Doubrava–Strážické Pomoraví.
Tasks for ministries and other central administration bodies:
 Check the feasibility of the development intention in the section R55 Břeclav – country border.
Responsible: the Ministry of Transport in cooperation with the Ministry of Environment
Deadline: 2010
- (110) **S1**
Specification:
 Mohelnice–Mikulovice–CZ/PL border.
Specification reasons:
 Accessibility of the Jeseníky area, particularly behind the main range of Hrubý Jesník (SOB3), and accessibility of Hrubý Jeseník as an important centre of tourism and leisure time activities.
- (111) **S2**
Specification:
 (R48) Palačov–Lešná–Valašské Meziříčí–Vsetín –Pozdřechov (R49).
Specification reasons:
 Connection of I/35 road with the R48 speedway. Connection of R48 and R49 roads. Better connection of towns/cities in the Zlínský region with its regional capital, and connection to Slovakia (into Pováží in the area of Púchov and Trenčín), alternative to a route of the I/35 (E442) road leading through the preserved landscape area.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for transfer of traffic in the direction of Valašské Meziříčí and reducing the traffic load within the spa resort of Teplice and Bečvou, while minimizing environmental impacts.
- (112) **S3**
Specification:
 Nová Hospoda–Strakonice–Vimperk–Strážný–CZ/DE border (–Passau).
Specification reasons:
 Connection to R4 (one of the main transport routes within the country).
Tasks for ministries and other central administration bodies:
 Check the development intention feasibility. Check the expediency of the capacity road in the section Nová Hospoda–Strakonice if it would be solved as a R road.
Responsible: the Ministry of Transport in cooperation with the Ministry of Environment and the region of South Bohemia. (The region of South Bohemia is responsible for checking the suitability of the Nová Hospoda–Strakonice section)
Deadline: 2010

- (113) **S4**
Specification:
 Bílý Kostel–Hrádek nad Nisou–CZ/DE border.
Specification reasons:
 Better connection to Germany and the A4 highway. Interconnection of international routes E40 (A4) and E442 (I/13 and I/35).
- (114) **S5**
Specification:
 Section R10/R35 (Mnichovo Hradiště–Rádelský Mlýn)–Úlibice (E442).
Specification reasons:
 Improvement of road connection Hradec Králové–Liberec. Part of TEN-T.
Tasks for ministries and other central administration bodies:
 Decide, by means of a planning study that shall take into consideration requirements for the area sustainable development, about the route of a capacity road corridor while taking into account the preserved landscape area of Český Ráj and locations of Natura 2000 system as well as about the required conditions for their area preservation
Responsible: the Ministry of Transport in cooperation with the Ministry of Environment
Deadline: 2010
- (115) **S6**
Specification:
 Bohumín–Haviřov–Třanovice–Mosty u Jablunkova–CZ/SK border (–Žilina).
Specification reasons:
 Connection to a development intention of the capacity road in Slovakia, direction from Čadca. Relation to the Nošovice industrial zone design.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to strengthening the area accessibility (connection of D47 and R48 and cities of Bohumín, Haviřov, Třinec) and connection to Slovakia and its highway network in the north, while minimizing environmental impacts.
- (116) **S7**
Specification:
 Chomutov–Křímov–Hora sv. Šebestián–CZ/DE border (–Chemnitz).
Specification reasons:
 Addition of capacity roads with the respect to expected traffic increase between the Ústecký region, indirectly the Karlovarský region, and the Free State of Silesia with possible foreseen capacity road from Germany (Silesia). Connection of the OS7 development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–CZ/DE border (–Nürnberg) to one of the main poles of the Silesian agglomeration of Chemnitz (–Dresden–Leipzig) and better connection of the Karlovarský region to Germany in the east.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for higher capacity of a road, while minimizing environmental impacts.
- (117) **S8**
Specification:
 Havlíčkův Brod–Jihlava–Znojmo–Hatě–CZ/AT border (Wien).
Specification reasons:
 Connection in the direction northwest-southeast, with connection to Austria, improvement quality of the E59 international road (–Wien)–AT/CZ border –Znojmo–Jihlava–D1, and further strengthening the intrastate connection of cities Jihlava–Havlíčkův Brod and Čáslav–Kutná Hora–Kolín–D11–Poděbrady–Nymburk with connection to R10 at Mladá Boleslav to Liberec.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to strengthening the area accessibility, particularly within the Vysočina region, while minimizing environmental impacts.
- (118) **S9**
Specification:
 Otrokovice (R55)–Zlín (R49).
Specification reasons:
 New connection of R55 with the development intention of the R49 corridor.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for reducing the traffic load within the OB9 development area centre.
- (119) **S10**
Specification:
 Karlovy Vary–Ostrov–Chomutov.
Specification reasons:
 Transfer of increasing traffic between the Karlovarský and Ústecký regions, taking into account also the cross connections with the Free State of Silesia. Possible future utilisation of the capacity connection to Silesia and in the direction to Germany and Poland.
Criteria and conditions for decision making on changes to an area:
 When making decisions and assessing intentions for changes to the area give a priority to improving accessibility of the area Karlovy Vary–Ostrov–Klášterec nad Ohří–Kadaň–Chomutov, and connection to R6 and R7, while minimizing the environmental impacts.

Tasks for ministries and other central administration bodies:

Check the development intention feasibility while minimizing the environmental impacts.

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment

Deadline: 2010

(120) **S11**

Specification:

D8–Děčín–Česká Lípa–Svor–Bílý Kostel nad Nisou–Liberec–R35.

Specification reasons:

Transfer of increasing traffic between the Ústecký and Liberecký regions, taking into account also the cross connections with the Free State of Saxony. Direct connection of the OB6 and OB7 development areas.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to improving the area accessibility, while resolving problems with the capacity road passage through two preserved landscape areas.

Tasks for ministries and other central administration bodies:

Check the development intention feasibility.

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment

Deadline: 2009

(121) **R43**

Specification:

Brno–Svitavy/Moravská Třebová (E461).

Specification reasons:

Connection of the D1 and R35 routes. Improvement of road–Brno–Svitavy/Moravská Třebová. Part of TEN-T.

Tasks for ministries and other central administration bodies:

Check the development intention feasibility.

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment and the Jiho-moravský and Pardubický regions

Deadline: 2010

(122) **S13**

Specification:

Alternative connection of the west CR border with the east areas southward from the D1.

Specification reasons:

Transfer of increasing traffic between respective regions.

Planning tasks:

Cooperating with sectors, check, by the means of

planning documentation tools, the chosen solutions and their suitability with regard to the area sustainable development and the applicability of existing 1st class roads.

Tasks for ministries and other central administration bodies:

Check the reasonableness and feasibility of a parallel south connection in the direction west-east.

Responsible: the Ministry for Regional Development in cooperation with the Ministry of Transport and the Ministry of Environment

Deadline: 2011

Water transport

(123) **VD1**

Specification:

Labe: Pardubice–DE border.

Specification reasons:

Making progressively Labe navigable as a water way of international importance.

Tasks for ministries and other central administration bodies:

a) Check reasonableness and feasibility of canalization of water ways and check feasibility of needs to improve used water ways parameters including possible specification of conditions for establishment of stand-by spaces.

b) Check options of minimization the navigability impacts on environment.

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment

Deadline: 2010

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

(124) **VD2**

Specification:

Water way used on Vltava (E 20-06) in the section Mělník (confluence with Labe)–Praha–Třeбенice.

Specification reasons:

Ensuring parameters of water ways which are important from the transportation point of view and are exploited as a part of inland water ways.

Tasks for ministries and other central administration bodies:

Check feasibility of needs to improve parameters of used water ways.

Responsible: the Ministry of Transport

Deadline: 2010

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

(125) This article has been omitted.

(126) **VD4**

Specification:

Odra–Váh (according to AGN E81)

Specification reasons:

Review of the AGN agreement fulfilment.

Tasks for ministries and other central administration bodies:

Verify the real need of this development intention at an international level with neighbouring affected countries, with regard to the area sustainable development.

Responsible: the Ministry of Foreign Affairs in cooperation with the Ministry of Transport

Deadline: by the end of 2010

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

(127) **VD5**

Specification:

Třebenice–České Budějovice on Vltava.

Specification reasons:

Making Vltava navigable for ships up to 300t displacement and minimizing the navigability impacts on the environment.

(128) **VD6**

Specification:

Labe (section Kunětice–Opatovice na Labi).

Specification reasons:

Area protection for navigable water ways.

Tasks for ministries and other central administration bodies:

Check the needs of nautical sections in cooperation with regions.

Responsible: the Ministry of Transport in cooperation with regions

Deadline: 2012

Combined transport

(129) **KD1**

Specification:

C59 Miedzylesie (Poland–PKP)–Lichkov–Ústí nad Orlicí (I. RTC).

C65 Zawidów (Poland–PKP)–Frýdlant–Liberec–Turnov–Mladá Boleslav–Milovice–Lysá nad Labem–Praha. Possible connection to the modernized corridor in Germany (line to Zittau).

Specification reasons:

Meeting the requirements of AGTC.

Tasks for ministries and other central administration bodies:

Check the possibility of a connection to the modernized German corridor to Zittau.

Responsible: the Ministry of Transport

Deadline: 2010

(130) **Public logistic centres (hereinafter PLC)**

Specification:

Central Bohemia, Brno and surrounding, Ostrava and surrounding, Plzeň and surrounding, Pardubice–Hradec Králové and surrounding, České Budějovice and surrounding, Ústí nad Labem–Lovosice and surrounding, Olomouc–Přerov, Jihlava–Havlíčkův Brod, Liberec and surrounding, Karlovy Vary–Sokolov–Cheb.

Specification reasons:

Progressive, phase by phase, construction of public logistic centres connected to railways, roads, water and air transport, designed on the basis of a single conception in order to provide a wide range of logistic services. The PLC network will help to optimize road transport and apply principles of co-modality (effective utilisation of several transport types, operated independently or within a multimodal integration, in order to achieve optimum and sustainable resources usage). Joining the European network of logistic centres.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to traffic flows and their possible transfer with the help of PLC outside sensitive areas (particularly preserved natural areas, NATURA 2000 and important population centres).

Tasks for ministries and other central administration bodies:

Cooperation with regions on selection of locations within the frame of development principles procuring.

Responsible: the Ministry of Transport in cooperation with the Ministry of Environment, the Ministry of Industry and Commerce, the Ministry for Regional Development, the Ministry of Agriculture

Deadline: 2010

Airports

(131) **L1**

Specification:

New parallel runway (RW), take-off and landing spaces (TLS) Praha-Ruzyně airport.

Specification reasons:

Increasing international airport capacity.

Planning tasks:

- a) Address problems arising from the Praha-Ruzyně airport development and its impacts on affected municipalities (especially by noise nuisance).
- b) Address problems related to the airport connection to other means of transport (rail transport above all).

(132) **L2**

Specification:

Extension and expansion of existing runway, take-off and landing spaces Karlovy Vary airport, including necessary expansion of the airport background.

Specification reasons:

Increasing international airport capacity.

Planning tasks:

- a) Address problems arising from the Karlovy Vary airport development and its impacts on affected municipalities (especially by noise nuisance).
- b) Address problems related to the airport connection to other means of transport.

(133) **L3**

Specification:

New international airport České Budějovice in the area of the former military airport, utilising the runway (RW); construction resp. reconstruction of new take-off and landing airport spaces (TLS) including passenger terminal.

Specification reasons:

Ensure qualitatively higher connection within the transeuropean multimodal corridor X (in the CR SDP M1), and making the air transport within the region easily accessible. Creating conditions for international airport opening.

Planning tasks:

- a) Address problems arising from the České Budějovice airport development and its impacts on affected municipalities (especially by noise nuisance).
- b) Address problems related to the airport connection to other means of transport.

CHART 4 – RAILWAY TRANSPORT

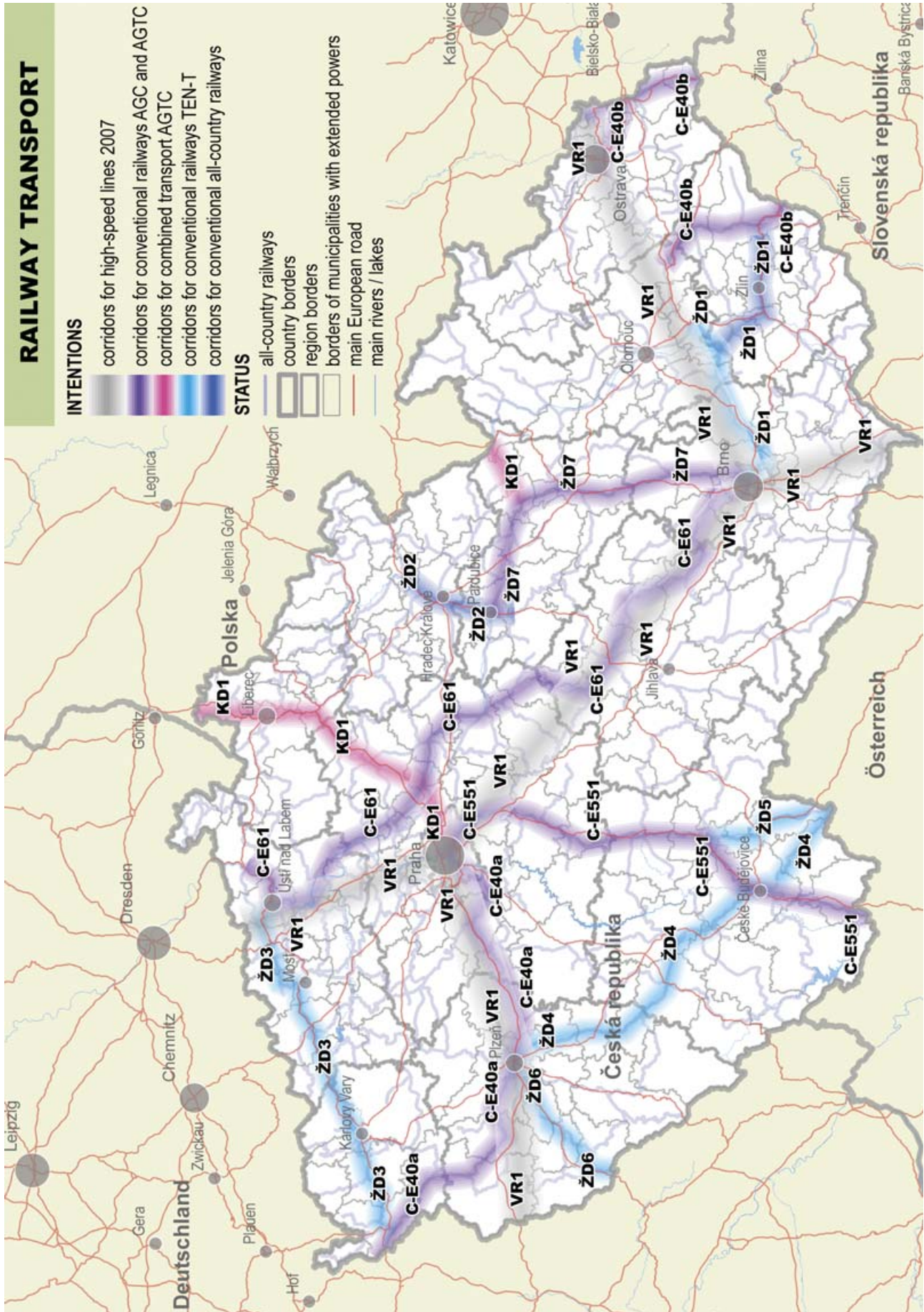


CHART 5 – ROAD TRANSPORT

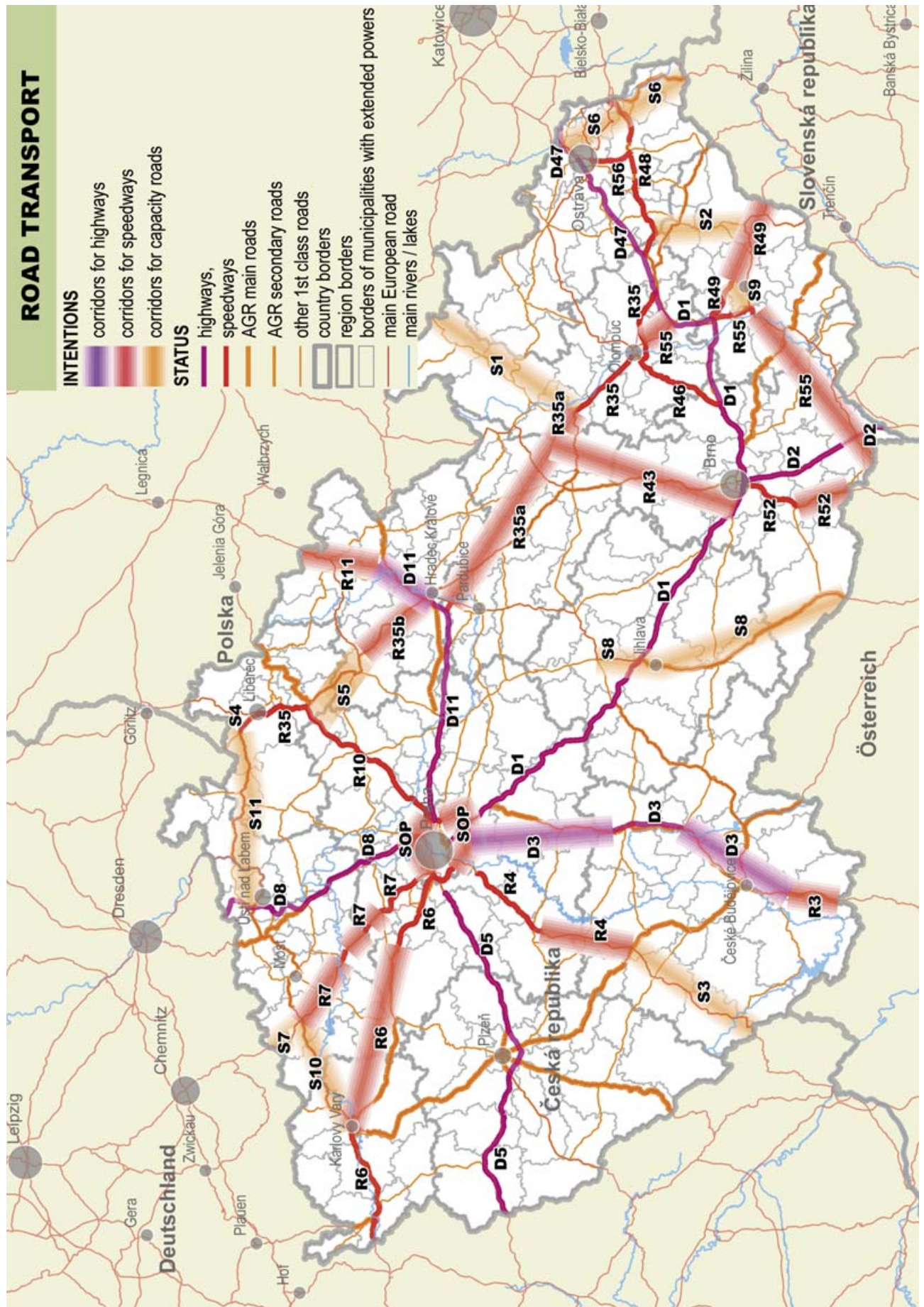


CHART 6 – WATER TRANSPORT AND AIR TRANSPORT

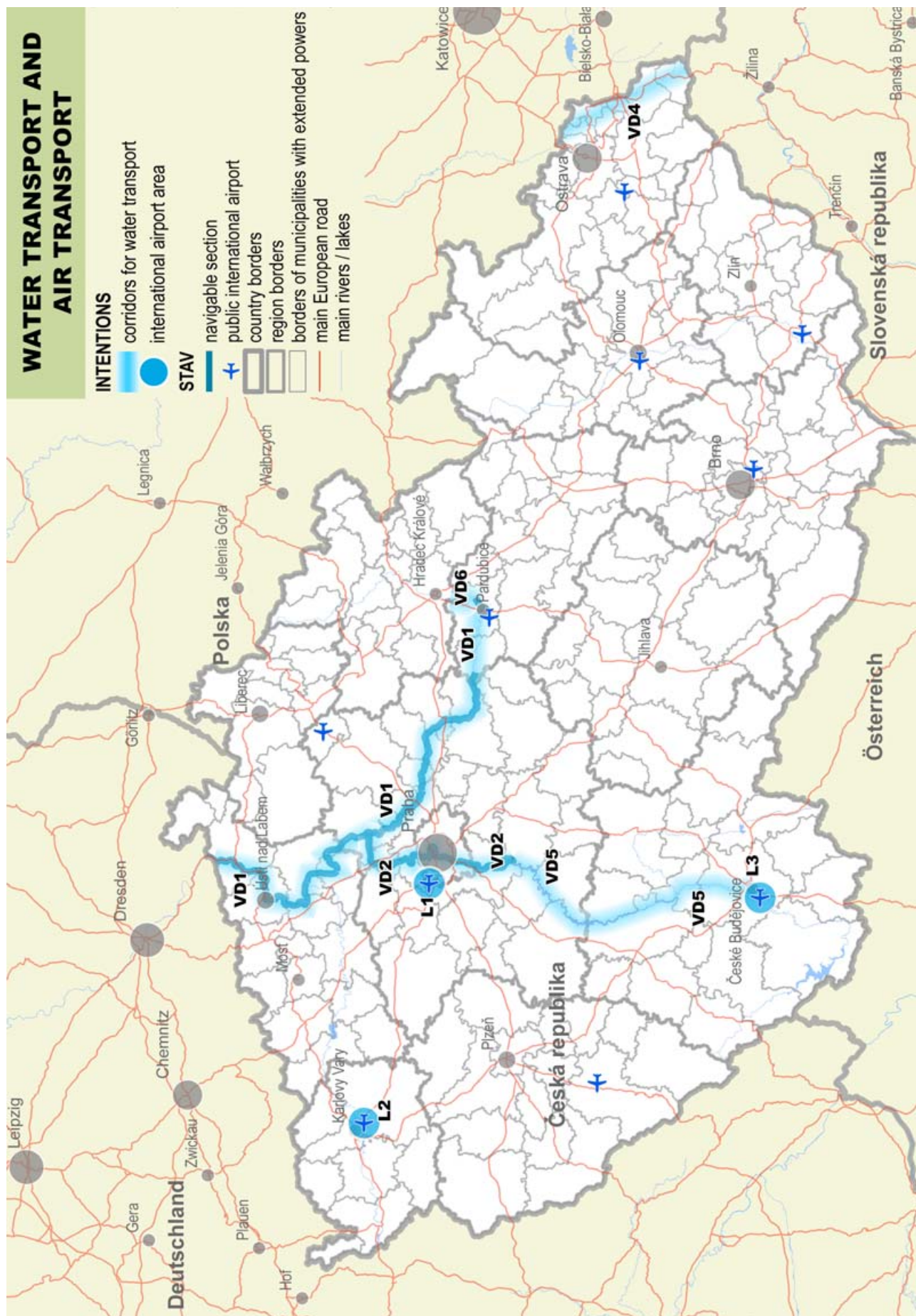
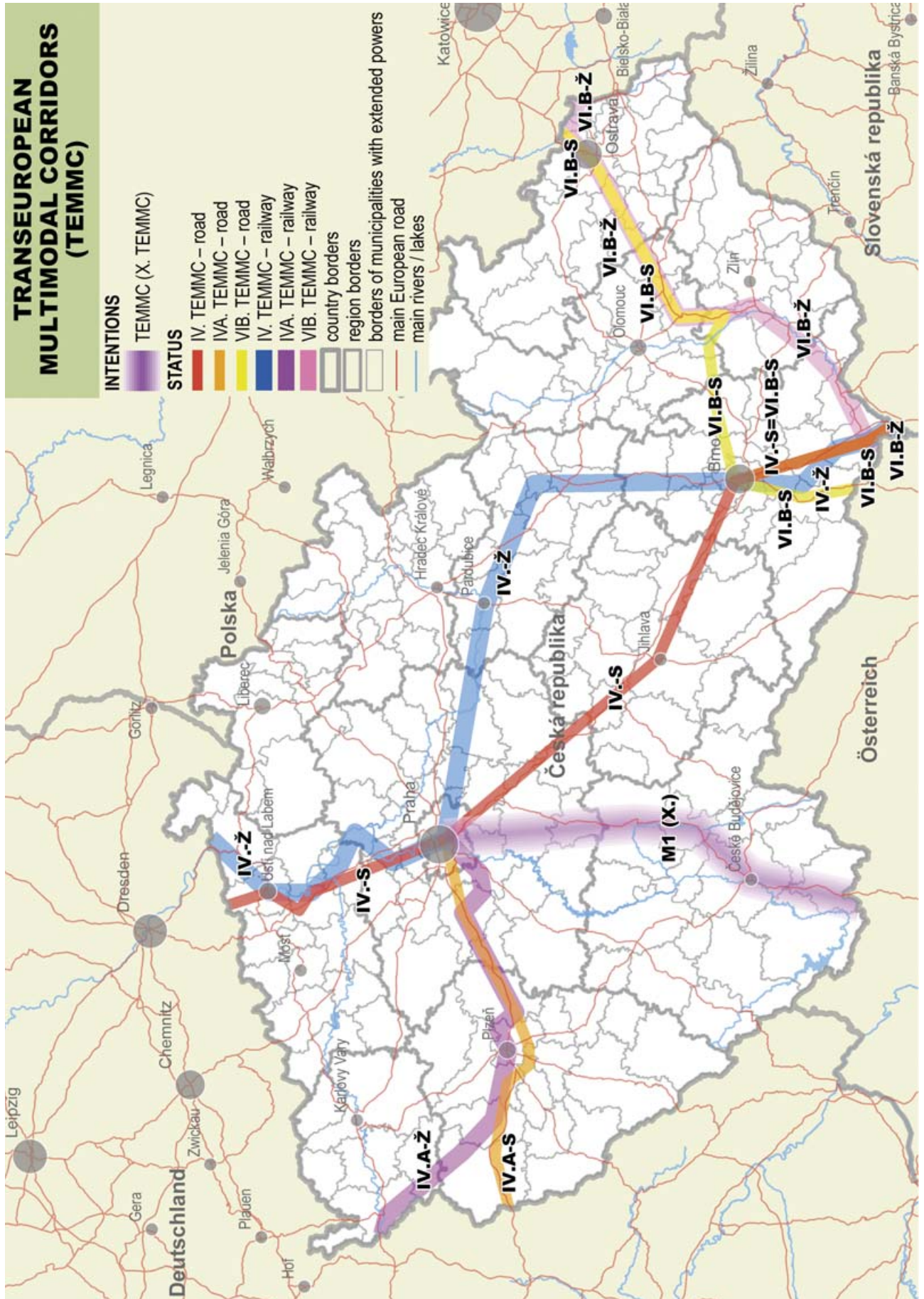


CHART 7 – TRANSEUROPEAN MULTIMODAL CORRIDORS (TEMMC)



6 CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE AND RELATED DEVELOPMENT INTENTIONS



6 CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE AND RELATED DEVELOPMENT INTENTIONS

6.1 RESOURCES

- (134) Technical infrastructure as a part of public infrastructure is constructed and utilised for public benefit. Systems of operating facilities, lines, objects, structures and technical infrastructure areas require coordination within the area, also with the respect to protection of this area for future generations. Purpose of delimitation of corridors and areas for technical infrastructure within the CR SDP is their protection i.e. establishment of stand-by spaces for locations of power and gas networks, product lines (oil, products), water supplies and sewage systems, as well as spaces for waste management, that influence the CR area development, that exceed a single region area by their importance, and that enable connection of technical infrastructure systems to neighbouring countries' systems.
- (135) Routes of individual technical infrastructure systems are the bearers, among others, of the land use limits (protection regimes), thus the coordination of their location is necessary both in the developed and in the undeveloped areas, particularly in relation to transport infrastructure.
- (136) Sources of individual technical infrastructure systems (power stations, transformer and switching stations, heating plants, district heating plants, gas tanks, compressor stations, oil tanks, oil terminals, water reservoirs, spring areas, water treatment plants, water purification plants, waste deposits, incineration plants etc.) are very expensive investments, both financially and with the regard to the grounds required. Therefore a long term foreseen protection of grounds for their locations is reasonable within the framework of planning.

6.2 CONCEPTION

- (137) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing development intentions the following must be observed:

- a) meeting the international and internal requirements for transport routes diversification,
 - b) ensuring adequate parameters of transitory systems and their reliability and safety, including safe storage,
 - c) in cases of development intentions close to border their coordination with foreign systems shall be ensured,
 - d) finding the least conflicting solutions with nature and landscape protection,
 - e) ensuring technical conditions of international agreements.
- (138) Planning tasks:
- a) regions shall specify delimitation of areas and corridors for technical infrastructure within the development principles, while respecting specification reasons and criteria and conditions for decision making,
 - b) respective regions and municipalities shall ensure their protection, e.g. by a stand-by space⁹⁾,
 - c) respective regions, when procuring planning documentation, shall investigate and address the area relations of delineated corridors and areas.

Spatial development policy specifies the following corridors and areas for technical infrastructure and related development intentions:

Energetics (electricity)

- (139) **E1**

Specification:

Corridor for power line 400 kV Otrokovice–Vizovice–Střelná–CZ/SK border (–Povážská Bystrica)

Specification reasons:

Area protection (protection of grounds, i.e. detailed specification of a corridor) for connection of the CR power system into the European system Union pour la Coordination du Transport l'Électricité/Union for the Coordination of Transmission of Electricity (UCTE), namely for the reason of power supply security.

- (140) **E2**

Specification:

Area for power transformer stations 400/110 kV Vítkov and Verněřov and their connection to the power system by a 400 kV line, including the 400 kV line from Hradec transformer station to the transformer station in Verněřov and further to Vítkov and Přeštice. Transformer station in Vítkov will serve as a border switching station for connection CR (Pomezí nad Ohří)–Germany.

⁹⁾ See § 36, par. 1 of the act No. 183/2006 Coll., as amended..

Specification reasons:

Protection of grounds for transformer connections 400/110 kV Verněřov and Vítkov and connection of these transformer/switching stations to the power system 400 kV Hradec Verněřov (part of the V 461 line) – the system will allow power transmission from new, renewable sources, and prepare conditions for further international connections by a 400 kV line Vítkov–Germany (Mechlenreut). Strengthening the connection to Germany will support trade and international cooperation within the power system.

(141) **E3**

Specification:

Corridor for concurrence of two lines V403 Prosenice–Nošovice.

Specification reasons:

Enabling increased transmission capacity south-north in Moravia including strengthening and connecting our power system to the European UCTE system and improving a transit function of the CR power system.

(142) **E4a**

Specification:

Grounds for construction and extension, including the lines out for electricity and heat, of power stations Temelín, Ledvice, Počeradý, Pruněřov, Tušimice, Dětmárovice, Mělník, Dukovany.

Specification reasons:

Area protection for reconstruction and construction of new facilities in suitable locations and related technical infrastructure, including reservation of sufficient spaces for lines out connected to the power system.

Planning tasks:

Create area conditions for development of public infrastructure related to and conditioning the changes to the area caused by the extension of the Temelín power station.

(143) **E4b**

Specification:

Ground for an important power facility Blahutovice including a corridor for power lines out and necessary water reservoir.

Specification reasons:

Long term area protection for possible future power station(s) construction as a replacement of those existing power stations that are becoming obsolete.

Tasks for ministries and other central administration bodies:

Check the development intention usefulness and feasibility, including possible grounds for the water reservoir location.

Responsible: the Ministry of Industry and Commerce, in cooperation with the Ministry of Agriculture, the Ministry of Environment, affected administrative bodies and respective regions

Deadline: 2011

(144) **E5**

Specification:

Ground for transformer/switching station 400/110 kV Praha-north and its connection to the power system using the existing V410 line.

Specification reasons:

Ground for a transformer station that will contribute to increased reliability and power supply from the power system to centres of cumulated and increasing consumption which importance exceeds a single region.

(145) **E6**

Specification:

Corridor for the line 400 kV V458 Krasíkov–Horní Životice.

Specification reasons:

Corridor for increasing the reliability of supplies and transmission capacity – east-west in Moravia in next 5 years.

(146) **E7**

Specification:

Corridor for double line 400 kV Kočín–Mírovka and connection of the line 400 kV Řeporyje–Prosenice (V413) into Mírovka, including related area for the extension of transformer stations.

Specification reasons:

Long term area protection for corridors that allow increasing production sources into the CR power system in a horizon of 20 years.

(147) **E8**

Specification:

Grounds for the new transformer station 400/110 kV and for power line out connection from transformer station (hereinafter TR) Rohatec to the power system by a 400 kV line Otrokovice Rohatec and looping the V424 line to the Rohatec TR.

Specification reasons:

Corridor area protection thus enabling increased reliability of supplies to consumers in more regions and ensuring supplies for increased consumption in South Moravia.

(148) **E9**

Specification:

Grounds of the transformer station 400/110 kV Chotějovice.

Specification reasons:

Area protection for the transformer station, thus enabling increased reliability and supplies of electricity within the CR power system.

(149) **E10**

Specification:

Corridor for 400 kV line Výškov–Chotějovice–Babylon and Výškov–Řeporyje, and further doubling of the existing 400 kV line V450 Výškov–Babylon, V410 Výškov–central Bohemia, and V451 Baby-

lon–Bezděčín, including related area for the extension of transformer stations.

Specification reasons:

Corridor area protection and enabling connection of a new transformer station Chotějovice thus ensuring power line out from foreseen sources (power stations) into the CR power system, aiming at system increased reliability in north Bohemia.

Criteria for decision making on changes to an area:

When making decisions and assessing development intentions within the area give priority to establishment of stand-by spaces, that should enable connections with realization of a transformer station 400/110 kV Chotějovice and power lines out from other foreseen sources in north Bohemia. Due to impossibility to utilise the corridor of existing 220 kV for a 400 kV line Chotějovice–Babylon, it is necessary to lead the power line out from a new power station block in Ledvice and Chotějovice TR connection in one direction only.

(150) **E11**

Specification:

Ground for a new transformer/switching station 400/110 kV Kletné including its connection to the CR power system (this station is to be located 5 km southward of Fulnek). Further there has to be a corridor delimited for connection of the above station by a double line 400 kV, from the existing line Nošovice–Horní Životice (V459).

Specification reasons:

Area and corridor for increased supplies to new industrial zones and for substantial increase of supplies to the Ostrava region by construction of a new transformer station 400/110 kV. This station is located outside existing agglomeration and enables also further supplies to north and central Moravia in the horizon of 2011.

Gas manufacture and distribution

(151) **P1**

Specification:

Corridor for a connection gas line VVTL DN 800 PN 80 in the South Bohemia region, leading from Záboří surrounding (Vodňany) in South Bohemia to the CZ/AT border.

Specification reasons:

Securing the corridor for connection line between RWE Transgas Net and OMV in South Bohemia with possible connection to transport ways in Germany.

(152) **P2**

Specification:

Corridor for connection gas lines VVTL DN 700 PN 80 of the RWE Transgas Net systems in South Moravia leading from the underground reservoir at Dolní Dunajovice (Břeclav) to the CZ/AT border and further to the Hrušky village.

Specification reasons:

Securing the corridor for connection gas lines within the RWE Transgas Net and WAG systems in South Moravia, and construction of a new connecting line between the compressor plant in Břeclav and the underground gas reservoir at Dolní Dunajovice.

(153) **P3**

Specification:

Corridor for a connection gas line VVTL DN 700 in the Moravskoslezský region, leading from Děhylov surrounding to the Hat' village at the CZ/PL border.

Specification reasons:

Corridor area protection for possible future connecting gas line between the systems RWE Transgas Net and GAZ-SYSTEM (former PGNiG) in the Moravskoslezský region i.e. connection of transport systems in the CR and Poland.

(154) **P4**

Specification:

Corridor for a gas line VVTL DN 1 400 leading from surrounding of Hora Sv. Kateřiny and Brandov in the Ústecký region to surrounding of Rozvadov and Waidhaus at the CZ/DE border in the Plzeňský region. It is so called GAZELA project which realization is foreseen for 2010.

Specification reasons:

Corridor area protection for the GAZELA gas line, that connects to construction of the north route (Nord Stream) of a gas line from Russia to Germany (crossing the Baltic Sea), and construction of a parent gas line OPAL (connection to the Baltic gas line) from Greifswald to Olbernhau. After completion of the Nord Stream project (2012) there will be delivered up to 55 000 million cubic meters of gas from Russia annually, directly via the Baltic gas line to Germany (Greifswald) and via the lines of interconnected European countries.

The GAZELA project represents a continuation to the Nord Stream project on the CR territory and will contribute to higher security of supplies.

(155) **P5**

Specification:

Corridor for a connecting gas line VVTL DN 500 PN 63, leading from Olešná surrounding (edge of the Vysočina region) to the CZ/PL border – in surrounding of the frontier crossing Náchod–Kudowa Zdrój in the Královéhradecký region.

Specification reasons:

Corridor area protection that enables future construction of a connecting gas line between the systems – RWE Transgas Net and GAZ-SYSTEM (former PGNiG) in the Královéhradecký region i.e. connection of transport systems in the CR and Poland.

(156) **P6**

Specification:

Corridor for a connecting gas line VVTL DN 500

PN 63 in the Moravskoslezský region, leading from the underground gas reservoir at Třanovice to Choťebuz (Český Těšín) at the CZ/PL border.

Specification reasons:

Corridor area protection that enables future construction of a connecting gas line between the systems RWE Transgas Net and GAZ-SYSTEM (former PGNiG) in the Moravskoslezský region i.e. connection of transport systems in the CR and Poland.

(157) **P7**

Specification:

Ground for expansion of storage capacities in underground gas reservoirs:

- Třanovice, using the Staré pole reservoir;
- Podivín–Prušánky.

Specification reasons:

Securing the necessary ground for underground gas reservoirs, thus increasing the storage capacity for supplies to North Moravia and South Moravia during winters and achieving smoothness and balanced gas transport with a positive impact on strengthening the security in gas supplies to domestic and European markets.

(158) **P8**

Specification:

Corridor for VVTL of the gas line DN 500 PN 63 in the Středočeský region, leading from underground reservoir Háje (Příbram) to the Drahelčice village.

Specification reasons:

Securing a corridor for strengthened internal system aiming at supplies to the places of consumption within the CR (Praha and central Bohemia).

(159) **P9**

Specification:

Corridor for doubling the VVTL of the gas line DN 700 PN 63 in the route surrounding of Hrušky in the Jihomoravský region to Libhošť in the Moravskoslezský region, including a compressor plant construction at Libhošť and following doubling the VVTL of the gas line DN 700 PN 63 in the Moravskoslezský region, from surrounding of Libhošť (Příbor) to Děhylov.

Specification reasons:

Securing a corridor in order to strengthen and backup an important internal gas transport route leading through several regions.

(160) **P10**

Specification:

Corridor for VVTL of the gas line DN 700 PN 63, leading from surrounding of Kralice nad Oslavou (Vysočina region) to Bezměrov (Zlínský region), passing Brno from north, including a new compressor plant construction in Bezměrov.

Specification reasons:

Securing a corridor in order to strengthen an im-

portant internal gas transport route (Hrušky–Příbor) leading through several regions.

(161) **P11**

Specification:

Corridors for VVTL gas lines DN 400 PN 80, DN 250 PN 200 and DN 150–200 PN 210 in the Jihomoravský region, leading from projected underground gas reservoir Podivín–Prušánky to drills at Podivín and Prušánky, and further a connection to the existing VVTL gas line DN 700 PN 80 between Dolní Bojanovice and the CZ/SK border, and to the existing VVTL gas line DN 600 PN 80 between Dolní Bojanovice–Brumovice.

Specification reasons:

Securing a corridor in order to strengthen the internal system aiming at stronger gas supplies security.

Long distance product lines

(162) **DV1**

Specification:

Corridor for an additional line of the Družba oil pipe in middle axis of the Morava river between Rohatec and Holíč–Klobouky, Klobouky–Rajhrad, Radostín–Kralupy–central oil terminal (hereinafter COT) in Nelahozeves, Nelahozeves COT–Litvínov. Ground for a new oil pump station in Golčův Jeníkov. Ground for new oil storage tanks–Velká Bíteš (2 x 50 000 cubic meters).

Specification reasons:

Corridor area protection for securing the strategic crude material transport for the CR, thus increasing transport of oil from Russia to the CR (possible increasing of oil processing in Litvínov). Independent transport of several oil types (REB, MND, Caspian oil) including diversification of oil transit through the CR territory.

(163) **DV2**

Specification:

Corridor for an additional line of the IKL oil pipe between the COT Nelahozeves–Rozvadov, and a ground for oil tanks construction at Benešovice on the IKL oil pipe.

Specification reasons:

Corridor area protection for securing the strategic crude material transport and for increasing the storage capacity for the CR. Diversification of oil transit through the CR territory.

(164) **DV3**

Specification:

Corridor for extension of the product line in a new route Loukov–Sedlnice.

Specification reasons:

Corridor area protection for securing the strategic oil products transport – fuels within the CR.

(165) **DV4**

Specification:

Corridor for a product line route to the storage area

in Potěhy, Horky cadastral area, with connection to a by-pass of Kolín, Polepy cadastral area (parallel route to oil pipe).

Specification reasons:

Corridor area protection in order to secure strategic oil products transport – fuels within the CR.

(166) Development intention omitted.

Water supplies and management

(167) **LAPV**

Specification:

Area that are morphologically and hydrologically suitable for ground water accumulation (LAPV).

Specification reasons:

Long time area protection for increasing capacity of water resources in the CR that depend on precipitation in order to be able to compensate run off in cases of unexpected climatic change in long term horizon (in the next 50–100 years).

Criteria for decision making on changes to an area:

Securing stand-by spaces in locations suitable for ground water accumulation from other activities that could hinder or disable construction of water reservoir in accordance with Guiding Water Management Plan in force.

Tasks for ministries and other central administration bodies:

Procure the Guiding Water Management Plan, including basic principles of these areas exploitation.

Responsible: the Ministry of Agriculture in cooperation with the Ministry of Environment

Deadline: July 31st, 2009

(168) **VKVP**

Specification:

Areas and corridors suitable for standalone operating facilities of public water supplies and sewage systems (VKVP) which location will be defined based on the Development Plan for Water Supplies and Sewage Systems of the CR.

Specification reasons:

Securing corridors and areas for development intentions related to drinking water supplies, including delimitation of ground and underground water resources, sewage discharge and treatment, ensured for the public.

Criteria for decision making on changes to an area:

Establishment of stand-by spaces for the systems of public water supplies and sewage networks in accordance with the Development Plan for Water Supplies and Sewage Systems of the CR. These systems are particularly reasonable not only in relation to life standard and social level of inhabitants, but also to the life quality and health. Further there are created conditions for integrati-

on with economic and territorial growth of cities, towns and municipalities, including industry, by solution of potential crisis situations and care of the environment.

Tasks for ministries and other central administration bodies:

Coordination of development intentions and updating of land use limits within the CR SDP, resulting from the Development Plans for Water Supplies and Sewage Systems of individual regions and from the Development Plan for Water Supplies and Sewage Systems of the CR.

Responsible: the Ministry of Agriculture in cooperation with the Ministry for Regional Development and the Ministry of Environment

Deadline: 2009

Wastes disposal management

(169) **Sk1**

Specification:

Potential grounds for locations of underground storage of highly radioactive wastes and burnt nuclear fuel. Out of these locations having suitable rock massif specification and suitable infrastructure for the realization of such deposit, two most suitable locations for the realization of underground storage shall be selected.

Specification reasons:

Protection of the above mentioned areas for the further selection. Obligation of the state to deal with all kinds of radioactive wastes in a permanent and safe manner within its territory, inclusive of monitoring and checking the storage locations even after their closure.¹⁰⁾

Criteria for decision making on changes to an area:

- In locations with suitable natural conditions for the realization of such storage, take into account conditions of area protection (in accordance with the Building Act) determined on the basis of the fulfilled task for the Ministry of Industry and Commerce – the task specified below under a).
- In the two selected locations, take into account conditions of area protection determined on the basis of the fulfilled task for the Ministry of Industry and Commerce – the task specified below under bb).

Tasks for ministries and other central administration bodies:

- a) Specify the delimitation and set conditions of the area protection in locations with suitable natural conditions for the realization of the storage; these conditions shall be exercised until the selection of two most suitable locations will be accomplished.

Responsible: the Ministry of Industry and Commerce in cooperation with the Office for Radioactive

10) § 25 of the act No. 8/1997 Coll., as amended.

Waste Storages

Deadline: 2009 at the latest

- ba) Make a selection of two best locations for an underground radioactive waste storage by 2015, at participation of the respective municipalities. (Geological surveys in the six investigated locations according to the UV CR as of June 2nd 2004 No. 550 have been suspended until 2009.)
- bb) Define the area protection conditions in two most suitable locations.

Responsible: the Ministry of Industry and Commerce in cooperation with the Office for Radioactive Waste Storages

Deadline: 2015 at the latest

CHART 8 – ELECTRICITY

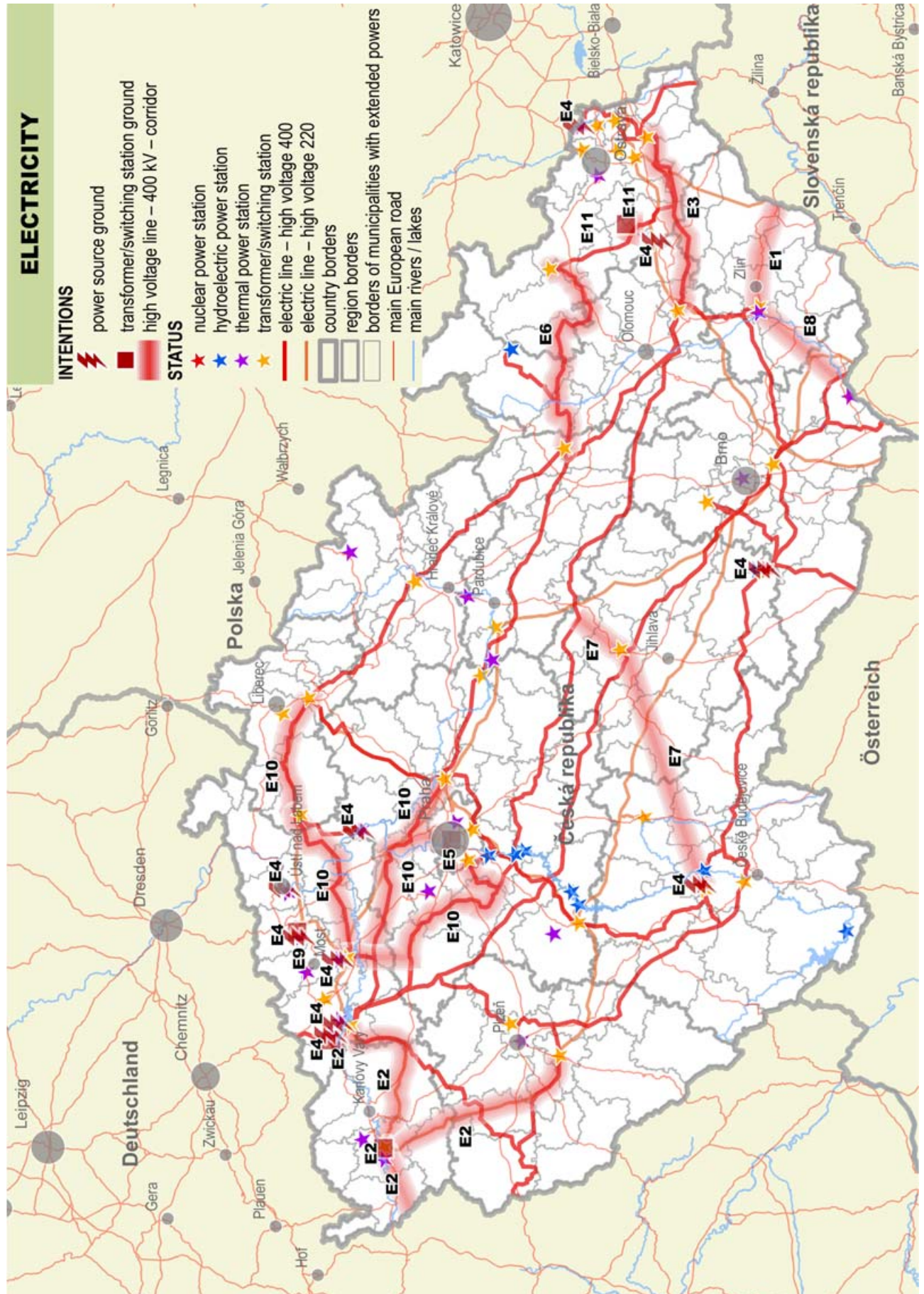


CHART 9 – NATURAL GAS

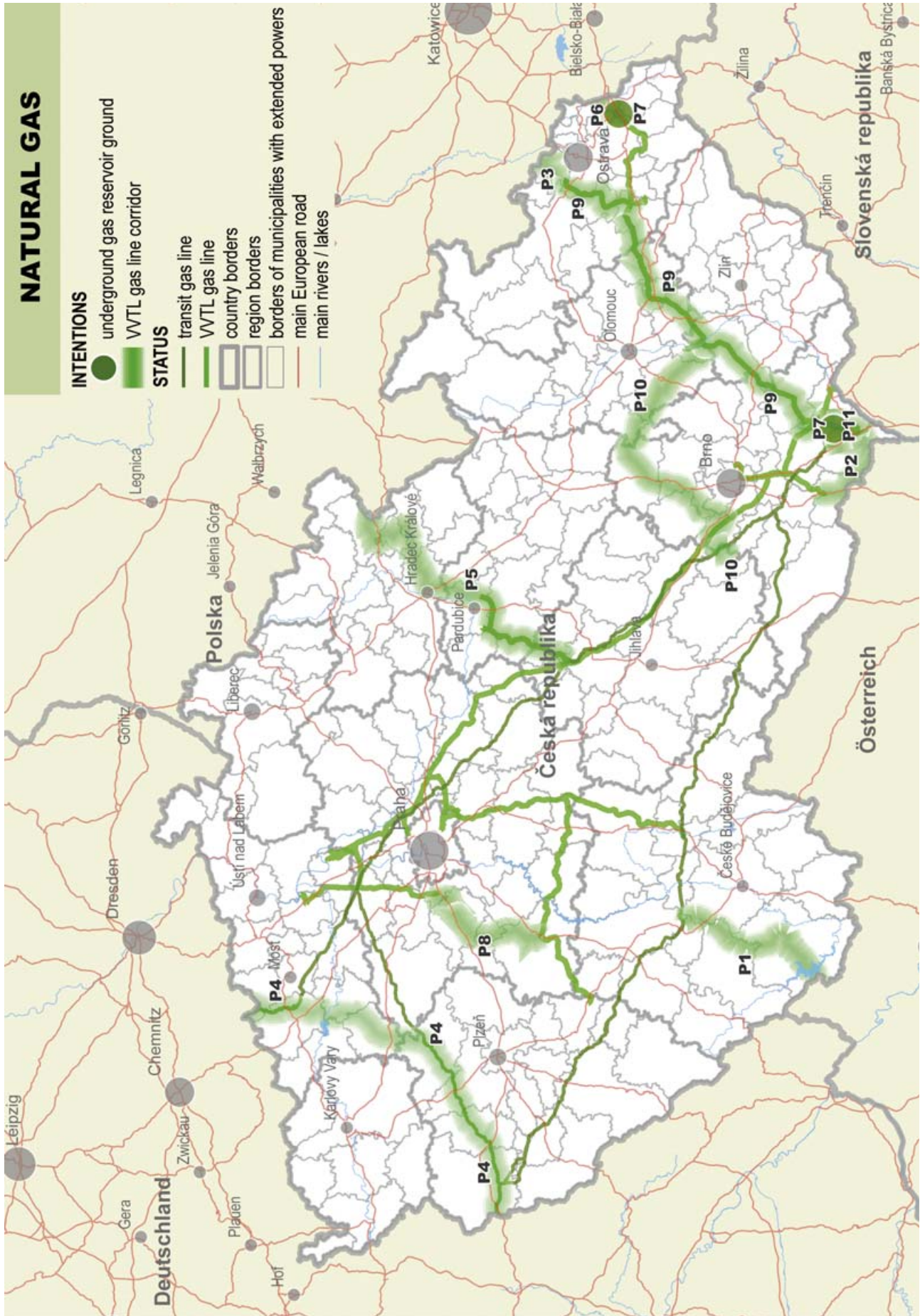
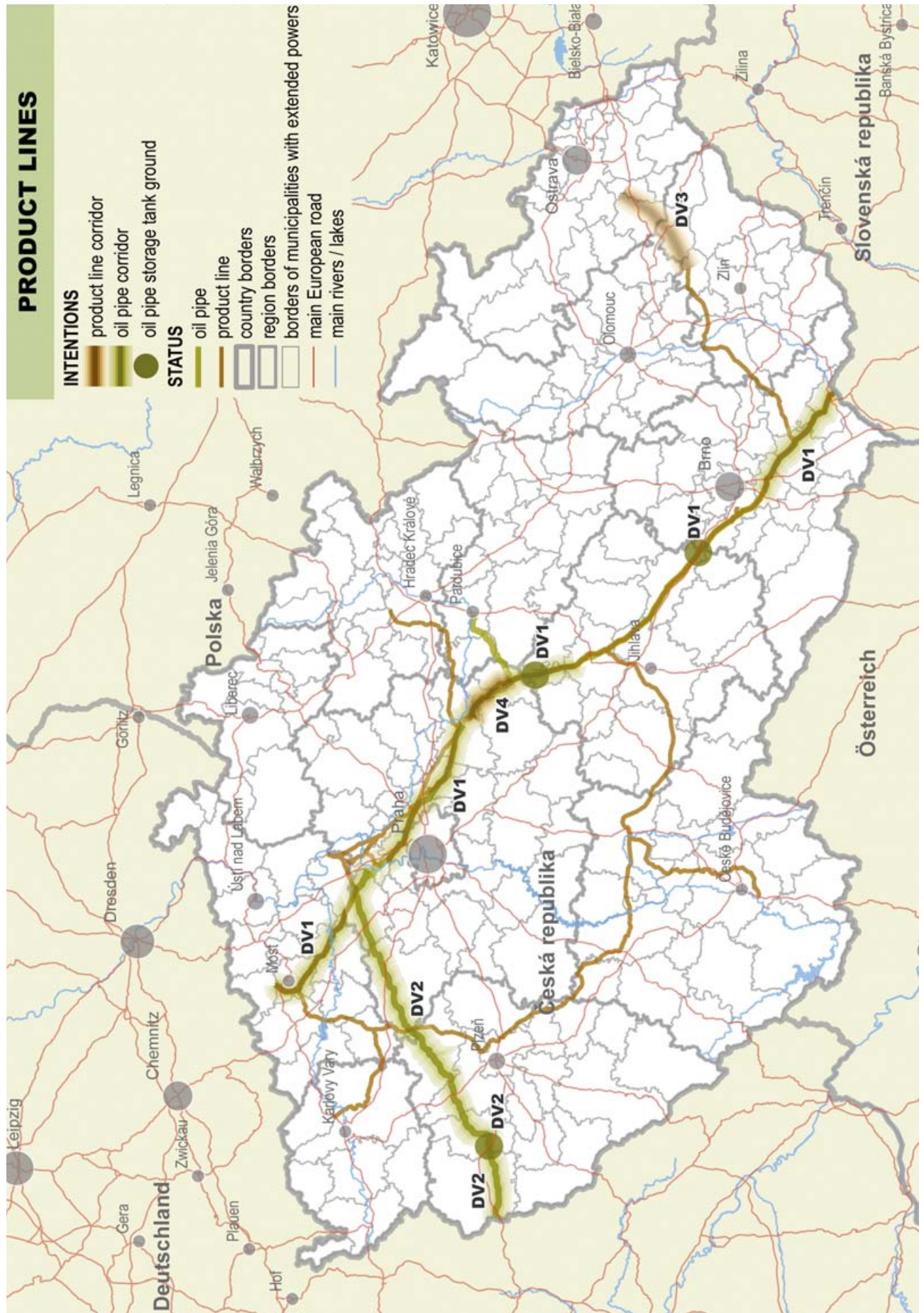


CHART 10 – PRODUCT LINES



7 FURTHER TASKS FOR TOWN & COUNTRY PLANNING

7 FURTHER TASKS FOR TOWN & COUNTRY PLANNING

7.1 RESOURCES

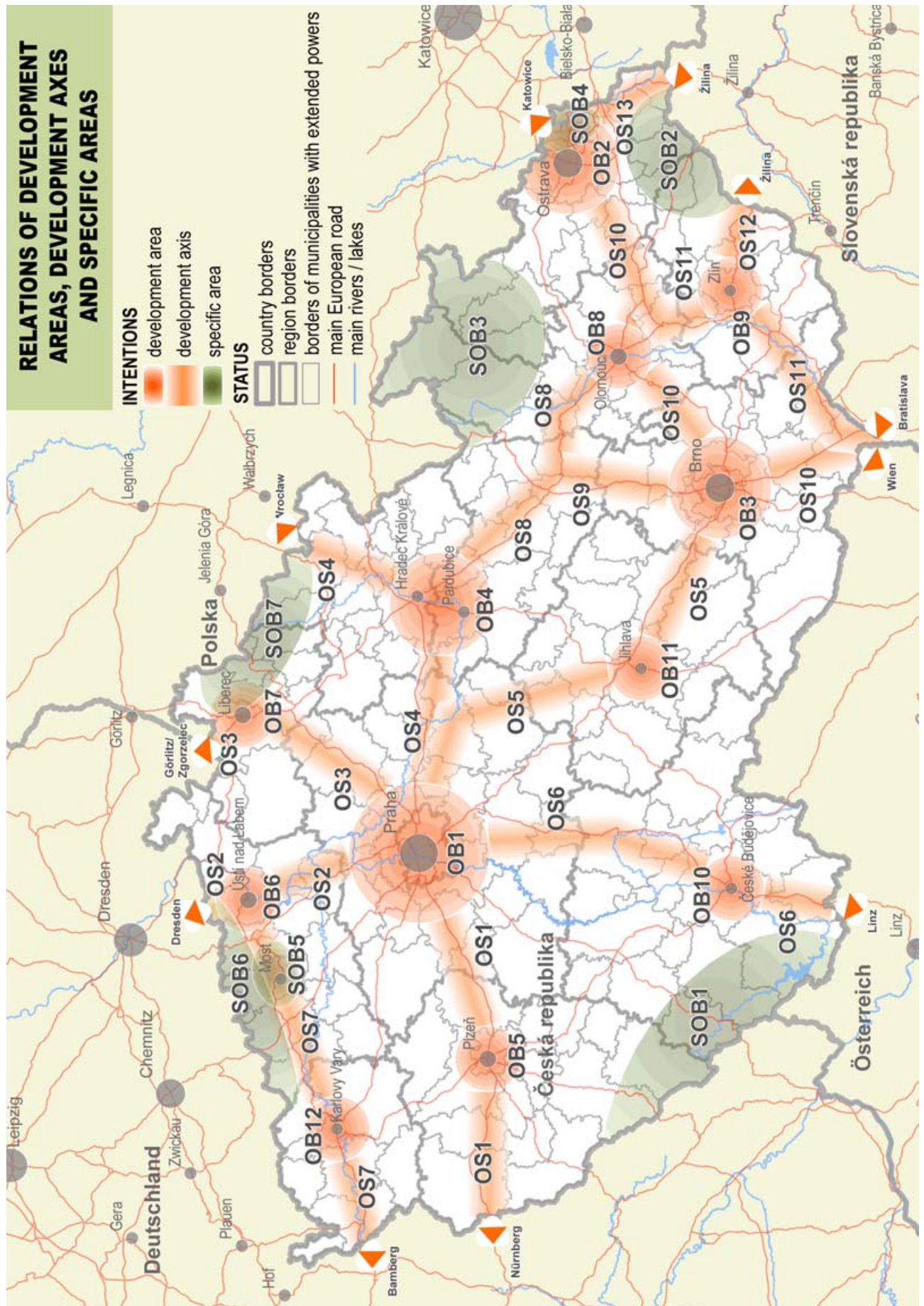
- (170) The CR SDP specifies further planning tasks related to problems with super local character that do not meet, however, requirements for development areas, development axes and specific areas, delimited at the country level.
- (171) The CR SDP makes concrete the Priorities for Spatial Development in the EU that are specified within the Territorial Agenda of the EU in accordance with tasks as per § 31, § 32, par. 1, letter f) of the act No. 183/2006 Coll., as amended by the act No. 68/2007, on town and country planning and building code (the Building Act).

7.2 CONCEPTION

- (172) Regions shall specify, within the development principles and by individual municipalities, delimitation of areas that
- show relatively high need of changes,
 - show relatively higher level of problems, particularly regarding the area sustainable development.
- (173) Areas that show relatively high need of changes
- Specification:
- Praha–Louny–Chomutov–CZ/DE border (R7 and I/7);
 - Ústí nad Labem–Liberec–Jičín–Hradec Králové/Pardubice (I/13 and R35).
- Specification reasons:
Outside the delimited development axes (see chap. 3) there may be other areas identified, that show relatively high need of changes. In particular the areas along important transport routes.
- Planning tasks:
Specify the areas and delimit them as supralocal development axes.
- (174) Areas that show relatively higher level of problems, particularly regarding the area sustainable development
- Specification:
- Frýdlantsko (area of MEP Frýdlant),
 - Broumovsko (area parts of MEPs Broumov, Náchod),
 - Orlické hory (area parts of MEPs Dobruška, Rychnov nad Kněžnou),
 - Mimoňsko (area parts of MEP Česká Lípa),
 - Vysočina – north (area parts of MEPs Bystřice nad Pernštejnem, Chotěboř, Nové Město na Moravě, Žďár nad Sázavou),
 - Svitavsko (area parts of MEPs Hlinsko, Moravská Třebová, Polička, Svitavy),
 - Rokycansko–Berounsko (area parts of MEPs Rokycany, Beroun, Hořovice),
 - Příbramsko–Písecko (area parts of MEPs Příbram, Písek, Milevsko, Sedlčany),
- Mariánské Lázně (area parts of MEPs Mariánské Lázně, Karlovy Vary, Sokolov),
 - Třebíčsko–Znojensko (area parts of MEPs Třebíč, Moravské Budějovice, Náměšť nad Oslavou, Moravský Krumlov, Znojmo),
 - Břeclavsko (area parts of MEPs Břeclav, Mikulov),
 - Hodonínsko (area parts of MEPs Hodonín, Kyjov, Veselí nad Moravou),
 - Bílé Karpaty (area parts of MEPs Uherský Brod, Luhačovice, Valašské Klobouky),
 - Libavá (area parts of MEPs Olomouc, Šternberk, Vítkov, Odry),
 - Rakovnicko–Kralovicko–Podbořansko (area parts of MEPs Karlovy Vary, Kralovice, Podbořany, Rakovník),
 - Jičínsko–Poděbradsko (area parts of MEPs Jičín, Poděbrady),
 - Brdy (area parts of MEPs Příbram, Nepomuk, Rokycany, Blovice).
- Specification reasons:
There are other areas in the CR apart from the delimited specific areas (see chap. 4) that show relatively higher level of problems, particularly regarding the area sustainable development.
- Planning tasks:
Specify the areas and delimit them as supralocal specific areas.
- (175) Due to reasons in the TA EU, part III.2, art. 16, 17 the regions are obliged to:
- cooperate with planning offices,
 - utilise and take into account findings resulting from the planning analytic materials in order that the recognized problems are reflected in the planning specifications.

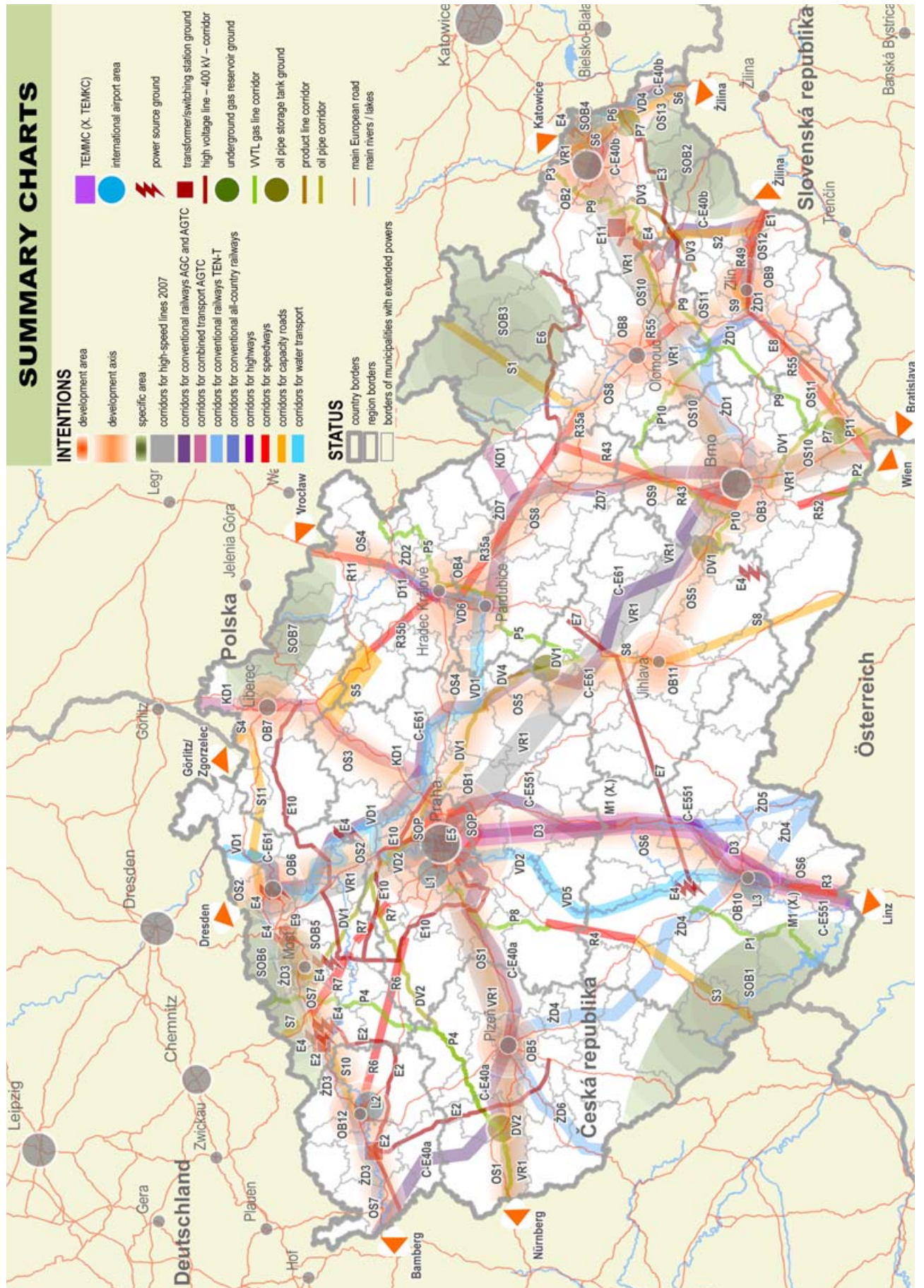
8 RELATIONS OF DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS

CHART 11 – RELATIONS OF DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS



9 SUMMARY CHARTS

CHART 12 – SUMMARY CHARTS



APPENDIX: III / 1
REASONING REPORT

REASONING REPORT OF THE CR SDP 2008

GENERAL PART

REASONS FOR THE PROCUREMENT OF THE CR SDP 2008, CONSIDERING THE VALID LAW

Through the Building Act (hereinafter also BA) there has been imposed an obligation on the Ministry for Regional Development to procure the CR SDP in cooperation with ministries, other central administration bodies and administrative regions (BA § 33) and submit it for the government's approval by the end of 2008 (§ 186 of the Building Act). Therefore, in the course of 2007 and 2008, the CR SDP 2008 was prepared and meanwhile discussed within the Consultation committee (experts representing the above stated institutions) and, consecutively, within the Coordination committee (political representatives of the stated institutions). On the basis of this preparation, the CR SDP 2008 draft was passed around within a procedure of requesting and obtaining standpoints and comments from the stated institutions, which were discussed with them and with regard to the results of this discussion the CR SDP 2008 draft was amended pursuant to § 33, par. 6 of the Building Act and discussed with the representatives of the stated institutions.

Based on the cooperation with ministries, other central administration bodies and administrative regions, the CR SDP 2008 contains such requirements that refer only to the development of the country's territory (§ 5 par. 5 of the Building Act) and which are to be taken into account in the public administration activity until the end of the year 2012, when pursuant to § 35 of the Building Act a Report on the CR SDP 2008 application will be submitted to the government. Addressing of those affairs which fall within the exclusive competence of individual administrative regions (§ 5 par. 4 of the Building Act) or individual municipalities (§ 5 par. 3 of the Building Act) is thus neither included in the CR SDP 2008, nor is there any obligation to address them.

The CR SDP 2008 was procured, pursuant to § 33 par. 2 of the Building Act, on the basis of materials and resources accessible at the time of its elaboration. Planning analytical materials procured pursuant to § 185 par. 3 of the Building Act until 31.12.2008 (PAM of municipalities) and until 30.6.2009 (PAM of administrative regions) shall be taken into consideration in the updating of CR SDP 2008 pursuant to § 35 of the Building Act.

The CR SDP is a guideline for the activity of public administration that is obliged to proceed at its implementation in compliance with all binding documents (e.g. legal regulations, government's resolution, international agreements); therefore in the CR SDP 2008 no general requirements, e.g. on the public interests protection according to special legal regulations, are cited. In necessary cases, there is a reference to e.g. a relevant government resolution or to international agreements (e.g. European Agreement on Main International Traffic Arteries – AGR, European Agreement on Main Railway Lines – AGC, European Agreement on Main Inter-

national Combined Transport Lines – AGTC). An overview of the documents that were taken into account during the elaboration may be found in the CR SDP 2008 Appendix under "Materials and resources".

The purpose and contents of CR SDP 2008 is specified by § 32 of the Building Act; with regard to it, its text is subdivided into corresponding chapters that are, for a better lucidity, comprehensibility and orientation, supplemented with graphical charts in A4 format. These charts' purpose is only illustrative and they are not of a normative nature.

For the sake of briefness and lucidity in CR SDP 2008, there are no requirements resulting from legal regulations cited, so that the text is conceived in this way:

- In the chapter 2 – "Republic's priorities of spatial planning for area sustainable development" – respective republic's priorities are represent by the most insistent and actual requirements applicable for the entire territory of the CR; whereas the manner and the extent of their application will depend on the character of actual area,
- In the chapters 3 to 6, in parts 3.2, 4.2 and 6.2, called "Conceptions" there are articles "Criteria and conditions for decision making on changes to an area" and "Planning tasks", which apply always to all of the areas, axes, grounds and corridors delineated in these chapters,
- In articles delimiting individual areas, axes, corridors and grounds, there are specified (in cases of need) special "Criteria and conditions for decision making on changes to an area", "Planning tasks" and also "Tasks for ministries and other central administration bodies", which supplement generally applicable requirements of priorities and requirements of conceptions of individual chapters.

In CR SDP 2008 terms defined in the Building Act are being used, e.g. change to an area (BA § 2 par.1 letter a), area (BA § 2 par. 1 letter g), corridor (BA § 2 par. 1 letter i), ground/corridor of republic's significance (BA § 2 par. 1 letter h), area sustainable development (BA § 18 par. 1).

The term "transit railway corridor" is a denotation of a certain type of railway line and in this case has a different meaning than the term "corridor", defined in the BA. Other useful terms are defined in the text of CR SDP 2008, e.g. spatial development (art. 3), development intention (art. 3), republic's priority (art. 11). In order to keep it brief useful abbreviations are introduced in the text.

SPECIAL PART

TO THE CHAPTER "INTRODUCTION"

In this part the legal framework is described, that determines the contents and also the focus of the CR SDP and its relation towards relevant documents. The requirement of the BA (§ 18 and 19) to create preconditions for a balanced relation of spatial conditions for the area sustainable development is the CR SDP's basic theme. This relation of

spatial conditions changes in time and space dynamically and thus manifests itself also through a different extent of requirements of the CR SDP 2008, related to the conditions for favourable environment, for economical development and for cohesion of the respective community. The requirements on area conditions within individual fields of sustainable development are thus not and even cannot be represented in the CR SDP 2008 in the same extent.

Each of the CR SDP 2008 chapters has a special focus which is reflected among others also in their contents. The purpose of delimitation of development areas and development axes is to regulate and coordinate activities of republic's, eventually also of international significance that concentrate in these areas. The purpose of delimitation of specific areas is to initiate the changes focused on elimination of problems of republic's, eventually also of international importance. Corridors and areas of transport and technical infrastructure and related development intentions are delimited for verification of their usefulness and stipulation of conditions of area protection for the time of their verification and possible realisation. Fulfilling their requirements described in individual chapters will require different approaches within public administration activity as well as a different time. In the case of the republic's priorities, their enforcement will require several four-year periods of the CR SDP updating. The reasons for the delimitation of development areas and development axes remain the same in a long term. On the contrary, changes are to be expected in specific areas when the elimination of problems, which gave the reasons for their delimitation, will be completed. Extent of the chapter 5 - "Corridors and areas of transport infrastructure" - expresses the attention all partners that participated on the preparation of the CR SDP 2008 pay to the resolving of problems of transport infrastructure of international and republic's significance.

The chapters 5 and 6, in which the grounds and corridors for development intentions of transport and technical infrastructure are delimited, impose the tasks of checking the feasibility, usefulness and area protection conditions as well as their ensuring by relevant planning tools, on ministries and other central administration bodies. The aim of delimitation of corridors and grounds for transport and technical infrastructure in the CR SPD 2008 is to determine the conditions of area protection adequate to the extent in which the development intention has been defined and examined. The areas and corridors delimited in the CR SPD 2008 and the intentions meant by the act No. 100/2000 Coll. are not identical. The assessment of impacts of any form of area protection for a foreseen and examined country-wide development intention is fundamentally different from the assessment of possible impacts of any construction, activity or technology on the environment.

TO THE "REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT FOR AREA SUSTAINABLE DEVELOPMENT" CHARTER

Republic's priorities within the CR SDP 2006 were set, among others, with the respect to requirements resulting

from the European Council's documents (e.g. "Guiding principles of sustainable regional development in Europe" as of 2000, "Ljubljana declaration on territorial dimension of sustainable development" as of 2003 and others), from the EU documents (e.g. "European perspectives of regional development" as of 1999, "Lisbon/Göteborg strategy" as of 2001 and others), from the Regional development strategy and other documents, agreements, contracts etc. related to the spatial development. Since these priorities' validity is long-term they have been, after assessment, update and formulation modifications, adopted by the CR SDP 2008.

Republic's priorities in the CR SDP 2008 are further extended by new requirements resulting from the EU documents "Territorial Agenda of the EU For competitive and sustainable Europe composed of regional variety" and the "Leipzig Charter on sustainable European cities", that were accepted not sooner than in 2007.

In order to articulate continuation of priorities in the CR SDP 2006 and the CR SDP 2008, and further the obligation of EU countries contained in the art. 36 of the Territorial Agenda "... incorporate political priorities of the TA EU into national development policies and into policies of regional development ...", there is a description at each individual policy explaining its relations to the mentioned documents.

There is a generally accepted principle that the priorities set in the chapter 2 are valid for the whole territory of the CR and therefore they are not repeatedly mentioned in subsequent chapters. The extent in which each priority is applied depends on the respective area character.

This chapter uses a term "regional grouping (clusters)". It is a network in which groups of entrepreneurs, businessmen, research workers, administration and management officers cooperate on the spatial development. Clusters can be established within the frame of cities/towns or regions, between cities/towns and regions, or between cities/towns and regions located close to the country border.

In this chapter, the linkage of republic wide priorities to the Territorial agenda of the EU and the Leipzig Charter is marked. These documents were adopted at the informal meeting of the EU ministers responsible for spatial planning.

TO THE "DEVELOPMENT AREAS AND DEVELOPMENT AXES" CHAPTER

Respecting the relevant stipulations of the Building Act and implementing regulations the regions shall specify in details the development areas and development axes on the basis of their local knowledge of the area, its conditions and needs, and the conditions for infrastructure sharing (see the appendix No. 4 of the decree No. 500/2006 Coll.). Delimitation of development areas and development axes within the CR SDP represents just the frame for the following planning activities of regions that shall keep within the CR SDP delimited areas and axes only those municipalities that actually show higher requirements for changes due to concentration of activities with international or republic wide importance.

Development areas are created by territories of regional capitals with their backgrounds, in case of the Královéhradecký and Pardubický regions it is a single development area. Such area show the highest economic growth and related increased requirements for changes.

Development axes are specified along to existing or projected capacity roads which initiate further impacts because other activities are related to them (commerce, storage, production etc.).

In the CR SDP all development areas and development axes are delimited by territories of the III. level municipalities (MEPs), or by their parts. It is impossible to delimit the development areas and development axes by individual municipalities at the level of country document, the detailed delimitation takes place in the development principles (§ 5 of the Building Act).

To the art. (38)

Criteria and conditions for decision making on changes to an area are generally effective for all development areas and axes, therefore they are mentioned in this article that shall be used for each development area or development axis.

To the art. (39)

Planning tasks are generally accepted for all development areas and axes, therefore they are mentioned in this article that shall be used for each development axis and area.

TO THE “SPECIFIC AREAS” CHAPTER

Specific areas (SOB) within the CR SDP 2008 are defined, similarly as in the CR SDP 2006, in order to solve the most burning problems of area sustainable development.

At the same time an examination of the CR SDP 2006 specific areas delimitation has been performed. Based on this the specific area Rakovnicko–Kralovicko–Podbořansko –was left out. This particular area was included in the chapter 7 “Further tasks for town & country planning” as “an area showing relatively higher number of problems related to the area sustainable development”.

One of the materials for SOB delimitation was also Delimitation of regions with concentrated state support in 2007 – 2013, contained in the Regional Development Strategy of the CR. SOB delimitation, criteria and conditions for decision making and specification reasons are reflected also in the strategic goals, mentioned within the Regional Development Strategy.

Due to the fact that the specific areas must be paid higher attention just because of their nature, there are substantially more tasks for ministries and other central administration bodies and for planning in this chapter than e.g. in case of development areas and development axes.

There were two new specific areas included in the chapter 4: Krušné hory and Krkonoše–Jizerské hory, that show number of problems, particularly those related to area sustainable development in comparison with similar SOBs specified by the CR SDP 2006.

In order to be able to assess new SOB proposals (or revise existing SOBs included in the CR SDP 6006) the following measures:

In the CR SDP 2008 there have been included only those new proposed SOBs which **social importance** (international, republic), **seriousness** (need to intervene on a republic or international level), and **area extent** (including several regions or MEPs) correspond to the SOB problems level included in the CR SDP 2006. It means that these areas show such a severity of problems that is evident on the whole country level. This condition is met only in cases of two new SOBs proposed by regions **Krušné hory** and **Krkonoše** (including Jizerské hory that create with Krkonoše one continuous functional area of similar nature, utilisation and problems). On the contrary, this condition was not met in case of SOB specified within the CR SDP 2008 when assessing the SOB Rakovnicko–Kralovicko–Podbořansko (i.e. neither social importance, problems seriousness, nor area extent – it is a discontinuous area).

- In the CR SDP 2008 there have been included only those SOBs where it is possible to identify **clearly formulated and generally accepted problem** (a problem generally perceived as serious at the level of whole country). This condition is met especially in the case of **generally accepted problems that evidently disturb a balance of the area sustainable development**. From the point of all-society view such problems are, in particular:

- **imbalance between social-economic needs of inhabitants and area possibilities** (inadequate load of the area caused by human activities, or inadequate limitation of human needs due to area character, conflict of economic interests with nature and landscape protection, endangerment of preserved nature and landscape parts by economic pressure). This is especially the case of SOBs Šumava, Beskydy, Krkonoše–Jizerské hory;
 - **structural handicaps of economic** (including related social impacts). This is especially the case of SOBs Karvinsko, Mostecko, Krušné hory, Beskydy, Jeseníky;
 - **enormous and serious damages to the area caused by human activities** (damages to nature, landscape, environment, buildings etc.). This is especially the case of SOBs Karvinsko, Mostecko, Krušné hory.
- The above given procedure was chosen particularly on the basis of the following arguments:
 - as confirmed by the “Report on implementation of the CR SDP 2006 within SOBs delimited in the CR SDP 2006”, the majority of tasks has not been fulfilled. Therefore, it is necessary to verify and set the realistic nature of these tasks and examine their feasibility options by regions, ministries and other administration bodies,
 - it is necessary to verify whether the delimitation of SOBs will bring tangible results. Regions could examine also other approaches and reflect and apply

them within development principles on the basis of more detailed area knowledge, which may be used for the CR SDP update,

- the CR SDP 2008 is a new spatial planning tool. Therefore, it is necessary to delimit only such a number of SOBs in which it is realistic to guarantee the needed intervention of central administration bodies and regions in an effort to address the problems in these areas.
- In the CR SDP all specific areas are delimited by territories of the III. level municipalities (MEPs), or by their parts. It is impossible to delimit specific areas by individual municipalities at the level of country document, the detailed delimitation takes place in the development principles.

To the art. (67)

Criteria and conditions for decision making on changes to an area are generally effective for all specific areas, therefore they are mentioned in this article that shall be used for each specific area. Criteria related to one concrete specific area only shall be mentioned separately.

To the art. (68)

Planning tasks are generally accepted for all specific areas, therefore they are mentioned in this article that shall be used for each specific area.

TO THE “CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE” CHAPTER

Taking into account relevant stipulations of the Building Act and implementing regulations the specification of corridors for transport infrastructure within the CR SDP means listing of sites that are to be connected by a road, railway or water way. This specification in the CR SDP expresses a need of such connection and a requirement to pay attention to it at planning activities and activities of the respective sectors.

In this chapter, the development intentions extending the existing roads or the parts of roads under construction where the capacity parameters have been specified already, are marked with “D” or “R”. The development intentions related to new capacity roads, where the parameters are still to be specified according to their expected traffic load, are marked with “S”. The definition of a capacity road is derivable from the definition of “express road” (see the AGR agreement). The capacity of these foreseen roads shall be specified.

Verification of location possibilities of such development intentions in the area shall be made with the help of related planning tools. Development principles shall contain more detailed corridors’ delimitation in the scale of this planning documentation type (usually 1:100 000); within the frame of such in details specified corridors there will be defined conditions for structure locations by planning activities of the respective municipalities and by the respective planning permission, including assessment of their impact on the area sustainable development, resp. on the environ-

ment, if required so by the applicable regulations. Schematic graphical chart of the corridor in the CR SDP does not express its actual width. Within the environmental impact assessment there is just possible to draw the attention to potential future impacts.

In the CR SDP 2008 there are mentioned certain development intentions which are referred to by the CR government decision No. 1064/2007. It is the par. (106) resolving the R52 speedway, par. (99) dealing with the R1 speedway bypass, par. (98) dealing with the D3 highway construction in the Středočeský region, and par. (109) dealing with the R55 speedway construction in the section Otrokovice–Rohatec.

Above mentioned government decision assigns for each development intention an assessment of versions that may result in changes to the CR SDP 2008. However until the assessment results are known that result from this government decision, it is necessary to keep those solutions in the CR SDP 2008, which are specified within the documents in force (e.g. in the R52 case – regional plan of Břeclavsko).

In the CR SDP 2008 draft there has been kept so far the VD4 development intention – par. (126), i.e. channel Odra – Váh. This intention results from the AGN agreement. This intention’s purpose within the CR SDP 2008 is a need to examine this development intention and decide on further procedure particularly in relation to the AGR agreement with the affected countries (Poland, Slovakia). The responsibility for this lies with the Ministry of Foreign Affairs in cooperation with the Ministry of Transport, Ministry for Regional Development and Ministry of Environment. Deadline is the end of 2010.

In this chapter there is also an important new demand to verify an alternative connection of the CR west border through an area southward to D1. Existing situation, taking into account projected network of highways and speedways, shows clearly that a connection of the CR south parts in direction west-east is missing. Highway network has a radial pattern only terminating in direction to Praha, especially in south Bohemia. Connection west-east would simplify accessibility and would transfer a part of traffic outside D1.

Specification of public logistic centres (PLC) is based on the materials of the Ministry of Transport and will be amended step by step. It was impossible therefore to meet requirements of certain regions to specify an exact PLC location. Public logistic centres are transport infrastructure spaces that are served by two transport forms at least (road, railway, possibly other). They represent terminals of combined transport, storage centres and production zones and may be characterised as follows:

- a) they are centres of public transport companies, logistic service providers and manufacturers in one zone,
- b) they are connected by two forms of transport infrastructure at least, roads/railways at minimum,
- c) they aim at synergy potentials on the contrary to existing transport premises,
- d) PLC companies initiate cooperation activities for benefit of participating companies and foster, as neutral

moderators, the realization of required economic, ecological and transport goals.

To the art. (79)

Due to the fact that some criteria and conditions for decision making about changes to an area are valid for all corridors and transport infrastructure areas, they were placed before individual specified development intentions. Criteria related to one concrete development intention only shall be mentioned separately.

To the art. (80)

Planning tasks are generally accepted for all corridors and areas for transport infrastructure, therefore they are mentioned in this article that shall be used in each development intention.

To the art. (131) to (133)

In the CR SDP, there are only public international airports included and only airports with demand for new grounds mentioned.

TO THE “CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE” CHAPTER AND RELATED DEVELOPMENT INTENTIONS

Taking into account relevant stipulations of the Building Act and implementing regulations the specification of corridors for technical infrastructure within the CR SDP means listing of sites that are to be connected by the respective technical infrastructure. This specification in the CR SDP expresses a need of such connection and a requirement to pay attention to it at planning activities and activities of the respective sectors.

Verification of location possibilities of such development intentions in the area shall be made with the help of related planning tools. Development principles shall contain more detailed corridors' delimitation in the scale of this planning documentation type (usually 1:100 000); within the frame of such in details specified corridors there will be defined conditions for structure locations by planning activities of the respective municipalities and by the respective planning permission, including assessment of their impact on the area sustainable development, resp. on the environment, if required so by the applicable regulations. Schematic graphical chart of the corridor in the CR SDP does not express its actual width. Within the environmental impact assessment there is just possible to draw the attention to potential future impacts.

Since the technical infrastructure systems are usually secured and coordinated by private subjects (joint-stock companies), there are not specified any tasks for ministries and central administration bodies in most development intention cases, particularly in cases of energetic systems.

Due to the ending service life of major part of existing big power stations a considerable reconstruction of main production and translatory electro energetic facilities is being prepared. In this reconstruction there will participate important subjects, owners and operating electricity production units, as well as operators of translatory systems, whose

reconstruction intentions and intentions for further energetic facilities constructions are known and kept updated.

Reconstruction and construction of new electro energetic sources in suitable locations with related technical infrastructure, including the power lines out to the power system, is divided by foreseen time of development intention realization into two groups: E4a – par. (142), E4b – par. (143).

The first group represents the power stations which development intention is a reconstruction of ending technologies and construction on existing grounds, with possible extension of developed grounds.

Development intentions in the E4b group assume a long time area protection for future electro energetic sources and their power lines out.

Due to expected disproportion of produced and consumed energy we can expect also significant intentions from other subjects (existing or new companies) that are interested in construction of new electricity producing units. Concrete intentions of these subjects, however, are impossible to be specified in more details yet, because they are constantly changing with entrepreneurial plans and circumstances. They can not be therefore included in an exact form in the CR SDP 2008 even if they will represent, in case of their realization, a technical infrastructure utilised for public benefit and will require a coordination within the planning framework.

To the art. (137)

Due to the fact that some criteria and conditions for decision making about changes to an area are valid for all corridors and technical infrastructure areas, they were placed before individual specified development intentions. Criteria related to one concrete development intention only shall be mentioned separately.

To the art. (138)

Planning tasks are generally accepted for all corridors and technical infrastructure areas, therefore they are mentioned in this article that shall be used in each development intention.

To the art. (168)

Areas and corridors suitable for standalone operating facilities of public water supplies and sewage systems (VKVP) which location will be defined based on the Development Plan for Water Supplies and Sewage Systems of the CR, are areas and corridors of supralocal significance.

TO THE “FURTHER TASKS FOR TOWN & COUNTRY PLANNING” CHAPTER

This chapter describes areas with relatively high demands of changes, which importance is not at such level to be included in the CR SDP like development areas or development axes, however their solution can not be included in the planning documentation of municipalities and requires coordination by development principles – by delimitation of supralocal development areas or axes as per the appendix No. 4 of the decree No. 500/2006 Coll.

This chapter describes further areas with relatively higher rate of problems related to the are sustainable development, which importance is not at such level to be included in the CR SDP like specific areas, however their solution can not be included in the planning documentation of municipalities and requires coordination by development principles – by delimitation of supralocal specific areas as per the appendix No. 4 of the decree No. 500/2006 Coll.

TO THE CR SDP CHARTS

Graphic appendixes are charts in an A4 format. Since the CR SDP is not a planning documentation, but a planning tool as per § 31 of the Building Act, the charts can not be elaborated in similar detailed scales like those used for preparation of the development principles as per the decree No. 500/2006 Coll.

When viewing the charts you need to take into account their descriptions in the CR SDP text part.

APPENDIX: III / 2

PLANNING TASK BEARERS

PLANNING TASK BEARERS

The planning tasks need to be fulfilled in cooperation of respective town and country planning bodies (regions and municipalities). Since the regions as the town and country planning bodies coordinate the planning activities of municipalities whereas the given tasks can't be fulfilled without their mutual cooperation, the respective region are mentioned below as the planning task bearers.

3. DEVELOPMENT AREAS AND DEVELOPMENT AXES

(39)

Responsible: respective regions

(41) OB2 Development area Ostrava

Responsible: Moravskoslezský region

(42) OB3 Development area Brno

Responsible: Jihomoravský region

(45) OB6 Development area Ústí nad Labem

Responsible: Ústecký region

(46) OB7 Development area Liberec

Responsible: Liberecký region

(49) OB10 OB10 Development area České Budějovice

Responsible: Jihočeský region

(53) OS2 Development axis Praha–Ústí nad Labem –CZ/DE border (–Dresden)

a) *Responsible: Ústecký region*

b) *Responsible: Ústecký region*

(58) OS7 Development area Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–CZ/DE border (–Nürnberg)

Responsible: Ústecký region, Karlovarský region

(61) OS10 Development area (Katowice–) PL/CZ border–Ostrava–Lipník nad Bečvou–Olomouc–Brno –Břeclav–CZ/SK border (Bratislava)

Responsible: Moravskoslezský region

4. SPECIFIC AREAS

(68)

Responsible: respective regions

(69) SOB1 Specific area Šumava

a) *Responsible: Jihočeský region, Plzeňský region*

b) *Responsible: Jihočeský region, Plzeňský region*

c) *Responsible: Jihočeský region, Plzeňský region*

d) *Responsible: Jihočeský region, Plzeňský region*

e) *Responsible: Jihočeský region, Plzeňský region*

f) *Responsible: Jihočeský region, Plzeňský region*

g) *Responsible: Jihočeský region, Plzeňský region*

(70) SOB2 Specific area Beskydy

a) *Responsible: Moravskoslezský region, Zlínský region*

b) *Responsible: Moravskoslezský region, Zlínský region*

c) *Responsible: Moravskoslezský region, Zlínský region*

d) *Responsible: Moravskoslezský region, Zlínský region*

e) *Responsible: Moravskoslezský region*

f) *Responsible: Moravskoslezský region, Zlínský region*

(71) SOB3 Specific area Jeseníky–Králický Sněžník

a) *Responsible: Olomoucký region, Moravskoslezský region, Pardubický region*

b) *Responsible: Olomoucký region, Pardubický region*

c) *Responsible: Olomoucký region, Moravskoslezský region, Pardubický region*

d) *Responsible: Olomoucký region, Moravskoslezský region, Pardubický region*

e) *Responsible: Olomoucký region, Moravskoslezský region, Pardubický region*

f) *Responsible: Olomoucký region, Moravskoslezský region, Pardubický region*

g) *Responsible: Moravskoslezský region*

(72) SOB4 Specific area Karvinsko

a) *Responsible: Moravskoslezský region*

b) *Responsible: Moravskoslezský region*

c) *Responsible: Moravskoslezský region*

d) *Responsible: Moravskoslezský region*

(73) SOB5 Specific area Mostecko

a) *Responsible: Ústecký region*

b) *Responsible: Ústecký region*

c) *Responsible: Ústecký region*

d) *Responsible: Ústecký region*

(74) SOB6 Specific area Krušné hory

a) *Responsible: Ústecký region*

b) *Responsible: Ústecký region*

c) *Responsible: Ústecký region*

d) *Responsible: Ústecký region*

e) *Responsible: Ústecký region*

(75) SOB7 Specific area Krkonoše–Jizerské hory

a) *Responsible: Královéhradecký region, Liberecký region*

b) *Responsible: Královéhradecký region, Liberecký region*

c) *Responsible: Královéhradecký region, Liberecký region*

d) *Responsible: Královéhradecký region, Liberecký region*

e) *Responsible: Královéhradecký region, Liberecký region*

5. CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE

(80)

Responsible: respective regions

(82) M1

Responsible: Jihočeský region, Středočeský region

(83) VR1

Responsible: capital of Praha, regions Středočeský, Plzeňský, Ústecký, Vysočina, Jihomoravský, Olomoucký, Moravskoslezský, possibly other affected by the high speed line

(122) S13

Responsible: regions Karlovarský, Plzeňský, Jihočeský, Vysočina, possibly Jihomoravský and Zlínský

(123) VD1

Responsible: regions Pardubický, Středočeský, Ústecký

(124) VD2

Responsible: capital of Praha, Středočeský region

(126) VD4

Responsible: Moravskoslezský region

(131) L1

Responsible: capital of Praha, Středočeský region

(132) L2

Responsible: Karlovarský region in cooperation with the Ministry of Transport

(133) L3

Responsible: Jihočeský region in cooperation with the Ministry of Transport

6. CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE

(138)

Responsible: respective regions

(142) E4a

Responsible: regions Jihočeský, Moravskoslezský, Středočeský, Ústecký, Vysočina

7. FURTHER TASKS FOR TOWN & COUNTRY PLANNING

(173) Areas showing relatively higher requirements of changes

Responsible: respective regions

(174) Areas showing relatively higher rate of problems related especially to the area sustainable development

Responsible: respective regions

(175)

Responsible: all regions

EDITORIAL NOTICE

Please find

the approved wording of the Spatial Development Policy of the CR 2008, the Resolution of the Government No. 929 as of July 20, 2009 and further related materials, among others:

- Assessment of impacts of the CR SDP 2008 draft on the area sustainable development (including assessment of impacts on the environment and on localities of European significance and bird's localities);
- Reasons listed in point II/2 of the Resolution of the Government Resolution No. 939 as of July 20, 2009;
- List of amendments made to the CR SPD 2008 draft and adopted at the meeting of the government on July 20, 2009;
- Materials and resources to the CR SDP 2008;
- Report on the CR SDP 2008 application;

on web sites: <http://www.mmr.cz/politika-uzemniho-rozvoje-CR-2008>.

In compliance with the time limit stipulated by the Building Act and with the Resolution of the Government No. 561 as of May 17, 2006, the CR SDP 2008 draft was delivered to the Government Office already at the end of the year 2008 but its discussion in Czech Government was several times postponed. For this reason, the year 2008 was leaved in the title of the CR SPD.

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