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SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

(in effect on 1st October 2025)

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SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC (in effect on 1st October 2025)

Spatial Development Policy of the Czech Republic 2008, approved by Government Resolution No. 929 of 20 July 2009, as amended by:

Update No. 1 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 276 of 15 April 2015,

Update No. 2 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 629 of 2 September 2019,

Update No. 3 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 630 of 2 September 2019,

Update No. 5 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 833 of 17 August 2020,

Update No. 4 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 618 of 12 July 2021,

Update No. 6 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 542 of 19 July 2023,

Update No. 7 of the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 89 of 7 February 2024,

Amendment No. 9 to the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 64 of 29 January 2025.

Amendment No. 8 to the Spatial Development Policy of the Czech Republic, approved by Government Resolution No. 633. of 27 August 2025.



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SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

(in effect on 1st October 2025)

**Ministry of Regional Development of the Czech Republic
Institute for Spatial Development**

Praha, Brno, 2025

Dear readers,

We would like to bring to your attention the amended Spatial Development Policy of the Czech Republic. It contains Amendment No. 8 to the Spatial Development Policy Czech Republic approved by Government Resolution No. 633/2025 of 27 August 2025. It is binding for the development of spatial planning documentation from 1st October 2025. The main reason for this amendment was that several years had passed since the approval of the previous regular amendment, making it necessary to address new issues arising from both regional spatial planning activities and the activities of ministries and other central administrative authorities.

Amendment No. 8 itself does not fundamentally alter the conceptual framework of the Spatial Development Policy of the Czech Republic, which has been in force up to now; nevertheless, it affects all chapters. The nationwide spatial planning priorities aimed at providing sustainable development of the territory were reviewed in terms of their scope, timeliness, and practical relevance for spatial planning practice. The chapter most affected by Amendment No. 8 is the one concerning the settlement structure, development areas, and development axes, whose most significant new component is the categorisation of settlement centres. Several modifications were made within the section on specific areas concerning the extent and timeliness of the respective phenomena. New provisions were added to the section on transport infrastructure projects, including, for example, the modernisation of the railway line near Staré Město u Uherského Hradiště, the delimitation of a waterway on the Baťa Canal, and the expansion of Ostrava-Mošnov Airport. New provisions were added to the chapter on technical infrastructure, concerning electrical substations and transmission lines, pumped-storage hydroelectric power stations, and a carbon dioxide product pipeline. New tasks for the ministries, other central administrative authorities, and spatial planning were added to the final chapter; on the other hand, some existing tasks were repealed.

Amendment No. 8 to the Spatial Development Policy of the Czech Republic was developed in close cooperation with other ministries, central administrative authorities, and regions.

I would like to express my gratitude to all those involved in its development.



A stylized, handwritten signature in black ink, consisting of a series of loops and a long, sweeping tail that extends to the right.

Ing. Petr Kulháněk
Minister of Regional Development



RESOLUTION OF THE GOVERNMENT OF THE CZECH REPUBLIC

No. 633 of 27 August 2025

on Amendment No. 8 of the Spatial Development Policy of the Czech Republic

The Government

- I. Amends** the Government Resolution No. 64 of 29 January 2025 on Update No. 9 of the Spatial Development Policy of the Czech Republic by repealing Parts III/1a of the corresponding Resolution;
- II. Approves** Amendment No. 9 of the Spatial Development Policy of the Czech Republic, contained in Part III of the document Ref. No. 682/25;
- III. Imposes**
 1. On the Minister of Regional Development
 - a) Guarantee the development of the full version of the Spatial Development Policy of the Czech Republic as amended by update No. 8,
 - b) Guarantee publication of
 - ba) The Amendment No. 8 of the Spatial Development Policy of the Czech Republic on the National Geoportal of Spatial Planning,
 - bb) The notice on the approval of Amendment No. 8 of the Spatial Development Policy of the Czech Republic in the Collection of Laws,
 - bc) This Government Resolution in the Government Bulletin for Regional and Municipal Authorities,
 - bd) The full version of the Spatial Development Policy of the Czech Republic as amended by Amendment No. 8 on the National Geoportal of Spatial Planning,
 2. On Members of the Government and heads of other central administrative authorities
 - a) Comply with the valid Spatial Development Policy of the Czech Republic as amended by Amendment No. 8 in the development of the conceptual documents within the scope of the ministries and authorities they are in charge of,
 - b) Fulfil the tasks set by the valid Spatial Development Policy of the Czech Republic as amended by Amendment No. 8,

c) Take into account the completed tasks from the valid Spatial Development Policy of the Czech Republic as amended by Amendment No. 8 in the opinions on the Spatial Development Principles.

To be performed by:

Members of the Government,
Heads of other central administrative authorities

To the attention of:

Governor

prof. PhDr. Petr Fiala, Ph.D., LL.M.
Prime Minister
signed electronically

CONTENT

1	INTRODUCTION.....	9
1.1	Purpose of the spatial development policy of the czech republic	9
1.2	Relations of the spatial development policy of the czech republic to international treaties, documents of international organisations and neighbouring countries.....	10
1.3	Contents and structure of the spatial development policy of the czech republic	10
2	NATIONAL SPATIAL PLANNING PRIORITIES FOR PROVIDING SUSTAINABLE SPATIAL DEVELOPMENT	15
2.1	Resources	15
2.2	National priorities.....	15
3	SETTLEMENT STRUCTURE, DEVELOPMENT AREAS AND DEVELOPMENT AXES	21
3.1	Resources	21
3.2	Concept	21
3.3	Resources	266
3.4	Concept	266
4	SPECIFIC AREAS.....	39
4.1	Resources.....	39
4.2	Concept	39
5	TRANSPORT INFRASTRUCTURE PROJECTS.....	65
5.1	Resources	65
5.2	Concept	65
6	TECHNICAL INFRASTRUCTURE PROJECTS AND RELATED PROJECTS	83
6.1	Resources	83
6.2	Concept	83
7	FURTHER TASKS FOR THE MINISRTIES, OTHER CENTRAL ADMINISTRATIVE AUTHORITIES, AND SPATIAL PLANNING	101
7.1	Resources	101
7.2	Concept	101
7.3	Tasks for the ministries and other central administrative authorities	101
7.4	Spatial planning tasks	102
8	RELATIONSHIP BETWEEN SETTLEMENT STRUCTURE, DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS.....	107
	LIST OF ABBREVIATIONS.....	110

List of Figures

Figure 1	Illustrative diagram of the links within the SDP CR
Figure 2a	Settlement structure - higher and medium category settlement centres (A-D)
Figure 2b	Development areas and development axes
Figure 3a	Specific areas
Figure 3b	Specific areas - areas necessary for the Czech Republic's contribution to the overall EU renewable energy target for 2030 in terms of the development of solar energy production
Figure 3c	Specific areas - areas necessary for the Czech Republic's contribution to the overall EU renewable energy target for 2030 in terms of the development of wind energy production
Figure 4	Rail transport
Figure 5	Road transport
Figure 6	Water and air transport and public terminals with connections to the logistics centres
Figure 7	Electric power sector
Figure 8	Natural gas sector
Figure 9	Long-distance product pipelines
Figure 10	Water management and deposition, and storage of nuclear waste and spent nuclear fuel
Figure 11a	Relationship between settlement structure, development areas, development axes, and specific areas
Figure 11b	Relationship between settlement structure, development areas, development axes, and specific areas
Figure 11c	Relationship between settlement structure, development areas, development axes, and specific areas

1. INTRODUCTION

1 INTRODUCTION

1.1 PURPOSE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (1) The Spatial Development Policy of the Czech Republic (hereinafter referred to as the "SDP CR") was developed by the Ministry of Regional Development within the scope of Sections 70 to 71e of Act No. 283/2021 Coll., the Building Act as amended (hereinafter referred to as the Building Act) and pursuant the Annex No. 5 to the Building Act.
- (2) The Spatial Development Policy of the Czech Republic is a strategic tool of spatial planning, which is binding for the development and issuance of a spatial development plan (hereinafter also referred to as the SDPL), spatial development principles (hereinafter also referred to as the SDPR), spatial plans (hereinafter also referred to as the SP) and regulatory plans (hereinafter also referred to as the RP). It also determines the requirements and frameworks for specifying the objectives and tasks of spatial planning¹ in national, cross-border and international contexts, especially with regard to sustainable spatial development².
- (3) The Spatial Development Policy of the Czech Republic determines the strategy and basic conditions for the fulfilment of the spatial planning tasks and thus provides a framework for the consensual, generally beneficial, development of the spatial values of the Czech Republic (hereinafter referred to as the "spatial development"). The purpose of the SDP CR is with regard to both the possibilities and spatial preconditions and the requirements of the spatial development to provide coordination of spatial planning activities of the Ministry of Regional Development, regions and municipalities, coordination of sectoral intersectoral concepts, policies and strategies and other documents of ministries and other central administrative authorities. The SDP CR is based, among others, on the currently valid Regional Development Strategy of the Czech Republic (hereinafter referred to as the "RDS CR") and the Architecture and Building Culture Policy CR and serves to coordinate spatial and strategic planning. The SDP CR further coordinates the projects for changes in the transport and technical infrastructure³ in the territory of national importance and the resources of individual technical infrastructure systems, which by their significance, scope or expected use shall affect the territory of several regions (hereinafter referred to as "projects").
- (4) The Spatial Development Policy of the Czech Republic establishes framework tasks for subsequent spatial planning activities and for determining conditions for anticipated projects to increase their benefits, and minimise their negative impacts.
- (5) The Spatial Development Policy of the Czech Republic also serves to coordinate other tools of public administration influencing spatial development, which are, for example, the Regional Administrative District Development Programme and the Municipality Administrative District Development Programme. In addition to the above-mentioned coordination, the SDP CR is based, among others, on the documents intended to support regional development and public administration materials and documents that have an impact on the use of the state territory in international and national contexts, e.g. policies, strategies, concepts, projects, programmes, general projects and the State of the Environment Report – see Materials and Resources.
- (6) When amending the SDP CR (based on spatial analytical documents, suggestions of ministries and their long-term

¹ See Sections 38 and 39 of Act No. 283/2021 Coll., the Building Act, as amended (hereinafter referred to as the Building Act).

² Viz § 38 odst. 1 stavebního zákona.

³ See Section 10 (1a), (1b), Section 12(a) and Section 70 (2) of the Building Act.



departmental concepts, other central administrative authorities, regions, municipalities and public and projects resulting from national development documents) it will be assessed whether the reasons for individual projects have not ceased to exist or whether it is appropriate to delimit new ones which need to be addressed immediately.

1.2 RELATIONS OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO INTERNATIONAL TREATIES, DOCUMENTS OF INTERNATIONAL ORGANISATIONS AND NEIGHBOURING COUNTRIES

- (7) The Spatial Development Policy of the Czech Republic with regard to the unique spatial character and settlement structure of the Czech Republic takes into account the requirements for sustainable spatial development and spatial cohesion resulting for the Czech Republic from the EU membership, international treaties, membership in international organisations (UN, OECD, Council of Europe) and other international agreements, treaties and conventions related to spatial development, in which the Czech Republic is one of the contracting parties⁴. The Spatial Development Policy of the Czech Republic also takes into account the projects contained in the spatial development documents of neighbouring countries.

1.3 CONTENTS AND STRUCTURE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (8) The Spatial Development Policy of the Czech Republic, supplemented by the necessary diagrams, is divided into chapters pursuant to Annex 5 of the Building Act as follows:

- „National spatial planning priorities for providing sustainable spatial development”, which apply throughout the territory of the Czech Republic;
- "Settlement Structure, development areas and development axes", "Specific areas", "Transport infrastructure projects" and "Technical infrastructure projects";

The Spatial Development Policy of the Czech Republic delimits settlement centres, areas, axes and projects with regard to the proven needs of the spatial development of the state, which in their significance go beyond the territory of one region. If justified, tasks for ministries, other central administrative authorities, spatial planning and conditions for subsequent spatial planning activities are set for these settlement centres, areas, axes and projects;

- “Further tasks for the ministries, other central administrative authorities and tasks for spatial planning”^{4a}.

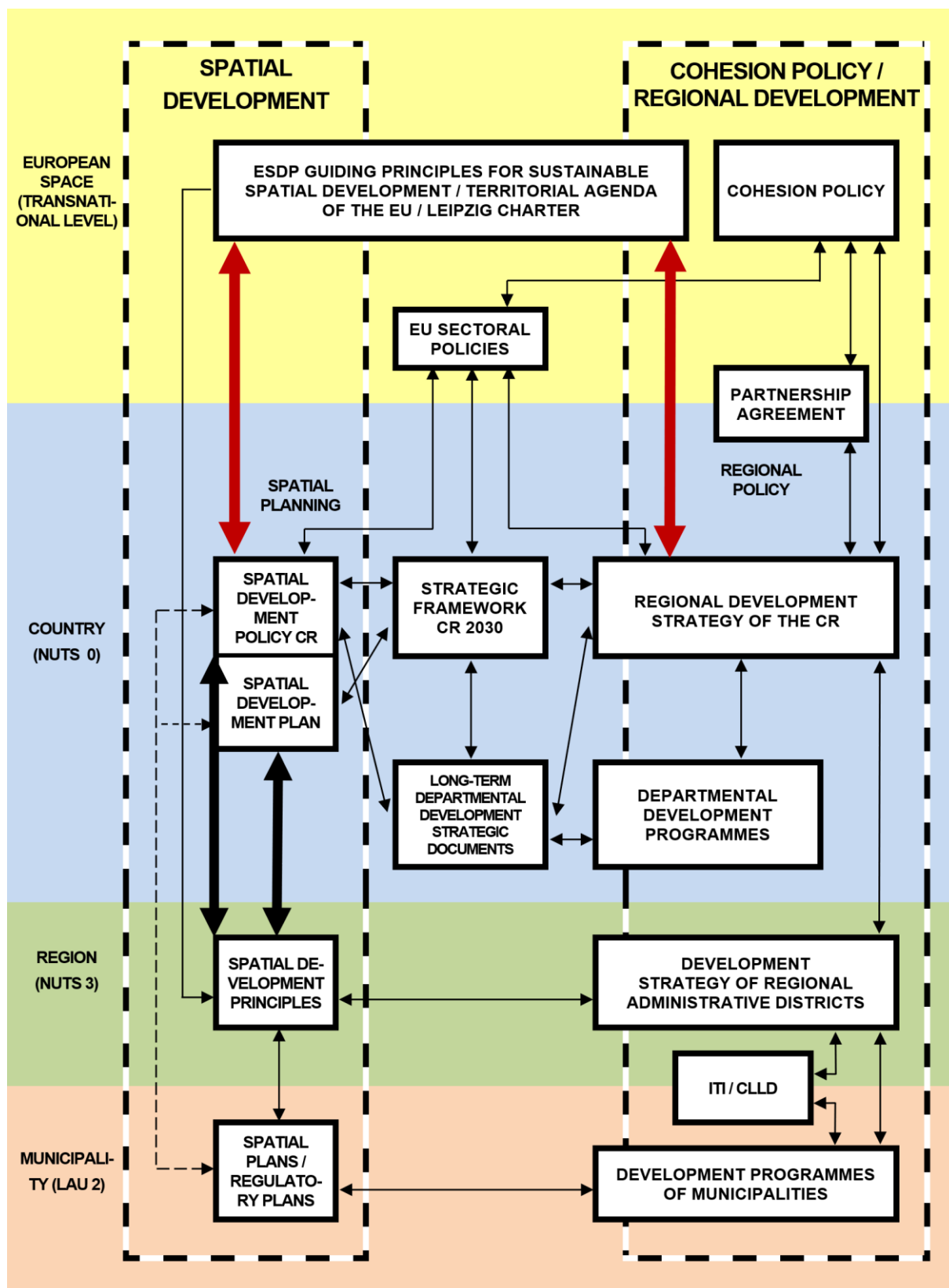
- (9) Article repealed.

⁴ See e.g. Habitat, the Paris Agreement, UN Agenda for Sustainable Development 2030, OECD Spatial Development Committee documents, Guiding Principles for Sustainable Spatial Development of the European Continent of 2000, Ljubljana Declaration on the Spatial Dimension of Sustainable Development of 2003, Convention on Biological Diversity, European Spatial Development Perspectives of 1999, State and Perspectives of the Territory of the European Union (2011 amended version), European

Landscape Convention, Renewed EU Sustainable Development Strategy, EU Climate Change Adaptation Strategy 2013, The Territorial Agenda of the European Union, the Europe 2020 Strategy, the Leipzig Charter on Sustainable European Cities, the Toledo Declaration of 2010, the European Planning Charter of 2013 and other documents

^{4a} See Section 71 (1)(f) of the Building Act.

Figure 1 – ILLUSTRATIVE DIAGRAM OF THE LINKS WITHIN THE SDP CR



Note: The diagram does not include links to documents related to the NUTS 2 level (Cohesion Regions), since there is no spatial planning documentation for this level. The red arrows indicate the implementation of the EU Spatial Agenda.

2. NATIONAL SPATIAL PLANNING PRIORITIES FOR PROVIDING SUSTAINABLE SPATIAL DEVELOPMENT



2 NATIONAL SPATIAL PLANNING PRIORITIES FOR PROVIDING SUSTAINABLE SPATIAL DEVELOPMENT

2.1 RESOURCES

- (10) National priorities in the international, cross-border and national contexts with the aim of further spatial development, establish frameworks for creating a balanced relationship of spatial conditions for a favourable environment, economic development and community spatial cohesion (sustainable spatial development).
- (11) National priorities of spatial planning for providing sustainable spatial development (hereinafter referred to as "national priorities") pursuant to Section 70 of the Building Act determine the requirements for specifying the generally formulated objectives and tasks of spatial planning and determine the strategy and basic conditions for their implementation in the spatial planning activities of the Ministry of Regional Development, regions and municipalities and the development of departmental concepts with consequences for the territory.
- (12) National priorities in accordance with the spatial character of the Czech Republic, the structure of its settlement and the purpose of the SDP CR as a tool of spatial planning take into account the requirements for sustainable spatial development and community cohesion stated in documents of international organisations of which the Czech Republic is a member.
- (13) Article repealed.

2.2 NATIONAL PRIORITIES

- (14) Protect and develop the natural, civilisational and cultural spatial values, including the urban, architectural and archaeological heritage in the public interest. Preserve the character of the unique urban spatial structure, settlement structure and unique cultural landscape, which is an aspect of the spatial identity, its history and tradition. These territories are of considerable value, for example, as tourist attractions. Their protection should be interlinked with the needs of economic and social development in accordance with the principles of sustainable development. In some cases, targeted protection of sites of special interest is necessary in other cases, entire landscape units need to be protected or restored. The landscape is a living entity continuously changing in time, which requires a creative but sensitive approach to balanced universal development in order to preserve its core cultural, natural and usage values.
- (14a) Take into account the protection of quality forest stands, water bodies and quality agricultural, especially arable land, as well as ecological functions of the landscape when planning the development of rural territories and areas in relation to the development of the primary sector.
- (15) Prevent spatial social segregation with negative impacts on the social cohesion of the inhabitants when changing or creating an urban environment.
- (16) Give priority to complex solutions over the application of unilateral aspects and requirements, which, in their consequences, worsen the conditions and spatial values when determining the way of the spatial use in the spatial planning documentation. Appropriate solutions for spatial development should be sought in co-operation with the inhabitants of the territory and its users and in accordance with the designation and spatial character of settlement centres, areas, axes, and projects delimited in the SDP CR.
- (16a) Spatial planning activities should be based on the principles of integrated spatial development, especially of cities and regions, which represent an objective and comprehensive assessment and subsequent coordination of spatial, sectoral and temporal aspects.



- (17) Create spatial conditions for eliminating the consequences of economic changes by the localisation of buildable areas for job creation, in particular, in structurally disadvantaged regions and economically and socially vulnerable areas and thus help to deal with the spatial problems in those territories. Create conditions for increased mobility and accessibility.
- (18) Promote a balanced and polycentric development of the settlement structure. Create spatial preconditions for strengthening the links between urban and rural areas with regard to their differences in terms of natural, landscape, urban and economic environment.
- (19) Create conditions for the development, potential and multifunctional use of abandoned areas and sites (so-called brownfields of industrial, agricultural, military and other origin, including the territory of former military training areas) and at the same time prevent further emergence of such deteriorated areas. Use efficiently built-up areas (support reconstruction, revitalisation and rehabilitation of areas) and provide protection of undeveloped areas (especially agricultural and forest land) and preservation of public green areas, including the minimisation of their fragmentation. The aim shall be the efficient use and spatial arrangement, which is economic in the demands on public budgets for transport and energy, and which, by coordinating public and private interests in spatial development, reduces negative consequences of suburbanization for sustainable spatial development.
- (20) Protect natural functions and landscape values from negative impacts by creating conditions for locating development projects in the least conflicting locations and supporting necessary mitigation and, where appropriate, compensatory measures. With regard to this, respect the public interests of biodiversity protection and environmental quality in spatial planning activities, in particular through consistent protection of specially protected areas, Natura 2000 sites, wetlands, water resource protection zones, protected areas of natural water accumulation and mineral resources, and protection of agricultural and forest land. Furthermore, to create spatial conditions for increasing and maintaining the ecological stability of the open landscape, providing the ecological functions of natural habitats and their restoration, implementing and respecting spatial systems of ecological stability, protecting landscape elements of natural character in built-up areas and increasing and maintaining the diversity of the rural landscape. Create conditions for the protection of landscape character with regard to the target qualities of the landscape, and create conditions for the use of natural resources within the framework of spatial planning activities.
- (20a) Create spatial conditions for providing the migratory permeability of the landscape for wildlife and humans, especially when locating the transport and technical infrastructure and when delimiting the areas for housing, civic amenities and production and storage. Delimit the undesirable merging of settlements with regard to providing accessibility and permeability of the landscape, and apply integrated approaches to preventing and dealing with environmental problems as a part of spatial planning activities.
- (21) Delimit and protect, in co-operation with the respective municipalities, the plots necessary for the creation of continuous areas of publicly accessible greenery from being built up in the development areas, development axes and specific areas where the landscape is adversely affected by human activity, using its natural regeneration; The aim is to preserve continuous areas of undeveloped land in the immediate vicinity of large cities suitable for undemanding forms of short-term recreational activities, as well as for the creation and development of forest stands and preservation of the permeability of the landscape.
- (22) Create conditions for the development and use of the spatial potential for various forms of sustainable tourism (e.g. cycling, agrotourism, sightseeing), while preserving and developing the spatial values. Promote interconnection of the places attractive from the point of view of tourism by tourist paths, which allow year-round use for various forms of tourism (e.g. walking, cycling, skiing, hippo). Settlement centres in tourist attractive areas, taking into account specific local conditions and values with regard to cultural and natural heritage, should be developed as poles of tourism development providing recreational facilities and facilities for tourists.

- (23) Create conditions for better accessibility of the territory and improvement of transport and technical infrastructure with regard to the permeability of the landscape according to local conditions. Maintain the permeability of the landscape and minimise the extent of landscape fragmentation when locating transport and technical infrastructure; locate these facilities in parallel where practical in these respects. In the case of the already finished and under construction network of motorways, capacity roads and class I roads, take into account the need for and possibility of placing rest areas, which form an integral part thereof. Mitigate the exposure of urban areas to the adverse effects of transit rail and road transport, including bypasses of urban areas, or protection by other appropriate spatial measures. At the same time, however, delimit the areas for new residential development to maintain a sufficient distance from the delimited transport projects for new sections of motorways, class I roads and railways, and thus consistently prevent the obstruction of the area for transport structures and possible adverse impacts of traffic on public health of the population (without a need to build costly technical measures to eliminate these effects).
- (24) Create conditions for improving the accessibility of the territory by expanding and improving transport infrastructure with regard to public transport needs and public health protection requirements, and in accordance with the principles of developing sustainable mobility of people and goods, especially next to the settlement centres and within development areas and development axes. New development opportunities should be directly conditioned by sufficient public infrastructure. Create conditions for increasing the safety and continuous traffic flow, protection and safety of the population and improving their protection against noise and emissions; with this in mind, create conditions for environmentally friendly forms of transport (e.g. rail, cycling, and pedestrian) in the territory.
- (24a) Prevent further significant deterioration of the spatial conditions where the ambient air quality standards for the protection of human health have been exceeded for a long time. In the areas where the ambient air quality standards for the protection of human health have not been exceeded, create spatial conditions to ensure that they shall not be exceeded. Create conditions for minimising the negative impacts of concentrated production and storage activities on housing by suitable arrangement of areas in the territory of municipalities. Delimit areas for new residential development to maintain a sufficient distance from industrial, logistic or agricultural areas.
- (25) Create conditions for the preventive spatial protection and the population protection against potential risks and natural disasters in the territory (floods, landslides, erosion, drought, overheating, etc.) in order to prevent them and minimise their negative impacts. In particular, provide spatial protection of the areas needed for the location of structures and flood protection measures and delimitation of areas designated for controlled flooding. Create conditions for increasing the natural retention ability of stormwater in the territory and the use of nature-based measures for the retention and accumulation of surface water, where possible with regard to the settlement structure and cultural landscape, as one of the adaptation measures in the case of climate change impacts.
- Create conditions for the retention, infiltration and use of stormwater in the territory as a source of water to mitigate the impacts of floods and droughts.
- Take into account the stormwater management when delimiting development areas.
- (26) Delimit buildable areas in floodplains and place public infrastructure in them only in exceptional and especially justified cases. Delimit and protect buildable areas for relocation of structures from the territory with a high risk of flood damage occurrence.
- (27) Create conditions for the coordinated location of public infrastructure in the territory and its development and thus support its efficient use within the settlement structure, including conditions for the development of digital technical infrastructure. Create conditions for improving transport accessibility of municipalities (cities), which represent natural regional centres of the territory, so that, taking advantage of the possibilities, location and infrastructure of these



municipalities, the conditions for the development of surrounding municipalities in rural areas and areas with specific geographical conditions, continuously improve as well.

In spatial planning activities, set the conditions for the creation of an efficient network of passenger and freight rail, road, water and air transport, including regional airport networks, efficient transport networks to connect urban areas with rural areas, as well as cross-border transport solutions, as mobility and accessibility represent key preconditions of economic development in all regions.

- (28) Take into account the long-term sustainable spatial development needs of the territory and the demands on public infrastructure, including green infrastructure and public spaces in order to provide the quality of life of the population. Create conditions for the spatial development with accessible landscape and settlement greenery, and for the development of quality public spaces with sufficient vegetation elements. Design and protection of quality urban or rural spaces and public infrastructure should be addressed through the co-operation of the public and private sectors with the public. Take into account the requirements for public spaces when delimiting areas for housing and setting conditions for housing development.
- (29) Pay particular attention to the connectivity of different modes of transport. Create spatial conditions for prioritising public transport, cycling and walking. With this in mind, delimit the areas and corridors necessary for efficient integrated public transport systems or urban public transport, enabling the effective interconnection of residential and recreation areas, civic amenities, public spaces, production and other areas, with the requirements for a quality environment. Improve the permeability of cities and municipalities for environmentally friendly forms of transport and create conditions for the development of an efficient and accessible system that will provide the residents with equal opportunities for mobility and accessibility within the territory. With respect to it, create conditions for the construction and use of a suitable network of walking and cycling paths, including accompanying green spaces where appropriate.
- (30) The level of technical infrastructure, in particular water supply and wastewater treatment, needs to be designed to meet the requirements for a high quality of life now and in the future. It is necessary to create spatial conditions for the potable water supply and for the optimal discharge and treatment of wastewater. Take into account the possibility of connection to the existing public infrastructure when delimiting new buildable areas.
- (31) Create spatial conditions for the development of decentralised, efficient and safe production of energy from renewable sources, possibly from other low-carbon sources, including providing a sufficient energy supply for the area, friendly to the environment and cultural spatial values, to minimise their negative impacts and risks.
- (31a) Examine the conditions in the territory for reducing the amount of carbon dioxide by storing it in natural rock structures and specifying the delimitation of areas and corridors for facilities for storing carbon dioxide in natural rock structures, including the delimitation of areas for the transport network.
- (32) Article repealed.

3. SETTLEMENT STRUCTURE, DEVELOPMENT AREAS AND DEVELOPMENT AXES



3 SETTLEMENT STRUCTURE, DEVELOPMENT AREAS AND DEVELOPMENT AXES

Settlement structure

3.1 RESOURCES

- (32a) The settlement structure of the Czech Republic is characterised by a dense and fragmented network of settlements with a high proportion of small municipalities with fewer than 500 inhabitants and a low proportion of municipalities with more than 100,000 inhabitants, which is the result of long-term development. Settlements are relatively evenly distributed throughout the national territory and are interconnected in a hierarchically structured settlement and regional system. The settlement structure can be divided into several hierarchical levels - categories. The categorisation of settlement centres determines the importance (role) of individual settlement centres within the settlement structure of the Czech Republic and is an important tool of spatial planning and regional development for the stabilisation of the settlement structure and its balanced and polycentric development.
- (32b) The categorisation of settlement centres in the Czech Republic was determined at the national level in co-operation between spatial planning and regional policy in a unified approach. One of the main objectives of defining the settlement structure concept in the SDP CR is the unification of the approach to defining settlement centres at the national and regional levels.
- (32c) The aim of the settlement structure concept in the SDP CR is to compensate for disparities between different settlement centres of the same category and, at the same time, to stabilise settlement centres at a level corresponding to the importance of the given category. The SDP CR aims to establish a settlement structure concept that will enable all inhabitants to meet a substantial part of their needs in their place of residence or in a nearby settlement centre, which will contribute to improving their quality of life.

3.2 CONCEPT

- (32d) The SDP CR defines the settlement structure concept of the Czech Republic, which is based on a hierarchical system of 7 categories of settlement centres. The following categories of settlement centres are defined: higher significant (A), higher other (B), medium significant (C), medium other (D), lower significant (E), lower other (F) and small (G).
- (32e) Settlement centres of hierarchically higher categories also fulfil the function of settlement centres of lower categories within the range and time accessibility of a settlement centre of a lower category.
- (32f) One settlement centre does not have to be formed exclusively by one municipality but can be formed by several municipalities together, provided that the spatial conditions and interrelationships of the municipalities concerned correspond to this.
- (32g) The delimitation of the higher and middle settlement centres (A-D) is a matter of national importance. The higher and medium settlement centres represent important poles of settlement, which have a major influence on the links in the area, with an impact on the categories of lower and small settlement centres. The distribution and accessibility of these settlement centres enable sustainable spatial development.
- (32h) The delimitation of lower and small settlement centres (E-G) is a matter of supra-local importance. These categories of lower settlement centres will complement the system of higher settlement centres defined at the national level.
- (32i) Conditions for subsequent spatial planning activities:
When delimiting projects, create conditions for:



- a) Respecting spatial differences and preserving the unique identity of individual settlement centres, especially with regard to their historical development, existing character and position within the settlement structure of the Czech Republic,
- b) Taking into account the specific needs of individual settlement centres and their catchment area with regard to the given category of settlement centre,
- c) Improving transport connections between settlement centres and municipalities in their catchment area, and at the same time improve mutual transport connections between settlement centres themselves, in the case of links between TEN-T urban nodes, in particular using the TEN-T network, especially using environmentally friendly modes of transport, in regard to the intensity of transport and taking into account the quality of connections,
- d) Providing conditions for the coordination of all modes of transport, especially in multimodal nodes,
- e) Limiting forced mobility within settlement centres and developing compact cities (short-distance cities, supporting the so-called active mobility),
- f) Preserving and developing the social function of traditional urban centres,
- g) Reducing the negative while increasing the positive impacts of the development of settlement centres on nearby rural areas and surrounding settlements,
- h) Providing possibilities of using the existing public infrastructure and a need for its further development and completion with regard to the natural, cultural and social values of the territory⁵,
- i) Preserving the architectural and urban spatial values, with an emphasis on the quality of public spaces,
- j) Minimising the impact on the natural and landscape spatial values.

(32j) Spatial planning tasks:

- a) a) Adopt the higher and medium settlement centres (category A-D) defined in the SDP CR into the spatial development principles and supplement the set of settlement centres with lower and small settlement centres (category E-G) in the spatial development principles.
- b) Regions and municipalities shall proceed in the development of spatial planning documentation in accordance with the conditions for subsequent spatial planning activities.
- c) Defined tasks for individual categories of settlement centres (A-D) shall be taken over in the spatial planning documentation of the regions and municipalities.
- d) Coordinate the development of settlement centres with neighbouring municipalities, especially in terms of the balance of residential, employment and service functions, and create spatial conditions contributing to increasing spatial and social cohesion.
- e) Create spatial conditions for the application of "SMART" solutions following the concept of "Smart Cities".
- f) Create spatial conditions for the development of public infrastructure, including conditions for the development of digital technical infrastructure. Promote the efficient use of public infrastructure within the settlement structure by coordinated distribution of public infrastructure in the territory.
- g) Create spatial conditions for the interconnection of available modes of transport, including the involvement of the so-called active mobility, in multimodal nodes, especially for public and urban public transport, proportionally to the individual categories of settlement centres.
- h) Create spatial conditions to provide the availability of alternative fuels for transport.
- i) Create spatial conditions for the development of new, innovative and ecological forms of production, including energy production from renewable energy sources or other low-carbon sources.
- j) Create spatial conditions for the development of safe and affordable housing with an emphasis on quality housing in a quality environment with facilities for recreation and leisure and with sufficient public infrastructure capacity.
- k) Create spatial conditions for the development of service functions and services, and to create spatial conditions to provide their good accessibility and sufficient capacity. Take into account the fact that settlement centres provide selected services both for the needs of their

⁵ See Section 39 of the Building Act

own inhabitants and the inhabitants of lower category settlement centres and for the inhabitants of other municipalities in their catchment area.

Responsibility: Regions

The Spatial Development Policy defines the following categories of settlement centres:

(32k) Higher significant settlement centres (A)

Delimitation:

- Praha as a higher significant centre – national (A1),
- Brno, Ostrava as higher significant centres – supra-regional (A2),
- České Budějovice, Hradec Králové, Chomutov, Jihlava, Karlovy Vary, Liberec, Olomouc, Opava, Pardubice, Plzeň, Ústí nad Labem, Zlín as higher significant centres – regional (A3).

Delimitation reasons:

Settlement centres with at least 100,000 inhabitants or with a catchment area of at least 200,000 inhabitants (including the centre), or settlement centres which, due to their location or importance, correspond to the category of settlement centres of higher significance (A). Chomutov and Opava, also due to the more complex settlement structure and a higher representation of large cities in the Ústí nad Labem and Moravian-Silesian Regions.

The category of settlement centres of higher significance (A) is divided into three subcategories due to the different sizes and regional importance of the individual delimited centres: national (A1), supra-regional (A2) and regional (A3).

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) a) Measures to reduce road traffic density (except public transport) in the central parts of settlement centres,
- b) Diversifying economic activities and the provision of a wide range of sectoral employment opportunities,
- c) Housing development conditioned by the provision of sufficient civic amenities while taking into account the impact of housing development on neighbouring areas and, in the outskirts of settlement centres, also conditioned by good accessibility to the central parts of settlement centres,
- d) Housing development in the form of reclamation of existing unused structures (brownfields), or construction in undeveloped and unused gap sites, especially in the central parts of settlement centres,
- e) Sustainable development of the outskirts of settlement centres, especially with regard to processes related to suburbanisation and its impacts in the territory,
- f) Development of service functions and services of regional or national importance, in particular public services in the fields of health, education, science and research, social care, culture and public administration.

Spatial planning tasks:

- a) Delimit areas and corridors for transport infrastructure and create spatial conditions for optimal transport accessibility of settlement centres on a regional or national scale.
- b) Create spatial conditions for improving the transport accessibility of the territory, especially by public transport on a regional or national scale.
- c) Improve and develop calm transport in settlement centres, in particular by significantly increasing the capacity of relay car parks and parking areas, taking into account other transport connections (P+R; P+G; K+R; B+R, etc.).
- d) Create spatial conditions for the development of economic activities, especially in the areas of services, knowledge economy, education, science, research and innovation and other economic sectors with high added value.



- e) Create spatial conditions for the development of housing in accordance with the set conditions for the subsequent spatial planning activity and, where possible, develop housing preferably in the central parts of settlement centres.

Responsibility: Regions

(32l) Higher other settlement centres (B)

Delimitation:

Děčín, Frýdek-Místek, Cheb, Jablonec nad Nisou, Karviná, Kladno, Kolín – Kutná Hora, Mladá Boleslav, Most, Prostějov, Přerov, Tábor, Teplice.

Delimitation reasons:

Settlement centres with a population of at least 50,000 inhabitants or with a catchment area of at least 100,000 inhabitants (including the centre), or settlement centres which, because of their location or importance, correspond to the category of higher other settlement centres (B).

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) a) Diversification of economic activities and providing a wide range of sectoral employment opportunities,
- b) Promoting economic activities that create more jobs, preferably with higher added value,
- c) Housing development taking into account the population potential of the settlement centre and the capacity of public infrastructure, including consideration of the population potential and needs of the catchment area,
- d) Development of service functions and services of supra-regional or regional importance, in particular public services in the fields of health, education, social care, culture and public administration.

Spatial planning tasks:

- a) a) Delimit areas and corridors for transport infrastructure to create spatial conditions for optimal transport accessibility of settlement centres on a supra-regional or regional scale.
- b) Create spatial conditions for improving the transport accessibility of the territory, especially by public transport on a supra-regional or regional scale.
- c) Improve and develop calm traffic, especially in the central part of settlement centres, where appropriate, in places of high concentration of traffic means and destinations, and where needed.
- d) Create spatial conditions for the development of economic activities, particularly in the services and knowledge economy.
- e) Create spatial conditions for the development of housing in accordance with an assessment of the population potential of the corresponding settlement centre.

Responsibility: Regions

(32m) Medium significant settlement centres (C)

Delimitation:

Benešov, Beroun, Blansko, Břeclav, Česká Lípa, Česká Třebová – Ústí nad Orlicí, Český Těšín, Havířov, Havlíčkův Brod, Hodonín, Chrudim, Jičín, Jindřichův Hradec, Kadaň – Klášterec nad Ohří, Klatovy, Kopřivnice, Kroměříž, Litoměřice, Louny, Mělník, Náchod, Nový Jičín, Nymburk – Poděbrady, Pelhřimov, Písek, Příbram, Rakovník, Sokolov, Strakonice, Svitavy, Šumperk, Trutnov, Třebíč, Třinec, Uherské Hradiště, Valašské Meziříčí, Vsetín, Vyškov, Znojmo, Žatec, Žďár nad Sázavou.

Delimitation reasons:

Settlement centres with at least 20,000 inhabitants or with a catchment area of at least 40,000 inhabitants (including the centre), or settlement centres which, due to their location or importance, correspond to the category of medium significant settlement centres (C).

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Increasing diversification of economic activities and expanding the offer of job opportunities,

- b) Promoting economic activities that create more jobs, preferably with higher added value,
- c) Housing development with regard to the population potential of the settlement centre, in particular with a view to maintaining or strengthening it, and with regard to the public infrastructure capacity, including taking into account the population potential and needs of the catchment area,
- d) Developing service functions and services of regional or supra-regional importance, in particular public services in the fields of health, education, social care, culture and public administration.

Spatial planning tasks:

- a) a) Delimit areas and corridors for transport infrastructure to create spatial conditions for optimal transport accessibility of settlement centres on a regional or supra-regional scale.
- b) Create spatial conditions for improving the transport accessibility of municipalities in the catchment area of settlement centres by increasing the use of public transport on a regional or supra-regional scale.
- c) Create spatial conditions for the development of economic activities with a focus on production and services.
- d) Create spatial conditions for the development of housing in accordance with the assessment of the population potential of the given settlement centre and, if necessary, create spatial conditions for the development of housing to maintain or strengthen the population potential of the given settlement centre.

Responsibility: Regions

(32n) **Medium other settlement centres (D)**

Delimitation:

Aš, Bohumín, Boskovice, Brandýs nad Labem-Stará Boleslav, Bruntál, Český Krumlov, Domažlice, Dvůr Králové nad Labem, Hranice, Jeseník, Kralupy nad Vltavou, Kyjov, Litvínov, Lysá nad Labem – Milovice, Mariánské Lázně, Neratovice, Orlová, Ostrov, Otrokovice, Prachatice, Rokycany, Rožnov pod Radhoštěm, Rumburk – Varnsdorf, Rychnov nad Kněžnou, Říčany, Slaný, Tachov, Turnov, Uherský Brod, Vrchlabí, Vysoké Mýto – Choceň.

Delimitation reasons:

Settlement centres with a population of at least 15,000 inhabitants or with a catchment area of at least 30,000 inhabitants (including the centre), or settlement centres which, due to their location or importance, correspond to the category of medium other settlement centre (D).

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) a) Increasing diversification of economic activities and expanding the offer of job opportunities,
- b) Promoting economic activities that create more jobs, preferably with higher added value,
- c) Housing development with regard to the population potential of the settlement centre, in particular with a view to maintaining or strengthening it, and with regard to the capacity of public infrastructure, including taking into account the population potential and needs of the catchment area,
- d) Developing service functions and services of regional importance, in particular public services in the fields of health, education, social care, culture and public administration,

Spatial planning tasks:

- a) a) Delimit areas and corridors for transport infrastructure to create spatial conditions for optimal transport accessibility of settlement centres on a regional scale.
- b) Create spatial conditions for improving transport accessibility of municipalities in the catchment area of settlement centres by increasing the use of public transport on a regional scale.
- c) Create spatial conditions for the development of economic activities with a focus on production and services.



- d) Create spatial conditions for housing development in accordance with the assessment of the population potential of the corresponding settlement centre and, if necessary, create spatial conditions for housing development to maintain or strengthen the population potential of the corresponding settlement centre.

Responsibility: Regions

Development areas and development axes

3.3 RESOURCES

- (33) The SDP CR delimits areas with increased requirements for changes in the territory due to the concentration of activities of international or national importance, or which exceed the territory of one region in their significance, i.e. development areas and development axes. Development areas and development axes are shown schematically in the SDP CR.
- (34) In development areas and development axes, it is necessary to create, maintain and coordinate spatial preparedness for increased requirements for spatial changes and enable adequate spatial use and preservation of its values while respecting the national priorities of spatial planning.
- (35) Increased requirements for changes in the territory of development areas and development axes require active co-operation of all components of public administration, in particular the respective authorities protecting public interests according to special legal regulations, in addressing spatial planning tasks and implementing relevant recommendations.
- (36) Development areas include municipalities affected by the development dynamics of the main centre of the region, with the possible co-influence of secondary centres.
- (37) Development axes can be characterised as strips of territory comprising municipalities or their parts, in which there are, or can realistically be expected, increased requirements for spatial changes. They are characterised by a strong link to the existing settlement structure and are influenced by the development dynamics of the respective settlement centres. They connect development areas as the highest category of settlement centres and are characterised by similar features as development areas, however, with their lower intensity. Another feature of development axes is the presence of existing, or planned, high-quality and high-capacity transport infrastructure at a higher level. Municipalities that already form part of development areas are not included in the development axes.

3.4 CONCEPT

- (38) Conditions for the subsequent spatial planning activity:

When delimiting projects, create conditions for:

- Possibility of using the existing public infrastructure and a need for its further development and completion with regard to the natural, cultural and civilizational spatial values ⁶,
- Development of housing, giving priority to development within the built-up area and avoiding spatial

social segregation and fragmentation of the landscape by newly delimited buildable areas and land take of areas of public greenery and other natural features serving their purpose,

- Provision of the new usage to unused industrial, storage, transport and other areas,
- Dealing with reclamation and revitalisation of abandoned areas and sites (e.g. previous mining activity, industrial or military use, etc.), by

⁶ Section 39 (1a-c) of the Building Act

- efficient organisation of material flows and waste management,
 - c) Preservation and development of the social function of traditional urban centres,
 - d) Protection and use of the recreational potential of the landscape,
 - e) Minimising the impact on the natural and landscape spatial values.
- (39) Spatial planning tasks:
- a) Enable intensive spatial use in the development areas and development axes in connection with the development of public infrastructure with regard to the national spatial planning priorities. For this reason, create conditions for the location of activities of international and national importance in development areas and development axes with requirements for spatial changes and thus contribute to preserving the spatial character outside the development areas and development axes.
 - b) The tasks set for individual development areas and development axes must be taken over into the spatial planning documentation of regions and municipalities.
 - c) The regions shall specify, if necessary, the delimitation of development areas and development axes in the spatial development principles, differentiated according to the territory of individual municipalities or individual cadastral areas with regard to the reasons for the delimitation of the respective development areas and development axes. In the case of development axes and areas, these axes or areas may also be delimited only in part of the cadastral area.
 - d) Take into account the Strategy of Regional Development of the Czech Republic 2021+ in the spatial development principles or their amendments.
 - e) Proceed in the spatial development principles or their amendments, among others, in accordance with the Programmes for Air Quality Improvement, if the authorisation for the content of the spatial development

principles specified in legal regulations allows it⁷.

Responsibility: Regions

Spatial Development Policy delimits the following development areas and development axes:

Development areas

- (40) **OB1 Metropolitan development area of Prague**

Delimitation:

The Capital City of Prague, the territory of municipalities of the administrative districts of municipal authorities of municipalities with extended powers (hereinafter referred to as "MEP") of Benešov (excluding municipalities in the western and south-eastern part), Beroun (only municipalities in the central and northern part), Brandýs nad Labem-Stará Boleslav (excluding municipalities in the northern part), Černošice (excluding municipalities in the southern part), Český Brod (excluding municipalities in the south-eastern part), Dobříš (only municipalities in the north-western part), Kladno (excluding municipalities in the south-western part), Kralupy nad Vltavou (excluding municipalities in the north-eastern part), Lysá nad Labem, Neratovice (excluding municipalities in the north-western part), Rakovník (only municipalities in the eastern part), Říčany (excluding municipalities in the eastern part), and Slaný (only municipalities in the southern and central part).

Delimitation reasons:

The area affected by the development dynamics of the capital city of Prague, with the co-influence of secondary settlement centres, especially Kladno, Beroun, Brandýs nad Labem-Stará Boleslav, Kralupy nad Vltavou, Lysá nad Labem – Milovice, Neratovice and Říčany. It represents the strongest concentration of the population in the Czech Republic, as well as the concentration of cultural, institutional, organizational, economic, educational and scientific research activities, which are largely of international importance; the fundamental development

⁷ Annex No. 7 to the Building Act



precondition is the connection to motorways, the completion of the D0 motorway (Prague ring road, the ring road around Prague), connection to rail transit corridors I, III and IV (hereinafter referred to as RTC) and the highspeed railway network, including its interconnection within the Prague railway junction and effective interconnection of individual modes of transport, including air transport and creation of an effective integrated public transport system.

Spatial planning tasks:

- a) Coordinate the development and the spatial use of the capital city of Prague and the Central Bohemian Region with an emphasis on dealing with the issue of suburbanization, including the appropriate public infrastructure.
- b) Develop spatial studies addressing, in particular, mutual connections of public infrastructure.
- c) Develop, in mutual coordination, spatial studies addressing the issue of suburbanization, especially the hierarchization of the settlement structure and non-conceptual development.

Responsibility: Ministry of Regional Development, Capital City of Prague, Central Bohemian Region

(41) **OB2** Metropolitan development area of Ostrava

Delimitation:

Territories of municipalities of MEP of Bílovec (excluding municipalities in the south-western part), Bohumín, Český Těšín, Frýdek-Místek (excluding municipalities in the south-eastern part), Frýdlant nad Ostravicí (only municipalities in the northern part), Havířov, Hlučín (excluding municipalities in the northern part), Karviná, Kopřivnice (excluding municipalities in the central part), Kravaře (only municipalities in the south-western part), Opava (excluding municipalities in the western and southern part), Orlová, Ostrava, and Třinec (excluding municipalities in the southern and south-eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Ostrava

and the many-sided impact of a dense network of secondary settlement centres, especially Opava, Frýdek-Místek, Karviná, Český Těšín, Havířov, Kopřivnice, Třinec, Bohumín, Orlová and other urbanised settlement centres. It represents a very strong concentration of population and economic activities, which is characterized by the dynamic development of international co-operation with the neighbouring Polish region of Upper Silesia; a significant precondition for the development is the connection (currently under construction) to the motorway network of the Czech Republic and Poland, as well as the location on the RTC II and III and connection to the high-speed rail network.

(42) **OB3** Metropolitan development area of Brno

Delimitation:

Territories of municipalities from the MEP of Blansko (only municipalities in the central, northern, south-eastern and south-western part), Brno, Bučovice (only municipalities in the western part), Ivančice (only municipalities in the south-eastern part), Kuřim, Pohořelice (only municipalities in the central and northern part), Rosice (only municipalities in the eastern part), Slavkov u Brna (only municipalities in the northern part), Šlapanice, Tišnov (only municipalities in the south-eastern part), Vyškov (only municipalities in the southern and eastern part), and Židlochovice.

Delimitation reasons:

The area affected by the development dynamics of the regional city of Brno. It represents a very strong concentration of population and economic activities, as well as a concentration of cultural, institutional, organizational, educational and scientific research activities, which are largely of international importance; the development support factor is good accessibility by both motorways and RTC I and connection to the high-speed rail network; growing international co-operation alliances connect the territory especially to the areas of Vienna and Bratislava.

Spatial planning tasks:

Develop spatial studies addressing, in particular, the mutual connections of

public infrastructure.

Responsibility: South Moravian Region

- (43) **OB4** Development areas of Hradec Králové/Pardubice

Delimitation:

Territories of municipalities of MEP of Holic (excluding municipalities in the eastern part), Hradec Králové, Chrudim (only municipalities in the northern and north-eastern part), Jaroměř (only municipalities in the southern part), Kostelec nad Orlicí (only municipalities in the northwestern part), Nový Bydžov (excluding municipalities in the western and northern part), Pardubice, and Přelouč (only municipalities in the eastern part).

Delimitation reasons:

The area was affected by the development dynamics of the regional cities of Hradec Králové and Pardubice, with the co-influence of the secondary settlement centre of Chrudim. It represents a strong two-nuclear concentration of population and economic activities, the majority of which is of international importance. The development supporting factor is the location of Pardubice on the RTC I and III, with the upcoming capacity rail link between the two regional cities and the planned connection to the high-speed rail network. Another factor is the location of the D11 motorway from Prague to Hradec Králové with a planned continuation towards Poland and the upcoming connection of the D35 motorway to Olomouc, which will provide an alternative to the fast west-east road connection in the Czech Republic besides the D1 motorway.

- (44) **OB5** Development area of Plzeň

Delimitation:

Territories of municipalities from MEP of Nýřany (excluding municipalities in the north-western part), Plzeň, Přeštice (only municipalities in the northern and central part), Rokycany (only municipalities in the western part), and Stod (excluding municipalities in the south-western and north-western part).

Delimitation reasons:

The area affected by the development

dynamics of the regional city of Plzeň. It represents a strong concentration of population and economic activities, many of which are of international importance; development is supported by the location on the D5 motorway and the upcoming connection to the high-capacity rail network.

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

Delimitation:

Development area of the MEP of Děčín (only municipalities in the north-western part), Teplice (excluding municipalities in the southern part), and Ústí nad Labem.

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Ústí nad Labem, with the co-influence of the secondary settlement centre of Teplice and other urbanised settlements. The development area represents a strong concentration of population and economic activities, most of which are of national importance; the supporting factor of development is the position on the RTC I and IV the upcoming high-speed rail network and connections of the D8 motorway to the statutory city of Děčín by a feeder from the motorway - corridor of the new track of the I/13 road referred to in Article (120).

- (46) **OB7** Development area of Liberec

Delimitation:

Territories of municipalities from MEP of Jablonec nad Nisou (excluding municipalities in the northern part), Liberec (excluding municipalities in the western and north-eastern part) and Tanvald (only municipalities in the western part).

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Liberec, with the co-influence of the secondary settlement centre of Jablonec nad Nisou. This represents a strong concentration of population and economic activities, most of which are of national importance. The supporting factor of the development is the existing connection with the D10 motorway and the I/35 road, with Prague and the planned connection with the I/35 road in the new route, with Hradec



Králové, following the planned D35 motorway, while the connection to the modernised railway lines in the direction of Prague is also decisive.

Spatial planning tasks:

Resolve the spatial context of connecting the area to modernised railway lines in the direction of Prague.

Responsibility: Liberec Region

(47) **OB8** Development area of Olomouc

Delimitation:

The territory of municipalities from the MEP of Olomouc (excluding the military training area Libavá), and Šternberk (only municipalities in the southern part).

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Olomouc. The development area is territorially linked to a strong concentration of population and economic activities, most of which are of national importance. The supporting factor of development is the extension of the RTC II and III and the existing motorway connection with the cities of Brno (D46, D1) and Ostrava (D35, D1), as well as a forthcoming motorway connection with the city of Prague (D35, D11).

(48) **OB9** Development area of Zlín

Delimitation:

Territories of municipalities from the MEP of Holešov (only municipalities in the south-eastern part), Otrokovice (excluding municipalities in the western part), Uherské Hradiště (only municipalities in the north-eastern part), Vizovice (only municipalities in the western part), and Zlín.

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Zlín, with the co-influence of secondary settlement centres, especially Otrokovice and Holešov. It represents a strong concentration of population and economic activities, a large part of which is of national importance; the supporting factor of development is the location (Otrokovice) on the RTC II, future electrification and capacity increase (Otrokovice-Zlín centre) in the east-west

direction and the planned connections of Zlín via the D49 motorway with the D1 motorway near Hulín and Otrokovice via the D55 motorway from Hulín to Břeclav.

(49) **OB10** Development area of České Budějovice

Delimitation:

The territory of municipalities from the MEP of České Budějovice, and Český Krumlov (only municipalities in the north-eastern part).

Delimitation reasons:

The area is affected by the development dynamics of the regional city of České Budějovice. The development area represents a strong concentration of population and economic activities, a large part of which is of national importance. The supporting factor of the development is the location on the planned D3 motorway from Prague to Austria and on the RTC IV, the planned modernisation and increasing railway capacity in the direction Plzeň-České Budějovice, as well as the completed electrification of the line České Budějovice-České Velenice and the possible increasing railway capacity and speed from České Budějovice to Linz.

(50) **OB11** Development area of Jihlava

Delimitation:

Territories of municipalities from MEP of Havlíčkův Brod (only municipalities in the central and southern part), Humpolec (excluding municipalities in the western and northern part), and Jihlava (excluding municipalities in the south-western part).

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Jihlava, with the co-influence of the neighbouring settlement centre of Havlíčkův Brod. It represents a relatively strong concentration of population and economic activities, a large part of which is of national importance; the supporting factor for development is the location on the D1 motorway and the upcoming high-speed railway network.

(51) **OB12** Development area of Karlovy Vary

Delimitation:

Territories of municipalities from MEP of Karlovy Vary (only municipalities in the central part), Ostrov (excluding municipalities in the north-eastern and north-western part), and Sokolov (only municipalities in the central and north-eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Karlovy Vary, with the co-influence of the secondary settlement centres of Sokolov and Ostrov. The development area is characterised by a strong concentration of population and economic activities, most of which are of national importance (spa resorts are of international importance); The supporting factor of the development is the location on the planned D6 motorway Prague – Karlovy Vary – Cheb – the Czech Republic/Germany (– Bayreuth) border).

Development axes

(52) **OS1** Development axis Prague–Plzeň–Czech Republic/Germany (–Nürnberg) border

Delimitation:

Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D5 motorway and part of the RTC III, in the Prague–Stříbro section.

Delimitation reasons:

The area affected by the D5 motorway, the railway line in the Prague–Stříbro section and the co-influence of the settlement centres of Hořovice, Rokycany, Stříbro and Tachov. It follows up on the development axis abroad.

(53) **OS2** Development axis Prague–Ústí nad Labem–Czech Republic/Germany (–Dresden) border

Delimitation:

Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D8 motorway and the RTC I and IV.

Delimitation reasons:

The area affected by the D8 motorway and the Prague–Roudnice nad Labem–Lovosice–Ústí nad Labem–Děčín–Czech Republic/Germany (–Dresden) border section railway line, with the co-influence of the Mělník, Roudnice nad Labem, Lovosice, Litoměřice and Děčín settlement centres; in the Ústí nad Labem–Děčín section, the development project of the SDP CR is the I/13 road continuing to Liberec. It follows up on the development axis abroad.

(54) **OS3** Development axis Prague–Liberec–Czech Republic/Germany border, Poland (–Görlitz/ Zgorzelec)

Delimitation:

Municipalities outside the development areas, with a significant connection to major transport routes, i.e. the D10 motorway and the I/35 road.

Delimitation reasons:

The area affected by the D10 motorway and the I/35 road, with the co-influence of the Mladá Boleslav and Turnov settlement centres.

(55) **OS4** Rozvojová osa Praha–Hradec Králové/Pardubice (podél dálnice D11)–Trutnov–hranice ČR/Polsko (–Wrocław). Další větev rozvojové osy je Praha–Kolín–Chvaletice–Pardubice (podél železničního spojení Praha–Kolín–Pardubice)

Delimitation:

Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D11 motorway and its planned continuation to Poland and the RTC I and III in the Prague–Pardubice section.

Delimitation reasons:

The area is affected by the D11 motorway and its planned continuation Hradec Králové–Jaroměř–Trutnov–Czech Republic/Poland (–Wałbrzych) border, railway line in the Prague–Kolín–Pardubice section and the co-influence of the settlement centres of Nymburk–Poděbrady, Kolín–Kutná Hora, Dvůr Králové nad Labem and Trutnov. It follows up on the development axis abroad.



- (56) **OS5** Development axis Praha–(Kolín)–Jihlava–Brno

Delimitation:

Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D1 motorway, the I/38 and I/12 roads affected by the development project of the high-speed line.

Delimitation reasons:

The area is affected by the D1 motorway in the Jihlava–Brno section, in the Havlíčkův Brod–Jihlava section by the development project of the high-speed railway line, the I/38 road and the co-influence of the settlement centres of Kolín, Kutná Hora, Čáslav, and Velké Meziříčí.

- (56a) **OS5a** Development axis Praha–Jihlava

Delimitation:

Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D1 motorway in the Prague–Jihlava section.

Delimitation reasons:

The area is significantly affected by the development due to the D1 motorway connection.

- (57) **OS6** Development axis Prague–Benešov–Tábor–České Budějovice–Czech Republic/Austria (–Linz) border

Delimitation:

Municipalities outside the development areas, with a significant connection to major transport routes, i.e. the D3 motorway, I/3 road and the RTC IV.

Delimitation reasons:

The area is affected by the D3 motorway and its planned section in the territory of the Central Bohemian Region and its extension to the Czech Republic/Austria (–Linz) border, the Prague–Benešov u Prahy–Tábor–Veselí nad Lužnicí–České Budějovice–Czech Republic/Austria (–Linz) border railway line and the co-influence of the Benešov, Tábor and Soběslav settlement centres. It follows up on the development axis abroad.

- (58) **OS7** Development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech Republic/ Germany (–Bayreuth) border

Delimitation:

Municipalities outside the development areas, with a significant connection to important transport routes, i.e. to the D6 motorway in the western part and to the I/13 road, the eastern part.

Delimitation reasons:

The area is affected by dense urbanized settlement with the settlement centres of Most, Litvínov, Chomutov, Kadaň – Klášterec nad Ohří, and Cheb, the concentration of surface lignite mining with large impacts on changes in the territory; the western part is also affected by the planned completion of the D6 motorway in the Cheb–Czech Republic/Germany (–Bayreuth) border section; the development project of the I/13 road is planned in the Chomutov–Karlovy Vary section. It follows up on the development axis abroad.

- (59) **OS8** Development axis Hradec Králové/Pardubice–Moravská Třebová–Mohelnice–Olomouc–Přerov

Delimitation:

Municipalities outside the development areas and the development axis OS11, with a significant connection to important transport routes, i.e. the D35 motorway and its upcoming section, I/35 road and the RTC III, with the RTC I in the western part, and with the RTC II in the eastern part.

Delimitation reasons:

The area affected by the D35 motorway in the Mohelnice–Olomouc section and the upcoming Sedlice–Moravská Třebová–Mohelnice section, the upcoming D55 motorway in the Olomouc–Přerov section, by railway lines in the Pardubice–Ústí nad Orlicí–Česká Třebová–Zábřeh–Olomouc–Přerov section and the co-influence of the settlement centres of Vysoké Mýto – Choceň, Litomyšl, Česká Třebová–Ústí nad Orlicí, Svitavy, Moravská Třebová, Zábřeh, Mohelnice and Přerov.

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

Delimitation:

Municipalities outside the development areas and the development axis OS8, with a significant connection to important transport routes, i.e. I/43 road, corridor of the planned capacity road SD20 and the RTC I in the Česká Třebová–Brno section.

Delimitation reasons:

The area affected by the I/43 road, the planned capacity road SD20, the railway line Brno–Blansko–Svitavy–Česká Třebová, with the co-influence of the settlement centres of Blansko, Boskovice, Svitavy and Moravská Třebová.

- (61) **OS10** Development axis (Katowice–) hranice Polsko/ČR–Ostrava–Lipník nad Bečvou–Olomouc–Brno–Břeclav–hranice ČR/Slovensko (–Bratislava)

Delimitation:

Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D1, D2, D35, D46 and D48 motorways and the RTC I in the Brno–Břeclav section and the RTC II and III in the Bohumín–Hranice na Moravě–Olomouc section.

Delimitation reasons:

The area affected by the D1 motorway in the (Gliwice–) Poland/Czech Republic border–Ostrava–Brno section, the D2 motorway in the Brno–Břeclav–Czech Republic/Slovak Republic (–Bratislava) border section, the D35 motorway in the Lipník nad Bečvou–Olomouc section, the D46 motorway in the Olomouc–Vyškov section and the upcoming D48 motorway in the Frýdek–Místek–Bělotín section, the railway lines in the Bohumín–Ostrava–Hranice na Moravě–Přerov–(Olomouc)–Brno–Břeclav section and the co-influence of the Nový Jičín, Hranice, Prostějov, Vyškov and Břeclav settlement centres.

- (62) **OS11** Development axis Lipník nad Bečvou–Přerov–Uherské Hradiště–Břeclav–hranice ČR/Rakousko

Delimitation:

Municipalities outside the development areas and the development axis OS10, with a significant connection to important transport routes, i.e. I/55 road, corridor of the planned D55 motorway and the RTC II

and III in the Lipník nad Bečvou–Přerov section and the RTC II in the Přerov–Břeclav section.

Delimitation reasons:

The area affected by the planned D55 motorway in the Přerov–Uherské Hradiště–Břeclav section, the railway lines in the Lipník nad Bečvou–Přerov–Břeclav section and the co-influence of the Přerov, Kroměříž, Uherské Hradiště, Veselí nad Moravou, Hodonín and Břeclav settlement centres.

- (63) **OS12** Development axis Zlín–hranice ČR/Slovensko (–Púchov)

Delimitation:

Municipalities outside the development areas, with a significant connection to an important transport route, i.e. the corridor of the upcoming D49 motorway and the I/49 road.

Delimitation reasons:

The area affected by the planned D49 Hulín–Zlín–Vizovice motorway and the I/49 road Vizovice–Horní Lideč–Czech Republic/Slovak Republic (–Púchov) border.

- (64) **OS13** Development axis Ostrava–Třinec–hranice ČR/Slovensko (–Žilina)

Delimitation:

Municipalities outside the development areas, with a significant connection to important transport routes, i.e. I/11, I/68 roads Třanovice–Mosty u Jablunkova–Czech Republic/Slovak Republic (–Žilina) border and the RTC III Český Těšín–Mosty u Jablunkova–Czech Republic/Slovak Republic (–Žilina) border.

Delimitation reasons:

The area is affected by dense urbanised settlement with the settlement centre of Jablunkov, railway lines in the Český Těšín–Mosty u Jablunkova–Czech Republic/Slovak Republic (–Žilina) border section, and the I/11 and I/68 roads in the Třanovice–Jablunkov–Czech Republic/Slovak Republic (–Žilina) border section. It follows up on the development axis abroad.



Figure 2a – Settlement structure – higher and medium category settlement centres (A-D)

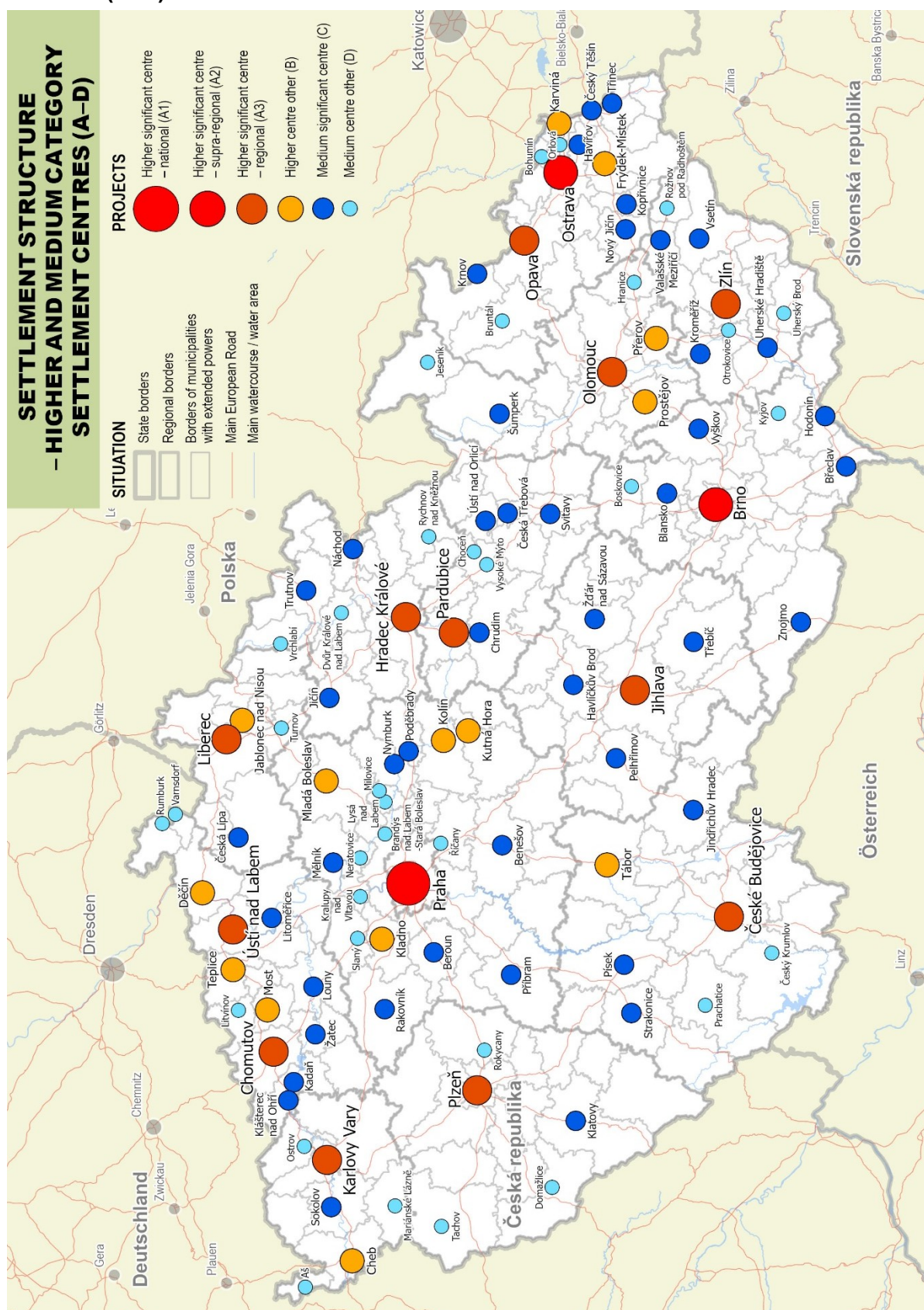
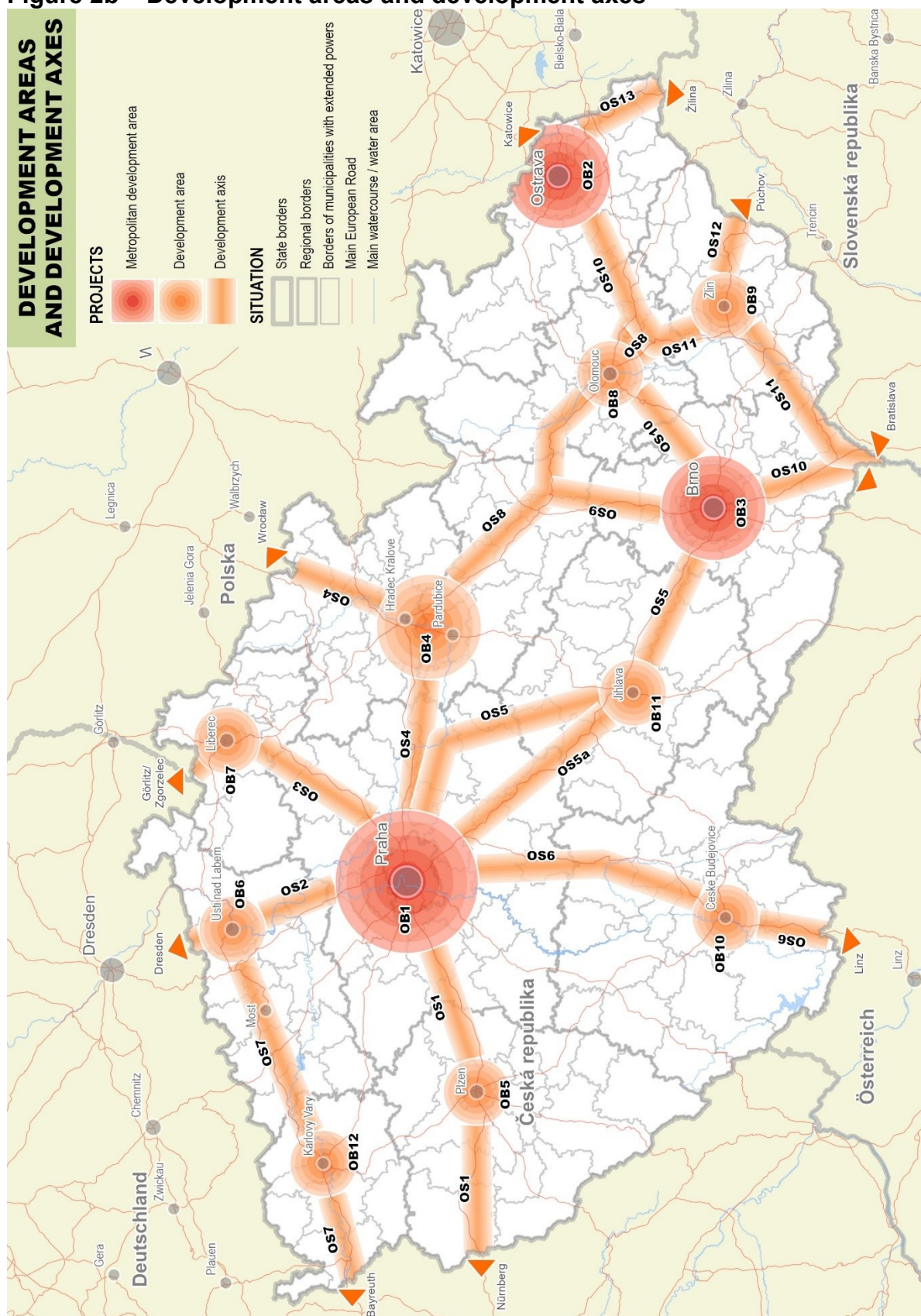


Figure 2b – Development areas and development axes



4. SPECIFIC AREAS



4 SPECIFIC AREAS

4.1 RESOURCES

- (65) (65) Specific areas are delimited in territories in which, compared to other territories of the Czech Republic, there are long-term problems in terms of sustainable spatial development, i.e. problems in providing a balanced relationship between favourable environment, economic development and community cohesion of their inhabitants. (Listed in the delimitation reasons). At the same time, there are areas with specific values and with specific problems of international or national importance, or whose significance exceeds the territory of the region. See Articles (69) to (75a) below.

Specific areas are further delimited in the territories in which current problems of national importance manifest themselves, or which, by their significance, exceed the territory of one region. See Article (75b) below.

Specific areas are further delimited in areas where current values of national importance are manifested or which, by their significance, exceed the territory of the one region. See Articles (75c and 75d) below.

Specific areas are shown schematically in the SDP CR.

- (66) Specific areas include municipalities in which, according to the identified findings, the most urgent need is to address problems from the point of view of sustainable spatial development, or a need to address current problems. The purpose of the delimitation of specific areas is for the regions, ministries and other central administrative authorities within their competencies to create conditions for eliminating problems in order to enable sustainable spatial development in accordance with the objectives and tasks of spatial planning defined by the Building Act with regard to national priorities of spatial planning and protection of natural, cultural and civilizational spatial values.

4.2 CONCEPT

- (67) Conditions for the subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Addressing already existing problems and conflicts and preventing potential problems and conflicts of various interests in land use,
- b) Protection of specific natural, cultural and civilizational spatial values,
- c) Use of the specific potential of the area for its development,
- d) Improvement of public, especially transport and technical infrastructure,
- e) Strengthening and stabilising socio-economic development,
- f) Allocation of investments, important for the spatial development.

- (68) Spatial planning tasks:

- a) The regions shall specify the delimitation of specific areas in the spatial development principles as necessary, differentiated according to the territory of individual municipalities, or with regard to the character of the territory according to individual cadastral areas and exceptionally, in particularly justified cases, according to the parts of cadastral areas, with regard to the delimitation reasons, criteria and conditions for the subsequent spatial planning activity in individual specific areas; the specified specific areas may overlap with the specified development areas or axes only exceptionally and only in particularly justified cases,
- b) The regions and municipalities shall proceed in developing spatial planning documentation in accordance with the



- criteria and conditions for subsequent spatial planning documentation,
- c) The tasks set for individual specific areas must be taken over into the spatial planning documentation of regions and municipalities,
 - d) The regions shall examine the possibilities of further development of specific areas, among others, with regard to the peripheral location of the territory, in particular by improving the transport accessibility of the interior peripheries and border areas.

Responsibility: Regions

The spatial development policy delimits the following specific areas in which, in comparison with other territories of the Czech Republic, problems in terms of sustainable spatial development have manifested themselves in the long-term perspective:

- (69) **SOB1** Specific area of the Šumava

Delimitation:

The territory of municipalities from the MEP of Český Krumlov (western part), Klatovy (south-western part), Prachatice (south-western part), Sušice, and Vimperk.

Delimitation reasons:

- a) A need to develop and use the high recreational potential of the landscape of the natural value, which is a socially attractive area of the Šumava Mountains as the largest national park in the Czech Republic, a protected landscape area and a UNESCO biosphere reserve, proportionally and evenly with regard to sustainable development. It represents an integral area with a quality environment and high natural and landscape values.
- b) A need to strengthen economic and social development in harmony with nature protection, in particular, the development of small and medium-sized businesses in the field of local traditional production and tourism.
- c) A need for coordination of land use with the neighbouring countries of the Free State of Bavaria and the Federal State of Upper Austria.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Use of the recreational potential of the area,
- b) Development of organic farming, forestry and wood processing industry in particular,
- c) Improving the transport accessibility of the territory, in particular, cross-border transport connections.

Tasks for the ministries and other central administrative authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the development of organic farming, ecological forms of recreation, processing of local raw materials and local traditional crafts.

Responsibility: Ministry of Agriculture and Ministry of Industry and Trade in co-operation with the Ministry of Regional Development and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles and centres of economic development of the area and create spatial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities,
- b) Create spatial conditions for the development of transport accessibility of the territory and the development of cross-border transport routes of international and national importance,
- c) Create spatial conditions for the interconnection of the system of walking and cycling paths with neighbouring states and the conceptual development of the system of long-distance routes,
- d) Create spatial conditions for the development of year-round recreation and tourism, wood processing industry and local traditional crafts, especially by delimitation of suitable locations and

- setting conditions for the incorporation of these activities in coordination with nature and landscape protection,
- e) Create spatial conditions for the development of ecological forms of transport, including rail transport,
- f) Create spatial conditions for the transport interconnection of touristic centres with each other, taking into account both the needs of spatial development and the objects and objectives of the protection of the Šumava National Park and Protected Landscape Area of Šumava.

Responsibility: South Bohemian Region, Plzeň Region

(70) **SOB2** Specific area of the Beskydy Mountains

Delimitation:

The territory of municipalities from the MEP of Frenštát pod Radhoštěm, Frýdek-Místek (southern outskirts), Frýdlant nad Ostravicí, Jablunkov (western outskirts), Rožnov pod Radhoštěm, Třinec (south-western outskirts), Vsetín (eastern part). The area limits the development area OB2 of Ostrava on the territory of the MEP of Frýdek-Místek and the development axis OS13 Ostrava–Třinec–Czech Republic/Slovak Republic (–Žilina) border on the territory of the MEP Jablunkov and Třinec.

Delimitation reasons:

- a) A need to correct the structural decline of the area where stagnation in the economic sectors important to the area has occurred.
- b) A need to develop and evenly use the high recreational potential of the naturally valuable and socially attractive area of the Beskydy Mountains, a protected landscape area with regard to the sustainable spatial development of the area. This is an area with a high aesthetic value of the landscape and settlement and cultural and ethnographic traditions with a strong connection of the inhabitants to the place (Radhošť').
- c) A need to develop small and medium-sized businesses, especially in the sector of tourism. A need to make use of the development potential routes of one of the main corridors to the Slovak

Republic, which passes through the area.

- d) A need to protect an important source of energy-important raw materials (the Frenštát deposit of high-quality black coal, located in a highly valuable natural area) as a reserve for possible use by future generations.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Protection of the Frenštát deposit of high-quality black coal as a reserve for possible use by future generations in accordance with the needs of sustainable spatial development,
- b) Development of recreation,
- c) Economy restructuring,
- d) Improving transport accessibility, especially in border areas,
- e) Better and sustainable use of natural conditions for spatial development (e.g. development of organic farming and wood processing industry),
- f) Spatial conditions for providing the coordination of sustainable development of tourism and protection of biological and landscape diversity of the Carpathians, especially in border areas.

Tasks for the ministries and other central administrative authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the restructuring of the economy, development of recreation, tourism and cycling, processing of local raw materials, development of crafts and folk art and local traditional craft production.

Responsibility: Ministry of Regional Development, Ministry of Industry and Trade in co-operation with the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:



- a) Create spatial conditions for the location of activities connected to the restructuring of the economy,
- b) Create spatial conditions for improving the transport accessibility of border areas with the Slovak Republic,
- c) Create spatial conditions for the development of a system of cross-border walking and cycling paths,
- d) Create spatial conditions for the development of recreation,
Responsibility: Moravian-Silesian Region, Zlín Region
- e) Protect the area for the modernisation and reconstruction of the I/11, I/68 road in the section of the D48 interchange – state border in the spatial planning documentation in accordance with the development activities of the area,
Responsibility: Moravian-Silesian Region
- f) Create spatial conditions for agricultural production of foothills and mountain character, especially by the delimitation of suitable locations for grassing and grazing.
Responsibility: Moravian-Silesian Region, Zlín Region

- (71) **SOB3** Specific area of the Jeseníky Mountains–the Králický Sněžník Mountains

Delimitation:

The territory of municipalities from the MEP of Bruntál, Jeseník, Králíky, Krnov (north-western part), Rýmařov, and Šumperk.

Delimitation reasons:

- a) A need to strengthen the social and economic development lagging behind, which is one of the weakest in the Czech Republic, and to correct the structural decline of the economy in many stagnant sectors of the economy.
- b) A need to develop and use the high potential of the naturally valuable and socially attractive area of the Jeseníky Mountains, which is a protected landscape area, for recreation and spa resorts with regard to sustainable spatial development.
- c) A need to improve the unsatisfactory transport accessibility of the majority of the area.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Development of recreation and spa resorts,
- b) Better and sustainable use of natural conditions for spatial development (e.g. development of organic farming and wood processing industry),
- c) Improving the transport accessibility of the territory,
- d) Reduction of flood and drought risks.

Tasks for the ministries and other central administrative authorities:

When creating departmental concepts, take into account the specifics of the area and use targeted programmes to support primarily the restructuring of the economy, development of spa resorts, organic farming, recreation, tourism and cycling, processing of local raw materials, wood processing industry and development of crafts and folk art and local traditional craft production.

Responsibility: Ministry of Agriculture and Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles and centres of economic development of the area and create spatial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities,
Responsibility: Olomouc Region, Moravian-Silesian Region, and Pardubice Region
- b) Create spatial conditions for the improvement of transport accessibility of the territory and cross-border transport routes, especially to Kladsko region,
Responsibility: Olomouc Region and Pardubice Region
- c) Create spatial conditions for the development of the system of walking

and cycling paths and the interconnection of the system with neighbouring Poland, conceptually develop the system of long-distance routes,

- d) Create spatial conditions for the development of recreation and tourism, the wood processing industry and organic farming,
- e) Create spatial conditions for agricultural production of foothill and mountain character, especially by the delimitation of suitable areas for grassing and grazing,
Responsibility: Olomouc Region, Moravian-Silesian Region, and Pardubice Region
- f) Address the connection of the Jeseníky Mountains towards the city of Ostrava,
Responsibility: Moravian-Silesian Region
- g) Create spatial conditions for the location of structures and technical and nature-friendly measures to reduce flood risks, including measures on the upper Opava River with the Nové Heřminovy water reservoir.
Responsibility: Olomouc Region and Moravian-Silesian Region

(72) **SOB4** Specific area of Karvinsko

Delimitation:

The territory of municipalities from the MEP of Havířov (northern part), Karviná, Orlová (southern and eastern parts). The area forms part of the metropolitan development area OB2 of Ostrava.

Delimitation reasons:

- a) A need to correct the structural decline of the economy in the area, caused mainly by the decline of heavy industry and rationalisation of coal mining and eliminate the consequences of this impact, especially the high unemployment rate in the context of the metropolitan development area OB2 of Ostrava.
- b) A need to correct the consequences, in particular, of past overburdening with industry and mining, in particular by revitalising devastated areas and reducing existing high levels of air pollution.
- c) A need to use the preconditions arising mainly from the potential of the

advantageous traffic position of the heavily exposed area, through which the main railway and road connections to Poland and the Slovak Republic and the motorway connection with Poland pass, for further economic development.

- d) A need to address the use of significant sources of energy-important raw materials of transnational importance located in the area.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) The possibility of using raw material resources in accordance with sustainable spatial development,
- b) Development of short-term recreation,
- c) Restructuring the existing economy by using brownfields to accommodate other economic activities and create jobs,
- d) Improving the air quality in the Karviná area.

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create spatial conditions for the regeneration of settlements, especially for the reconstruction of the built-up area,
- b) Create spatial conditions for the reclamation and revitalisation of devastated areas and brownfields in order to search for areas suitable for use for economic activities and recreation,
- c) Conceptually address the integration of areas reclaimed after mining, taking into account the possibility of integrating quality habitats into the territorial system of ecological stability,
- d) Protect the areas necessary for the creation of continuous publicly accessible green belts, suitable for undemanding forms of short-term recreation, as well as for the creation and development of forest stands while maintaining the permeability of the landscape, from being built up,



- e) Examine the possibilities of locating an industrial zone with a size of approximately 100 ha to 200 ha, including examining the possibilities of using brownfields,
- f) Create spatial conditions for the improvement of air quality within the scope of spatial planning possibilities, taking into account air quality improvement programmes.

Responsibility: Moravian-Silesian Region

(73) **SOB5** Specific area of Most

Delimitation:

The territory of municipalities from the MEP of Bílina (northern part), Litvínov (south-eastern part), and Most. The area lies on the development axis OS7 of Ústí nad Labem–Most–Chomutov–Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border.

Delimitation reasons:

- a) A need to correct the structural decline of the economy and the serious economic and social problems caused in the past.
- b) A need to reduce or eliminate significant social and economic problems, as well as environmental problems, mainly related to coal mining, energy production and heavy industry.
- c) A need for reclamation and appropriate forms of the revitalisation of areas affected by air pollution from energy and industrial facilities, including a need to continue further care and restoration of forest stands damaged by air pollution in the Krušné Mountains.
- d) A need to address the use of significant sources of energy-important raw materials located in the territory, taking into account the carrying capacity of the territory – i.e. efforts to achieve a balance of the three pillars of sustainable spatial development.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Addressing conflicts between the interests of coal mining, energy and industrial production and endangering

- the territory by devastating the landscape,
- b) Reclamation of devastated landscape and its use for landscape, settlement, production and recreational functions for both long-term and short-term recreation,
- c) Restructuring and providing greater diversification of the existing economy, for the revitalisation of areas affected by previous mining activities, brownfields, the construction of new industrial zones, the construction of new energy sources and the creation of further new jobs.

Tasks for the ministries and other central administrative authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the reuse of reclaimed areas after mining.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of Regional Development, the Ministry of the Environment and the Ministry of Agriculture

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create spatial conditions for the necessary renewal of the landscape, its water regime, renewal of the transport system and for multifunctional use of the territory (water management, agriculture, forest, recreation, sports, housing, energy sector, restructured industrial production, etc.), taking into account specific conditions of individual territories,
- b) Create spatial conditions for the use of the territory with the aim of restoring the cultural landscape and its multifunctional spatial use,
- c) Establish frameworks for the bearing capacity of the territory and regulations to maintain the balance of the three pillars of sustainable spatial development and to protect the cultural, settlement, natural and landscape values for the overall

- stabilisation of the settlement structure in the event of the expansion of surface lignite mining,
- d) Delimit and protect the areas necessary for the creation of continuous publicly accessible green belts, suitable for undemanding forms of short-term recreation, as well as for the creation and development of forest stands and maintaining the permeability of the landscape from being built up.

Responsibility: Ústí nad Labem Region

(74) **SOB6** Specific area of the Krušné Mountains

Delimitation:

The territory of municipalities from the MEP of Chomutov (northern part), Kadaň (northern part), Litvínov (northern part), Teplice (northern part), Ústí nad Labem (northern part), Cheb (northern part), Karlovy Vary (northern part), Kraslice, Ostrov (northern part), and Sokolov (northern part). The area limits on the territory of MEP of Ústí nad Labem and Teplice the with OB6 of Ústí nad Labem, on the territory of MEP of Litvínov with the SOB5 of Most, on the territory of MEP of Karlovy Vary, Ostrov and Sokolov with the OB12 of Karlovy Vary, on the territory of MEP of Karlovy Vary and Sokolov with the SOB8 of Sokolov, on the territory of MEP of Chomutov, Kadaň, Karlovy Vary, Litvínov, Ostrov and Sokolov with the OS7 of Ústí nad Labem–Chomutov– Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border and on the territory of MEP of Ústí nad Labem the OS2 of Prague–Ústí nad Labem–Czech Republic /Germany (–Dresden) border.

Delimitation reasons:

- a) A need to develop and use with regard to sustainable spatial development, the high recreational potential of the only mountain area in the Czech Republic without large-scale nature and landscape protection, which fulfils a recreational function both for the Czech Republic and for Saxony. The area is also important in terms of natural values, especially the bird area of Novodomské rašeliniště (peat bog) – Kovářská and the Eastern Krušné Mountains and several national nature reserves and sites of European

importance, especially the Krušné Mountains plateau.

- b) A need to reduce the still relatively high level of environmental pollution (soil, water, air) due to the impacts of industrial and energy production. A need to continue correcting the consequences of the crisis of forest stands from the second half of the 20th century, especially the completion of forest restoration, including the anticipated necessary restoration of a large part of the temporary forest planting from the 1970s and 1980s, especially in the Ústí nad Labem Region.
- c) A need to reduce or eliminate the social and economic consequences of the structural decline of the economy of sparsely inhabited and little populated areas, mainly caused by long-term unfavourable historical development in the territory. In particular, there is a lack of local employment opportunities, a high unemployment rate, an ageing and fluctuating population. Due to the spatial character, it is necessary to support the development of facilities and services for recreation and tourism, as well as forestry and agriculture.
- d) A need to improve poor transport accessibility in the area, both from the surroundings – especially cross-border transport connections, and within the area. A need to improve the lack of technical infrastructure implementation. A need for spatial regulation of the impending uncoordinated construction of wind power plants, especially in the Ústí nad Labem Region.
- e) A need to develop, use and protect the exceptional cultural values of the territory with regard to the inclusion of selected parts of the territory as the Mining Region of the Erzgebirge/ Krušné Mountains on the UNESCO World Heritage List.
- f) Addressing the issue of a significant source of strategic mineral resources with its potential use for energy of transnational importance, while taking into account the raw material and energy security of the country.



Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Addressing existing and potential conflicts of mining activities with nature and landscape, agricultural and forest land fund protection and the protection and development of settlements,
- b) More intensive use of the recreational potential of the area,
- c) Reduction in the pollution of the environment,
- d) Continuation of the process of forest regeneration,
- e) Strengthening socio-economic development, restructuring and greater diversification of the economy and support for entrepreneurship,
- f) Development of forestry, organic farming, recreation and tourism,
- g) Effective spatial regulation of the fast development in wind power plant construction, especially in the Ústí nad Labem Region,
- h) Establishment of institutional protection of natural and landscape values,
- i) Protect specific natural, cultural and civilizational values of the territory.

Tasks for the ministries and other central administrative authorities:

- a) When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the development of recreation and tourism, ecological means of transport, services and renewal of forest stands and thus contribute to lowering the unemployment rate in the area.

Responsibility: Ministry of Regional Development in co-operation with the Ministry of the Environment, Ministry of Agriculture, Ministry of Transport and Ministry of Labour and Social Affairs

Deadline: Continuously

- b) Support economic activities contributing to the stabilisation and development of settlements, support the return of small businesses to the

Krušné Mountains and the function of recreational facilities, both for the inhabitants of the basin region and the neighbouring territory of Saxony.

Responsibility: Ministry of Regional Development, in co-operation with the Ministry of Industry and Trade and the Ministry of Culture

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles of economic development of the area and create spatial conditions for the development of the recreational function of the Krušné Mountains and the improvement of transport and technical infrastructure, housing and civic amenities,
- b) Create spatial conditions for the development of transport accessibility of the territory and cross-border transport routes,
- c) Create spatial conditions for economic development, in particular, forestry, organic farming, recreation and tourism,
- d) Create spatial conditions for the continuation of the process of forest regeneration,
- e) Effectively regulate and prevent the risks of rapidly developing construction of wind power plants, including related facilities (access roads, the output of energy power, etc.), both in terms of minimising the impact on the environment, landscape and settlement and in terms of functionality of wind farms in the system of electricity supply, especially in the Ústí nad Labem Region,
- f) Create spatial conditions for strengthening the coordination of tourism in the SOB6 of Krušné Mountains and spa regions in the OB12 of Karlovy Vary.

Responsibility: Ústí nad Labem Region and Karlovy Vary Region

- (75) **SOB7** Specific area of the Krkonoše Mountains—the Jizerské Mountains

Delimitation:

The territory of municipalities from the MEP of Frýdlant, Jablonec nad Nisou (northern part), Jilemnice (northern part), Liberec (north-eastern part), Tanvald (excluding the municipalities in the western part), Trutnov (northern part), Vrchlabí (northern part). The area limits in the territory of the MEP of Jablonec nad Nisou, Liberec and Tanvald, the OB7 of Liberec.

Delimitation reasons:

- a) A need to use the high recreational potential of the Krkonoše Mountains, which are a national park and UNESCO biosphere reserve and extend into the Hradec Králové and Liberec Regions and into neighbouring Poland and the Jizerské Mountains, which are protected landscape areas, proportionately and evenly with regard to sustainable spatial development. It is an integral area with a quality environment, high natural and landscape values and significant recreational potential.
- b) A need to address conflicts between recreation and tourist activities with natural and landscape values is due to the fact that the area is significantly burdened by recreation and domestic and foreign tourism (Poland, Germany) and is one of the most attractive tourist regions in the Czech Republic.
- c) A need to reduce the high and constantly increasing load or overload of the territory and the transport and technical infrastructure of the users, especially in places where this impact extends to protected nature areas.
- d) A need to strengthen the economic and social stability of the territory through the coordinated development of tourism and other environmentally friendly economic sectors which are environmentally friendly. A need for co-operation of the territory with neighbouring Polish areas.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Equal, differentiated, proportionate and balanced use of human, natural and economic, especially the recreational potential of the area,
- b) Reducing conflicts of overburdening the territory by recreation and tourism in accordance with the interests of nature and landscape protection, particularly in the main centres, especially during the high season and creating conditions for the development of environmentally friendly forms of recreation and tourism outside the main centres,
- c) Improving the transport accessibility of the territory and cross-border transport connections,
- d) Coordinated development of economic activities, especially tourism, preference for environmentally friendly activities.

Tasks for the ministries and other central administrative authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the development of organic farming, ecological forms of recreation, processing of local raw materials, local traditional crafts, etc.

Responsibility: Ministry of Agriculture, Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create spatial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities in other settlements outside the existing recreation centres,
- b) Create spatial conditions for the development of such sectors and activities for the use of the human, natural and economic potential of the whole territory and the peculiarities of its various parts in a differentiated and harmonious manner and in



accordance with nature and landscape protection requirements and for alleviation of the conflicts of the excessive burden by tourism and the interests of nature protection,

- c) Create spatial conditions for providing the sustainable use of the recreational potential of the area, especially with regard to the regulation of the burden by tourism, especially for the development of the soft forms of recreation with regard to the possibility of a year-round use,
- d) Create spatial conditions for improving the transport accessibility of the territory within and across borders,
- e) Create spatial conditions for the improvement of technical and transport infrastructure, in particular for the development of ecological forms of transport,
- f) Take into account the outputs of the approved *Integrated Development Strategy of the Krkonoše Region*.

Responsibility: Hradec Králové Region, and Liberec Region

(75a) **SOB8** Specific area of Sokolov

Delimitation:

The territory of municipalities from the MEP of Sokolov and Karlovy Vary (western part). The area limits in the territory of the MEP of Karlovy Vary, the OB12 of Karlovy Vary, and in the territory of the MEP of Sokolov the OS7 of Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border.

Delimitation reasons:

- a) A need to correct the structural decline of the economy and the economic and serious social problems caused, in particular, by the gradual decline in coal mining.
- b) A need to correct the consequences, in particular, of past overburdening by industry and mining, especially by revitalising devastated areas.
- c) A need to reduce or eliminate social and economic problems.
- d) A need to eliminate the environmental spatial problems.
- e) A need for reclamation and appropriate forms of land revitalisation.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) The possibility of the usage of raw material resources in accordance with the sustainable spatial development,
- b) Restructuring and greater diversification of the existing economy by using brownfields for the location of economic activities and job creation,
- c) Reclamation of the devastated landscape and its use for natural, production, residential and recreational functions,
- d) The air quality.

Tasks for the ministries and other central administrative authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the restructuring of the economy, spatial development, multifunctional use of the reclaimed landscape and re-use of areas after mining.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of Regional Development, the Ministry of the Environment and the Ministry of Agriculture

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create spatial conditions for the reclamation and revitalisation of devastated areas and brownfields in order to search for areas suitable for economic activities and recreational use,
- b) Create spatial conditions for the restoration of the landscape, including its natural values, its water regime, restoration and construction of the transport system, restoration of landscape permeability and multifunctional land use (water management, agriculture, forest stands, production, services, housing, recreation, sports, etc.), taking into account the specific spatial conditions,

- c) Coordinate the extraction of raw materials with other functions of land use and minimise its negative impacts on the surrounding territory within the scope of spatial planning possibilities,
- d) Create spatial conditions for the regeneration of settlements and the reconstruction of built-up areas,
- e) Create spatial conditions for the improvement of air quality within the scope of spatial planning possibilities.

Responsibility: Karlovy Vary Region

Spatial Development Policy delimits the following specific areas in which current problems of national significance manifest themselves:

- (75b) **SOB9** Specific area, in which the current problem of the drought threat has manifested

Delimitation:

Territories of the municipalities from the MEP of: Benešov, Beroun, Bílina, Blansko, Boskovice, Brandýs nad Labem-Stará Boleslav, Brno, Břeclav, Bučovice, Bystřice nad Pernštejnem, Bystřice pod Hostýnem, Čáslav, Černošice, Česká Lípa, Česká Třebová, České Budějovice, Český Brod, Dačice, Děčín, Dobruška, Dobříš, Frýdlant, Havlíčkův Brod, capital city of Prague, Hlinsko, Hodonín, Holešov, Holice, Hořice, Hořovice, Hradec Králové, Hranice, Hustopeče, Chomutov, Chotěboř, Chrudim, Ivančice, Jičín, Jihlava, Jindřichův Hradec, Kadaň, Karlovy Vary, Kladno, Kolín, Konice, Kostelec nad Orlicí, Kralovice, Kralupy nad Vltavou, Krnov, Kroměříž, Kuřim, Kutná Hora, Kyjov, Lanškroun, Lipník nad Bečvou, Litoměřice, Litomyšl, Litovel, Litvínov, Louny, Lovosice, Luhačovice, Lysá nad Labem, Mariánské Lázně, Mělník, Mikulov, Milevsko, Mladá Boleslav, Mnichovo Hradiště, Mohelnice, Moravská Třebová, Moravské Budějovice, Moravský Krumlov, Most, Náměšť nad Oslavou, Neratovice, Nové Město na Moravě, Nový Bydžov, Nymburk, Nýřany, Olomouc, Otrokovice, Pardubice, Plzeň, Podbořany, Poděbrady, Pohořelice, Polička, Prostějov, Přelouč, Přerov, Příbram, Rakovník, Rokycany, Rosice, Roudnice nad Labem, Rychnov nad Kněžnou, Říčany, Sedlčany, Slaný,

Slavkov u Brna, Soběslav, Sokolov, Stod, Stříbro, Svitavy, Šlapanice, Šternberk, Tábor, Telč, Teplice, Tišnov, Třebíč, Třeboň, Turnov, Týn nad Vltavou, Uherské Hradiště, Uherský Brod, Uničov, Ústí nad Labem, Ústí nad Orlicí, Valašské Klobouky, Velké Meziříčí, Veselí nad Moravou, Vizovice, Vlašim, Votice, Vysoké Mýto, Vyškov, Zlín, Znojmo, Žamberk, Žatec, Žďár nad Sázavou, Železný Brod, Židlochovice.

Delimitation reasons:

- a) A specific area with specific spatial problems of national importance.
- b) A need to address the problem of drought, which is caused by low total precipitation levels and high evaporation combined with a limited supply of surface water and groundwater.
- c) A need to address the high vulnerability of groundwater, including natural healing resources and natural mineral water resources during times of drought.
- d) A need to maintain a balance between the number of available water resources, the requirements for water abstraction and the requirements for minimum residual flows and minimum groundwater levels.
- e) A need to provide sufficient drinking and service water for the population, agriculture, industry, spa resorts, important cultural monuments and services.
- f) A need to provide water management infrastructure to meet water abstraction requirements while taking into account changing hydrological conditions.
- g) A need to pay more attention to drought (meteorological, soil, hydrological) due to the higher risk of water scarcity compared to other territories of the Czech Republic.
- h) A need to address and provide a stable and resilient green infrastructure for adaptation of the territory to climate change.
- i) A need to provide effective water retention in the landscape.
- j) A need to provide optimal discharge and wastewater treatment.



Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Support the natural water regime in the landscape,
- b) Strengthening resilience and development of water resources,
- c) Providing a balance between the use of water resources and their natural renewability,
- d) Effective reduction and elimination of water pollution from surface and point sources of pollution, which limit the use of surface and groundwater,
- e) Development and maintenance of water management infrastructure, to provide the requirements for water supply in changing hydrological conditions (especially in case of lack of precipitation, reduction of flows in watercourses, decrease in the water level in the soil and decrease in the groundwater level),
- f) Prevent the deterioration of water bodies, the loss of wetlands, wind and water erosion of soil, soil degradation and desertification,
- g) Intensifying the coordination of spatial planning, landscape planning, water management planning and land management,
- h) Development of green infrastructure in both built-up and undeveloped areas of municipalities and subsequent care of them.

Tasks for the ministries and other central administrative authorities:

- a) Examine the possibilities of developing water management infrastructure to provide the requirements for water supply in the period of unfavourable hydrological conditions, including the possibility of building new, especially surface water sources and supporting the development and maintenance of this infrastructure through targeted programmes and subsidies,
- b) Support measures to increase the retention capacities of the landscape and urbanised areas through targeted programmes and subsidies,
- c) Support water regime-friendly management of the landscape through

targeted programmes and subsidies, in particular, suitable sowing procedures, a suitable crop composition and a suitable method of soil cultivation,

- d) Support measures to reduce the size of soil blocks, in particular, arable land, as an important factor influencing runoff conditions in the territory, especially the rate of water runoff from the landscape and soil erosion through targeted programmes and subsidies.

Responsibility: Ministry of Agriculture, Ministry of Regional Development, Ministry of the Environment, Ministry of Health

Deadline: Continuously

Spatial planning tasks:

Within the subsequent spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create spatial conditions for the support of the natural water regime in the landscape and increase its retention and accumulation properties, especially by creating spatial conditions for the creation and preservation of a durable stable balanced and rugged landscape, i.e. landscape with a suitable ratio of forest stands, hedgerows, meadows, water bodies and watercourses (especially unregulated watercourses with accompanying greenery), paths networks (with accompanying greenery), and arable land (especially large areas of arable land divided by hedgerows, path network, infiltration grass strips),
- a) Create spatial conditions for the revitalisation and renaturation of watercourses and floodplains and the restoration of other water elements in the landscape,
- b) Create spatial conditions for stormwater management in urbanised areas, i.e. provide sufficient areas of residential greenery and water areas intended for water retention and infiltration,
- c) Create spatial conditions for increasing the resistance of soil to wind and water erosion, especially by grassing and establishing and maintaining other anti-erosion elements, such as windbreaks,

- hedgerows, seepage belts and ditches,
- d) Create spatial conditions for the development and maintenance of water management infrastructure to provide water supply requirements in times of unfavourable hydrological conditions, especially for the infrastructure to provide water supply from areas with more favourable water management situations and with regard to the local conditions to build new, especially surface water resources,
 - e) Use spatial landscape studies mainly for dealing with the issue of drought, especially as specified above in letters a) to e) (or design other suitable measures for the restoration of the natural water regime in the landscape).
 - f) Create spatial conditions for stormwater management in connection to public infrastructure,
 - g) Create spatial conditions for addressing fire protection.
 - h) Create spatial conditions for discharge and wastewater treatment in accordance with water supply and sewerage development plans.

Responsibility: Ministry of Agriculture, Ministry of Regional Development, Ministry of the Environment, and Ministry of Health

Deadline: Continuously

Responsibility: Regions and municipalities

Deadline: Continuously

Spatial Development Policy delimits the following specific areas in which current values of national importance manifested themselves:

- (75c) SOB10** Specific area, which delimits the areas necessary for the Czech Republic's contribution to the overall EU renewable energy target for 2030 in terms of the development of solar energy production.

Delimitation:

Territories of the MEP of Aš, Benešov, Beroun (excluding municipalities in the north-western and central part), Bílina (excluding municipalities in the south-eastern part), Bílovec (excluding municipalities in the south-eastern part), Blansko (excluding municipalities in central and southern part), Blatná, Blovice

(excluding municipalities in eastern part), Bohumín (excluding municipalities in north-eastern and western part), Boskovice, Brandýs nad Labem-Stará Boleslav, Brno, Broumov (excluding municipalities in western and north-eastern part), Bruntál (excluding municipalities in north-western part), Břeclav (excluding municipalities in south-western, south-eastern and southern part), Bučovice, Bystřice nad Pernštejnem, Bystřice pod Hostýnem (excluding municipalities in south-eastern part), Čáslav, Černošice (excluding municipalities in central part), Česká Lípa (excluding municipalities in western, southern and central part), Česká Třebová, České Budějovice (excluding municipalities in north-western, western and central part), Český Brod, Český Krumlov (excluding municipalities in western and northern part), Český Těšín, Dačice, Děčín (excluding municipalities in northern and south-western part), Dobruška (excluding municipalities in eastern part), Dobříš, Domažlice (excluding municipalities in western part), Dvůr Králové nad Labem, Frenštát pod Radhoštěm (excluding municipalities in southern part), Frýdek-Místek (excluding municipalities in south-eastern part), Frýdlant (excluding municipalities in south-eastern part), Frýdlant nad Ostravicí (only municipalities in northern part), Havířov, Havlíčkův Brod, Capital City of Prague, Hlinsko (excluding municipalities in southern part), Hlučín, Hodonín (excluding municipalities in central, southern and eastern part), Holešov, Holice (excluding municipalities in western part), Horažďovice, Horšovský Týn, Hořice, Hořovice (excluding municipalities in northern part), Hradec Králové, Hranice (excluding municipalities in northern part), Humpolec, Hustopeče (excluding municipalities in central part), Cheb (excluding municipalities in south-eastern part), Chomutov (excluding municipalities in northern part), Chotěboř (excluding municipalities in south-eastern part), Chrudim (excluding municipalities in south-western and western part), Ivančice (excluding municipalities in north-western part), Jablonec nad Nisou (excluding municipalities in northern part), Jablunkov (excluding municipalities in western part), Jaroměř, Jeseník (excluding municipalities in northern and southern



part), Jičín (excluding municipalities in south-western part), Jihlava, Jilemnice (excluding municipalities in northern part), Jindřichův Hradec (excluding municipalities in western and south-western part), Kadaň (excluding municipalities in northern, western and south-western part), Kaplice (excluding municipalities in south-eastern part), Karlovy Vary (excluding municipalities in northern, north-eastern and western part), Karviná, Kladno (excluding municipalities in south-western part), Klatovy (excluding municipalities in south-western part), Kolín, Konice, Kopřivnice, Kostelec nad Orlicí (excluding municipalities in western part), Králíky (only municipalities in western and central part), Kralovice, Kralupy nad Vltavou, Kraslice (excluding municipalities in northern part), Kravaře, Krnov (excluding municipalities in north-western part), Kroměříž (excluding municipalities in southern part), Kuřim, Kutná Hora, Kyjov (excluding municipalities in south-eastern and north-eastern part), Lanškroun (excluding municipalities in north-eastern part), Liberec (excluding municipalities in north-western and north-eastern part), Lipník nad Bečvou, Litoměřice (excluding municipalities in north-western part), Litomyšl, Litovel (excluding municipalities in northern and north-eastern part), Litvínov (excluding municipalities in northern part), Louny, Lovosice (excluding municipalities in northern part), Luhačovice (excluding municipalities in central part), Lysá nad Labem, Mariánské Lázně (excluding municipalities in northern, central and southern part), Mělník (excluding municipalities in northern part), Mikulov (excluding municipalities in eastern part), Milevsko (excluding municipalities in western part), Mladá Boleslav (excluding municipalities in northern part), Mnichovo Hradiště (excluding municipalities in eastern part), Mohelnice (excluding municipalities in northern, central and southern part), Moravská Třebová, Moravské Budějovice, Moravský Krumlov (excluding municipalities in north-eastern part), Most, Náchod (excluding municipalities in north-eastern part), Náměšť nad Oslavou (excluding municipalities in central, south-eastern and southern part), Nepomuk, Neratovice, Nová Paka, Nové Město na Moravě (excluding municipalities in

northern and central part), Nové Město nad Metují, Nový Bor (excluding municipalities in northern and south-western part), Nový Bydžov (excluding municipalities in south-eastern part), Nový Jičín (excluding municipalities in northern and southern part), Nymburk (excluding municipalities in north-eastern part), Nýřany, Odry (excluding municipalities in southern part), Olomouc (excluding municipalities in eastern and north-western part), Opava, Orlová, Ostrava (excluding municipalities in south-western part), Ostrov (excluding municipalities in northern and south-eastern part), Otrokovice (excluding municipalities in western part), Pacov, Pardubice, Pelhřimov, Písek (excluding municipalities in central and north-eastern part), Pízeň, Podbořany (excluding municipalities in north-western part), Poděbrady (excluding municipalities in northern, south-western and south-eastern part), Pohořelice (excluding municipalities in south-eastern part), Polička (excluding municipalities in north-western part), Prachatice (only municipalities in northern part), Prostějov, Přelouč, Přerov (excluding municipalities in south-western part), Přeštice, Příbram (excluding municipalities in south-eastern part), Rakovník (excluding municipalities in south-eastern part), Rokycany (excluding municipalities in north-eastern and south-eastern part), Rosice, Roudnice nad Labem, Rožnov pod Radhoštěm (only municipalities in western part), Rumburk (excluding municipalities in south-western part), Rychnov nad Kněžnou (excluding municipalities in eastern part), Rýmařov (excluding municipalities in northern and south-western part), Říčany, Sedlčany (excluding municipalities in south-western part), Semily (excluding municipalities in northern part), Slaný, Slavkov u Brna, Soběslav (excluding municipalities in southern part), Sokolov (excluding municipalities in southern part), Stod, Strakonice, Stříbro, Sušice (only municipalities in northern and north-eastern part), Světlá nad Sázavou, Svitavy, Šlapanice (excluding municipalities in northern part), Šternberk (excluding municipalities in south-eastern part), Šumperk (excluding municipalities in north-western and eastern part), Tábor, Tachov (excluding municipalities in north-eastern part), Tanvald (excluding

municipalities in northern and eastern part), Telč, Teplice (excluding municipalities in northern and south-eastern part), Tišnov, Trhové Sviny (excluding municipalities in eastern and south-western part), Trutnov (excluding municipalities in north-western and north-eastern part), Třebíč, Třeboň (only municipalities in south-western, western and north-western part), Třinec (excluding municipalities in western and south-western part), Turnov (excluding municipalities in southern, central and north-eastern part), Týn nad Vltavou, Uherské Hradiště (excluding municipalities in north-western, western, central and southern part), Uherský Brod (excluding municipalities in southern and south-eastern part), Uničov (excluding municipalities in south-western part), Ústí nad Labem (excluding municipalities in northern and south-eastern part), Ústí nad Orlicí, Valašské Klobouky (excluding municipalities in southern and south-eastern part), Valašské Meziříčí (excluding municipalities in eastern part), Varnsdorf (excluding municipalities in southern, south-western and western part), Velké Meziříčí, Veselí nad Moravou (excluding municipalities in south-western, southern and south-eastern part), Vimperk (only municipalities in north-eastern part), Vítkov, Vizovice, Vlašim (excluding municipalities in western part), Vodňany, Votice, Vrchlabí (only municipalities in southern part), Vsetín (only municipalities in western part), Vysoké Mýto, Vyškov, Zábřeh (excluding municipalities in south-eastern and northern part), Zlín (excluding municipalities in northern part), Znojmo (excluding municipalities in south-western part), Žamberk (excluding municipalities in south-eastern part), Žatec, Žďár nad Sázavou (excluding municipalities in central and northern part), Železný Brod (excluding municipalities in south-western part), Židlochovice.

Delimitation reasons:

- a) A specific area with specific values of national importance – a territory with potential for the development of solar energy production, which will delimit future areas for accelerated deployment of renewable energy sources.

- b) Need for coordination of land use for solar energy production.

Conditions for subsequent spatial planning activities:

When delimiting the projects, create conditions for:

- c) Minimising conflicts with nature and landscape protection, including the exclusion of Natura 2000 sites and specially protected areas,
- d) Minimising conflicts with cultural and civilizational values, including national cultural monuments, conservation areas and World Heritage sites,
- e) Minimising conflicts with land plots designated for forest functions.
- f) Minimising conflicts with transport and technical infrastructure projects of international and national importance,
- g) Minimising conflicts with land delimited for national security and defence and electronic communication,
- h) Minimising negative effects on water conditions in the territory.

Tasks for the ministries and other central administrative authorities:

- a) Develop the background documents for the delimitation of areas for accelerated renewable energy sources (RES) implementation,
- b) Coordinate the construction of energy sources with the capacity and possibilities of the Czech electricity distribution network.

Responsibility: The Ministry of Industry and Trade, in co-operation with the Ministry of the Environment, the Ministry of Transport, the Ministry of Defence, the Ministry of the Interior, the Ministry of Agriculture, and the Ministry of Culture

Deadline: Continuously

Spatial planning tasks:

Within the framework of the subsequent spatial planning activities of the Ministry of Regional Development, the region, and within the coordination of spatial planning



activities of municipalities, subject to the validity of the relevant legislation⁸:

- a) The Ministry of Regional Development shall, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of national importance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account energy storage needs,
- b) Regions shall, where appropriate, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of supra-local importance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account needs for energy storage,
- c) Municipalities shall, where appropriate, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of local significance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account needs for energy storage.
- d) Municipalities shall, using spatial planning tools, examine the territory for the possibility of placement of photovoltaics in the built-up area (preferably using roofs and facades),
- e) Municipalities shall, using spatial planning tools, examine the territory for the possibility of placement of photovoltaics in areas and corridors of transport and technical infrastructure

and their vicinity or areas of production and storage,

- f) Avoid or significantly restrict the use of quality arable land as areas for photovoltaics, except for agrivoltaics.

Responsibility: Ministry of Regional Development, regions and municipalities, in co-operation with the Ministry of Industry and Trade and the Ministry of the Environment

Deadline: Continuously

- (75d) **SOB11** Specific area that delimits the areas necessary for the Czech Republic's contribution to the overall EU renewable energy target for 2030 in terms of the development of wind energy production.

Delimitation:

Territory of the MEP of Aš, Benešov (excluding municipalities in northern part), Beroun (excluding municipalities in north-western, central and eastern part), Bílina (excluding municipalities in north-western and south-eastern part), Bítov (excluding municipalities in south-eastern part), Blansko (excluding municipalities in central and southern part), Blatná, Blovice (excluding municipalities in eastern part), Bohumín (excluding municipalities in north-eastern and western part), Boskovice (excluding municipalities in central part), Brandýs nad Labem-Stará Boleslav, Brno (excluding municipalities in north-western and north-eastern part), Broumov (excluding municipalities in western and north-eastern part), Bruntál (excluding municipalities in northern part), Břeclav (excluding municipalities in south-western, south-eastern and southern part), Bučovice, Bystřice nad Pernštejnem (excluding municipalities in south-eastern part), Bystřice pod Hostýnem (excluding municipalities in south-eastern part), Čáslav, Černošice (excluding municipalities in central and south-eastern part), Česká Lípa (excluding municipalities in western, southern and central part), Česká Třebová, České Budějovice (excluding municipalities in north-western, western and central part), Český Brod, Český Krumlov (excluding municipalities in western and northern part), Český Těšín, Dačice, Děčín

⁸ Act on Accelerating the Use of Renewable Energy Sources and on Amendments to Related Acts (Act on Accelerating the Use of Renewable Energy Sources) - in the legislative process

(excluding municipalities in northern and south-western part), Dobruška (excluding municipalities in eastern part), Dobříš, Domažlice (excluding municipalities in western part), Dvůr Králové nad Labem (excluding municipalities in central part), Frenštát pod Radhoštěm (excluding municipalities in southern and central part), Frýdek-Místek (excluding municipalities in south-eastern part), Frydlant (excluding municipalities in south-eastern part), Frýdlant nad Ostravicí (only municipalities in northern part), Havířov, Havlíčkův Brod, Capital City of Prague, Hlinsko (excluding municipalities in southern part), Hlučín, Hodonín (excluding municipalities in central, southern and eastern part), Holešov, Holice (excluding municipalities in western part), Horažďovice, Horšovský Týn, Hořice, Hořovice (excluding municipalities in northern part), Hradec Králové, Hranice (excluding municipalities in northern part), Humpolec, Hustopeče (excluding municipalities in central part), Cheb (excluding municipalities in south-eastern part), Chomutov (excluding municipalities in northern part), Chotěboř (excluding municipalities in south-eastern part), Chrudim (excluding municipalities in south-western and western part), Ivančice (excluding municipalities in north-western part), Jablonec nad Nisou (excluding municipalities in northern part), Jablunkov (only municipalities in south-eastern and north-eastern part), Jaroměř, Jeseník (excluding municipalities in northern and southern part), Jičín (excluding municipalities in south-western part), Jihlava, Jilemnice (excluding municipalities in northern part), Jindřichův Hradec (excluding municipalities in western and south-western part), Kadaň (excluding municipalities in northern, western and south-western part), Kaplice (excluding municipalities in south-eastern part), Karlovy Vary (excluding municipalities in northern, north-eastern and western part), Karviná, Kladno (excluding municipalities in south-western part), Klatovy (excluding municipalities in south-western part), Kolín, Konice, Kopřivnice, Kostelec nad Orlicí (excluding municipalities in western part), Králíky (only municipalities in western and central part), Kralovice (excluding municipalities in central part), Kralupy nad Vltavou, Kraslice (excluding municipalities in

northern part), Kravaře, Krnov (excluding municipalities in north-western part), Kroměříž (excluding municipalities in southern part), Kuřim (excluding municipalities in western part), Kutná Hora (excluding municipalities in western part), Kyjov (excluding municipalities in south-eastern and north-eastern part), Lanškroun (excluding municipalities in north-eastern part), Liberec (excluding municipalities in north-western and north-eastern part), Lipník nad Bečvou, Litoměřice (excluding municipalities in north-western and north-eastern part), Litomyšl, Litovel (excluding municipalities in northern and north-eastern part), Litvínov (excluding municipalities in north-eastern, central and south-western part), Louny, Lovosice (excluding municipalities in northern part), Luhačovice (excluding municipalities in central part), Lysá nad Labem, Mariánské Lázně (excluding municipalities in northern, central and southern part), Mělník (excluding municipalities in northern part), Mikulov (excluding municipalities in eastern part), Milevsko (excluding municipalities in western part), Mladá Boleslav (excluding municipalities in northern part), Mnichovo Hradiště (excluding municipalities in eastern part), Mohelnice (excluding municipalities in northern, central and southern part), Moravská Třebová (excluding municipalities in south-eastern part), Moravské Budějovice, Moravský Krumlov (excluding municipalities in north-eastern part), Most (excluding municipalities in northern part), Náchod (excluding municipalities in north-eastern part), Náměšť nad Oslavou (excluding municipalities in central, south-eastern and southern part), Nepomuk, Neratovice, Nová Paka (excluding municipalities in south-eastern part), Nové Město na Moravě (excluding municipalities in northern and central part), Nové Město nad Metují, Nový Bor (excluding municipalities in northern and south-western part), Nový Bydžov (excluding municipalities in south-eastern part), Nový Jičín (excluding municipalities in northern and southern part), Nymburk (excluding municipalities in north-eastern part), Nýřany, Odry (excluding municipalities in southern and north-western part), Olomouc (excluding municipalities in eastern and north-western part), Opava, Orlová, Ostrava (excluding municipalities



in south-western part), Ostrov (excluding municipalities in northern, central and south-eastern part), Otrokovice (excluding municipalities in western part), Pacov, Pardubice, Pelhřimov, Písek (excluding municipalities in central and north-eastern part), Plzeň, Podbořany (excluding municipalities in north-western part), Poděbrady (excluding municipalities in northern, south-western and south-eastern part), Pohořelice (excluding municipalities in south-eastern part), Polička (excluding municipalities in north-western part), Prachatice (only municipalities in northern part), Prostějov, Přelouč, Přerov (excluding municipalities in south-western part), Přeštice, Příbram (excluding municipalities in south-eastern part), Rakovník (excluding municipalities in south-eastern part), Rokycany (excluding municipalities in north-eastern and south-eastern part), Rosice, Roudnice nad Labem, Rožnov pod Radhoštěm (only municipalities in western part), Rumburk (excluding municipalities in south-western part), Rychnov nad Kněžnou (excluding municipalities in eastern part), Rýmařov (excluding municipalities in northern and south-western part), Říčany (excluding municipalities in south-eastern part), Sedlčany (excluding municipalities in south-western part), Semily (excluding municipalities in northern and central part), Slaný, Slavkov u Brna, Soběslav (excluding municipalities in southern part), Sokolov (excluding municipalities in southern and eastern part), Stod, Strakonice, Stříbro, Sušice (only municipalities in northern and north-eastern part), Světlá nad Sázavou, Svitavy, Šlapanice (excluding municipalities in northern part), Šternberk (excluding municipalities in south-eastern part), Šumperk (excluding municipalities in northern, western, central and eastern part), Tábor, Tachov (excluding municipalities in north-eastern part), Tanvald (excluding municipalities in northern and eastern part), Telč, Teplice (only municipalities in southern and central part), Tišnov (excluding municipalities in northern, central, southern and south-eastern part), Trhové Sviny (excluding municipalities in eastern and south-western part), Trutnov (excluding municipalities in north-western, western, central, south-eastern and north-

eastern part), Třebíč, Třeboň (only municipalities in south-western, western and north-western part), Třinec (only municipalities in northern and eastern part), Turnov (excluding municipalities in southern, central and north-eastern part), Týn nad Vltavou (excluding municipalities in southern part), Uherské Hradiště (excluding municipalities in north-western, western, central and southern part), Uherský Brod (excluding municipalities in southern and south-eastern part), Uničov (excluding municipalities in south-western part), Ústí nad Labem (excluding municipalities in western, northern and south-eastern part), Ústí nad Orlicí, Valašské Klobouky (excluding municipalities in southern and south-eastern part), Valašské Meziříčí (excluding municipalities in southern and eastern part), Varnsdorf (excluding municipalities in southern, south-western and western part), Velké Meziříčí, Veselí nad Moravou (excluding municipalities in south-western, southern and south-eastern part), Vimperk (only municipalities in north-eastern part), Vítkov, Vizovice (excluding municipalities in north-western and southern part), Vlašim (excluding municipalities in western part), Vodňany, Votice, Vrchlabí (only municipalities in southern part), Vsetín (only municipalities in western part), Vysoké Mýto, Vyškov, Zábřeh (excluding municipalities in south-eastern and northern part), Zlín (excluding municipalities in northern and central part), Znojmo (excluding municipalities in south-western part), Žamberk (excluding municipalities in south-eastern part), Žatec, Žďár nad Sázavou (excluding municipalities in central and northern part), Železný Brod (excluding municipalities in southern and south-western part), Židlochovice.

Delimitation reasons:

- a) A specific area with specific values of national importance – a territory with potential for the development of wind energy production, which will delimit future areas for accelerated implementation of renewable energy sources.
- b) Need for coordination of land use for wind energy production.

Conditions for subsequent spatial planning activities:

When delimiting the projects, create conditions for:

- a) Minimising conflicts with nature and landscape protection, including the exclusion of Natura 2000 sites and specially protected areas,
- b) Minimising conflicts with cultural and civilizational values, including national cultural monuments, conservation areas, and World Heritage sites,
- c) Taking into account the protection of land plots intended for the forest functions, taking into account local conditions in the territory, minimising conflicts with protective forests and special purpose forests,
- d) Minimising conflicts with transport and technical infrastructure projects of international and national importance,
- e) Minimising conflicts with land delimited for national security and defence, and electronic communication,
- f) Minimising negative effects on water conditions in the territory.

Tasks for the ministries and other central administrative authorities:

- a) Develop the background documents for the delimitation of areas for accelerated renewable energy sources (RES) implementation,
- b) Coordinate the construction of energy sources with the capacity and possibilities of the Czech electricity distribution network, including energy storage.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of the Environment, the Ministry of Transport, the Ministry of Defence, the Ministry of the Interior, the Ministry of Agriculture, and the Ministry of Culture

Deadline: Continuously

Spatial planning tasks:

Within the framework of the subsequent spatial planning activities of the Ministry of Regional Development, the region, and within the coordination of spatial planning activities of municipalities, subject to the validity of the relevant legislation⁹:

- a) The Ministry of Regional Development shall, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of national importance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account needs for energy storage.
- b) Regions shall, where appropriate, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of supra-local importance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account needs for energy storage.
- c) Municipalities shall, where appropriate, using spatial planning tools and using background documents from the Ministry of Industry and Trade and the Ministry of the Environment, delimit areas or corridors of local significance for areas for the accelerated implementation of renewable energy sources, including areas and corridors for the location of related public infrastructure, and taking into account needs for energy storage.
- d) Preferably use parts of the landscape with a high technogenic load (especially along transport infrastructure and along industrial zones),
- e) Examine sufficient distances of areas and corridors delimited for wind energy usage in relation to each other and in relation to individual settlements so that there is no undue burden on the territory concerned.

⁹ Act on Accelerating the Use of Renewable Energy Sources and on Amendments to Related Acts (Act on Accelerating the Use of Renewable Energy Sources) - in the legislative process



MINISTRY
OF REGIONAL
DEVELOPMENT CZ

*Responsibility: Ministry of Regional
Development, regions and municipalities,
in co-operation with the Ministry of*

*Industry and Trade and the Ministry of the
Environment*

Deadline: Continuously

Figure 3a – Specific areas

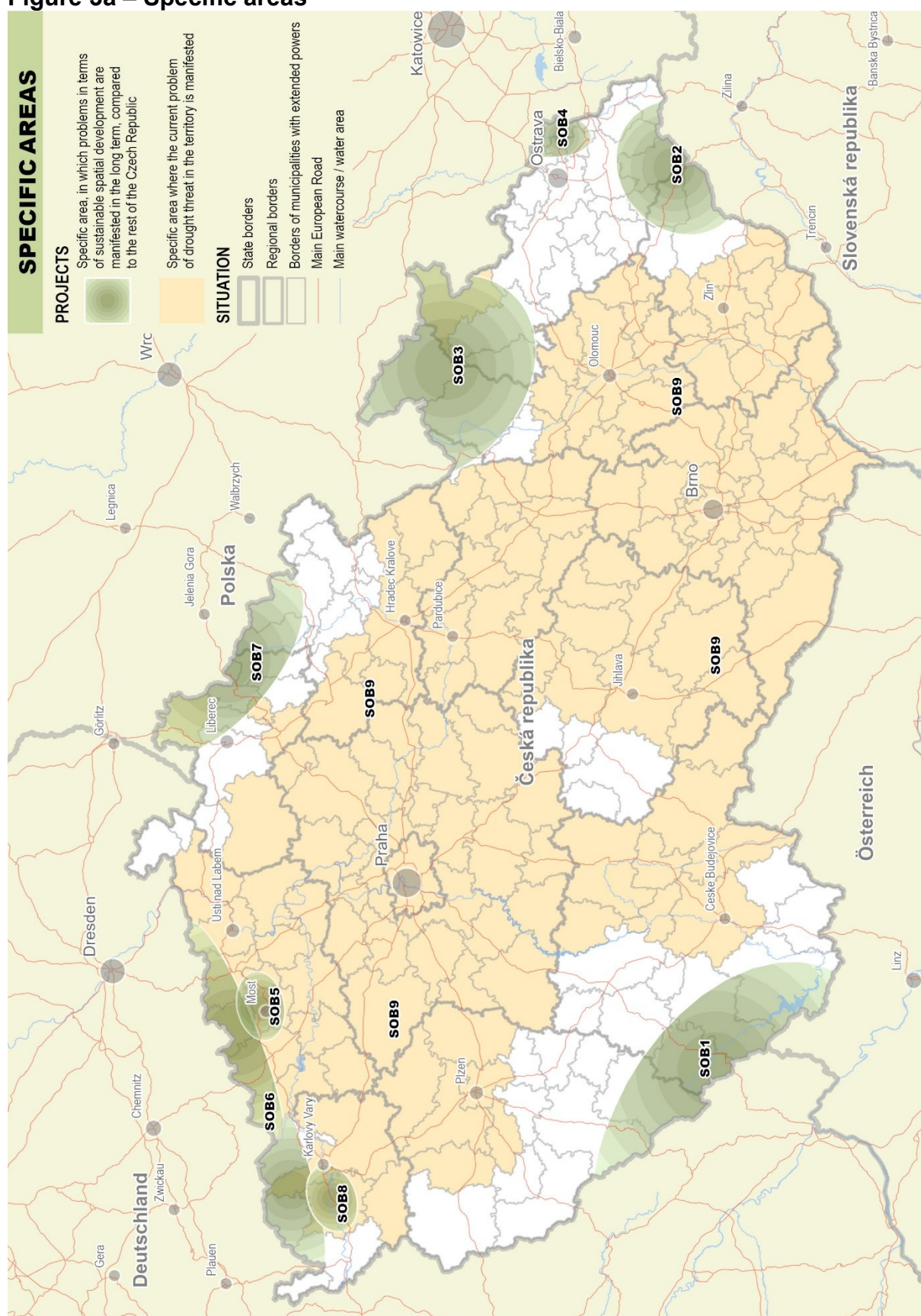


Figure 3b Specific areas – areas necessary for the Czech Republic's contribution to the overall EU renewable energy target for 2030 in terms of the development of solar energy production

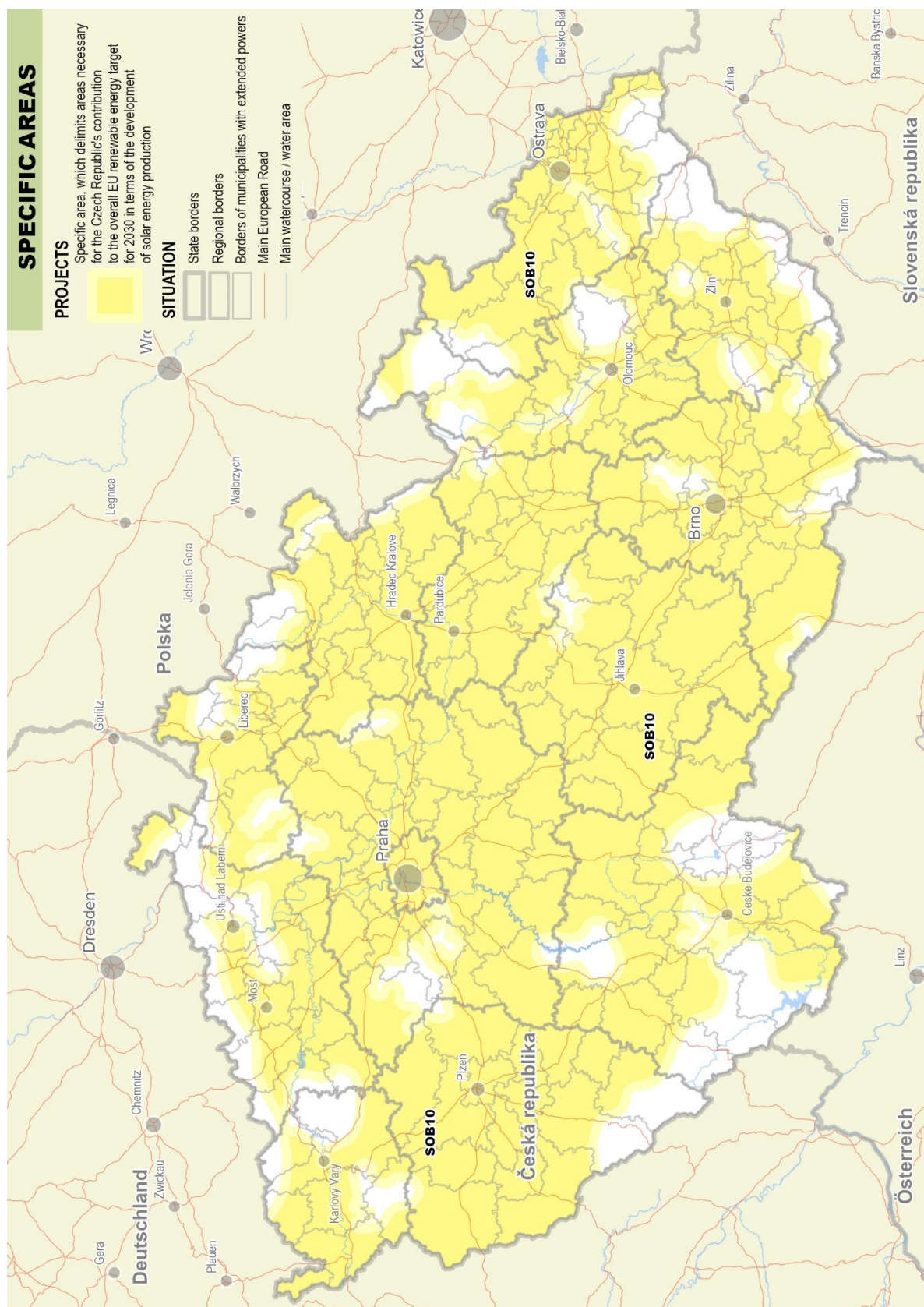
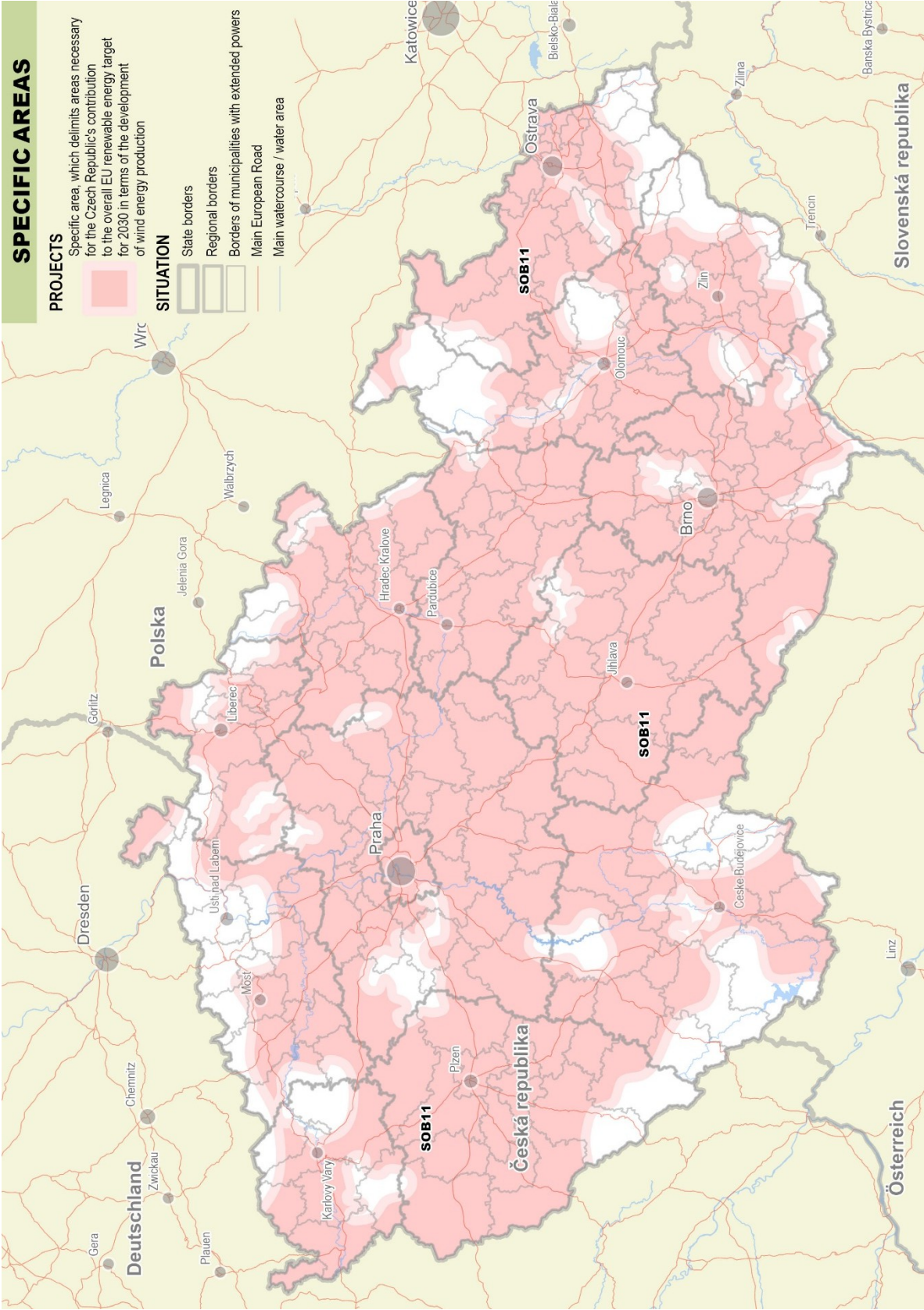
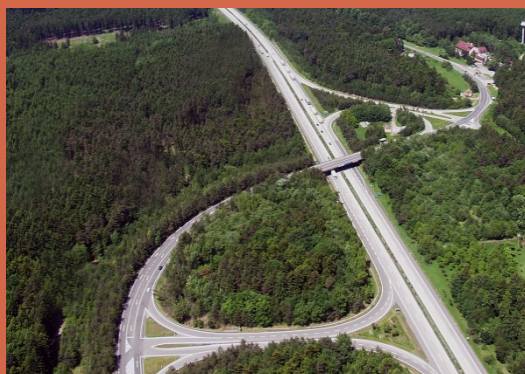


Figure 3c Specific areas - areas necessary for the contribution of the Czech Republic to the overall EU renewable energy target for 2030 in terms of the development of wind energy production



5. TRANSPORT INFRASTRUCTURE PROJECTS



5 TRANSPORT INFRASTRUCTURE PROJECTS

5.1 RESOURCES

- (76) Transport infrastructure, as a part of public infrastructure, is established and used in the public interest. The purpose of the delimitation of transport infrastructure in the Spatial Development Policy of the Czech Republic is to create spatial conditions for the location of e.g. roads, railways, waterways and airports, which have an impact on the spatial development of the Czech Republic, their significance exceeds the territory of one region and enable the connection of the basic network of transport routes both within the Czech Republic and with the neighbouring countries. The binding delimitation of transport infrastructure in the Spatial Development Policy of the Czech Republic means the indication of the places to be connected by the project in its text part. Graphical diagrams or data on technical parameters of the project, if given, are of indicative significance. Transport infrastructure projects are shown in the SDP CR schematically. If a corridor or area for a project delimited in the Spatial Development Policy CR overlaps with another project that has not been delimited in the Spatial Development Policy CR or with a project, for which a spatial reserve is delimited in the spatial planning documentation, conditions that would prevent or substantially complicate the implementation of the project delimited in the Spatial Development Policy CR must not be set in the spatial planning documentation, unless these conditions result from the condition or limits of the spatial use.
- (77) Various transport infrastructure systems necessarily require coordination of their location within the territory with regard to the protection and development of its values, and, for this reason, searching for a qualitatively better and considerate passage through the territory. Transport infrastructure coordination, both in the built-up and undeveloped areas, is therefore essential.
- (78) In Chapter 5, the projects for rail projects are referred to as "ŽD" (rail transport) and projects of motorways, capacity roads, and class I roads, as "SD" (road transport), supplemented by a serial number. The marking of the water transport projects is referred to as "VD", public terminals and ports with connections to the logistics centres as "VTP", and airports as "L". In the delimitation, the identification of the project is given by the number of the line, motorway, and class I road. If the category has not been specified in road transport, it shall be called "capacity road".
- (78a) It is necessary to provide the delimitation of areas, corridors, and spatial reserves for the localisation of transport infrastructure projects within the framework of spatial planning.

5.2 CONCEPT

- | | |
|---|---|
| <p>(79) <u>Conditions for subsequent spatial planning activities:</u>
When delimiting the projects, create conditions for:</p> <ul style="list-style-type: none">a) Providing a higher quality of transport, e.g., by increasing the transport speed and attractiveness of rail transport,b) Minimising conflicts with nature and landscape protection, including bird protection, cultural and civilisation values in the territory,c) Complying with the requirements of international agreements and the Regulation of the European Parliament and of the Council on | <p>Union Guidelines for the Development of the Trans-European Transport Network TEN-T.</p> <p>(80) <u>Spatial development tasks:</u></p> <ul style="list-style-type: none">a) The Ministry of Regional Development shall specify the projects in the spatial development plan by delimiting areas and corridors of transport infrastructure, complying with the reasons for the delimitation and setting the conditions for subsequent spatial planning activities.b) Ministry of Regional Development, regions, and municipalities shall provide spatial protection of the delimited areas and corridors in the |
|---|---|



subsequent spatial planning documentation by specifying the corridors and areas for the location of the project or by a spatial reserve¹⁰.

- c) Ministry of Regional Development, regions, and municipalities shall proceed in accordance with the conditions for the subsequent spatial planning activities when developing spatial planning documentation,
- d) Ministry of Regional Development and regions shall address the spatial context of the delimited areas and corridors when developing spatial planning documentation.

Responsibility: Ministry of Regional Development and Regions

Spatial development policy delimits the following transport infrastructure projects:

(81) Article repealed.

(82) Article repealed.

Rail Transport

High-speed rail transport projects

(83) Article repealed.

(83a) **ŽD1**

Delimitation:

RS4 section of (Dresden–) Germany/CR border–Lovosice/Litoměřice–Prague.

Delimitation reasons:

Connection of the high-speed rail transport of the Czech Republic towards Germany, the connection of Prague and the cities of the Ústí nad Labem Region. Part of TEN-T.

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a corridor in the section Prague–Lovosice/Litoměřice–Ústí nad Labem–CR/Germany border (–Dresden) for high-speed rail transport.

Responsibility: Ministry of Regional Development, where appropriate, Capital City of Prague, Ústí nad Labem Region, in co-operation with the Ministry of Transport

(83b) **ŽD2**

Delimitation:

RS4 section of Prague–Kralupy nad Vltavou–Most.

Delimitation reasons:

Examine the delimitation of the high-speed rail transport section. Connection of Prague with Louny and Most areas, shortening the travel times to the Podkrušnohoří area.

Tasks for the ministries and other central administration authorities:

Develop documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague, and with the Central Bohemian Region and Ústí nad Labem Region. Deadline: 2025

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a spatial reserve, or delimit a high-speed rail transport corridor.

Responsibility: Ministry of Regional Development, where appropriate Central Bohemian Region and Ústí nad Labem Region, in co-operation with the Ministry of Transport

(83c) **ŽD3**

Delimitation:

RS2 section of Brno–Rakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/Bratislava).

Delimitation reasons:

Connection of the Czech Republic to the high-speed railway in Austria and connection to Slovakia. Meeting the TEN-T network requirements. A need to delimit a high-speed rail transport section in the Brno–Rakvice section and the existing section of the line Rakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/Bratislava) section for possible spatial changes forced by increasing the speed on the existing Transit Rail corridor I.

¹⁰ See Sections 75(1) and 78(3) of the Building Act

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a high-speed rail transport corridor in the section Brno–Rakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/ Bratislava).

Responsibility: Ministry of Regional Development, where appropriate, South Moravian Region, in co-operation with the Ministry of Transport

(83d) **ŽD4**

Delimitation:

RS1 section of Prague–Brno.

Delimitation reasons:

Connection of the biggest cities in the Czech Republic by the backbone high-speed railway. Part of the TEN-T network. A need to delimit a high-speed rail transport section.

Spatial planning tasks:

Delimit, based on the variant selected and approved by the Ministry of Transport, a high-speed rail transport corridor in the section Prague– Běchovice-Poříčany–Světlá nad Sázavou–Jihlava–Velká Bíteš–Brno.

Responsibility: Ministry of Regional Development, where applicable, Capital City of Prague, Central Bohemian Region, Vysočina Region, South Moravian Region, in co-operation with the Ministry of Transport

(83e) **ŽD5**

Delimitation:

RS1 section of Prosenice–Ostrava–CR/Poland (–Katowice) border including collision-free connection of RS1 to the existing line in the direction of Ostrava–Vítkovice–Havířov–Český Těšín and to the existing railway line in the direction of Přerov/Olomouc from Prosenice.

Delimitation reasons:

Interconnection of the largest cities of the Czech Republic by backbone high-speed rail transport. Ensure the implementation of high-speed rail transport in the section Prosenice–Ostrava-Svinov–CR/Poland border (–Katowice). Meeting TEN-T requirements.

Spatial planning tasks:

a) Delimit, based on the documents of the Ministry of Transport, the project of RS1 VRT Prosenice–Brodek u Přerova.

b) Delimit, based on the variants selected by the Ministry of Transport, a spatial reserve, or delimit a corridor for high-speed rail transport in the section Ostrava–Svinov–CR/ Poland border (–Katowice).

Responsibility: Ministry of Regional Development, where appropriate, Olomouc Region, Moravian-Silesian Region, in co-operation with the Ministry of Transport

(83f) **ŽD6**

Delimitation:

RS1 section of Brno–(Přerov)–Prosenice with the connection of a part of the Brno–Prosenice railway line from Ostrava in the direction to Olomouc.

Delimitation reasons:

Interconnection of the largest cities of the Czech Republic by backbone high-speed rail transport. Based on the solution of a need for high-speed rail transport in the section Brno–connection to the railway line Přerov–Olomouc, or via Přerov.

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a spatial reserve, or delimit a high-speed rail transport corridor.

Responsibility: Ministry of Regional Development, where appropriate, South Moravian Region, Olomouc Region, in co-operation with the Ministry of Transport

(83g) **ŽD7**

Delimitation:

RS3 section of Prague–Beroun.

Delimitation reasons:

Examine the need for high-speed rail transport to Plzeň as part of a wider European rail transport corridor. The Prague–Beroun section forms part of the TEN-T network.

Conditions for subsequent spatial planning activities:



Minimise the impacts on the Český kras Protected Landscape Area and other natural spatial values.

(83h) **ŽD8**

Delimitation:

RS5 section of Prague–Hradec Králové–CR/Poland border (–Wrocław).

Delimitation reasons:

A need to connect high-speed rail transport with Poland. Part of the TEN-T network.

Tasks for the ministries and other central administration authorities:

Develop documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague, Central Bohemian Region, Hradec Králové Region, and Pardubice Region.

Deadline: 2025

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a spatial reserve, or delimit a high-speed rail transport corridor.

Responsibility: Ministry of Regional Development, where applicable, Capital City of Prague, Central Bohemian Region, Hradec Králové Region, Pardubice Region, in co-operation with the Ministry of Transport

Conventional rail transport projects

(84) **ŽD9**

Delimitation:

Line section of Beroun–Prague.

Delimitation reasons:

Increasing the attractiveness and capacity of rail transport on the main international routes. Part of the TEN-T network. The section is part of the RTC III.

(85) **ŽD10**

Delimitation:

Line section of Prague–Benešov–Veselí nad Lužnicí–České Budějovice–Horní Dvořiště–ČR/Austria border (–Linz).

Delimitation reasons:

Increasing the attractiveness and capacity of rail transport on major international routes. Part of the TEN-T network. The section is part of RTC IV. This is the modernised line Prague–Benešov–Veselí nad Lužnicí–České Budějovice and the new capacity line section České Budějovice–Horní Dvořiště–Czech Republic/Austria border (–Linz).

(86) Article repealed.

(87) **ŽD11**

Delimitation:

- a) Line section of Dětmárovice–Karviná–Český Těšín.
- b) Line section of Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CR/Slovak Republic border (–Púchov).

Delimitation reasons:

Part of the TEN-T network. Increasing the speed and capacity of the line.

- a) Section of Dětmárovice–Karviná–Český Těšín forms part of RTC III.
- b) Section (a branch from RTC II and III) of Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CR/Slovak Republic border (–Púchov).

(88) **ŽD12**

Delimitation:

Line section of Děčín–Ústí nad Labem, Střekov–Lysá nad Labem–Kolín–Havlíčkův Brod, including the Libice connection.

Delimitation reasons:

Increasing the speed and capacity of the line. Part of the TEN-T network. This is a line Děčín–Ústí nad Labem–Střekov–Lysá nad Labem–Kolín–Havlíčkův Brod and Libice connection, which represents a newly arranged, higher capacity connection of the national line from Hradec Králové to the corresponding section..

(89) **ŽD13**

Delimitation:

Line section of Brno–Blažovice–Přerov, branch line section Kojetín–Kroměříž–

- Hulín and section Otrokovice–Zlín–Vizovice.
- Delimitation reasons:
- Creation of a section for a fast-capacity transport route, where a high intensity of passenger traffic is expected. Introduction of more environmentally friendly transport to areas with increased nature and landscape protection. Section Brno–Kojetín–Přerov, part of TEN-T network, branch section of the regional line Kojetín–Kroměříž–Hulín, section of the national line Otrokovice–Zlín centre, and the regional line Zlín centre–Vizovice.
- (90) **ŽD14**
- Delimitation:
- Line section of Pardubice–Hradec Králové.
- Delimitation reasons:
- Leading the capacity transport route through the section due to the high intensity of passenger traffic. Section of the national line.
- (91) **ŽD15**
- Delimitation:
- Line section of Ústí nad Labem–Most–Chomutov–Ostrov–Karlovy Vary–Cheb.
- Delimitation reasons:
- Modernisation of the line section. Strengthening the servicing of the territory as an alternative to road transport. Support for the development of tourism through environmentally friendly transport in the territory with a high concentration of inhabitants, thus higher transport demands and an increased need for a quality environment. Creation of conditions for increasing the speed of the railway line forming part of the TEN-T – Trans-European Transport Network.
- (92) **ŽD16**
- Delimitation:
- Line section of Plzeň–Strakonice–České Budějovice–České Velenice–CR/Austria border (–Vienna).
- Delimitation reasons:
- Strengthening the servicing of the territory. Support for the development of tourism through environmentally friendly transport. Creation of conditions for increasing the speed and capacity (double-tracking) of the railway section included in the TEN-T – Trans-European Transport Network.
- (93) Article repealed.
- (94) **ŽD17**
- Delimitation:
- Line section of Plzeň–Domažlice–CR/Germany border (–Regensburg).
- Delimitation reasons:
- Support for the development of tourism through environmentally friendly transport and improvement of the railway connection. Possibility of faster and higher capacity connection to the existing and planned high-speed railway network in Germany. Strengthening the servicing of the territory. Creating conditions for meeting the requirements of the TEN-T network, with demands for possible changes in the section routing in the territory.
- Spatial planning tasks:
- Delimit a corridor, based on the variants selected by the Ministry of Transport.
- Responsibility: Ministry of Regional Development, where applicable, Plzeň Region, in co-operation with the Ministry of Transport*
- (95) **ŽD18**
- Delimitation:
- Line section of Choceň–Ústí nad Orlicí.
- Delimitation reasons:
- Creating conditions for increasing the speed (Ústí nad Orlicí area) in the section with its decline and increasing the capacity of the RTC I and III, included in the Trans-European Transport Network TEN-T, with demands for possible changes in the section routing in the area. Development of long-distance environmentally friendly transport (Prague–Brno/Ostrava).
- (95a) **ŽD19**
- Delimitation:



Line section of (Zawidów–) Poland/CR border–Liberec–(Turnov)–Mladá Boleslav and selected connections in the section Mladá Boleslav–Prague.

Delimitation reasons:

Create conditions for increasing speed, improving connections, and electrification of the lines:

- a) On the section of the existing line Prague–Všetaty, and
- b) Using the line section of the Prague–Lysá nad Labem and the line to Milovice, with a new connection of a line section part of Nymburk–Mladá Boleslav. Part of the TEN-T network.

Examination of the line section of Mladá Boleslav–(Turnov)–Liberec–CR/Poland border (–Zawidów). Part of the TEN-T network.

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a rail connection corridor in the section of Prague–Mladá Boleslav–Liberec–CR/ Poland border (–Zawidów).

Responsibility: Ministry of Regional Development, where applicable, the Capital City of Prague, Central Bohemian Region, Liberec Region, in co-operation with the Ministry of Transport

(95b) **ŽD20**

Delimitation:

Line section of Ostrava–Svinov–Havířov–Český Těšín.

Delimitation reasons:

Section for the future line modernisation within the framework of cohesion, interconnection, and interoperability. Part of the TEN-T network.

(95c) **ŽD21**

Delimitation:

Line section of Česká Třebová–Brno.

Delimitation reasons:

Preparation of the projection of spatial changes to achieve the required speed parameters and overtaking lengths of sidings for freight transport, the addition of sidings on other parts of the line to further increase the capacity, complete the

platform construction in public transport stops, and the removal of some level crossings. Meeting the requirements of the TEN-T network for the RTC section I.

(95d) **ŽD22**

Delimitation:

Line section of Velký Osek–Hradec Králové–Choceň.

Delimitation reasons:

Capacity building and increasing speed of the national railway line Velký Osek–Hradec Králové–Choceň, the extension of the freight section from the right bank of the Labe railway, alleviates the section of the parallel line Kolín–Pardubice–Choceň for the freight transport (parts of the RTC I and III and TEN-T network), increasing attractiveness of the railway connection to the regional city of Hradec Králové from Prague, and improvement of the connection of the Kvasiny industrial zone to rail transport. Part of the TEN-T network.

Spatial planning tasks:

Delimit a rail corridor based on the variants selected by the Ministry of Transport.

Responsibility: Ministry of Regional Development, where appropriate, Central Bohemian Region, in co-operation with the Ministry of Transport

(95e) **ŽD23**

Delimitation:

Section of Prague–Benešov/Bystrice u Benešova.

Delimitation reasons:

Creation of a project for a fast railway transport route, strengthening the existing part of the RTC IV section in the section Prague–Benešov/Bystrice u Benešova, in a new track.

Tasks for the ministries and other central administration authorities:

Prepare materials for the delimitation of the corridor in the section Prague–Benešov/Bystrice u Benešova.

Responsibility: Ministry of Transport, in co-operation with the Ministry of Regional Development, the Ministry of the Environment, the Capital City of Prague, and the Central Bohemian Region.

Deadline: 2025

Spatial planning tasks:

Delimit a rail corridor based on the variants selected by the Ministry of Transport.

Responsibility: Ministry of Regional Development, where applicable, the Capital City of Prague, Central Bohemian Region, in co-operation with the Ministry of Transport

(95f) **ŽD24**

Delimitation:

Line section Staré Město u Uherského Hradiště–Luhačovice/Bylnice/Veselí nad Moravou.

Delimitation reasons:

Modernisation of railway lines in the section Staré Město u Uherského Hradiště–Luhačovice/Bylnice/Veselí nad Moravou.

Spatial planning tasks:

Delimit a rail corridor based on the variants selected by the Ministry of Transport.

Responsibility: Ministry of Regional Development, where applicable, Zlín Region and South Moravian Region, in co-operation with the Ministry of Transport.

Road transport

- (96) The task of the SDP CR in this part is, in particular, to create conditions for the completion of the basic network of motorways, other capacity and class I roads, enabling to transfer of part of the intensive traffic load to them.

Motorway projects

(96a) **SD1**

Delimitation:

D1 section of Říkovice–Přerov.

Delimitation reasons:

Preparation of the completion of the basic network of motorways and providing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T network.

(97) **SD2**

Delimitation:

D11 section of Hradec Králové–Smiřice–Jaroměř–Trutnov–CR/Poland border (–Wałbrzych).

Delimitation reasons:

Preparation for the completion of the basic network of motorways and providing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T network.

(98) **SD3**

Delimitation:

D3 motorway sections of Prague–Tábor–Dolní Třebonín–Kaplice–Dolní Dvořiště–CR/Austria border (–Linz).

Delimitation reasons:

Preparation of the completion of the basic network of motorways and providing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T network.

(99) **SD4**

Delimitation:

The D0 motorway (Prague ring road, road ring around Prague) connects individual international and national routes to Prague at the borderline between the Capital City of Prague and the Central Bohemian Region.

Delimitation reasons:

Transfer of transit road traffic outside the intensively built-up part of the city, and efficient distribution of source and destination traffic in the metropolitan area. Part of the TEN-T network.

- (100) Article repealed.

(101) **SD5**

Delimitation:

D49 section of Fryšták–Zlín–Vizovice.

Delimitation reasons:

Transfer of increased traffic capacity from the existing I/50 road passing through the Bílé Karpaty Protected Landscape Area. Link to the Slovak road network. Part of the TEN-T network.

- (102) Article repealed.

(103) **SD6**



Delimitation:

D6 sections of Krupá–Karlovy Vary, Cheb–CR/Germany border (–Bayreuth).

Delimitation reasons:

Improvement of the road connection Prague–Karlovy Vary–Cheb–Germany (–Bayreuth). Connection to the German road network. Part of the TEN-T network.

Spatial planning tasks:

Examine, in co-operation with the Ministry of Transport and the Ministry of Culture, the delimitation of the corridor for the Karlovy Vary bypass to alleviate the backbone transit of the I/6 and I/13 roads through Karlovy Vary. Take into account the results of the examination in the subsequent spatial planning documentation.

Responsibility: Ministry of Regional Development, where applicable, Karlovy Vary Region

(104) **SD7**

Delimitation:

D35 sections of Úlibice–Hradec Králové, Ostrov–Vysoké Mýto–Moravská Třebová–Mohelnice, and the D35 section of Křelov–Břuchotín–Olomouc (Slavonín).

Delimitation reasons:

Parallel route alleviating the D1 motorway. Part of the TEN-T network.

(105) Article repealed.

(106) **SD8**

Delimitation:

D52 sections of D2 motorway–Rajhrad, Pohořelice–Mikulov–CR/Austria border (–Drasenhofen).

Delimitation reasons:

Improving the quality of the motorway connection Brno–Vienna. Connection to the Austrian motorway network. Part of the TEN-T network.

Conditions for subsequent spatial planning activities:

Minimise possible impacts of transit traffic on the corresponding class I roads in the Lednice-Valtice Area.

(107) Article repealed.

(108) **SD10**

Delimitation:

D7 section of Slaný–Louny–Postoloprty.

Delimitation reasons:

Provision of one of the main transport routes within the territory of the state.

(109) **SD11**

Delimitation:

D55 sections of Olomouc–Přerov and further Otrokovice–Napajedla–Uherské Hradiště–Hodonín–the D2 motorway.

Delimitation reasons:

Providing a qualitatively higher level of servicing the territory with a high concentration of settlements and inhabitants. Part of the TEN-T network.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for the passage through the territory with minimal impacts on the environment, especially in the conflict area of Bzenecká Doubrava–Strážnické Pomoraví. Minimise possible impacts of transit traffic on the corresponding class I roads in the Lednice-Valtice Area.

(109a) **SD12**

Delimitation:

D48 section of Běloutín–Nový Jičín.

Delimitation reasons:

Completion of the modernisation of the four-lane road on the motorway. Part of the TEN-T network.

Class I roads and capacity road projects

(110) Article repealed.

(110a) **SD13**

Delimitation:

I/49 class I road, a section of Vizovice–Horní Lideč–CR/Slovak Republic border (–Púchov).

Delimitation reasons:

Transfer of increased traffic capacity from the existing I/50 road passing through the Bílé Karpaty Protected Landscape Area.

- Link to the Slovak road network. Part of the TEN-T network.
- Conditions for subsequent spatial planning activities:
- In order to maintain the homogeneity of the class I transit road connected to the motorway section, it is necessary to ensure that crossings are designed solely in the form of the interchange (motorways pass above or below each other), including crossings with railways. When connecting to the surrounding area, it is necessary to pay attention to the fact that it will be a road with access only for motor vehicles (restricted access). Minimise impacts on the landscape character and migratory permeability of the landscape.
- (111) **SD14**
- Delimitation:
- I/35 class I road, a section of Palačov–Lešná–Valašské Meziříčí, I/57 road section of Valašské Meziříčí–Vsetín–Pozděchov.
- Delimitation reasons:
- Transfer of the I/35 road to a new section from the D48 motorway (Palačov) to Valašské Meziříčí. Connection of the D48 motorway and the I/49 road. Better connection by the I/57 road in the southern part of large settlements in the east of the Zlín Region providing connections to the Slovak Republic to Pováží Area in the territory of Púchov and Trenčín and connection by other roads to the regional city, in the northern part replacement for the I/35 road route passing through the Protected Landscape Area (PLA).
- Conditions for subsequent spatial planning activities:
- When delimiting projects, create conditions for the spatial changes to transfer the traffic towards Valašské Meziříčí and alleviate the spa area of Teplice nad Bečvou while minimising the impact on the environment.
- (112) Article repealed.
- (113) Article repealed.
- (114) **SD15**
- Delimitation:
- I/35 class I road, a section of Turnov–Rovensko pod Troskami–Úlibice.
- Delimitation reasons:
- Improving the quality of the road connection of Hradec Králové–Liberec. Part of the TEN-T network.
- (115) **SD16**
- Delimitation:
- I/11, I/59, I/67, I/68 class I roads, a section of Bohumín–Karviná–Havířov–Třanovice–Mosty u Jablunkova–CR/Slovak Republic border (–Žilina).
- Delimitation reasons:
- Link to the project of the expressway in the Slovak Republic in the direction from Čadca. Connection to the arrangement of the Nošovice industrial zone. Part of the TEN-T network along the I/11 and I/68 roads from the D48 motorway to the Slovak Republic border. Improving the connection of the D1 and D48 motorways by relocating the I/59 and I/67 roads in the section Bohumín–Karviná–Havířov.
- Conditions for subsequent spatial planning activities:
- When delimiting projects, create conditions for the strengthening of the servicing of the territory (connection of the D1 and D48 motorways and the large cities of Bohumín, Karviná, Havířov and Třinec) and the connection to the Slovak Republic and its motorway network in the north, while minimising the impact on the environment.
- (116) Article repealed.
- (117) **SD17**
- Delimitation:
- I/38 class I road, a section of (Mladá Boleslav)–D10 motorway–Nymburk–Poděbrady–D11 motorway–Kolín–Čáslav–Golčův Jeníkov–Havlíčkův Brod–D1 motorway–Jihlava–Znojmo–Hatě–CR/Austria border (–Vienna).
- Delimitation reasons:
- Improving the north-south south-east transport connection with Austria, (Vienna–) Austria/CR border–Znojmo–



Jihlava–D1 motorway–Havlíčkův Brod–Golčův Jeníkov–Čáslav–Kolín–D11 motorway–Poděbrady–Nymburk–D10 motorway next to Mladá Boleslav towards Turnov and further to Liberec.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions to strengthen the servicing of the territory, especially in the Vysočina Region, while minimising the impact on the environment.

(118) Article repealed.

(119) **SD18**

Delimitation:

I/13 class I road, a section of Ostrov–Chomutov.

Delimitation reasons:

Transfer of increased traffic load between Karlovy Vary and Ústí nad Labem Regions, also in relation to transverse connections with the Free State of Saxony. Possibility to use a possible capacity connection to Saxony and towards Germany and Poland.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for improving the servicing of the territory with the towns of Ostrov–Klášteřec nad Ohří–Kadaň–Chomutov and connecting the D6 and D7 motorways while minimising the impact on the environment.

Tasks for the ministries and other central administration authorities:

Develop current documents for the delimitation of the corridor for the relocation of the class I road in the section Ostrov–border of the region, with regard to the complicated spatial conditions.

Responsibility: Ministry of Transport, in co-operation with the Ministry of Regional Development and Karlovy Vary Region

Deadline: 2025

(120) **SD19**

Delimitation:

I/13 class I road, a section of the D8 motorway–Děčín–Česká Lípa–Svor–Bílý Kostel nad Nisou.

Delimitation reasons:

Transfer of the increased traffic load between the Ústí nad Labem and the Liberec Regions, also in relation to the transverse connections with the Free State of Saxony.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for the improvement of the servicing of the territory, together with satisfactorily addressing the issues of the passage of the I/13 road through the territory of two PLAs. Minimise interventions in the Labské pískovce Protected Landscape Area and the České Středohoří Protected Landscape Area.

(121) **SD20**

Delimitation:

I/73 class I road section of Brno–Moravská Třebová.

Delimitation reasons:

Interconnection of the D1 and D35 motorways as a part of the TEN-T network and improvement of road connection of the South Moravian, Pardubice, Hradec Králové, and Olomouc Regions by a capacity road.

(122) **SD21**

Delimitation:

- a) The capacity road section of (Plzeň)–D5 motorway–Nepomuk–Blatná–D4(Nová Hospoda)–Písek–Vodňany–České Budějovice;
- b) The capacity road section of Písek–Tábor–D3 motorway–Pelhřimov–D1 motorway.

Delimitation reasons:

Transfer of possible increased traffic load between the regions concerned. I/20 road section. I/29 road Písek–Oltyně, I/19 road Oltyně–Tábor–D3 motorway–Pelhřimov and I/34 Pelhřimov–D1 motorway.

Water transport

(123) **VD1**

Delimitation:

The Elbe River: Pardubice–CR/Germany border (–Dresden).

Delimitation reasons:

Creation of spatial conditions for providing the navigability of the Elbe River as a waterway of international importance. Part of the TEN-T network.

Tasks for the ministries and other central administration authorities:

- a) Examine the reality and effectiveness of the navigability and the need to improve the parameters of waterways used, including the possible determination of conditions for the creation of spatial reserves.
- b) Examine the possibilities of minimising the impacts of navigability on the environment.
- c) Examine the preservation of the cultural values of the area.

Responsibility: Ministry of Transport, in co-operation with the Ministry of Regional Development, the Ministry of the Environment, and the Ministry of Culture

Deadline: till 2025

Spatial planning tasks:

Take into account the conclusions arising from the completed task for the ministries and other central administrative authorities.

Responsibility: Ministry of Regional Development, where applicable, Pardubice Region, Central Bohemian Region, and Ústí nad Labem Region

(124) **VD2**

Delimitation:

Waterway used on the Vltava River in the section of Mělník (confluence with the Elbe River)–Prague–Třebeň.

Delimitation reasons:

Provision of the parameters of waterways of transport importance used as part of the inland waterway transport network and part of the TEN-T network.

Spatial planning tasks:

Take into account the conclusions arising from the completed task for the ministries and other central administrative authorities.

Responsibility: Ministry of Regional Development, where applicable, the Capital City of Prague, and the Central Bohemian Region

(124a) **VD3**

Delimitation:

Waterway used on the Vltava River in the section of Třebeň–České Budějovice.

Delimitation reasons:

Provision of the parameters of waterways of transport importance used as part of the inland waterway transport network and for recreational navigation.

Spatial planning tasks:

Delimit a corridor for the waterway in the section Třebeň–České Budějovice according to the completed task of the Ministry of Transport in Chapter 7.3.

Responsibility: Ministry of Regional Development, where applicable, Central Bohemian Region, and South Bohemian Region

(124b) **VD4**

Delimitation:

Waterway used in Moravia in the section Kroměříž–Hodonín, including the Otrokovice–Rohatec canal (Bata Canal).

Delimitation reasons:

Providing the parameters of waterways of transport importance used as part of inland waterway transport and for recreational navigation.

Spatial planning tasks:

Examine the development projects for recreational navigation, including the navigation circuit near Veselí nad Moravou.

Responsibility: Ministry of Regional Development, where applicable, South Moravian Region, and Zlín Region kraj

(125) Article repealed.

(126) Article repealed.

(127) Article repealed.

(128) Article repealed.

Combined transport



(129) Article repealed.

(130) **Public terminals and ports with connections to the logistics centres (hereinafter referred to as PLC)**

Delimitation:

- a) Freight transport terminals of Prague-Uhřetěves, Ostrava, Plzeň, Přešov, Brno, Česká Třebová (roads, railways, where applicable, airports),
- b) Inland river ports of Prague-Holešovice, Prague-Libeň, Prague-Smíchov, Prague-Radotín, Děčín, Ústí nad Labem, Lovosice, Mělník, and subsequently Pardubice.

Delimitation reasons:

A gradual staged construction of the PLC network connected to rail, road, and, where applicable, water and air transport, built according to a unified concept for the purpose of providing transshipment and a wide range of logistics services. The PLC network shall make it possible to optimize road transport and apply the principle of co-modality (efficient use of different modes of transport operated independently or within multimodal integration in order to achieve optimal and sustainable use of resources). Part of the Trans-European Transport Network of TEN-T public terminals and ports.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for the current availability of transport modes for the planned public terminals, and also give priority to transport flows and the possibility of their transfer by the PLC outside the specially protected natural areas, NATURA 2000 sites, and significant residential accumulation.

Spatial planning tasks:

Examine the spatial conditions for the location of the project and, according to the results of the examination, delimit the territory or provide the protection of the territory by delimitation of spatial reserves, or delimitation of areas for inland river ports in Prague, Děčín, Ústí nad Labem, Lovosice, Mělník, and subsequently Pardubice.

Responsibility: Ministry of Regional Development, where applicable, the

Capital City of Prague, Pardubice Region, Central Bohemian Region, and Ústí nad Labem Region kraj

Airports

(131) **L1**

Delimitation:

New parallel take-off and landing runway (VPD), take-off and approach areas (VPP) of Prague-Ruzyně Airport, including related check-in capacities, modernisation of facilities, and safety of airport operation.

Delimitation reasons:

Increasing the capacity of the international airport, improving the safety of air traffic (in terms of operational safety and protection of aviation against acts of unlawful interference). Part of the TEN-T network.

Conditions for subsequent spatial planning activities:

Coordinate the project of the new parallel take-off and landing runway with the plan of connecting the Prague-Ruzyně Airport to the railway network. After the implementation of the new parallel take-off and landing runway, examine the possibility of further use of the 12/30 runway.

Spatial planning tasks:

- a) Address the spatial development of the affected municipalities depending on the development needs of the Prague-Ruzyně Airport.
- b) Address the connection of the airport to other modes of transport (preferably the railway network).

Responsibility: Ministry of Regional Development, where applicable, the Capital City of Prague, and the Central Bohemian Region

(132) **L2**

Delimitation:

Extension and widening of the existing take-off and landing runway, take-off and approach areas of the Karlovy Vary Airport, including the necessary expansion of the airport facilities themselves.

Delimitation reasons:

Increasing the capacity of the international airport, improving air traffic safety.

Spatial planning tasks:

- a) Depending on the development needs of the Karlovy Vary Airport, address the spatial development of the affected municipalities.
- b) Address the connection of the airport to other modes of transport.

Responsibility: Ministry of Regional Development, where applicable, Karlovy Vary Region, in co-operation with the Ministry of Transport

(133) Article repealed.

(133a) **L3**

Delimitation:

Extension and widening of the existing take-off and landing runway, take-off and approach areas of the Brno-Tuřany Airport, including the necessary expansion of the airport facilities themselves.

Delimitation reasons:

Increasing the capacity of the international airport, improving air traffic safety, and capacity for multimodal transport. Part of the TEN-T network.

Spatial planning tasks:

- a) Depending on the development needs of the Brno-Tuřany Airport, address the spatial development of the affected municipalities.
- b) Address the connection of the airport to other modes of transport.

Responsibility: Ministry of Regional Development, where applicable, South Moravian Region, in co-operation with the Ministry of Transport

(133b) **L4**

Delimitation:

Reconstruction and extension of the take-off and landing runway of the Ostrava-Mošnov Airport, including the necessary facilities to provide the operation of the airport and related infrastructure with a link to the logistics hub of the Czech Army.

Delimitation reasons:

Increase the capacity of the international airport, especially in the field of air freight transport, and strengthen the position of the monitored multimodal transport hub in the Central European area as part of the TEN-T network (urban node of the primary TEN-T network). Potential for the delimitation of the logistics hub of the Army of the Czech Republic.

Conditions for subsequent spatial planning activities:

When delimiting projects, create conditions for:

- a) Avoiding interference with the Poodří Protected Landscape Area and minimising conflicts with the subjects of protection in the Poodří Special Protected Area,
- b) Minimise the land take of quality arable land.

Spatial planning tasks:

Examine opportunities for development of the airport and areas related to airport operations and the multimodal hub. Create conditions for the development of a logistics hub for the needs of the Czech Army.

Responsibility: Ministry of Regional Development, where applicable, the Moravian-Silesian Region, in co-operation with the Ministry of Transport, the Ministry of Defence and the Ministry of the Environment



Figure 4 – Rail transport

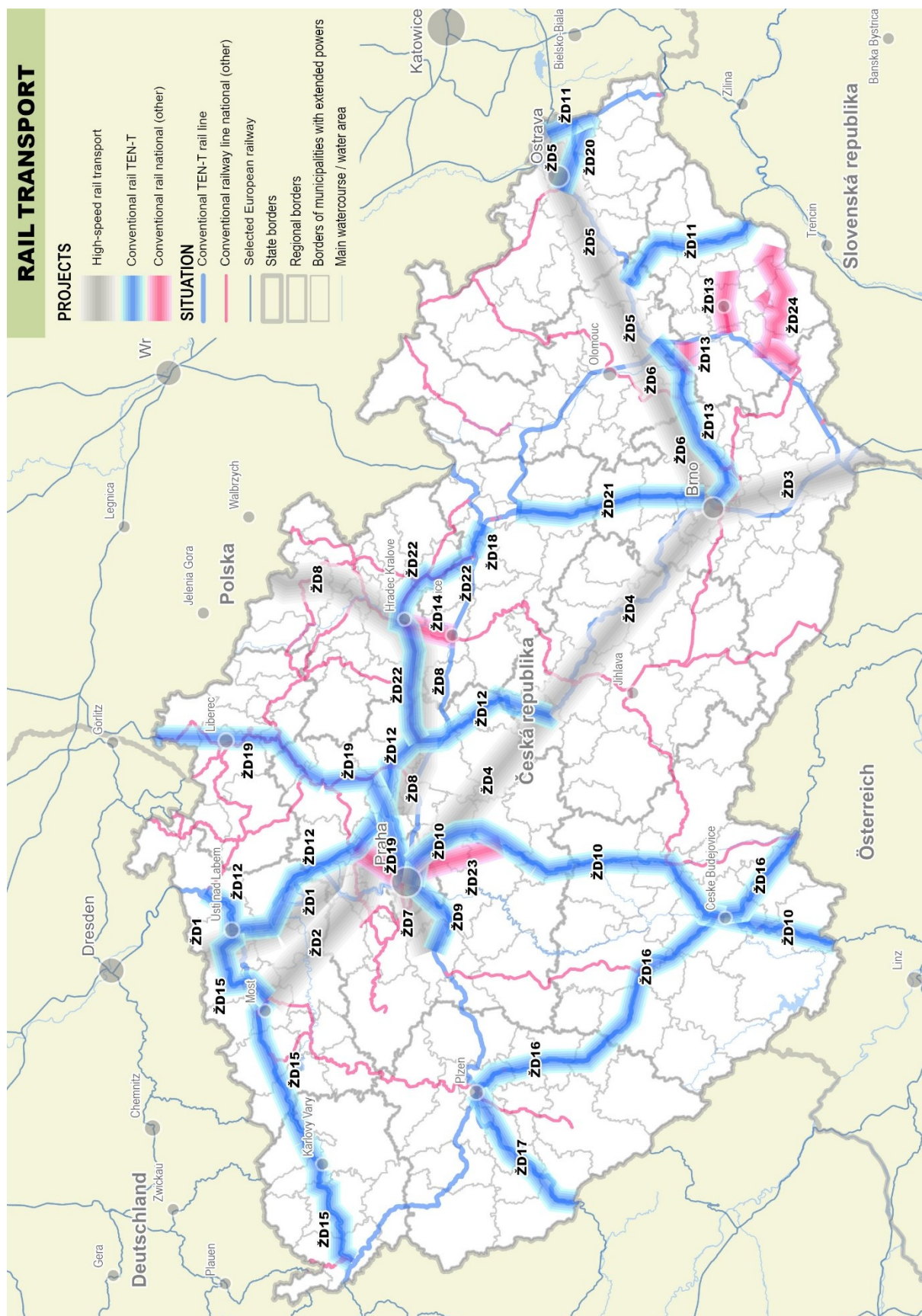


Figure 5 – Road transport

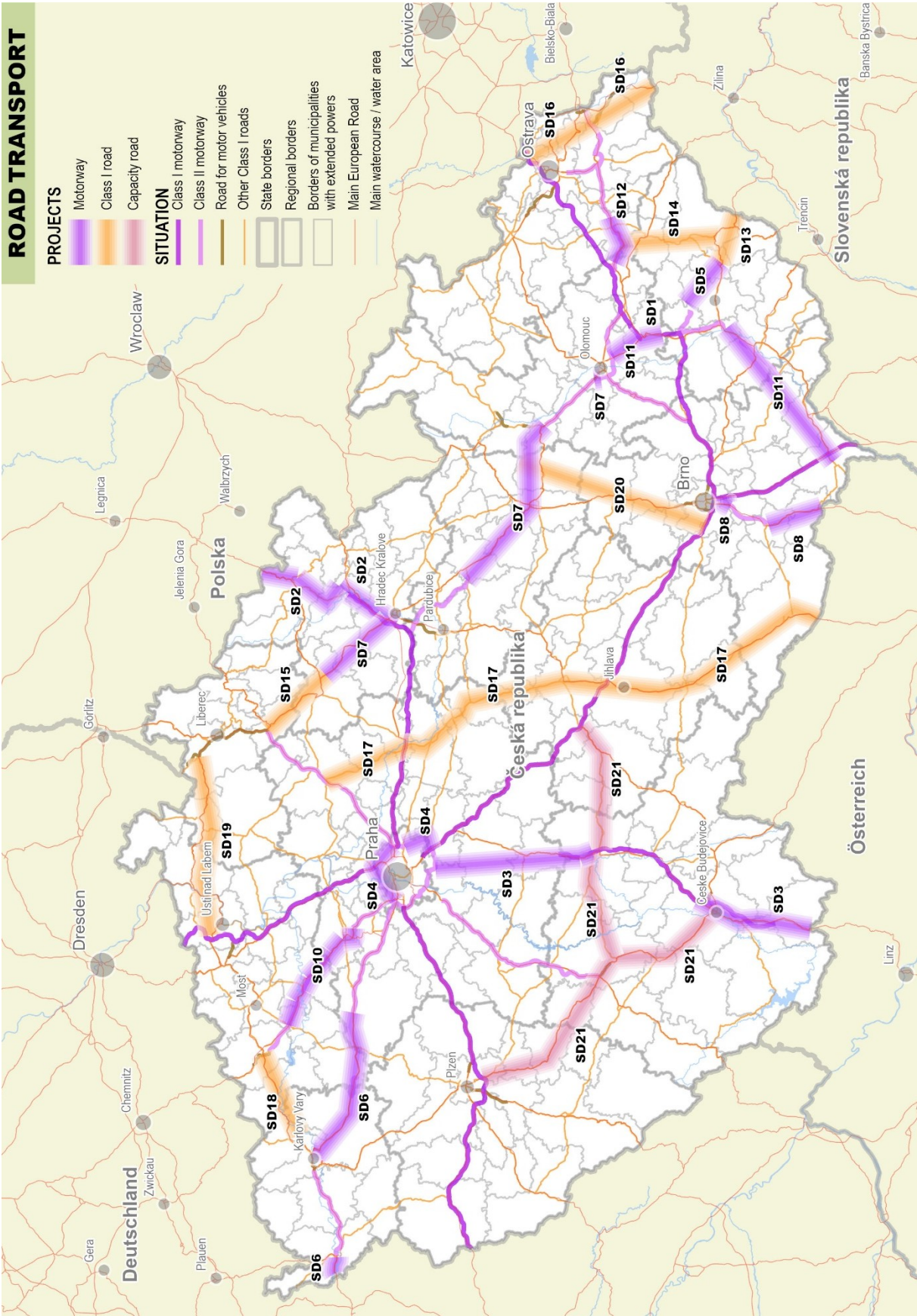
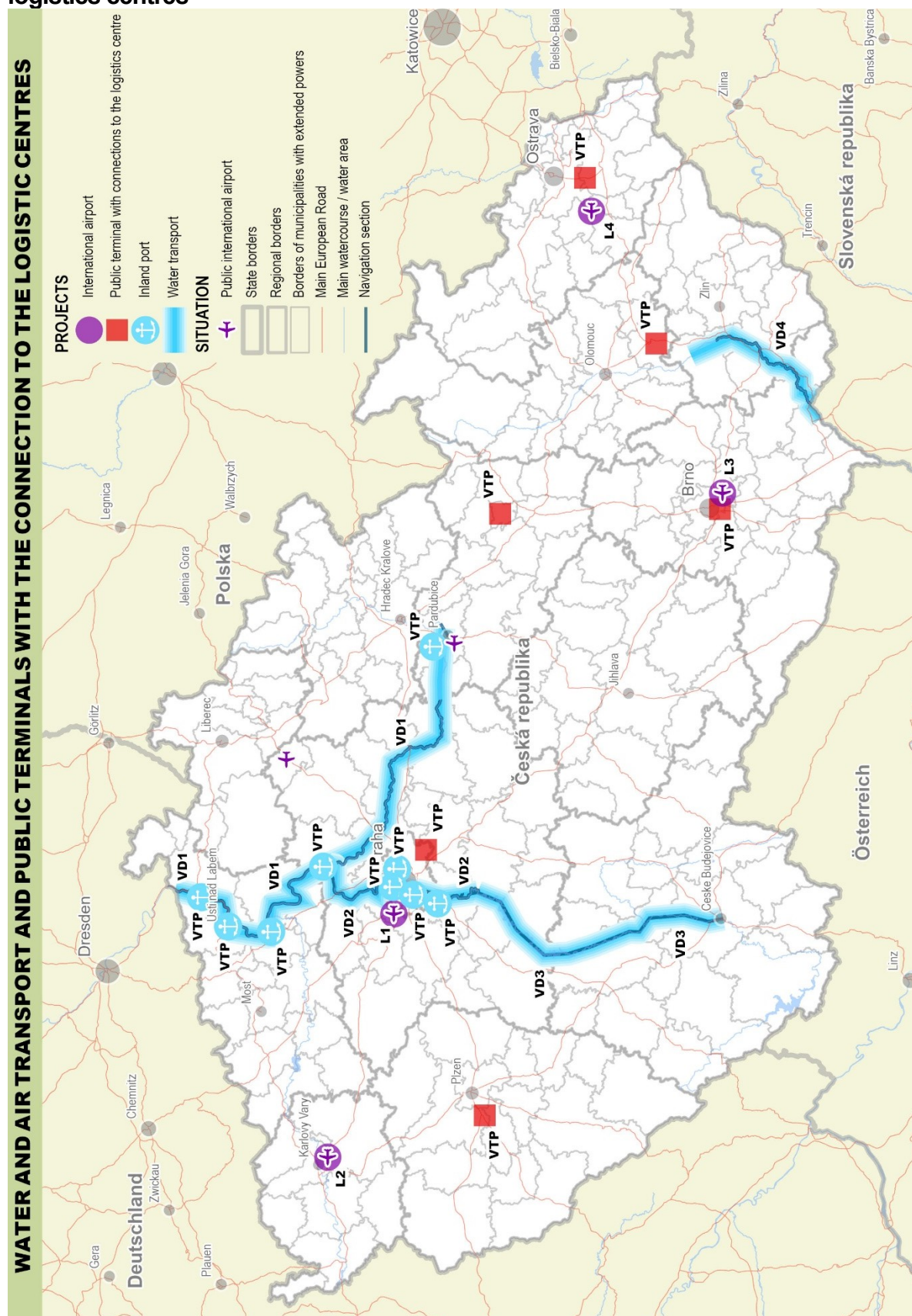


Figure 6 – Water and air transport and public terminals with connections to the logistics centres



6. TECHNICAL INFRASTRUCTURE PROJECTS AND RELATED PROJECTS



6 TECHNICAL INFRASTRUCTURE PROJECTS AND RELATED PROJECTS

6.1 RESOURCES

- (134) Technical infrastructure as a part of public infrastructure is set up and used in the public interest. Systems of operational sets, lines, structures, facilities, and technical infrastructure areas necessarily require spatial coordination, especially with regard to the protection of this territory for subsequent use by future generations. The purpose of delimitation of technical infrastructure projects in the Spatial Development Policy CR is to create spatial conditions for the location of power and gas networks, long-distance pipelines (oil pipelines, product pipelines), water and sewerage networks, areas for waste management and protected areas for surface water accumulation which have an impact on the spatial development of the Czech Republic, their importance extends beyond the territory of one region and enable the interconnection of technical infrastructure systems with neighbouring countries. Technical infrastructure projects are shown schematically in the SDP CR.
- (135) The networks of individual technical infrastructure systems are, among others, the bearers of land use limits (protection regimes) and therefore coordination in their location is necessary, both in relation to the built-up and undeveloped areas, especially in relation to transport infrastructure.
- (136) Sources of individual systems of technical infrastructure (power plants, power stations, heating plants, heating facilities, gas storage tanks, compressor stations, crude oil storage tanks, crude oil pumping stations, carbon dioxide storage areas, water tanks, springs, water treatment plants, wastewater treatment plants, landfills/waste storage facilities, waste incineration plants and others) are costly in terms of both financial and spatial requirements. It is necessary to carry out the delimitation of areas, corridors, and spatial reserves for the location of technical infrastructure projects within the framework of spatial planning. The binding delimitation of the technical infrastructure project in the Spatial Development Policy CR means the indication of the places to be connected by the project, in its text part. Graphic diagrams, or data on the technical parameters of the project, if any, are of informative importance. If there is an overlap of an area or a corridor for a project delimited in the Spatial Development Policy CR with another project that is not delimited in the Spatial Development Policy CR or with a project for which a spatial reserve has been delimited in the spatial planning documentation, no conditions which would prevent or make it significantly more difficult to implement the project delimited in the SDP CR can be specified in spatial planning documentation if these conditions do not result from the state or limits of land use.

6.2 CONCEPT

- (137) Conditions for subsequent spatial planning activities:
When delimiting projects, create conditions for:
- a) Meeting international and national requirements for the diversification of transport routes,
 - b) Providing adequate parameters of transmission systems and their reliability and security, including safe storage,
 - c) Providing coordination with foreign systems in the case of cross-border projects,
 - d) Minimising conflicts with nature and landscape protection, including bird protection and cultural and civilizational spatial values,
 - e) Compliance with the requirements of international treaties and the Regulations of the European Parliament and of the Council on Guidelines for Trans-European Networks for Energy TEN-E and the



Union list of projects of common interest.

(138) Spatial planning tasks:

- a) The Ministry of Regional Development shall provide in the spatial development plan the spatial protection of technical infrastructure and related projects by delimitation of areas and corridors with regard to the reasons for delimitation and conditions for subsequent spatial planning activities,
- b) The Ministry of Regional Development, regions, and municipalities shall provide the spatial protection of the delimited areas and corridors in the subsequent spatial planning documentation by specifying the areas and corridors for the location of the project or by a spatial reserve.¹¹
- c) The Ministry of Regional Development and regions shall address the spatial context of the delimitation of areas and corridors when developing spatial planning documentation,
- d) The Ministry of Regional Development, regions, and municipalities shall proceed in accordance with the conditions for subsequent spatial planning activities in the development of the spatial planning documentation.

Responsibility: Ministry of Regional Development and regions

Spatial development policy delimits the following technical infrastructure and related projects:

Electric power sector

(139) **E1**

Delimitation:

Corridor for the 400 kV Otrokovice–Vizovice–Střelná–CR/Slovak Republic border (Považská Bystrica) power line.

Delimitation reasons:

Connection of the Czech electricity power system to the European power system to provide security of electricity supply.

Conditions for subsequent spatial planning activities:

Create conditions for the passage through the territory with the minimisation of impacts on the environment, especially in the Vizovické vrchy–Střelná–CR/Slovak Republic border (– Považská Bystrica) section when delimiting the projects.

Spatial planning tasks:

Examine the spatial conditions for the location of the project based on the completed task of the ministries and provide spatial protection for this project by delimitation of spatial reserves, or delimitation of corridors according to the results of the examination.

Responsibility: Ministry of Regional Development, where applicable, Zlín Region

(140) Article repealed.

(141) **E3**

Delimitation:

Connection for the 400 kV Prosenice–Nošovice power line to the Kletné power station, including related areas for the extension of the electric station Kletné.

Delimitation reasons:

Enabling an increase in the transmission capacity of the north-south profile in Moravia and the electric power system reliability. Improvement of the transit function of the transmission system within the European energy system.

(142) **E4a**

Delimitation:

Extension of the power and heat output, including the Temelín, Ledvice, Počerady, Prunéřov, Tušimice, Dětmárovice, Mělník, Tisová, Vřesová, Litvínov, Neratovice, Kralupy nad Vltavou and Dukovany power plants, including the water reservoir to provide the long-term operation of the Dukovany power plant (if necessary) and its connection with the nearest substation.

Delimitation reasons:

Need for the renewal of existing or delimitation of new resources in locations

¹¹ See Sections 75(1) and 783) of the Building Act

with suitable spatial conditions and the necessary public infrastructure, together with the conditions for their output transfer to the transmission system.

Tasks for the ministries and other central administration authorities:

- a) Examine the feasibility or practicability of the location project for the placement of the water reservoir project to provide long-term operation of the Dukovany power plant.

Deadline: 2025

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development, Ministry of the Environment, Ministry of Agriculture, respective administrative authorities, Vysočina Region, and South Moravian Region

- b) Create spatial conditions to enable the transport of oversized and heavy components, for the construction of new nuclear power plants, including their long-term operation, and preserve and not negatively influence or decline the existing transport infrastructure, enabling the transport of oversized and heavy components.

Deadline: Continuously

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Transport, Ministry of Regional Development, and Central Bohemia Region, Pardubice Region, Vysočina Region, Ústí nad Labem Region and South Bohemia Region, Karlovy Vary Region, and Moravian Silesian Region

Deadline: Continuously

Spatial planning tasks:

- a) Create spatial conditions for the development of public infrastructure and related and conditional spatial changes caused by the extension of the Temelín and Dukovany power plants.
- b) Examine the spatial conditions for the location of the water reservoir project to provide long-term operation of the Dukovany power plant with regard to minimising impacts on nature and landscape protection, and to provide delimitation of spatial reserve according to the results of the

examination based on the fulfilment of the Ministry of Industry and Trade task.

Responsibility: Ministry of Regional Development, where applicable, South Bohemian Region, Vysočina Region, and South Moravian Region

(143) **E4b**

Delimitation:

Blahutovice power plant, including the power output and the necessary water reservoir.

Delimitation reasons:

Long-term spatial protection for the future construction of power plants, and thus providing a replacement for those power plants whose service life is ending.

Tasks for the ministries and other central administration authorities:

- a) Examine the feasibility of the project, including the area for the reservoir location.

Deadline: 2025

- b) Subsequently, examine the possibility of power output.

Deadline: 2025

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development, Ministry of Agriculture, Ministry of the Environment, respective administrative authorities and corresponding regions

Spatial planning tasks:

Keep the spatial reserve for the project in the spatial development principles and, after examination by the Ministry of Industry and Trade, delimit the spatial reserve for the heat output.

Responsibility: Ministry of Regional Development, where applicable, Moravian-Silesian Region, and Olomouc Region

(144) **E5**

Delimitation:

A 400/110 kV Prague-north power station and its connection to the transmission system by looping onto the existing 400 kV Výškov–Bohemia-centre line.



Delimitation reasons:

The power station and its connection to the transmission system shall contribute to increasing reliability and strengthening the power supply from the transmission system to the centres of cumulative and growing consumption with importance exceeding the territory of one region.

(145) Article repealed.

(146) **E7**

Delimitation:

The 400 kV Kočín–Mírovka double line, including the related expansion of power stations.

Delimitation reasons:

The line shall enable an increase in the output of the resources to the transmission system of the Czech Republic. Part of the TEN-E network.

(147) **E8**

Delimitation:

A 400/110 kV Rohatec power station and its connection of power output from the power station to the transmission system by the 400 kV Otrokovice–Rohatec line and its looping onto the Sokolnice–CR/Slovak Republic border (–Křižovany) to the Rohatec power station.

Delimitation reasons:

The line shall enable an increase in the reliability of the power supply for the consumption area within the territory of several regions, providing supply in case of consumption increase for the South Moravia area.

(148) Article repealed.

(149) **E10**

Delimitation:

The 400 kV double line in the Babylon–Bezděčín route.

Delimitation reasons:

The project shall provide an increase in the reliability of the system in the area of northern Bohemia.

(150) Article repealed.

(150a) **E12**

Delimitation:

A 400 kV double line in parallel with the existing Slavětice–Sokolnice line and related expansion of the Slavětice and Sokolnice power stations.

Delimitation reasons:

Extension of power stations and the line to strengthen the reliability of the transmission system.

(150b) **E13**

Delimitation:

A 400 kV Sokolnice–CR/Austria border double line and related expansion of the Sokolnice power station.

Delimitation reasons:

Strengthening connections in the direction of Austria.

Spatial planning tasks:

Examine the spatial conditions for the location of the project and, according to the results of the examination, provide the spatial protection for this project to minimise the impact on the spatial values, for which it was declared a UNESCO biosphere reserve, and minimise the impact on the protection subjects and objectives of the Pálava Protected Landscape Area by the delimitation of the corridor and areas.

Responsibility: Ministry of Regional Development, where applicable, South Moravian Region

(150c) **E14**

Delimitation:

A 400 kV Bohemia-centre–Chodov and Bohemia-centre–Týnec double line and related expansion of the 400/110 kV Týnec and Bohemia-centre power stations.

Delimitation reasons:

Increase in the output of the resources, transport of output from the production areas to the consumption areas in the west-east direction, providing an increase in reliability in the Central Bohemia area.

(150d) **E15**

Delimitation:

A 400 kV Týnec–Krasíkov and Krasíkov–Prosenice double line and related expansion of the 400/110 kV Týnec, Krasíkov, and Prosenice power stations.

Delimitation reasons:

Increase in the output of resources, transport of output from the production areas to the consumption areas, and providing an increase in reliability in the area of Central and Northern Moravia.

(150e) **E16**

Delimitation:

A 400 kV Nošovice–CR/Slovak Republic border (–Varín) double line, including the related expansion of the Nošovice electric station.

Delimitation reasons:

Strengthening the connections and co-operation within European interconnected networks.

(150f) **E17**

Delimitation:

A 400 kV Hradec–Chrást and Chrást–Přeštice double line, including the related expansion of the 400/110 kV Hradec, Chrást, and Přeštice power stations.

Delimitation reasons:

Increase in the output of resources, transport of output from the production areas to the consumption areas, and providing an increase in reliability in the area of Western Bohemia.

(150g) **E18**

Delimitation:

The 400 kV Hradec–Výškov, Hradec–Řeporyje, and Hradec–Mírovka double lines and expansion of the 400/110 kV Hradec, Výškov, Řeporyje, and Mírovka power stations.

Delimitation reasons:

Lines and power stations enable an increase in the power of sources and transport of power output from the production areas to the consumption areas in the west-east direction, providing an increase in the reliability of the transmission system transit capacity.

(150h) **E19**

Delimitation:

The 400 kV Otrokovice–Sokolnice and Prosenice–Otrokovice double lines and related expansion of the 400/110 kV Prosenice, Otrokovice, and Sokolnice electric stations.

Delimitation reasons:

Lines and power stations enable the transport of power from the production areas to the consumption areas in a north-south direction and provide an increase in the reliability of the transmission system transit capacity.

(150i) **E20**

Delimitation:

A 400 kV Kočín–Dasný, Kočín–Slavětice, and Slavětice–Čebín double line and related expansion of the 400/110 kV Dasný, Kočín, Čebín, and Slavětice power stations.

Delimitation reasons:

Lines and power stations enable an increase in the power output of sources, transport of power output from the production areas to the consumption areas, and provide reliability in the area of South Moravia.

Spatial planning tasks:

Examine the spatial conditions for the location of the project based on the completed task of the ministries and provide spatial protection for this project by delimitation of spatial reserves, or delimitation of corridors and areas according to the results of the examination.

Responsibility: Ministry of Regional Development, where applicable, Vysočina Region, and South Bohemian Region

(150j) **E21**

Delimitation:

The 400 kV Mírovka–Slavětice and Kočín–Přeštice double lines, including the related expansion of the Mírovka, Kočín, Slavětice, and Přeštice power stations.

Delimitation reasons:

Securing the performance of sources connected to the transmission system and increasing the reliability of transmission. Part of the TEN-E network.



(150k) Article repealed

(150l) **E23**

Delimitation:

The 400/110 kV Lískovec power station, including its connection to the transmission system and the expansion of the Nošovice and Kletné power stations.

Delimitation reasons:

The power station and lines, which shall increase the reliability and strengthen the power supply from the transmission system in the Ostrava territory.

(150m) Article repealed.

(150n) **E25**

Delimitation:

The 110 kV line in the Nový Bor–Nová Huť–electric station Varnsdorf route.

Delimitation reasons:

Provide a reliable and capacity power supply to the Šluknovský výběžek area.

Conditions for subsequent spatial planning activities:

Minimise the impact on the environment, especially in the section passing through large, specially protected areas.

(150o) **E26**

Delimitation:

The 400/110 kV Opočínec power station, including its connection to the transmission system and the 400 kV Bohemia centre–Opočínec and Opočínec–Čebín double lines, including the related expansion of the Bohemia centre and Čebín power stations.

Delimitation reasons:

The power station and lines enable an increase in reliability and strengthening of the electricity supply from the transmission system to the Pardubice and Hradec Králové Regions, and increase the transit function of the transmission system within the European energy system.

(150p) **E27**

Delimitation:

The 400 kV single line in Přeštice–Milín, Milín–Chodov, Milín–Sokolnice and

a double line in the Milín–Orlík power plant section and related expansion of the Milín, Přeštice, Chodov and Sokolnice power stations.

Delimitation reasons:

Provision of the performance of the sources connected to the transmission system and, increase in the transmission reliability, in connection with the planned gradual decline of the 220 kV network.

Tasks for the ministries and other central administration authorities:

Examine the feasibility or viability of the project in Milín–Chodov section.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development, respective administrative authorities, the Central Bohemian Region, and the Capital City of Prague

Deadline: 2025

(150q) **E28**

Delimitation:

The 400/110 kV power station in the Chýnov–Pelhřimov location, including its connection to the transmission system and the connection of the 400 kV Milín–Sokolnice line.

Delimitation reasons:

The power station and lines enable an increase in reliability and strengthening of power supply from the transmission system to the South Bohemian Region and the Vysočina Region, in connection with the planned gradual decline of the 220 kV network.

(150r) **E29**

Delimitation:

The 400/110 kV Malešice power station, including its connection to the transmission system.

Delimitation reasons:

The power station and lines enable increased reliability and strengthening of power supply from the transmission system to the Capital City of Prague and the Central Bohemia Region in connection with the planned gradual decline of the 220 kV network.

(150s) **E30**

Delimitation:

The 400 kV power station in the location of Guty, including its connection to the transmission system.

Delimitation reasons:

Power station and lines enabling connection of a new electrical consumption facility to the transmission system in the Moravian-Silesian Region. The connection of the new power station to the transmission system shall be implemented by connecting to the existing 400 kV Nošovice-Czech Republic/Slovakia border (-Varín) line.

(150t) **E31**

Delimitation:

The 400/110 kV power station in the location of Chomutov-Most, including its connection to the transmission system.

Delimitation reasons:

Power stations and lines enable the connection of new electricity-generating facilities to the transmission system in the Ústí nad Labem Region. The connection of the new power station shall be implemented by connecting to the transmission system between the existing 400 kV Hradec and Výškov power stations.

(150u) **E32**

Delimitation:

The 400/110 kV Vítkov–Tisová line includes the related expansion of the Vítkov power station.

Delimitation reasons:

The project enables the connection of new electricity-generating facilities to the transmission system in the Karlovy Vary Region.

(150v) **E33**

Delimitation:

The 400 kV Slavětice–Prosenice line, including the related expansion of the Slavětice and Prosenice power stations.

Delimitation reasons:

Increasing the output of the sources in the Dukovany area requires strengthening the transmission system.

(150w) **E34**

Delimitation:

Areas designated for the Libochovany pumped storage hydropower plant (PVE), including other essential areas and corridors required to provide energy security.

Delimitation reasons:

Areas and corridors for the pumped storage hydropower plant, providing, within the framework of the State Energy Policy and the transmission system, an indispensable and stable source of energy.

Conditions for subsequent spatial planning activities:

- a) Conditions shall be created to provide the necessary areas and corridors for associated public infrastructure when delimiting the area for the PVE.
- b) Minimise the impacts on the subjects and objectives of the České středohoří Protected Landscape Area (PLA) and the Porta Bohemica Site of Community Importance (SCI).

(150x) **E35**

Delimitation:

Areas designated for the Vinice pumped storage hydropower plant (PVE), including other essential areas and corridors required to provide energy security.

Delimitation reasons:

Areas and corridors for the pumped storage hydropower plant, providing, within the framework of the State Energy Policy and the transmission system, an indispensable and stable source of energy.

Conditions for subsequent spatial planning activities:

Conditions shall be created to provide the necessary areas and corridors for associated public infrastructure when delimiting the area for the PVE.

Plynárenství

(151) Article repealed.

(152) **P2**

Delimitation:



The gas pipeline of the transmission system in the South Moravian Region, leading from the vicinity of the Břeclav compression station on the Czech/Austria border (–Baumgarten) and the area for the new Poštorná border transfer station.

Delimitation reasons:

Providing the interconnecting gas pipeline of transmission systems in the Czech Republic and Austria in the South Moravian Region, including the Poštorná border transfer station.

(153) **P3**

Delimitation:

The gas pipeline of the transmission system in the Moravian-Silesian Region, leading from the vicinity of the municipality of Děhylov to the municipality of Hat' on the CR/ Poland border.

Delimitation reasons:

Enabling the future interconnection of transmission systems in the Czech Republic and Poland.

(154) Article repealed.

(155) Article repealed.

(156) Article repealed.

(157) Article repealed.

(158) Article repealed.

(159) **P9**

Delimitation:

The gas pipeline of the transmission system called "Moravia-high-pressure gas pipeline", leading from the vicinity of the municipality of Tvrdonice in the South Moravian Region through the territory of the Zlín and Olomouc Regions to the municipality of Libhošť in the Moravian-Silesian Region, including the construction of a new compressor station near the Libhošť municipality.

Delimitation reasons:

Providing strengthening and backing up a national gas transmission route passing through several regions.

(160) Article repealed.

(160a) **P12**

Delimitation:

The gas pipeline of the transmission system leading from the vicinity of the municipality of Libhošť to the Třanovice underground gas storage facility.

Delimitation reasons:

Providing strengthening of the national gas transmission route.

(160b) **P13**

Delimitation:

The gas pipeline of the transmission system leads from the vicinity of the municipality of Libhošť to the municipality of Děhylov.

Delimitation reasons:

Providing strengthening of the national gas transmission route.

Conditions for subsequent spatial planning activities:

Minimisation of impacts on nature protection, especially on the Poodří Protected Landscape Area.

(160c) Article repealed.

(160d) Article repealed.

(160e) Article repealed

(161) Article repealed.

Dálkovody

(162) **DV1**

Delimitation:

Doubling the pipeline to the Družba oil pipeline in the central axis of the Morava River between the municipalities of Rohatec and Holíč–Klobouky, Klobouky–Rajhrad, Radostín–Kralupy– central oil tank farm (hereinafter referred to as "COTF") Nelahozeves, COTF Nelahozeves–Litvínov. Construction of a new oil pumping station in the municipality of Golčův Jeníkov. Construction of new oil storage tanks in Velká Bíteš.

Delimitation reasons:

Providing transport of strategic raw material for the Czech Republic and thus

ensuring an increase in oil transport to the Czech Republic (possible increase in oil processing at the Litvínov and Kralupy refineries). It is an independent transport of various types of crude oil (REB, MND, Caspian crude oil), including diversification of oil transmission through the territory of the Czech Republic.

(163) **DV2**

Delimitation:

Doubling the pipeline to the IKL oil pipeline between the COTF Nelahozeves–Rozvadov and the construction of storage tanks near the municipality of Benešovice on the IKL oil pipeline.

Delimitation reasons:

Providing the transport and increasing the storage capacity of strategic raw material for the Czech Republic. Diversification of crude oil transportation through the Czech Republic.

(164) **DV3**

Delimitation:

Extension of the product pipeline in the Loukov–Sedlnice and Sedlnice–Mošnov Airport sections, Sedlnice - Czech Republic/Poland border.

Delimitation reasons:

Providing the transport of strategic oil products – fuel in the Czech Republic in the Loukov–Sedlnice section. The product pipeline in the Sedlnice–Mošnov Airport section, Sedlnice - Czech Republic/Poland border.

(165) **DV4**

Delimitation:

Product pipeline to the Potěhy warehouse complex in the Horky cadastral area with a connection to the city of Kolín bypass in the Polepy cadastral area (parallel to the oil pipeline).

Delimitation reasons:

Providing transport of strategic oil products - fuel in the Czech Republic.

(165a) **DV5**

Delimitation:

Litvínov–CR/Germany border (–Spergau) oil pipeline: project to extend the Družba oil pipeline, transporting crude oil from the South branch system from the Litvínov refinery to the TRM Spergau refinery, across the CR/Germany border.

Delimitation reasons:

Providing transport of strategic raw material by connecting the Southern (Czech Republic via the Slovak Republic) and Northern (Germany via Poland) branches of the Družba oil pipeline and thus enabling two-way oil pumping between the two refineries. The project means a significant strengthening of energy security in both the Czech Republic and Germany, especially in reducing the transport capacity of one of the branches of the Družba pipeline. It shall also enable the partial capacity supply of oil to the Spergau refinery via Italy, Germany and the Czech Republic via the TAL/IKL pipeline from the Trieste marine terminal.

Tasks for the ministries and other central administration authorities:

Prepare documents for spatial changes necessary for the implementation of the project.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Regional Development

Capturing, transportation and storage of carbon dioxide in rock structures

(165b) **DV6**

Delimitation:

Product pipeline for transport of carbon dioxide, including related technologies from the source of captured waste carbon dioxide to the place of disposal into the natural rock environment in the Mokrý Horák-Kurdějov section.

Delimitation reasons:

Ensuring that international and European commitments to reduce carbon dioxide are met.¹²

¹² Act No. 85/2012 Coll., on the storage of carbon dioxide in natural rock structures and amendments to certain acts, as amended.



Tasks for the ministries and other central administration authorities:

Provide conditions for the implementation of the geological survey and subsequently, based on the submitted final report, assess the suitability of the geological structure for special interventions in the Earth's crust and the protection of the geological structure for special interventions in the Earth's crust.

Responsibility: Ministry of the Environment, in co-operation with the Ministry of Industry and Trade

Deadline: 2027

Spatial planning tasks:

Provide spatial protection of selected sites, based on the fulfilment of the task for ministries and other central administrative authorities.

Responsibility: Ministry of Regional Development, where applicable, South Moravian Region

(166) Article repealed.

Water management

(167) LAPV

Delimitation:

Areas morphologically, geologically and hydrologically suitable for surface water accumulation (Surface Water Accumulation Protected Areas – LAPV).

Delimitation reasons:

Spatial protection of areas suitable for surface water accumulation for possible addressing the climate change impacts, especially for the reduction of adverse effects of floods and droughts in the long-term horizon (in the next fifty to one hundred years).

Conditions for subsequent spatial planning activities:

Providing long-term spatial protection of areas suitable for surface water accumulation from other activities that could significantly complicate or prevent their future use for this purpose, based on the developed *General plan of surface water accumulation protected areas and the basic principles for the use of these areas*.

Tasks for the ministries and other central administration authorities:

Develop materials for the delimitation of the areas.

Responsibility: Ministry of Agriculture, in co-operation with the Ministry of Regional Development, and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Delimit areas specified in the *General plan of surface water accumulation protected areas and the basic principles for the use of these areas* as spatial reserves or design areas and set the basic principles for their spatial use; delimit design areas only in case when the possibilities of other measures to provide water services have already run out and the impacts of climate change cannot be addressed by other means due to their impracticability or disproportionate costs.

Responsibility: Ministry of Regional Development, where applicable, respective regions, in co-operation with the Ministry of Agriculture and the Ministry of the Environment

(167a) VoD1

Delimitation:

The Nové Heřminovy water reservoir, including other necessary measures to reduce flood risks in the Opava River basin and the Stěbořice water reservoir on the Velká River.

Delimitation reasons:

Spatial protection for the Nové Heřminovy water reservoir and location of the structures, technical and nature-friendly measures to reduce flood risks in the upper Opava River with cross-border significance. Protection of the area for the Stěbořice water reservoir to reduce flood risks in the Opava River catch basin.

Conditions for subsequent spatial planning activities:

When delimiting areas for the project of water reservoirs and other necessary measures to reduce flood risks, create conditions for related areas and corridors of public infrastructure. Provide spatial protection of locations for the implementation of technical and nature-friendly measures to reduce flood risks.

(167b) **VoD2**

Delimitation:

The Skalička dry reservoir, including other necessary structures and measures to reduce flood risks in the Bečva River basin.

Delimitation reasons:

Spatial protection for the Skalička dry reservoir and location of the structures, technical and nature-friendly measures to reduce flood risks in the Bečva River basin in the territory of several regions.

Conditions for subsequent spatial planning activities:

When delimiting areas for the project of dry reservoir and other necessary measures to reduce flood risks, create conditions for the related areas and public infrastructure corridors. Provide spatial protection of locations for the implementation of the structures, technical, and nature-friendly measures to reduce flood risks. Minimise the negative effects on the spatial values and impacts on the environment when delimiting the projects, especially minimise the impact on the subjects and objectives of the NATURA 2000 system protection, small-area special protected areas, forest stands, natural healing resources, and the groundwater and surface water regime.

Spatial planning tasks:

Create territorial conditions for the implementation of flood protection in the Bečva River basin by means of the structures, technical and nature-friendly measures, including the delimitation of the area for the Skalička dry reservoir as a secondary dry reservoir with a manoeuvrable object. Provide areas and corridors for the location of the related public infrastructure.

Responsibility: Ministry of Regional Development, where applicable, Olomouc Region and Zlín Region, in co-operation with the Ministry of Agriculture, the Ministry of the Environment, and the Ministry of Industry and Trade.

(168) Article repealed.

Disposal and storage of nuclear waste and spent nuclear fuel

(169) **Sk1**

Delimitation:

A deep repository for high-level nuclear waste and spent nuclear fuel. A selection of the two most suitable (final and backup) locations for the implementation of the deep repository shall be made from the potentially suitable areas with suitable properties of the rock massif and with suitable infrastructure for the construction of the repository.

Delimitation reasons:

Protection of potentially suitable areas for subsequent selection. The state is responsible under the conditions stipulated by law for the safe disposal of all nuclear waste, including monitoring and supervising the repositories even after their closure¹³.

Conditions for subsequent spatial planning activities:

- a) Take into account the conditions of spatial protection (in the sense of the Building Act) in potentially suitable areas with suitable properties for the construction of a repository.
- b) Take into account the conditions of spatial protection in two candidate locations.

Tasks for the ministries and other central administration authorities:

- a) Prepare background documents for the provision of spatial protection for the potentially suitable areas.

Responsibility: Ministry of Industry and Trade, in co-operation with the Nuclear Waste Repository Authority.

Deadline: 2025 at the latest

- b) Make a selection of the final and backup location, taking into account the legitimate interests of the respective municipalities and regions, with their participation.

Responsibility: Ministry of Industry and Trade, in co-operation with the Nuclear Waste Repository Authority

¹³ Act 53/2024 Coll., on procedures related to the deep nuclear waste repository, as amended..



Deadline: 2030 at the latest

Spatial planning tasks:

- a) Do not change the current land use in a way that would make it impossible for the project to be implemented in potentially suitable areas.
- b) Delimit a spatial reserve for potentially suitable areas based on the documents provided by the Ministry of Industry and Trade
- c) Ensure the delimitation of the area for the deep depository project based on the selection of the final and back-up

variant by the Ministry of Industry and Trade

Responsibility: Ministry of Regional Development, where applicable, respective regions kraje

(169a) **Sk2**

Delimitation:

The Central Spent Nuclear Fuel Storage Facility Skalka.

Delimitation reasons:

Providing storage capacity for spent nuclear fuel from nuclear power plants.

Figure 7 – Electric power sector

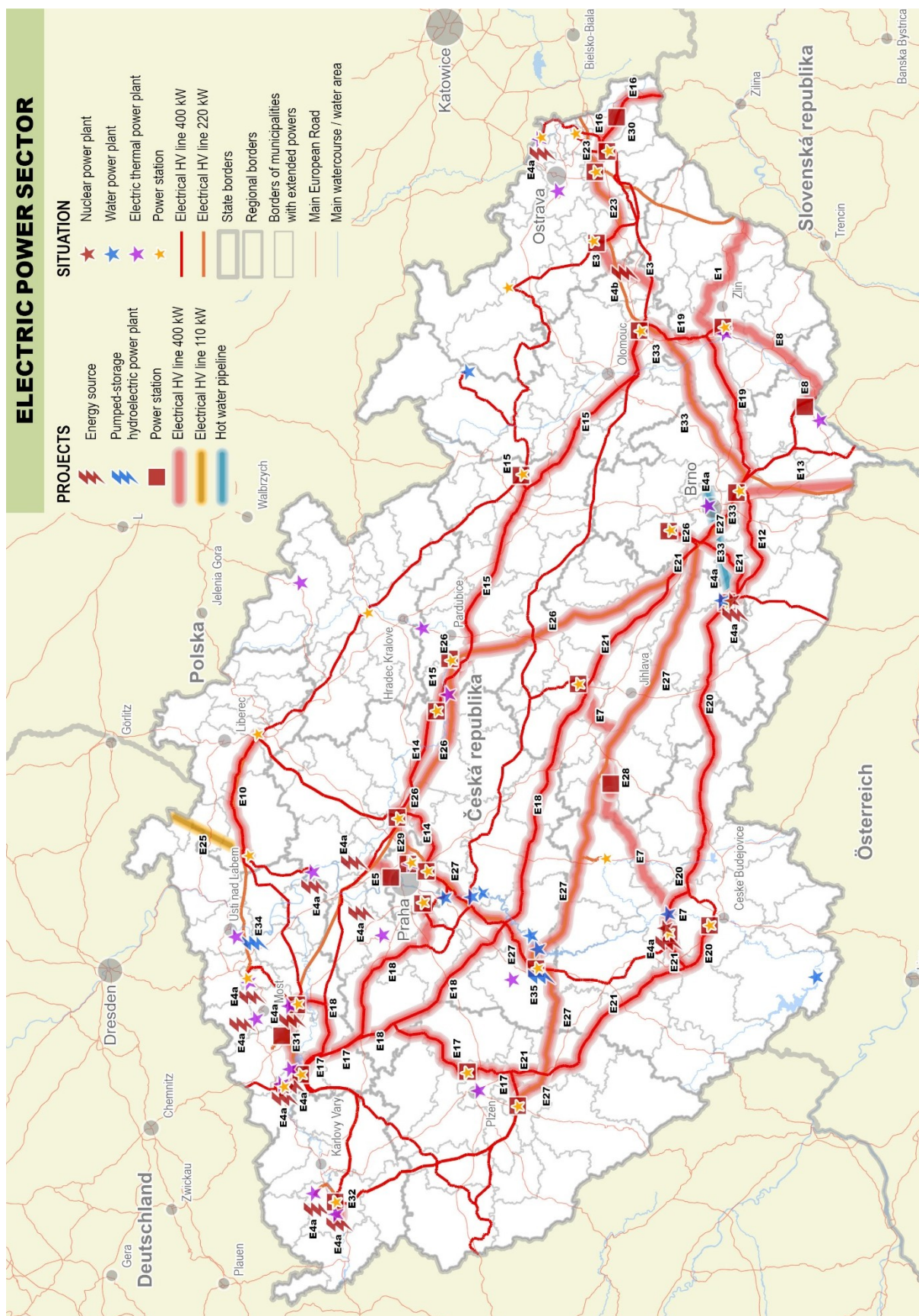




Figure 8 – Natural gas sector

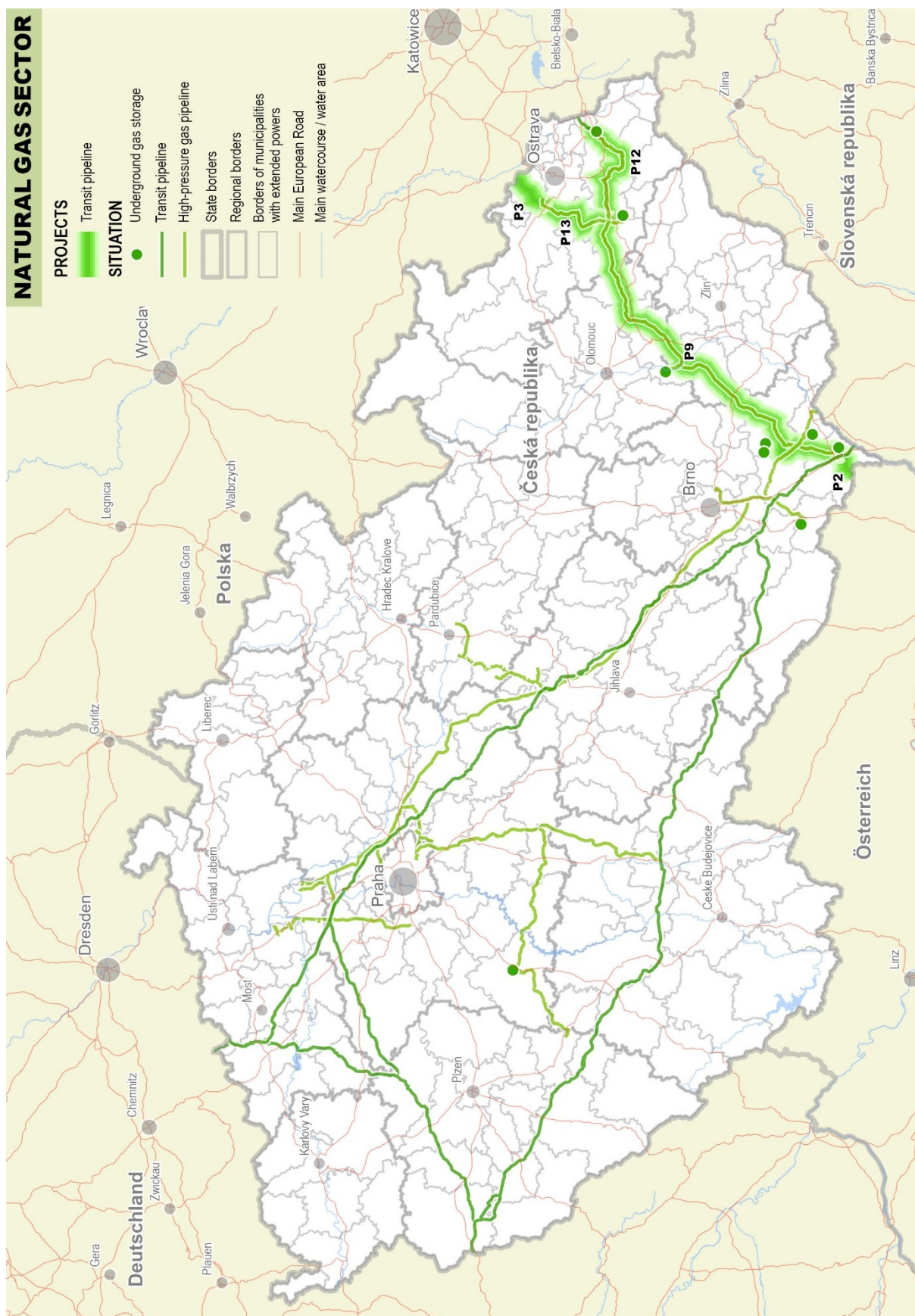


Figure 9 – Long-distance product pipelines

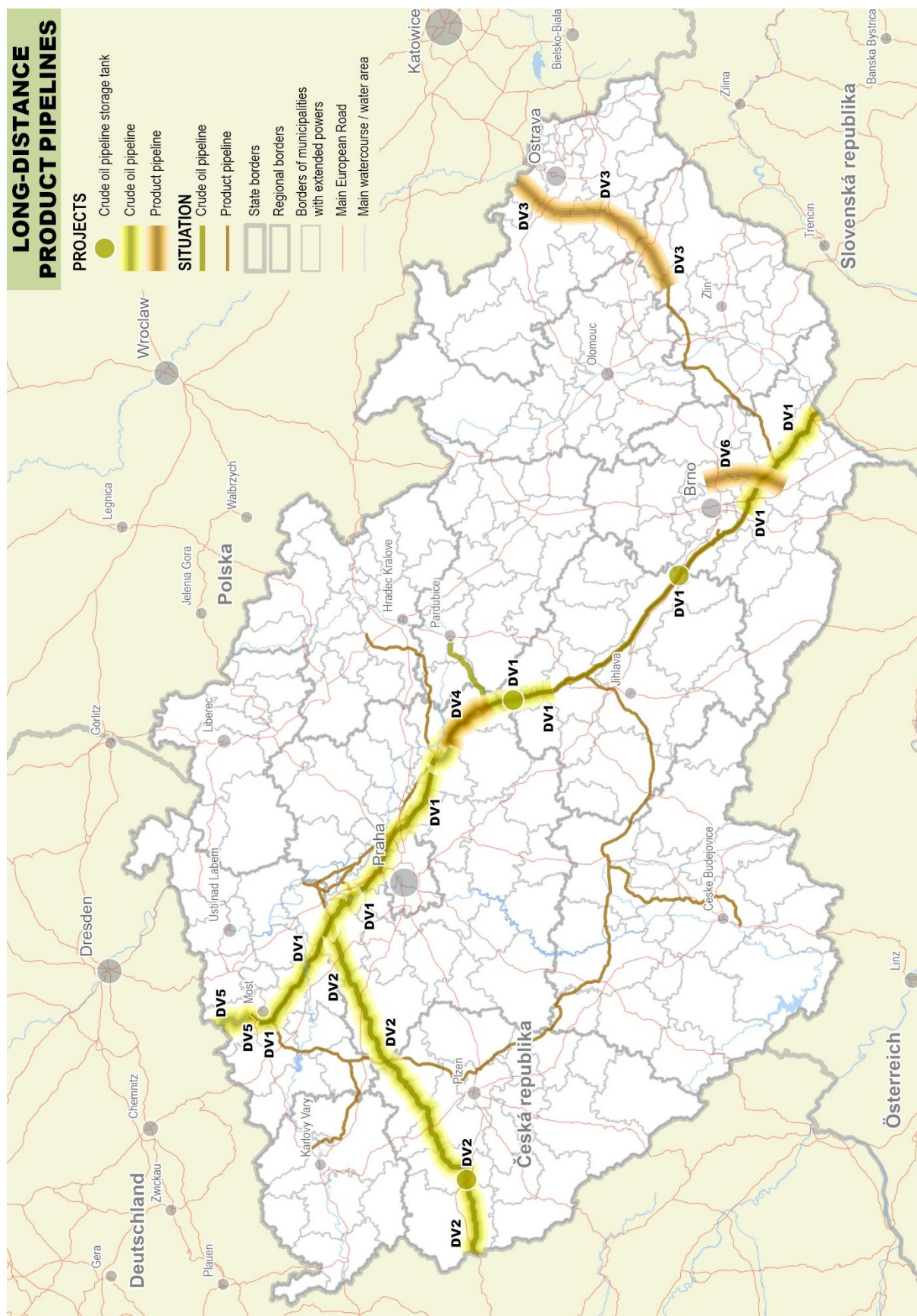
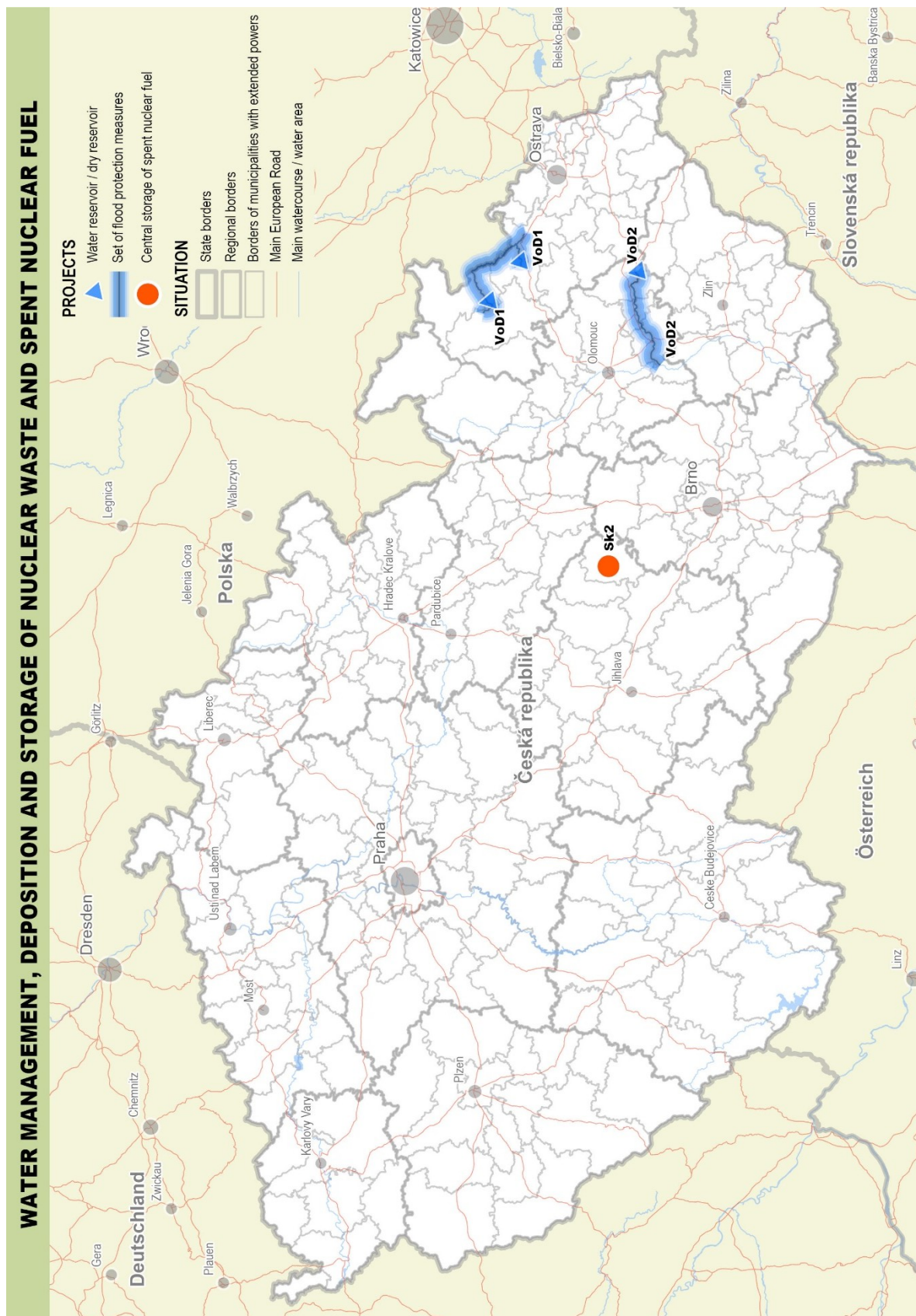


Figure 10 – Water management, disposal, and storage of nuclear waste and spent nuclear fuel



7. FURTHER TASKS FOR THE MINISTRIES, OTHER CENTRAL ADMINISTRATIVE AUTHORITIES, AND SPATIAL PLANNING

7 FURTHER TASKS FOR THE MINISTRIES, OTHER CENTRAL ADMINISTRATIVE AUTHORITIES, AND SPATIAL PLANNING

7.1 RESOURCES

(170) Article repealed.

(171) Article repealed.

7.2 CONCEPT

(172) Article repealed.

(173) Article repealed.

(174) Article repealed.

(175) Article repealed.

7.3 TASKS FOR THE MINISTRIES AND OTHER CENTRAL ADMINISTRATIVE AUTHORITIES

(176) Article repealed.

(177) Article repealed.

(178) Article repealed.

(179) Article repealed.

(180) Article repealed.

(181) Article repealed.

(182) Article repealed.

(183) Article repealed.

(184) Develop spatial studies addressing problems beyond the borders of one region and, if necessary, develop spatial studies examining the effectiveness, viability, and project spatial demands or design and examine possible corridor variants for technical and transport infrastructure projects.

Responsibility: Ministry of Regional Development, in co-operation with the ministries and regions concerned

Deadline: Continuously

(184a) Design conditions and develop expert background material for the delimitation of the site for exploration and prospecting of uranium deposits in the area south of the city of Přebyslav. Determine the conditions for the protection and possible spatial use of the deposit in case of approval of the extension of the exclusive uranium deposit in this area.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of the Environment

Deadline: 2025

(184b) Assess the feasibility and, where applicable, the practicability of the product pipeline project in the Germany/Czech Republic border – Hněvice (parallel to the IKL crude oil pipeline) section and the extension of the product pipeline in the Cerekvice nad Bystřicí – Czech Republic/Poland border section.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of Defenceobraný

Deadline: 2027

(184c) Examine the options and suitability of locating pumped storage hydropower plants in the areas of Orlick, Slapy, Pastviny, Slezská Harta, Trmice, Lipno, Jiří/Medard, and the ČSA quarry, including other essential associated areas



and corridors required to provide energy security.

Responsibility: Ministry of Industry and Trade, in co-operation with the Ministry of the Environment

Deadline: 2027

- (184d) Develop an expert background document for the delimitation of the product pipeline project from the fuel storage facility of the State Material Reserves Administration in Kostelec near Heřmanův Městec to the tactical air force base Čáslav.

Responsibility: State Material Reserves Administration

Deadline: 2027

7.4 SPATIAL PLANNING TASKS

Ministry of Regional Development and regions in spatial planning documentation or their amendments:

- (185) Examine the possibilities of locating an industrial zone of approximately 100 ha to 200 ha, including examining the possibilities of using brownfields within the SOB4 specific area or the OB2 development area. Air pollution limits must be taken into account during this examination.

Responsibility: Ministry of Regional Development, where applicable, Moravian-Silesian Region

- (186) Article repealed.

- (187) Examine the spatial conditions for the location of the project for the Vizovice railway connection–Hranice na Moravě–CR/Slovak Republic border (–Púchov) line in the Vsetín–Horní Lideč section and provide spatial protection for this project by the delimitation of the spatial reserve or possibly a corridor according to the results of the examination.

Responsibility: Ministry of Regional Development, where applicable, Zlín Region

- (188) Delimit a rail corridor for the connection of:
a) Chrudim–Pardubice,
b) Hradec Králové–Jaroměř.

Responsibility: Ministry of Regional Development, where applicable, Hradec Králové, and Pardubice Region

- (189) Article repealed.

- (190) Article repealed.

- (191) Delimit a corridor for increasing the capacity and improving the Nymburk–Mladá Boleslav railway connection.

Responsibility: Ministry of Regional Development, where applicable, Central Bohemian Region, in co-operation with the Ministry of Transport

- (192) Delimit a corridor for the railway connection in the Prague–Prague–Ruzyně Airport; Prague–Kladno sections.

Responsibility: Ministry of Regional Development, where applicable, Capital City of Prague, in co-operation with the Ministry of Transport

- (193) Delimit a corridor for the capacity road in the Mohelnice–Jeseník section

Responsibility: Ministry of Regional Development, where applicable, Olomouc Region

- (194) Article repealed.

- (195) Examine the possibilities of improving the passability of the České Budějovice–Jindřichův Hradec–Třebíč–D1 road, in particular by implementing by-passes of towns and municipalities. Provide spatial protection to improve the passability of the delimited corridors for partial changes of the road route based on the examination.

Responsibility: Ministry of Regional Development, where applicable, South Bohemian Region

- (196) Article repealed.

- (197) Article repealed.

- (198) Article repealed.

- (199) Article repealed.

- (200) Delimit a corridor for a gas pipeline for the Mělník steam-gas source.

Responsibility: Ministry of Regional Development, where applicable, Central Bohemian Region

- (201) Article repealed.
- (202) Delimit the area and set the spatial conditions for the exploration, protection, and possible use of the area for uranium mining in the area south of the city of Příbyslav [following the fulfilment of the task referred to in Article (184a)].
Responsibility: Vysočina Region, in co-operation with the Ministry of Industry and Trade and the Ministry of the Environment
- (203) Article repealed.
- (204) Delimit the area enabling the spatial use for the Vlachovice waterworks as a water source for supplying the population with drinking water, including other necessary areas and corridors for structures and accompanying technical and nature-friendly measures to reduce water scarcity, supply the population with drinking water, reduce flood risks and optimisation of the water regime of the area in the Vlára River basin, including areas and corridors for the location of related public infrastructure.
Responsibility: Ministry of Regional Development, where applicable, Zlín Region
- (205) Delimit areas enabling the spatial use for the Kryry, Senomaty and Šanov waterworks and corridors for water feeders from the Ohře River to the Blšanka River and Rakovnický Brook basins, with connection to the Kolečovice Brook, including other necessary areas and corridors for structures and accompanying technical and nature-friendly measures to reduce water scarcity, to reduce flood risks, and optimisation the water regime of the area in the Blšanka River basin and the Rakovnický Brook basin, including areas and corridors for the location of related public infrastructure.
Responsibility: Ministry of Regional Development, where applicable, Ústí nad Labem Region and Central Bohemian Region, in co-operation with the Ministry of the Environment and the Ministry of Agriculture
- (206) Examine the possibilities of resolving the conflict between the transit traffic and the protection of the spa and natural healing resources of the city of Luhačovice.
Responsibility: Zlín Region
- (207) Delimit areas and corridors enabling the spatial use for water feeders from the system of existing Slezská Harta - Kružberk waterworks, including areas and corridors for related structures and accompanying technical and nature-friendly measures to reduce water scarcity and provide strengthening of water sources in the Upper Morava River basin by the water from the Odra River basin, including areas and corridors for the location of related public infrastructure.
Responsibility: Ministry of Regional Development, where applicable, Moravian-Silesian Region and Olomouc Region, in co-operation with the Ministry of the Environment, and the Ministry of Agriculture
- (208) Article repealed.
- (209) Examine the possibility of the delimitation of the conditions for the possible increase in capacity and modernisation of the motorways D0, D4, D5, D8, D10, and D11 in the vicinity of Prague and in the Central Bohemian Region based on the documents provided by the Ministry of Transport.
Responsibility: Ministry of Regional Development, where applicable, the Capital City of Prague, and the Central Bohemian Region, in co-operation with the Ministry of Transport
- (210) Examine the change in use of the existing area of the Přerov airport (or the strategic industrial zone Přerov – Bochoř), enabling the implementation of the use for the defence of the state, including the conditions of its specific operation.
Responsibility: Ministry of Regional Development, where applicable, Olomouc Region, in co-operation with the Ministry of Defence



- (211) Delimit areas for strategic investment structures¹⁴ in the following locations: Cheb (Karlovy Vary Region), Komořany – ČSA Mine (Ústí nad Labem Region), Prunéřov (Ústí nad Labem Region), Severní lom (Ústí nad Labem Region), Lazy (Moravian-Silesian Region), Bruntál (Moravian-Silesian Region), Nad Barborou (Moravian-Silesian Region), Dolní Lutyně (Moravian-Silesian Region), Staříč II (Moravian-Silesian Region), Staré Sedlo (Karlovy Vary Region), Milovice (Central Bohemia Region), Nymburk (Central Bohemia Region) and Mošnov (Moravian-Silesian Region).
Responsibility: Ministry of Regional Development, where applicable, Karlovy Vary Region, Ústí nad Labem Region, Moravian-Silesian Region and Central Bohemia Region, in co-operation with the Ministry of Industry and Trade
- (212) Examine the possibility of delimitation of areas for motorway service areas based on the documentation provided by the Ministry of Transport.
Responsibility: Ministry for Regional Development, where applicable, the regions, in co-operation with the Ministry of Transport
- (213) Examine spatial conditions for the location of the pipeline project in the Germany/Czech Republic border – Hněvice (parallel to the IKL crude oil pipeline) section and the extension of the product pipeline in the Cerekvice nad Bystřicí – Czech Republic/Poland border section [after the completion of the task in Article (184b)].
Responsibility: Ministry of Regional Development, where applicable, the Hradec Králové Region, in co-operation with the Ministry of Industry and Trade
- (214) Delimit areas and corridors for pumped storage hydropower plants, including areas and corridors for the location of related public infrastructure required to provide energy security [after the completion of the task in Article (184c)].
Responsibility: Ministry of Regional Development, where applicable, the South Bohemian Region, Central Bohemian Region, Pardubice Region, Moravian-Silesian Region, Karlovy Vary Region, and Ústí nad Labem Region, in co-operation with the Ministry of Industry and Trade and the Ministry of the Environment
- (215) Examine the options for locating the product pipeline from the fuel storage facility of the State Material Reserves Administration in Kostelec u Heřmanova Městce to the tactical air force base Čáslav [after the completion of the task in Article (184d)].
Responsibility: Ministry of Regional Development, where applicable, the Central Bohemian Region, in co-operation with the State Material Reserves Administration

¹⁴ Annex No. 3 of Act No. 416/2009 Coll., on accelerating the construction of strategically important infrastructure, as amended.

8. RELATIONSHIP BETWEEN SETTLEMENT STRUCTURE, DEVELOPMENT AREAS, DEVELOPMENT AXES, AND SPECIFIC AREAS

Figure 11a Relationship between settlement structure, development areas, development axes, and specific areas

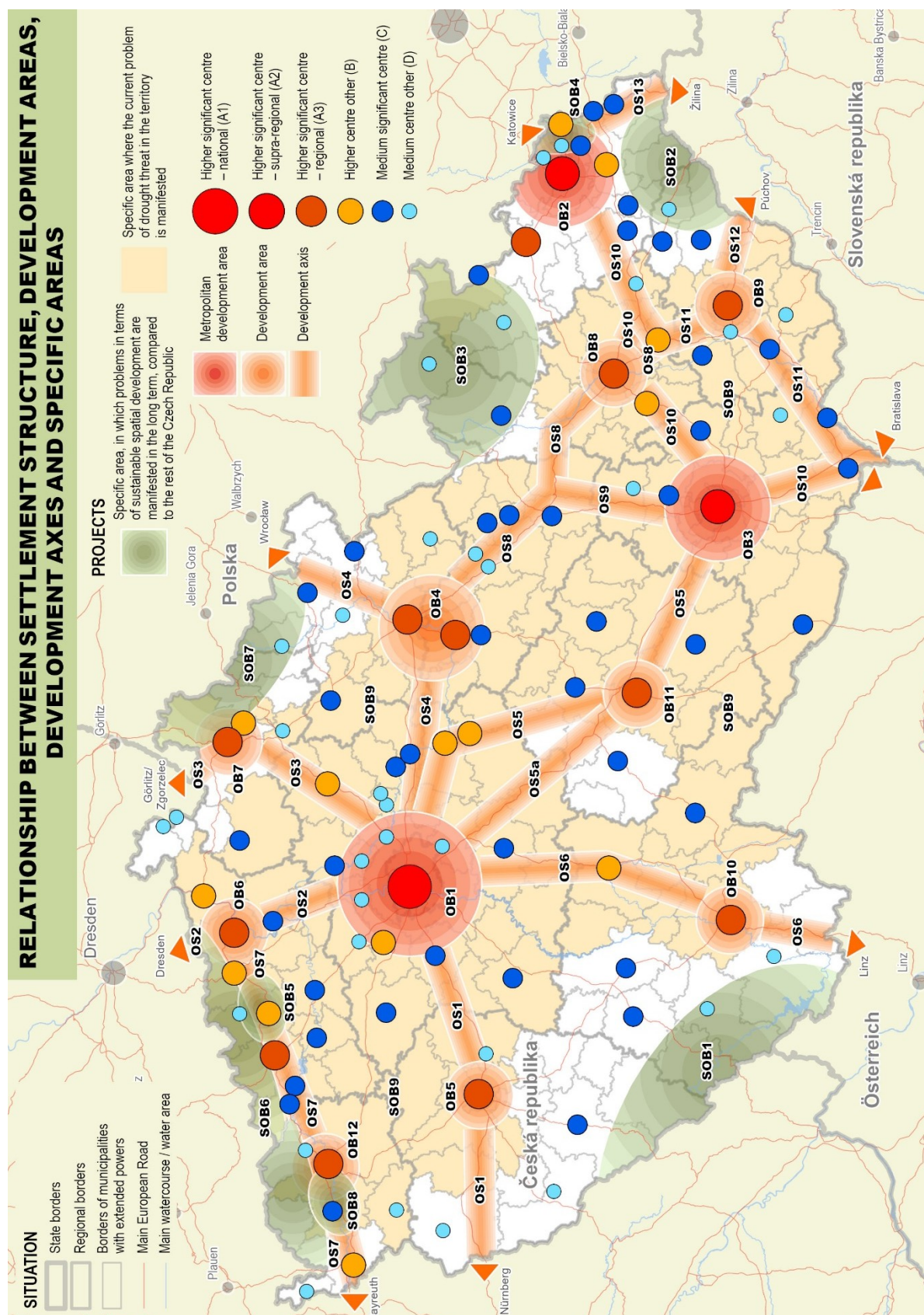


Figure 11b Relationship between settlement structure, development areas, development axes, and specific areas

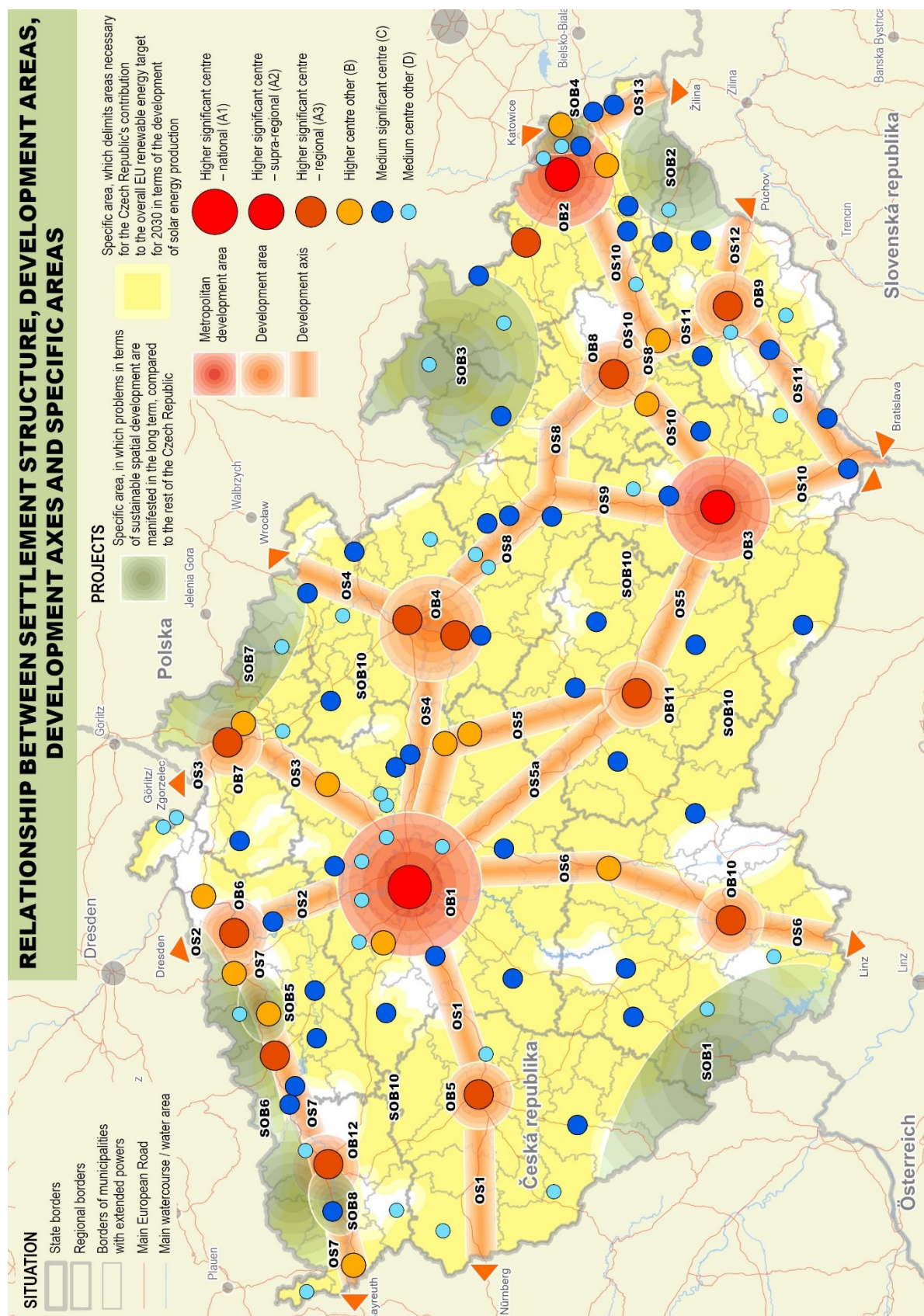
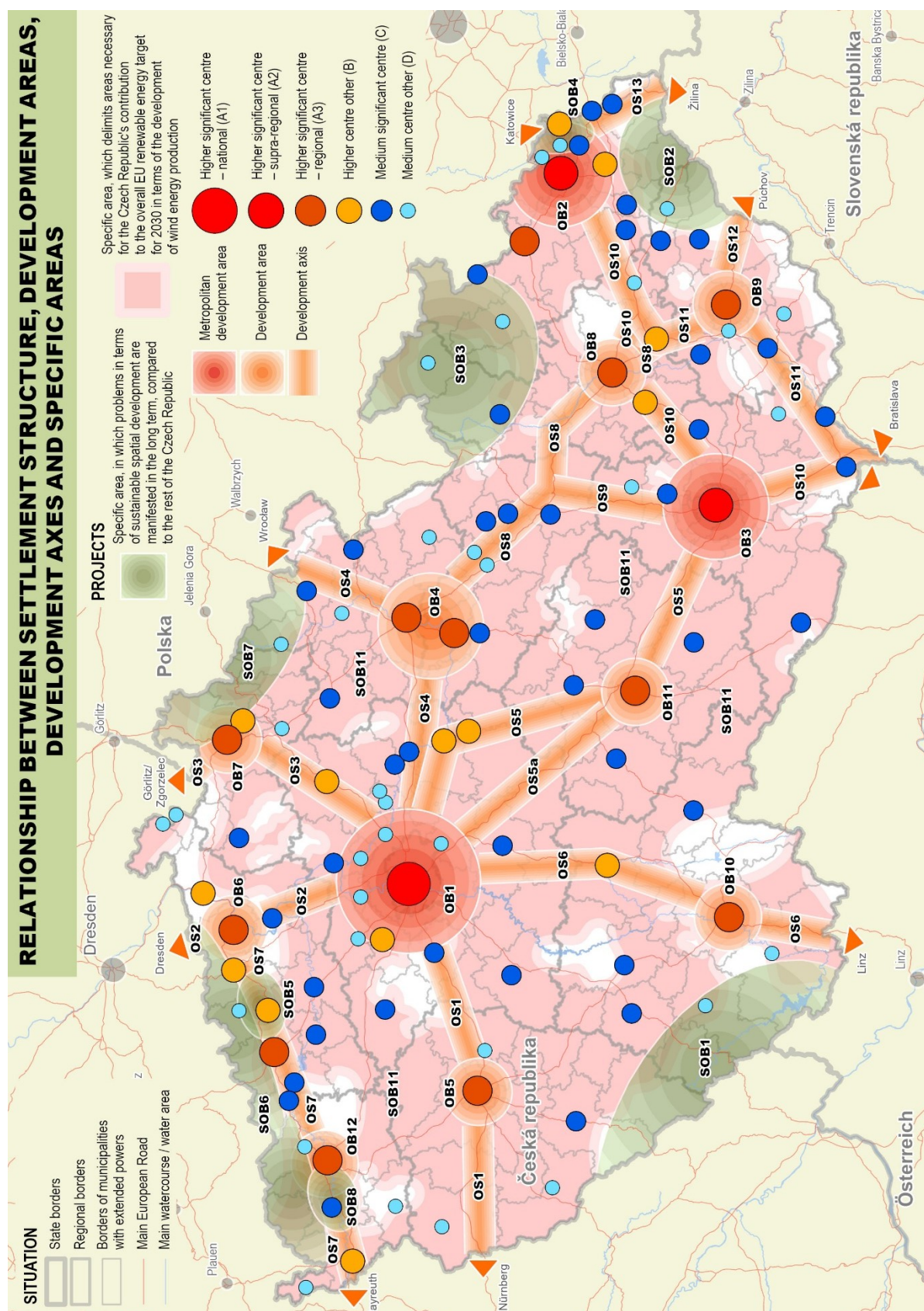


Figure 11c Relationship between settlement structure, development areas, development axes, and specific areas





LIST OF ABBREVIATIONS

CLLD	Community-Led Local Development
COTF	Central Oil Tank Farm
IKL	IKL Oil Pipeline (Ingolstadt–Kralupy nad Vltavou–Litvínov)
ITCH	Interchange
ITI	Integrated Territorial Investments
LAU	Local Administrative Unit
MEP	Municipality with Extended Powers
MND	Moravian Crude Oil Mines
NATURA 2000	Network of Protected Areas of European Significance
NUTS	Nomenclature of Territorial Units for Statistics
OECD	Organisation for Economic Co-operation and Development
PLA	Protected Landscape Area
PVE	Pumped-Storage Hydroelectric Power Plant
RDS CR	Regional Development Strategy of the Czech Republic
REB	Russian Export Blend
RP	Regulatory plan
RS	Rapid Connections
RTC	Railway Transit Corridor
SDP CR	Spatial Development Policy of the Czech Republic
SDPR	Spatial Development Principles
SNT	Teplice dry reservoir
SP	Spatial Plan
TEN-E	Trans-European Networks for Energy
TEN-T	Trans-European Transport Network
UN	United Nations Organisation
VTL	High-pressure gas pipeline
VTP	Public terminals and ports with connections to the logistics centres

EDITORS' NOTE

The authorized version of Spatial Development Policy of the Czech Republic (in effect on 1st October 2025) and related documents are to be found at:

www.mmr.gov.cz

Ministerstvo > Stavební právo > Koncepce a strategie > Politika územního rozvoje České republiky

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