

**Business zone  
„JALŠEVAC“  
Jastrebarsko**

## **1. GENERAL**

### **1.1. Location, Significance and Specifics in the Area**

By passing the Report on the Situation in the Area of the Town of Jastrebarsko and the Programme for the Improvement of the Situation in the Area, the Town of Jastrebarsko has determined the necessity for covering the whole area by suitable Spatial Planning Documents.

After the initial forming of the business zone *Jalševac* and the increased interest in building business facilities, the necessity for drafting a separate document for spatial planning for the most west area of the town has been shown. This area has so far been defined in spatial planning documents as the business zone within the urban area of the town of Jastrebarsko.

Based on these factors, within the Spatial Planning Document of the town of Jastrebarsko the obligation has been assumed and the new urban development planning for that area has begun, with the slighter broader area compared to the regulation plan of the Business zone *Jalševac*. By this, this area of mono-functional spatial planning purpose has been separated from the central urban area and it is now seen as a separate spatial unity of a specific purpose, while the urban area of the town, which so far has been dealt by the mutual General Urban Development Planning, is now regulated by the separate Urban Development Planning.

Therefore, by this document the model of the development of this part of the town has been defined following the modes of organisation with the reservation of the space for future infrastructural corridors, having in mind not only the necessities of this area, but of the grater area as well.

### **1.2. Basic Data on the Situation in the Area**

The area of the business zone *Jalševac* is situated on the far south-east entrance/exit to Jastrebarsko, at both sides of the access road to highway A1, and it is limited by:

- railway Zagreb – Rijeka from the north
- forest from the north – east side
- highway A1 from the south – east side,
- while from the west side, the border of the Cvetković settlement, by the plan defined the area to the lane, i.e., to the border of the construction area of the Jastrebarsko's settlement.

This Plan amounts the area of total 3 852 630 m<sup>2</sup>, or 385.3 ha.

The lowest point of the area is at the elevation of 117m above the sea level, while the highest at the 130m above the sea level. The ground has an even mild slope towards the south-east of the maximum of 1%. The ground by its slope perfectly satisfies the conditions for construction.

The area mostly consists of fertile soil which is partly used for agriculture, and partly neglected and covered by autochthonous vegetation (meadows and coppice). The north-east border of the area goes all the way to the broadleaf forest.

Some parts of the zone have for years been used in business purpose. At the moment, in the area of the zone there are twentyish smaller or bigger business facilities of different purposes: warehouses, production facilities, commercial and catering facilities, and gas pumps with the total of employed around 1 100 people.

### **1.3. Spatial Development Features**

The area in question here is part of the town of Jastrebarsko, situated within local administrative division of the town of Jastrebarsko and it covers the areas of three settlements: Jastrebarsko, Cvetkovići and Čabdin.

The town of Jastrebarsko in its development programmes has passed also one of the principles of the future development by which the need for the reconstruction of economics is established through its focusing on private crafts, smaller and ecologically acceptable production and service activities alongside the

abandoning of the idea of constructing big industrial facilities. Based precisely on these ideas, the business zone *Jalševac* enables the realisation of these features.

However, it is necessary to mention aggravating circumstance as well. The screen of lots within the zone is mostly uneven, the ownership is heterogeneous, and some lots, due to agricultural activities and multigenerational way of inheriting, are of extremely unfavourable shape (e.g. 5x320m).

## **2. INFRASTRUCTURE**

### **2.1. Road Traffic**

Within the area of the business zone *Jalševac* goes the state road D310 which connects Jastrebarsko to highway Zagreb – Karlovac. To this road the direct access has several lots with business facilities.

Accept the state road, within the area there have been partly built crucial roads to certain business entities.

### **2.2. Railway Traffic**

On the edge of the area of the business zone *Jalševac* passes main railway Zagreb – Rijeka, and in its vicinity there is a railway station Jastrebarsko.

The railway Rijeka – Zagreb – Koprivnica – Botovo is part of the European main railway C-E71 which connects Adriatic to Podunavlje. The railway is used for mixed traffic by passenger and goods trains, and today's construction features from Zagreb to Karlovac allow the speed between 80 and 120km per hour.

It is important to mention that the area of the business zone *Jalševac* is connected to this railway by the separate industrial track.

### **2.3. Post and Telecommunications**

The existing local distributional telecommunication network consists of the optical-fiber and TK cable laid down within the D310 corridor for connecting the settlement Čabdin, business entities and the highway's toll booths to current telecommunication system, i.e. to ATC Jastrebarsko.

DTK infrastructure exists only partially as a unit of some business entities.

### **2.4. Electric-power System**

Through this area passes the 110 kV power-transmission line TS Zdenčina – TS Pokuplje. Through the spatial planning for grater area in the zone it is planned the transformer station 100/20 kV which will be supplied from this power-transmission line.

From the north-east side in the zone enter two 20 kV cable lines from the TS 110/20/10 kV Zdenčina. Each cable line has the possibility to transmit the electric power of 9 MW, which means the total of 18 MW. The mentioned lines end in sectioned 20 kV collectors in TS 20(10)/0.4 kV Business zone which is situated in the north-west part of the zone.

From the TS 20(10)/0.4 kV Business zone one 20 kV cable line, through the TS 20(10)/0.4 kV Drvoproizvod, emerges on the north side of the zone and connects on the overground 20 kV line TS 110/20/10 kV Zdenčina – TS 35/10 kV Cvetković. This overground line is the zone's backup power supply in the case of the failure or maintenance work on one of the two 20 kV cable lines which currently go through the zone.

The 20 kV overground line mentioned above has the possibility to transmit the electric power of 9 MW. The other 20 kV cable line goes to the TS 20(10)/0.4 kV Bob's which is situated at the north side of the zone and from which in the future, in accordance to the dynamic of the development of the business zone, will go a 20 kV cable line through the future TS 20(10)/0.4 kV, following the direction of the old road to Čabdin, to the one of the existing transform stations in the south-east part of the zone.

### **2.5. Water Supply System and Drainage**

The town of Jastrebarsko has the public water supply system which supplies inhabitants and business entities from the following controlled springs:

- Gornja Draga Q1 = 17.5 l/s H = 409.30 above the sea level
- Perlić mlin Q2 = 15.0 l/s H = 340.00 above the sea level

- Prodindol Q3 = 8.0 l/s H = 342.00 above the sea level
- Q4 = 6.0 l/s H = 323.00 above the sea level

During the dry period the minimal flow is  $Q_s = 46.5$  l/s. The flow from the spring is directed to the surge tank Malunja with the volumen of  $100 \text{ m}^3$ ,  $H = 241.65$  above the sea level, and the main water tank with the volumen of  $V = 1.000 \text{ m}^3$  at the hight  $H = 203.26$  above the sea level, wherefrom the water is distributed to the consumers by the main pipeline 200 mm.

Part of the water supply system are also two backup connectors. Those are the connecting pipelines to the system Domagović with approximately 17 l/s pressure pipeline PVC 300 mm and the connector to the water tank Zdihovo with the volume of  $320 \text{ m}^3$ .

The existing water supply network of the settlement Jastrebarsko has been upgraded without any model in multiple phases depending on the needs, during which various materials have been used (AC, PVC, cast iron) for pressure pipelines.

Today's situation of the network suffices the distribution of the average and maximum daily consumption, but it does not suffice the conditions necessary for the fire protection.

Today's total water consumption of inhabitants and business entities is  $750 \text{ m}^3$  per day, or approximately 150 l per day per inhabitant.

This consumption of 150 l per day per inhabitant includes the consumption of the industry, inhabitants, gardens and other needs.

The drainage of the settlement Jastrebarsko is solved by the mixed sewage network. The mixed sewage network collects and drains precipitation and faeces. For the existing channel network it could be said that it was upgraded according to the needs and the urbanisation of the settlement and the development of the industry by draining waste and precipitation waters do the nearest recipient.

Therefore, today in the area of the basin there are several temporary drains of waste and overflow waters in watercourses, which are consequently degraded through their whole stream. The settlement Jastrebarsko has not got a water purification plant.

The settlement Jastrebarsko has two mixed systems of draining waste waters:

- draining system that drains waste waters of the settlement Jastrebarsko with the draining of waste water to stream Reka
- draining system that drains waste waters of industrial and business zone Jastrebarsko with the draining of waste waters in the stream Bresnica. To this draining system business entities from the area of the business zone *Jalševac* are connected.

### 3. INSTEAD OF THE CONCLUSION

The business zone *Jalševac* is situated in one of the economic most attractive areas in Croatia, at the 20<sup>th</sup> kilometre of Zagreb, between highway and railway Zagreb – Karlovac.

This fact, alongside the fact that it is one of the biggest business zones in Croatia, speaks for itself about the possibilities of the development of the zone. No wonder then that already in the preparation phase of the Plan there was a significant interest of the investors for the property in this zone.

The existing infrastructure contributes to the simplicity and lower costs of the equipping and supplying of the zone at the very beginning which makes it even more competitive compared to the zones in other locations.

When it comes to limitations, it is necessary to mention that for the optimal development and reaching the full capacity of the zone like this, it is essential to organise the area well in order to be able to bring the zone to its complete realisation through several phases.