**SLUŽBENI GLASNIK OPĆINE LASTOVO**

**LASTOVO MUNICIPALITY**

**OFFICIAL HERALD**

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Contents

pg.

 **MUNICIPAL COUNCIL**

1. Decision on Adoption of Amendments to the Physical Development Plan for Lastovo Municipality………………………………………………. 30
2. Decision on Adoption of the Urban Development Plan relating to the
T1 Tourism Zone for Jurjeva Port and the
Kremena Nautical Tourism Port ………………………………………..34

 **MUNICIPAL MAYOR**

1. Decision on the Founding and Appointment of the Lastovo Municipality Civil Protection Headquarters………………………………………….. 63
2. Decision on Adoption of the 2017 Civil Protection Exercise Plan…….. 65
3. Decision on the Appointment of Information Officers………………… 66
4. Decision on the Appointment of Representatives in the
Local Action Group (LAG) 5 ……….………………………………… 67

Pursuant to Article 89 and 109 – 113 of the Physical Development Act (Official Gazette 153/13) and Article 25 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, 03/13 – final draft), the Municipal Council of Lastovo Municipality at its 38th session held on 28 March 2017 passed the following:

**DECISION ON ADOPTION OF**

**AMENDMENTS TO THE**

**LASTOVO MUNICIPALITY PHYSICAL DEVELOPMENT PLAN**

1. **GENERAL PROVISIONS**

Article 1

1. Amendments to the Lastovo Municipality Physical Development Plan are adopted, and in terms of drafting and adopting the Urban Development Plan for the T1 Tourism Zone of Jurjeva Port and the LN Kremen Nautical tourism port as well as related Amendments to the Lastovo Municipality Physical Development Plan.
2. The author of the Amendments to the Lastovo Municipality Physical Development Plan is IGH Urbanizam d.o.o. from Dubrovnik, Vukovarska 8/II, in coordination with Lastovo Municipality as the client ordering the draft.

Article 2

1. Amendments to the Lastovo Municipality Physical Development Plan (hereinafter: Plan), are an integral part of this Decision, and comprise the textual and graphical sections as well as mandatory appendices.
2. The Plan Project contains the following sections:
	1. **A TEXTUAL SECTION**
		1. INTRODUCTION
		2. IMPLEMENTATION PROVISIONS
	2. **B GRAPHICAL SECTION**

2.1. CARTOGRAPH PRESENTATIONS:

|  |  |  |
| --- | --- | --- |
| 1.A | USE AND ZONE OF THE AREAS – SPACES/AREAS FOR DEVELOPMENT AND LANDSCAPING | 1:25 000 |
| 1.B | USE AND ZONE OF THE AREAS - TRAFFIC | 1:25 000 |
| 2.A | INFRASTRUCTURAL SYSTEMS – POSTAL SERVICES AND TELECOMMUNICATIONS | 1:25 000 |
| 2.B | INFRASTRUCTURAL SYSTEMS – POWER SYSTEMS – POWER ENGINEERING | 1:25 000 |
| 2.C | INFRASTRUCTURAL SYSTEMS – WATER MANAGEMENT SYSTEM – WATER UTILIZATION | 1:25 000 |
| 2.D | INFRASTRUCTURAL SYSTEMS – WATER MANAGEMENT SYSTEM – WASTEWATER DRAINAGE / TREATMENT, STORAGE AND DISPOSAL OF WASTER | 1:25 000 |
| 3.A1 | CONDITIONS OF USE AND PROTECTION OF AREA – Area subject to special conditions of use- Natural heritage and ecological network of Croatia | 1:25 000 |
| 3.A2 | CONDITIONS OF USE AND PROTECTION OF AREA – Area subject to special conditions of use | 1:25 000 |
| 3.B | CONDITIONS OF USE AND PROTECTION OF AREA – Area subject to limited use | 1:25 000 |
| 3.C | CONDITIONS OF USE AND PROTECTION OF AREA – Area subject to special measures for development and protection | 1:25 000 |
| 4.A | CONSTRUCTION AREA – SETTLEMENT OF PASADUR/PREHODIŠĆA | 1:5 000 |

* 1. **C MANDATORY APPENDICES**

A**PPENDIX 1.** Explanation of the Plan

**APPENDIX 2.** List of legal provisions which need to be adhered to when drafting the Plan

**APPENDIX 3.** *Amendments to the Decision on Drafting the Urban Development Plan for the T1 Tourism Zone of Jurjeva Port and the LN Kremena Nautical Tourism Port and the associated Amendments to the Lastovo Municipality Physical Development Plan (Lastovo Municipality Official Herald, 02/16)*

**APPENDIX 4.** Documentation on authorisation to the professional drafter of the Plan for Drafting the Physical Plans.

Article 3

1. The amended parts of the textual and graphical sections referred to in Article 2 replace the respective sections in the Lastovo Municipality Physical Development Plan (Lastovo Municipality Official Herald, 01/10, 06/10 – corrections 07/10, - corrections 05/14))
2. The parts sections of the textual and graphical sections of the Plan including the mandatory appendices to the Lastovo Municipality Physical Development Plan remain unchanged.
3. **IMPLEMENTATION PROVISIONS**

Article 4

**In Article 6, Paragraph (1), Subparagraph 3, the word “Kremena/Jurjeva” is replaced and now reads as:** “Jurjeva Port/Kremena”

Article 5

**In Article 56, Paragraph (1), Subparagraph 3, is replaced and now reads:**

““Jurjeva Port” 3rd military port

**In Paragraph (3), the words “For Jurjeva Port, a protective and security zone with a radius of 100m is defined as follows:**

* **Special purpose zone – enables unhindered access to the military facility”**

**is changed and now reads:**

 “For the Jurjeva Port military port”, a protective and security zone is established, i.e., a zone prohibiting construction with a width of 50 m from the land and sea sides. In the protective belt with a width of 50 m from the sea side, it is prohibited from accessing moored boats. The length of the special purpose zone amounts to 30 m, with a width of 15 m, from three separate bitts, and the ability to further expand the mooring to 50 m.”

Article 6

**In Article 79, after Paragraph (2), a new paragraph added which reads:**

“(2a) Within the zone of the separate construction area outside of the settlement of economic-hospitality-tourism zone of the “Jurjeva luka” (T1), an area of the land section for the “Jurjeva Port – Kremena” nautical tourism port is allocated to cover 2.76 ha. The area of the sea part of the nautical tourism port amounts to 8.97 ha.

Article 7

**In Article 82, in Paragraph (1), the word “Kremena” is replaced and reads as:**

“Jurjeva Port – Kremena”

**In Paragraph (1) in front of the number “400”, the following text is added:**

“up to”

**In Paragraph (3), the word “Kremena” is replaced and now reads:**

“Jurjeva Port – Kremena”

**After Paragraph (3) a new paragraph is added and reads as:**

1. The area of the land section of the Jurjeva Port – Kremena nautical tourism port is defined on the area of the zone incorporating the separate construction area outside of the settlement designated as having the “Jurjeva Port” (T1) economic-hospitality use and covering 2.76 ha. The area of the sea section of the nautical tourism port covers 8.97 ha and incorporates the sea area of Kremena Cove. Construction of fundamental and supporting facilities (amenities with a hospitality, retail, service and sport-recreation use) for the functioning of the nautical tourism port must comply with the special provisions regulating the issue of classification and categorization of nautical tourism ports.
2. More detailed conditions and manner of construction in the Jurjeva Port – Kremena nautical tourism port will be stipulated in the Urban Development Plan.

Article 8

**In Article 94, Paragraph (4), Subparagraph 6 is replaced and reads:**

“6 local road LC-69063: Kremena (planned) – Jurjeva Port – Pasadur (ŽC-6230)”

Article 9

**In Article 98, after Paragraph (1), a new paragraph is added which reads:**

“(1a) The possibility is given for the construction of a solid foreshore or pontoon in the maritime ports to accommodate hydroplane moorings from the land and determining the appropriate area at sea and on land for amphibian opportunities.

(1b) Within port areas of ports opened for public transport and their allocated parts, facilities and supporting amenities for hydroplane moorings may be built (pontoons for mooring and other necessary amenities on sea and land sections).”

Article 10

**In Article 125, Paragraph (2), in Subparagraph 2, line 2 is replaced and reads:**

“2.2. Urban Development Plan for the T1 tourism zone of Jurjeva Port and LN Kremena nautical tourism port”

1. **TRANSITIONAL AND FINAL PROVISIONS**

Article 11

The plan has been drafted in 4 specimens and certified using the seal of the Municipal Council of Lastovo Municipality and signed by the president of the said Council.

Article 12

This Decision comes into force on the eighth day after the date of its publication in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL COUNCIL

CLASS: 350-01/16-01/06 REFNO.: 2145-02/01-17-29

Lastovo, 28 March 2017

PRESIDENT OF THE MUNICIPAL COUNCIL

Ljubo Jurica

Pursuant to Articles 109 – 112 of the Physical Development Act (Official Gazette 153/13) and Article 25 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, 03/13 – consolidated version), the Municipal Council of Lastovo Municipality at its 38th session held on 28 March 2017 passed the following:

**DECISION ON ADOPTION OF THE**

**URBAN DEVELOPMENT PLAN**

**FOR THE T1 TOURISM ZONE OF**

**JURJEVA LUKA AND THE LN KREMENA NAUTICAL TOURISM PORT**

1. **INTRODUCTORY PROVISIONS**

Article1

1. The Urban Development Plan for the T1 tourism zone of Jurjeva Port and the LN Kremena nautical tourism port is adopted, and in terms the procedure the drafting and adoption of the Urban Development Plan for the T1 Zone of Jurjeva Port and the LN Kremen Nautical tourism port as well as related Amendments to the Lastovo Municipality Physical Development Plan.
2. The author of the Amendments to the Lastovo Municipality Physical Development Plan is IGH Urbanizam d.o.o. from Dubrovnik, Vukovarska 8/II, in coordination with Lastovo Municipality as the client ordering the draft.

Article 2

1. The Urban Development Plan for the T1 tourism zone of Jurjeva Port and the LN Kremena nautical tourism port (hereinafter: Plan), is an integral part of this Decision, comprising the textual and graphical parts as well as compulsory appendices.
2. The Plan Project contains the following sections:

# A TEXTUAL SECTION

INTRODUCTION (*relating to Amendments to the Decision on Drafting the Urban Development Plan for the T1 Tourism Zone of Jurjeva Luka and LN Kremena Nautical Tourism Port and associated Amendments to the Lastovo Municipality Physical Development Plan*)

* + 1. INTRODUCTION
		2. IMPLEMENTATION PROVISIONS

# B GRAPHICAL SECTION

2.1. CARTOGRAPH PRESENTATIONS:

|  |  |  |
| --- | --- | --- |
| 1. | USE AND ZONE OF THE AREAS | 1:1000 |
| 2.1. | TRAFFIC, STREET AND COMMUNAL INFRASTRUCTURAL NETWORK -Traffic and street network | 1:1000 |
| 2.2. | TRAFFIC, STREET AND COMMUNAL INFRASTRUCTURAL NETWORK –Electricity and telecommunications | 1:1000 |
| 2.3. | TRAFFIC, STREET AND COMMUNAL INFRASTRUCTURAL NETWORK –- Water supply | 1:1000 |
| 2.4. | TRAFFIC, STREET AND COMMUNAL INFRASTRUCTURAL NETWORK –Wastewater drainage | 1:1000 |
| 3.1. | CONDITIONS OF USE AND PROTECTION OF AREA – Natural heritage and landscape | 1:1000 |
| 3.2. | CONDITIONS OF USE AND PROTECTION OF AREA –Archaeological heritage | 1:1000 |
| 3.3. | CONDITIONS OF USE AND PROTECTION OF AREA –Forms of use | 1:1000 |
| 4. | MANNER AND CONDITIONS OF CONSTRUCTION | 1:1000 |

* 1. **C MANDATORY APPENDICES**

**APPENDIX 1.** Explanation of the Plan

**APPENDIX II.** List of legal provisions which need to be adhered to when drafting the Plan

**APPENDIX III.** Decision on Drafting the Urban Development Plan for the T1 Tourism Zone of Jurjeva Port and the LN Kremena Nautical Tourism Port (Lastovo Municipality Official Herald, 06/15, 09/15), Amendments to the Decision on Drafting the Urban Development Plan for the T1 Tourism Zone of Jurjeva Port and the LN Kremena Nautical Tourism Port and the associated Amendments to the Lastovo Municipality Physical Development Plan (Lastovo Municipality Official Herald, 02/16)

**APPENDIX IV.** Documentation on authorisation of the professional drafter of the Plan for Drafting the Physical Plans.

Article 3

1. The area covered by the Plan, defined in the higher ranked physical planning documentation: Dubrovnik-Neretva County Physical Plan and the Lastovo Municipality Physical Plan, is defined as the zone of a separate construction area outside of the settlement of economic-hospitality-tourism use for the Jurjeva Port (T1 – hotel).
2. The area covered also includes the nautical tourism port of national importance in the Kremena Cove, with which the zone of the separate construction area outside of the settlement of economic-hospitality-tourism use referred to in Paragraph (1) of this Article comprises a functional unit for the main urban concept.

# IMPLEMENTATION PROVISIONS

Article 4

The Urban Development Plan for the T1 Tourism Zone of the Jurjeva Port and LN Kremena Nautical Tourism Port (hereinafter: Plan) determines the fundamental conditions of use and zoning of the area as well as guidelines which allow development of the space for the construction of new facilities, landscaping of the land parcel as well as undertaking other actions above, underneath and on the surface of the parcel.

Article 5

1. The area covered by the Plan, defined in the higher-ranked physical planning documentation: Dubrovnik-Neretva County Physical Plan (Dubrovnik-Neretva County Official Herald, 06/03, 03/05 – harmonised, 03/06, 07/10, 04/12 – corrected, 02/15) and the Lastovo Municipality Physical Development Plan (Lastovo Municipality Official Herald, 01/10, 06/10 – corrected, 07/10 – corrected, 05/14) is defined as a separated construction area with a hospitality-tourism intended use (T1-hotel) outside of the settlement for the (T1-hotel) Jurjeva Port. The area covered also includes the nautical tourism port of national importance in the Kremena Cove, with which the intended use of the separate construction area outside of the settlement of economic-hospitality-tourism intended use referred to in Paragraph (1) of this Article comprises a functional unit for the central urban concept.
2. The area covered by the Plan is determined in more detail by the Decision on Drafting the Plan (Lastovo Municipality Official Herald, 06/15) and the Decision on Amendments to the Decision on Drafting the Plan (Lastovo Municipality Official Herald, 09/15).
3. The higher-ranked physical planning documentation defines the area covered by the T1 Tourism Zone of Jurjeva Port totalling 15.0 ha with a capacity of 500 beds, and which encompasses the land section of the plan area, whereas the plan for LN Kremena Nautical Tourism Port of national importance is to have a total of 400 moorings. This respective area is completely encompassed within the protected coastline area (in Croatian, *“zaštićeno obalno područje – ZOP”*).
4. The area covered by the Plan represents in its original state an undeveloped area, except for the parts belonging to the previous military facilities in the cove of Jurjeva Port.
5. The conditions and manner of construction within the area covered by the Plan must comply with the provisions of this Plan.

Article 6

1. The conditions for construction and development of the area is based on guidelines in the Lastovo Municipality Physical Development Plan, which in terms of intended use for the area identifies areas for further development within the respective area, including also conditions relating to the manner of construction, typology and height of structures, and utilization intensity of the area (density, capacities, lot coverage and lot exploitation).
2. During urban planning and development at all levels there is a need to take into account retaining the landscape diversity and natural quality of the area while valuing and encouraging local construction methods and construction traditions as well as encouraging the use of autochthonous materials and respecting traditional architectural guidelines when constructing facilities.

Article 7

1. The plan defines the zoning of the areas, the presentation of which is contained in the textual part of the Plan and in the graphical section of the Plan on the cartograph presentation *1. Usage and zoned use of the area,* at a scale of 1:1000.
2. Demarcated zones for various intended uses are allocated in the area of the Plan,
	1. HOSPITALITY-TOURISM ALLOCATION (T) 2.1.1. Hotel (T1)
	2. SPORT-RECREATION ALLOCATION (R)
		1. Baths (R3)
	3. PUBLIC GREEN AREAS (Z)
		1. Landscape green areas (Z1)
	4. NAUTICAL TOURISM PORT (LN)
	5. BERTH (PR)
	6. PARKING AND GARAGE-PARKING AREAS (P)

Article 8

1. Detailed demarcation of particular intended use in the area covered by the Plan, as well as projects on the construction lots is carried out and determined in construction acts, in accordance with the provisions of the Plan and current regulations and standards of the Republic of Croatia.
2. Formation of the new construction parcels implies respecting the current boundaries of the cadastral lots located in the area covered by the Plan and/or establishing a new subdivision based on functional principles.
3. Subdivision of the land parcels for the purpose of determining construction parcels is carried out in line with the Plan.

# 2. CONDITIONS FOR ACCOMMODATING FACILITIES FOR ECONOMIC ACTIVITIES

Article 9

1. Facilities providing economic activities may be located on an area zoned as economic-hospitality-tourism (T) and in an area zoned as a nautical tourism port (LN).
2. Areas zoned for economic use are presented in the graphical section of the Plan, on the cartograph presentation *1. Usage and zoned use of the area*, at a scale of 1:1000.
3. Forms of usage of areas within the area covered by the Plan are presented on the cartograph *3.3. Conditions of usage, development and protection of areas – forms of usage*, at a sale of 1:1000, and include the following:
	1. forms of usage on land
	2. Reconstruction – change of usage due to better functionality of buildings
	3. New construction
	4. Reconstruction on maritime demesne – change of usage due to better functionality of land and sea sections of the beach
	5. New construction under particular conditions – approval is given to construct supporting amenities with an intended hospitality-tourism use and construction of the land section of the nautical tourism port in the area distanced 100 m from the foreshore line.
	6. forms of usage at sea
		1. New construction at sea – approval is given for construction of piers at the nautical tourism port
4. Manner of construction and associated conditions on the mentioned areas are shown on the cartograph presentation *4.1. Manner of construction and associated conditions*, at a scale of 1:1000.

# 2.1. Conditions for accommodating facilities with an economic use – hospitality-tourism (T)

Article 10

1. Areas zoned for economic-hospitality-tourism (T) use cover the T1 tourism zone of Jurjeva Port, as shown on the cartographic presentation *1. Usage and zoned use of the areas,* at a scale of 1:1000.
2. In the area zoned for hospitality-tourist use (T1-hotel), within the construction parcel, hospitality-tourism amenities may be established which considering the type of service offered has been classified into the “hotels” group in accordance with particular regulations which regulate the hospitality activities1 and which are contain accommodation units in accordance with special regulations stipulating classification, categorization and particular standards for hospitality premises from the “hotels” group.2
3. The area on which the intended hospitality-tourism use is envisaged in essence represents an undeveloped area, except for the part of the previous military facilities in the cove of Jurjeva Port.
4. Capacities by type and category should be planned such that the area referred to in Paragraph 2 of this article envisages an accommodation capacity of at least 70% in hotels and a maximum of 30% in villas, in accordance with particular regulations.
5. Conditions and manner of construction must comply with the provisions of this Plan.
6. Hospitality Activities Act (Official Gazette, 85/15)

2 Ordinance on the Classification, Categorization and Particular Standards for Hospitality Facilities in the Hotels Group (Official Gazette, 88/07, 58/08, 62/09, 63/13, 33/14, 92/14).

# 2.1.1. Conditions and manner of construction

Article 11

1. Spatial conditions are determined in line with the guidelines for *Criteria for Planning Tourism Sections of Coastal Areas,* and in accordance with higher ranked spatial plans and other particular laws.
2. The T1 tourism zone of Jurjeva port is subject to special conditions and manner of construction for the hotel zone and villa zone, as shown in the cartograph *1. Usage and zoned use of the areas*, at a scale of 1:1000.

# Hotel zone

Article 12

1. In the hotel zone, on an area of 6.3 ha, the following manner of construction and related conditions apply:
	1. Construction of a hotel complex consisting of the construction of the central and accommodation hotel building including other amenities (supporting and other amenities) in accordance with particular regulations on the standard of accommodation buildings from the hotels group, five-star category.
	2. Maximum capacity: 450 beds
	3. Horizontal and vertical dimensions of buildings and openings in them, form of the façade and roofing including materials used should be harmonised with ambient values of the surroundings
	4. Stipulated lot exploitation coefficient (kig: 0.3) and lot coverage coefficient (kis: 0.8) is applied across the entire hotel zone
	5. The calculation for the lot exploitation coefficient (kig) and lot coverage coefficient (kis) includes the terraces, pools exceeding an area of 100 m2, supporting (auxiliary) structures and the like.
	6. Number of floors: up to four above-ground floors
	7. Above-ground floor is any floor besides floors fully buried/ basements
	8. Total height of the structures is measured from the final levelled and landscaped terrain at its lowest part alongside the building façade up to the highest point of the roof (ridge) and may be a maximum of 16 m, or 13 m from the height of the cornice
	9. The final levelled terrain may deviate by a maximum of 10% in relation to the natural terrain
	10. At least 50% of the zone areas should be landscaped as landscape greenery, where the preferred landscaping should include autochthonous greenery and preservation of the existing
	11. Allows installation of photovoltaic cells and solar collectors on all structures.
2. Construction of the supporting amenities from Point 1, Paragraph 1 of this Article incorporates the following conditions and manner of construction:
	1. Construction of amenities with a hospitality-tourism zoned used (bars, restaurants and the like) which serve as supporting amenities of the central and accommodation hotel building
	2. Type and capacity of supporting amenities and public areas should be determined in proportion to each phase of the construction of accommodation buildings
	3. Number of floors: ground floor
	4. Total height of the structures is measured from the final, levelled and landscaped terrain at its lowest part alongside the building façade up to the highest point of the roof (ridge) and may be a maximum of 8 m, or 5 m from the height of the cornice
	5. The final levelled terrain may deviate by a maximum of 10% in relation to the natural terrain
	6. Enters the calculation for the permitted lot exploitation coefficient (kig) and lot coverage coefficient (kis) for the hotel zone
	7. Allows installation of photovoltaic cells and solar collectors on all structures.
3. The abandoned military buildings in the area of the hotel zone, within the existing dimensions, may be reconstructed and finalised for a new intended use, in accordance with conditions for nature protection and intended use as determined in this Plan.

# Villa zone

Article 13

The villa zone, with an area of 2.8 ha, is subject to the following conditions and manner of construction:

* 1. Construction of independent/self-standing tourist villa with a five-star category
	2. Maximum capacity: 50 beds
	3. Horizontal and vertical dimensions of buildings and openings in them, form of the façade and roofing including materials used should be harmonised with ambient values of the surroundings
	4. Total height of the villa, measured from the final levelled and landscaped terrain at its lowest part alongside the building façade up to the highest point of the roof (ridge): up to a maximum of 10.5 m
	5. The final levelled terrain may deviate by a maximum of 10% in relation to the natural terrain
	6. Construction of a semi-basement (S) or basement (Po) due to adapting the building to the terrain slope
	7. Above-ground floor is any floor besides floors fully buried/ basements
	8. Minimal size of the construction lot for construction of the villa building amounts to 2000 m2
	9. Stipulated lot exploitation coefficient (kig) amounts to 0.25 and takes into account the respective construction parcel for construction of the villa
	10. Maximum permitted gross floor area (GFA): 500 m2 (above ground GFA).
	11. The lot exploitation coefficient (kig) includes the terraces, pool areas exceeding 100 m2, associated (auxiliary) buildings and the like in the calculation
	12. Smallest interval distance between the villas is to be 10 m, whereas the distance from the frontage is to be 5 m.
	13. At least 60% of the zone areas should be landscaped as landscape greenery, where the preferred landscaping should include autochthonous greenery and preservation of the existing
	14. Allows installation of photovoltaic cells and solar collectors on all structures.

Article 14

Accommodation capacity, lot exploitation coefficient (kig) and lot coverage coefficient (kis) are given as maximum possible values of the spatial indicators, whereas the exact calculation is obtained in the preliminary design and design documentation for the entire zone, in accordance with the provisions of this Plan and particular laws of the Republic of Croatia.

# 2.2. Conditions for accommodating facilities in the area of the nautical tourism port (LN)

Article 15

1. The area of the nautical tourism port (LN) includes the zone of the Kremena nautical tourism port (LN) of national importance, as shown in the cartograph *1. Usage and zoned use of the areas*, at a scale of 1:1000
2. The area on which the nautical tourism port is envisaged in essence represents an undeveloped space.
3. Conditions and manner of construction must comply with the provisions of this Plan.

# 2.2.1. Conditions and manner of construction

Article 16

The zone of the Kremena nautical tourism port (LN) is subject to the conditions and manner of construction for nautical tourism ports, as shown in the cartograph *1. Usage and zoned use of the areas*, at a scale of 1:1000.

# Nautical tourism port

Article 17

1. In the nautical tourism port LN) of national important, with a total area of 11.73 ha and total capacity of up to 400 moorings, the following conditions and manner of construction apply:
	1. land section, total area of 2.76 ha:
		1. Covers the land section of the nautical tourism port (LNk), parking and garage-parking areas (P), landscaped green areas (Z) ad infrastructural systems (IS)
		2. Covers construction of basic structures and supporting structures (amenities for hospitality, retail, service as well as sports-recreational use) which comprise the architectural and functional entirety
		3. Horizontal and vertical dimensions of structures and openings on them, formation of the facades and roofing as well as used materials should conform to the ambient values of the local surroundings
		4. type and capacity of supporting amenities and public areas should be determined proportionally for each phase in construction of the basic structures/buildings
		5. Maximum stipulated lot exploitation coefficient (kig) amounts to 0.3
		6. Maximum stipulated lot coverage coefficient (kis) amounts to 0.8
		7. Calculating the lot exploitation coefficient (kig) and lot coverage coefficient (kis) incorporates the fundamental structures and all associated amenities in the nautical tourism port
		8. Number of storeys: up to two above-ground storeys (P+Pk)
		9. Above-ground storey may be any storey besides the fully buried basement storeys

Total height of the structures is measured from the final levelled and landscaped terrain at its lowest section alongside the façade of the building to the highest point of the roof (apex) and may amount to a maximum of 8.5 m, i.e., 5.5 m up to the height of the cornice.

* + 1. The final levelled terrain will be permitted to have a maximum deviation of 10% in relation to the natural terrain
		2. At least 50% of the zone area should be landscaped as landscape greenery, where the preference is landscaping using autochthonous greenery and preservation of existing greenery
		3. Enables the installation of photovoltaic cells and solar collectors on all structures
	1. sea section (sea area), total area of 8.97 ha (designation LNm):
		1. Covers development of the foreshore and construction of the necessary piers, breakwaters and wave breakers
		2. On the entire part of the line of moorings on the foreshore, piers and breakwaters, the plan is to install pylons for mooring at appropriate intervals, depending on the type and category of vessel which is moored at the particular positions
		3. Moorings will also be equipped with cabinets containing water and electricity installations as well as cable conduit installations
		4. Arrangement of piers will enable unhindered access to the warehouse area, i.e., the previous military mine

Development of the sea maritime area along with port infrastructure, i.e., position of the piers, wave breakers, development of the foreshore and equipping with amenities will be determined in detail in the design documentation, and in accordance with the provisions for implementing the Plan.

1. In the sea part of the nautical tourism port (sea area), the positions of the piers are shown, whereas their final positions will be determined in the design documentation, and in accordance with the provisions of this Plan and special regulations of the Republic of Croatia.
2. Planning the piers and other infrastructure in the sea part of the port should preserve the natural foreshore in its original state.

# CONDITIONS FOR ACCOMMODATING FACILITIES FOR SOCIAL ACTIVITIES

Article 18

The area of the Plan does not plan for the construction of facilities for social activities.

# CONDITIONS AND MANNER OF CONSTRUCTING RESIDENTIAL BUILDINGS

Article 19

The area of the Plan does not plan for the construction of buildings for residential use.

# CONDITIONS AND MANNER OF CONSTRUCTION – SPECIAL PURPOSE ZONE

Article 20

1. At the location of moorings in the southern part of Jurjeva Port, and outside of the area covered by the Plan, a special purpose zone (N) is defined, i.e., Jurjeva Port military port, as shown on the cartograph *1. Usage and zoned use of the areas,* at a scale of 1:1000.
2. The length of the special purpose zone is 30 m, with a width of 15 m, and three separate bitts, with the possibility of further expanding the moorings to 50 m.
3. For the special purpose zone, a protective and security zone is defined, i.e., a zone forbidding construction within a 50-meter width from the land and sea side. The 50-meter wide protective belt from the sea side forbids access to moored boats.

# CONDITIONS FOR DEVELOPMENT AND CONSTRUCTION, RECONSTRUCTION AND EQUIPPING OF TRANSPORT, TELECOMMUNICATIONS AND THE UTILITIES NETWORK ALONG WITH THE ASSOCIATED STRUCTURES AND AREAS

Article 21

1. Infrastructural buildings are considered to be linear and surface structures for traffic, telecommunications, power and water supply as well as drainage systems, where their category and type are determined in particular regulations.
2. The route and surfaces of the structures and devices for the traffic and communal infrastructural network are shown in the graphical section of the Plan on the cartograph of traffic, street and communal infrastructural networks: *2.1. Transport, street and communal infrastructural networks – Transport and street network, 2.2. Transport, street and communal infrastructural network – Power engineering and telecommunications, 2.3. Transport, street and communal infrastructural network – water supply, 2.4. Transport, street and communal infrastructural network – wastewater drainage*, at a scale of 1:1000. Detailed arrangement of pipelines for the communal infrastructure within the corridor in the Plan will be determined in the project.
3. The adopted acts on construction determine the construction of devices and/or facilities for traffic and communal infrastructural system on other areas as well than those envisaged in Paragraph (2) of this Article, if it does not negatively impact the usage conditions for the areas.
4. Transport infrastructural corridors are all surfaces and supporting facilities within the Plan of identified corridors and construction parcels necessary for construction or functioning of transport and communal infrastructure along with auxiliary structures (transformer facilities, and the like).
5. In the general level of road corridors, the plan is to develop traffic areas. Designing and constructing the particular structures and devices for transport and communal infrastructure will be defined upon drafting of the design documentation, in accordance with the provisions of this Plan and the particular regulations of the Republic of Croatia. Adhering to the stipulated distances from other infrastructural structures and devices is necessary, as well as obtaining consent from other users of infrastructural corridors.

# 6.1. Conditions for construction of the transport network

Article 22

1. The construction and reconstruction of transport structures for road transport is possible on areas of transport-based infrastructural systems.
2. Routes and widths of transport system corridors are shown on the cartograph *2.1 Transport, street and communal infrastructure network – Transport and street network,* at a scale of 1:1000.
3. Smaller deviations from planned corridor routes are possible due to better adaptation of the road route to on-site conditions.

# 6.1.1. Road transport

Article 23

1. In principle, access to the tourism zone and nautical tourism port incorporates plans for a new thoroughfare, which connects as the backbone the north-western (cove of Jurjeva Port) and south-eastern part of the project area (Kremena cove), linking onto the existing classified local road LC-69063 (Jurjeva Port – Pasadur).
2. The total length of the road transport infrastructure in the project area amounts to 3092 m and comprises the following:
	1. routes for local classified roads, designated as LC-69063, between the cove of Jurjeva Port sand Kremena cove
	2. Internal roads, within Jurjeva Port
	3. Internal service roads, within Jurjeva Port
	4. Associated elements of the previously mentioned roads, which must be carried out according to rules of the profession
3. A seashore promenade (lungomare) is envisaged, from the cove of Jurjeva Port to Kremena cove, which will be realised according to the provisions of this Plan and on-site conditions.

# Characteristic cross-sections of thoroughfares

Article 24

Planned transport network comprises a few types of thoroughfares of various categories and are shown on the cartograph *2.1. Transport, street and communal infrastructure network – Transport and street network*, with characteristic cross-sections at a scale of 1:200 -

* 1. Local classified road (roadway), designated as LC-69063, between the coves of Jurjeva Port and Kremena, which links the project area with the existing local classified road LC-69063, with the greatest longitudinal slope of 12% and total length of 2070 m, with the following characteristic cross-sections:
		1. CROSS-SECTION A-A (at the site of the largest embankment on the road section):

|  |  |  |
| --- | --- | --- |
| - roadway | 2x2.75 m | 5.50 m |
| - footpath | 1x1.60 m | 1.60 m |
| - expansion | 1x1.00 m | 1.00 m |
| - shoulder | 2x1.00 m | 2.00 m |
| - embankment | 1x2.00 m | 2.00 m |
| - embankment | 1x1.65 m | 1.65 m |
| - total |  | 14.20 m |

* + 1. CROSS-SECTION B-B (at the site of the largest cutting on the road section)

|  |  |  |
| --- | --- | --- |
| - roadway | 2x2.75 m | 5.50 m |
| - footpath | 2x1.60 m | 3.20 m |
| - berm | 2x0.60 m | 1.20 m |

* total 10.0 m
	+ 1. CROSS-SECTION C-C (in the zone of the nautical tourism port)
* roadway 2x2.75 m 5.50 m
* parking lot 2x5.00 m 10.00 m

- berm 1x1.60 m 1.60 m

* total 17.10 m
	1. internal road (roadway), which passes through Jurjeva Port and links to the planned local classified road LC-69063, largest longitudinal slope of 12% and total length of 827 m, with the following characteristic cross-section:
		1. CROSS-SECTION D-D
* roadway 2x2.75 m 5.50 m
* footpath 1x1.60 m 1.60 m

- berm 1x0.75 m 0.75 m

* total 7.85 m
	1. The internal service road (roadway – promenade), functioning as a blind street which passes through Jurjeva Port, at which the ending has a “Y” turnaround, maximum longitudinal slope of 8% and total length of 195 m, with the following characteristic cross-section:
		1. CROSS-SECTION E-E
* roadway 2x2.75 m 5.50 m
* shoulder 1x0.30 m 0.30 m

- berm 1x0.75 m 0.75 m

* total 6.55 m
	1. Seashore promenade (lungomare) from the Jurjeva Port cove to the Kremena cove, which is to be reconstructed according to a separate project, with the aim of linking tourist land and maritime amenities, and exhibiting the following characteristic cross-section:
		1. CROSS-SECTION F-F

- seashore promenade (lungomare) – based on the on-site conditions

Article 25

1. The seashore promenade (lungomare) is planned for pedestrian and possible bicycle transport, with a width suitable for on-site conditions, and not wider than the corridor of the existing seashore promenade route.
2. The planned promenade should conform to the landscape such that significant construction works are not undertaken and that the existing vegetation is preserved to the largest possible extent.
3. In the necessary places along the seashore promenade, physical barriers (columns, ramps, curbs and the like) are placed in order to enable roadway traffic along it.
4. Landscaping of the surroundings along the promenade should rely on planting autochthonous types of flora.

Article 26

1. Constructing the planned thoroughfares requires preserving the landscape and heritage value of the area, by adapting the route to natural terrain forms with minimal use of retaining walls, cuttings and embankments. If avoiding shifting the level of the road outside of the natural terrain level is not possible, the retaining walls, cuttings and embankments must be rehabilitated.
2. All cuttings and embankments which appear alongside the thoroughfare must be incorporated into the natural ambient, by constructing walls with a maximum height of up to 3 m and clad with arranged stone and terraces which will be greened to conform to the other landscaping architecture. In the event that the cuttings and embankments are higher than 3 m, the requirement is to construct cascading supporting walls incorporating gardens at each cascade due to better blending into the scenery.

Article 27

All public thoroughfare areas must be designed, constructed and landscaped without architectural barriers and such that communal infrastructure can be installed and the passing of emergency vehicles (firefighting and the like) is enabled.

Article 28

1. All thoroughfares should be equipped with public lighting and additionally light up the intersections and pedestrian passes. The public lighting columns are to be arranged along the thoroughfare, with the exact positions determined in the design documentation.
2. Public lighting columns must be equally high and arranged simply, in the peripheral belt of the thoroughfare footpath, where possible, and distanced from the roadway curb (on the edge section where possible). The light column and lamps must be adapted to the category and type of thoroughfare.
3. All lighting must be ecological, in order to avoid light pollution. The use of lamps which satisfy standards for light and power efficiency (LED and sodium) is essential.

Article 29

1. The pedestrian passes should be adapted to the movement of persons with disabilities and persons with reduced mobility. Their position should be chosen in accordance with the other network of transport infrastructure, stairways and zones on which pedestrians gather.
2. The system for drainage stormwater from thoroughfares should be such that it enables unhindered flow of road and pedestrian traffic, and in line with water protection conditions.

Article 30

The connection between the planned locally classified road LC-69063 to the existing locally classified Jurjeva Port – Pasadur road should be carried out in accordance with the design documentation and rules of the profession.

# 6.1.2. Non-moving traffic

Article 31

1. Promet u mirovanju smješta se na područja predviđena za garaže i vanjska parkirališta, sve prema kartografskom prikazu 2.1. *Prometna, ulična i komunalna infrastrukturna mreža - Prometna i ulična mreža*, u okviru projektne dokumentacije i po posebnim propisima, a po kriterijima navedenim u odnosnom članku ovih odredbi.
2. Non-moving traffic is positioned in an area envisaged for garages and outside parking, all in accordance with the cartograph 2.1 *Traffic, Street and Communal Infrastructural Network – Traffic and road network,* in terms of the design documentation and special provisions, and based on criteria stated in the related articles of this provision.
3. In accordance with special provisions defining the number of parking places (PM) for accommodation facilities from the group of hotels, camps and other types of hospitality facilities for accommodation,3 the higher-ranked physical planning documentation and related articles of these provisions, parking for automobiles should be ensured in the T1 tourism zone of Jurjeva Port for at least 20% of the accommodation units and garage places for at least 20% of the accommodation units, i.e.,
	1. for the hotel zone (at the base the locally classified road):
		1. ensure parking places for 40% of the accommodation units, of which a minimum of 50% of the parking places should be situated in the underground garage under the main hotel building
	2. for the villa zone (at the top of the locally classified road):
		1. for each villa building, on its own construction lot, ensure two outdoor or internal parking places
		2. for each villa building ensure a connection to the locally classified road
4. In the zone of the nautical tourism port, considering that it involves a traffic isolated and inaccessible area as well as an area of high ecological protection, the number of necessary parking places is reduced by 37.5% from the total planned number of moorings, and as such the total amounts up to 150 parking places.
5. Parking places should be organised as perpendicular parking with respect to the planned locally classified road.
6. Calculating the number of parking places was done using existing information, whereas the exact calculation is obtained upon drafting the preliminary design and design documentation, while adhering to the stated specific regulations of the Republic of Croatia and the provisions of this Plan.

# 6.1.3. Maritime traffic

Article 32

1. Maritime traffic in the area covered by the Plan covers the berth (PR) in the T1 tourism zone of Jurjeva Port.
2. The berth (PR) along with associated area is shown in the cartograph *2.1. Traffic, street and communal infrastructure network – Traffic and street network.*

Article 33

1. Development of the berths (PR) is planned on the land section along with the associated part of the sea area, where the area of the land section is 302 m2 and the area of the sea section is 921 m2, for the requirements of the hotel in the T1 tourism zone of Jurjeva Port.
2. Detailed design documentation should envisage development of the land section of the project with the possibility of making correction to the foreshore (construction of jetty) for berth requirements.

3 Ordinance on the Classification, Categorization and Particular Standards for Hospitality Facilities in the Hotels Group (Official Gazette, 88/07, 58/08, 62/09, 63/13, 33/14, 92/14).

1. The number of positions at the berth should amount to a maximum of 20% of the total number of accommodation units on land in the hotel zone.

# Conditions for construction of the telecommunications network

Article 34

1. The telecommunications system in the area covered by the Plan is shown on the cartograph *2.2. Traffic, street and communal infrastructural network – Electricity system and telecommunications*
2. The route of the devices for transferring the telecommunications system is orientational, where details will be determined in the procedures for issuing the constructions acts.

Article 35

1. The new distributive telecommunications utility tunnel (DTK), into which all the necessary electronic communications infrastructure can be laid, is run longitudinally to the main thoroughfares in the area covered by the Plan, in the body of the thoroughfare structure, on the opposite side of electrical installations. If they are to be run in parallel, the minimal distance between them must be adhered to.

 (3) The telecommunications network is carried out underground, and according to the allocated communal installations in the road or footpath base. If designed and laid outside of the thoroughfare and its belt area of the lot, is should be carried out to enable construction on building lots in accordance with the planned intended use, or the carrying out of other installations. It also relates to the eventual construction of an aerial telecommunications network.

Article 36

The existing individual elements of the constructed facilities should be adapted for connection onto the planned infrastructure or terminated and new ones made which conform to the planned infrastructure.

Article 37

The new electronic communications infrastructure for providing public communication services using electromagnetic waves, without the use of conductors, will be determined depending on the existing coverage of the area by radio signals from all service providers and future requirements for the area, and by planning the placement of new stations and associated antenna systems.

# Conditions for construction of the communal infrastructural network

Article 38

1. The communal infrastructural network in the area covered by the Plan is shown on the cartograph *2.2. Traffic, street and communal infrastructural network – Electricity and telecommunications, 2.3. Traffic, street and communal infrastructural network – Water supply and 2.4 Traffic, street and communal infrastructural network – Wastewater drainage,* at a scale of 1:1000.
2. The route and tunnel of the communal infrastructure network as well as the location of communal infrastructural devices are given generally and are subject to changes based on the more detailed design documentation or special conditions from competent institutions, and which will be addressed in detail in the procedure for issuing adopted acts on construction.

Article 39

1. Communal infrastructure should be laid within the traffic corridor, whereas surface structures (substations, pump stations, and the like) belonging to communal infrastructure on separate building lots within the areas zoned for other intended uses.
2. Construction and the laying of communal infrastructure lines is to be done within the corridor of public traffic areas and for that purpose in ensured belts for each type of infrastructure, and in accordance with a general arrangement determined in perpendicular cross-sections. During construction of the thoroughfares, all of the planned communal infrastructure lines should be laid.

# Electricity system

Article 40

The electricity system (cable network route and location of the substations) in the area covered by the Plan is shown on the cartograph *2.2 Traffic, street and communal infrastructural network – Electricity and telecommunications*, at a scale of 1:1000.

Article 41

 (1) A new distributive electricity network should be constructed for powering the amenities within the area covered by the Plan and the areas with which the amenities are directly connected by thoroughfares.

(2) Electricity cables are to be laid within the footpath of the thoroughfare on the opposite side of where the telecommunications cables are laid. If they must be run parallel, the minimum interval distance must be adhered to.

Article 42

1. Supply the area covered in the Plan is envisaged at medium voltage (SN) using a 20(10) kV cable from the closest point, whereas powering the facilities and devices is envisaged using low voltage.
2. The routes are defined for the 10(20) kV cable network and three transformer stations:
	1. The (20)/10/0.4 kV TS “vile” transformer station, with a power of 1000 kVA, positioned in the area of the villa zone and intended for supplying electricity to it
	2. The (20)/10/0.4 kV TS “hotel” transformer station, with a power of 1000 kVA, positioned in the area of the hotel zone and intended for supplying electricity to it
	3. The (20)/10/0.4 kV TS “LN” (nautical tourism port) transformer station, with a power of 1000 kVA, positioned in the area of the nautical tourism port zone and intended for suppling electricity to it
3. Supplying the planned transformer substations will be performed using underground conductors from the existing Jurjeva Port TS 10(20)/0.4 kV
4. The 0.4 kV low-voltage network from the transformer substation to the planned facilities designed and carried out in the body of the thoroughfare and access path as well as over the cable distribution cabinet (KRO) and cable terminal cabinet (KPO).
5. During construction of the electricity supply network, the technical conditions should be adhered to, in accordance with special regulations, provisions of this Plan and rules of the profession.

Article 43

1. Enables the use of additional, alternative sources of energy, such as photovoltaic solar panels.
2. The cooling and heating of buildings is made possible by the use of thermal air-water pumps, whereas preparation of consumption and sanitary water is made possible by installing solar collectors. The thermal pumps and solar collectors may be placed solely on the roofs and facades of buildings, roofed terraces and roofed parking lots.

Article 44

The electricity supply system will be addressed in more detail in the design documentation, in accordance with special regulations, provisions of this Plan and rules of the profession.

# Water supply system

Article 45

1. The water supply system in the area covered by the Plan is shown on the cartograph *2.3 Traffic, road and communal infrastructural network – Water supply,* at a scale of 1:1000.
2. The water supply system in the area covered by the Plan relies on the existing public water supply network of the island of Lastovo (Ubli water reservoirs, capacity of 315 m3 and the gravitational pipeline DN 100 mm to the entry of Jurjeva Port).

Article 46

The water supply system comprises breakwaters and facility reservoirs, waters supply pump stations, hydrophore stations and pressure pipelines for the transport and distribution of water. The pressure pipeline for water supply is run in the body of the planned thoroughfare.

Article 47

The water supply system plans for two water reservoirs:

* 1. Water Reservoir 1 – situated at the level of the bottom + 55 m a.s.l. along with the associated water supply pump station, which aided by the pressurised pipeline DN 80 mm pumps drinking water into water reservoir 2, situated at the level of the bottom + 80 m a.s.l. Water from the Water Reservoir 1 will supply users of the hotel zone and the LN Kremena nautical tourism zone.
	2. Water Reservoir 2, from which the water is gravitationally distributed to users of the villa zone.

Article 48

1. The fire protection system in the area covered by the Plan is envisaged as a single system – common pipeline for sanitary and fire-fighting water.
2. The plans incorporate an external hydrant network, supplied with water from the Water Reservoir 1, along with ensured accumulation for water), and in accordance with special regulations regulating issues concerning hydrant networks.

Article 49

The water supply system will be addressed in more detail in the design documentation, in accordance with special regulations, provisions of this Plan and rules of the profession.

# Wastewater drainage

Article 50

 (1) The wastewater drainage system in the area covered by the Plan is shown on the cartograph *2.3 Traffic, street and communal infrastructural network – Wastewater drainage,* at a scale of 1:1000.

1. In the area covered by the Plan, there are plans to incorporate a distribution system for the drainage of sanitary and stormwater.

# Sanitary wastewater

Article 51

1. The plans envisage an autonomous solution for the collection of sanitary wastewater using a network of gravitational collectors, sewage pump station and pressurised pipeline at the stage 3 biological purification device. After purification and hygienization, the plan stipulates using the water as technological water. The treated technical water from the bio-purifier, if not used, will be released into the planned underwater sea release system in the manner prescribed by criteria for releasing wastewater into the sea. The underwater sea release should be planned so that it reaches a depth and sea current which disperses the wastewater to a sufficient extent, all in accordance with the detailed project documentation, and in accordance with higher ranked plans and current regulations.
2. The envisaged location of the purification devices is situated outside of the area covered by the Plan, and around it a zone of dense greenery is to be set up.
3. Sludge occurring as a by-product from biological purification must not be disposed of in the surrounding environment and requires organizing its carting off and disposal in agreement with the competent communal company.
4. The peak load is expected to happen in the summer months. In the area covered by the Plan, the plan assumes a number of inhabitants equivalent to 2000 persons and daily quantities of sanitary waste amounting to 390 m3, and peak load of 14.6 l/s. Sanitary wastewater from the sanitary devices, showers, laundries will be drained using sewage collectors laid in the local thoroughfare at a min. depth of 1.3 m leading to the planned wastewater purification device.
5. At all vertical and horizontal breaks, a manhole is constructed, with a minimal clear span of 100x100 cm, which are covered with a reinforced concrete slab with an round opening of a 600 mm cross-section, above which there is a cast iron lid for lowering into the chamber when checking the particular sections or eventual cleaning of the canals, and a cast iron ladder for lowering is to be constructed within the chamber.
6. Greasy sanitary wastewater from the kitchen of hospitality facilities, prior to being connected onto the local sewage collector, will be run through the grease separator. By-products occurring due to the process of grease separation, must not be disposed of into the environment, but plans should be made to dispose of it in agreement with the competent communal company.

# Stormwater

Article 52

1. Wastewater in the form of stormwater in the area covered by the Plan mostly refers to stormwater which occurs as runoff from newly-constructed thoroughfares, parking places, the area of the hotel and villa zones, including the land section incorporating the zone of the nautical tourism port.
2. Clean stormwater from the roofs of buildings, terraces and plateaus in the pedestrian section of the project area will be collected and used for watering green areas. This water need not be treated prior to releasing into the environment.
3. Oily stormwater from thoroughfares and parking lots must be purified using a separator for oil derivatives prior to releasing into the environment.

Article 53

The drainage of wastewater in the form stormwater will be addressed in more detail in the design documentation, in accordance with special regulations, provisions of this Plan and rules of the profession.

# CONDITIONS FOR DEVELOPING THE SPORTING AND RECREATIONAL AREAS (R)

Article 54

1. The areas zoned for sporting and recreational use (R) in the area covered by the Plan refer to areas for sports and recreation, i.e.,
	1. baths R3
2. Areas zoned for sporting-recreational use are shown in the cartograph *Usage and zoned use of the areas,* at a scale of 1:1000, in the T1 tourism zone of Jurjeva Port.
3. The total area zoned for the planned sporting-recreational use covered by the Plan amounts to 1.7 ha.

Article 55

1. Positioning of the sporting-recreational areas and buildings is made possible within the T1 hospitality-tourism zoned area, as well as associated amenities of buildings zoned for fundamental hospitality-tourism use.
2. Conditions for construction and development/landscaping of sporting-recreational areas and the buildings is prescribed in the associated provisions for implementing the Plan.

Article 56

1. There are plans for constructing baths on land in the area zoned for sporting-recreational use – baths (R3) with an area of 0.7 ha along with the associated part of the sea, covering an area of 1.0 ha.
2. The possibility is given to reconstruct the existing facilities serving the associated amenities in the zone for sporting-recreational use – baths (hospitality amenities and the like), in accordance with the associated provisions in the Plan.
3. In the area zone for sporting-recreational use there are no plans for buildings.

Article 57

1. The possibility is given to construct the baths in terms of:
	1. reconstructing part of the existing developed foreshore to improve functionality of the planned baths
	2. further additions to the natural foreshore to improve functionality of the planned baths
	3. infrastructural equipping with various amenities (showers, screens for changing, sanitary devices, and the like)
	4. the situating of children’s playgrounds and smaller open sporting fields (bowling, sand volleyball and the like).
2. Developing the baths requires:
	1. Maximally adhering to the existing autochthonous vegetation, and when eventually adding greenery to use Mediterranean vegetation
	2. Make plans to equip the area with modern outdoor equipment (public lighting, equipment for children to play, benches, bins, etc.)

Article 58

Development and equipping of the baths in the area zoned for sporting-recreational use will be addressed in more detail in the design documentation, in accordance with special regulations, provisions of this Plan and rules of the profession.

# CONDITIONS FOR LANDSCAPING PUBLIC GREEN AREAS (Z)

Article 59

1. Public green areas (Z) in the area covered by the Urban Development Plan (in Croatian, *“urbanistički plan uređenja”*) refer to:
	1. landscaped green surfaces Z
2. Public green areas are shown on the cartograph *1. Usage and zoned use of the areas*, at a scale of 1:1000
3. Total area of the planned public green area covered by the Plan amounts to 2.4 ha.

Article 60

1. Public green areas – landscaped green areas (Z) cover the area intended for horticultural landscaping, and within which it is possible:
	1. to construct a promenade and rest areas
	2. to equip using modern urban equipment (public lighting, benches, pavilions, sculptures, fountains, bins, etc.)
2. The public green areas are to be landscaped so that they value the existing autochthonous vegetation, and when eventually adding greenery to use Mediterranean vegetation.
3. Construction of new buildings is forbidden.

Article 61

1. Public green areas are assigned to be set up alongside:
	1. the planned locally classified road LC-69063
	2. the zone of the LN Kremena nautical tourism port
2. Other green areas relate to individually horticulturally landscaped construction lots, in accordance with associated provisions of this Plan.

Article 62

Landscaping the public green areas will be addressed in more detail in the design documentation, in accordance with special regulations, provisions of this Plan and rules of the profession.

# MEASURES FOR THE PROTECTION OF NATURAL AND CULTURAL-HISTORICAL ASSETS AND BUILDINGS AS WELL AS AMBIENT VALUES

* 1. **Protected parts of nature and ecologically important area**
		1. **Protected parts of nature**

Article 63

1. The area covered by the Plan is situated completely within the Lastovo Islands Nature Park
2. The works within the respective Nature Park require adhering to the following nature protection conditions, in accordance with special regulations which regulate nature protection:
	1. When planning the zoned use of the area, preserve existing vegetation as the protective green areas and areas intended for recreation in nature
	2. With the aim of preserving biodiversity requires preserving the foreshore areas (natural beaches and rock faces) as well as the sea and underwater sea area, forest areas, as an ecologically valuable area
	3. To preserve the area valuable for preserving threatened and rare species of habitats and types as well as the natural foreshore or subject to minimal changes of the foreshore line, backfilling and excavating the foreshore and sea bottom.
	4. In the event of a need to carry out such projects to form the foreshore, stone cladding and other natural materials (rock cobbles, sand, etc.) are to be used
	5. the zoned use of areas within the urban development plan are to be planned so that in constructing them there are no consequences such as significant decrease or loss of the surface area of a part of the ecological network, or significant negative impact on the goals of preserving and integrity of areas of the ecological network, or zoned use of the areas, there should be plans to avoid significant negative impact of individually zoned uses of areas on the goals of preservation and integrity of areas of the ecological network and loss of rare and threatened habitat types or loss of habitats containing strictly protected plant and animal taxa
	6. With the aim of preserving the landscape value, there should be plans to undertake construction which will not deteriorate the appearance of the landscape, and especially the panoramic valuable points, and the foreshore should be protected from the construction
	7. With the plan to envisage renewal and redefine the use of existing buildings as well as prescribe the obligation of removing buildings not appropriate for accommodating new amenities for the functioning of the nautical tourism port and the hospitality-tourism zoned use, and there should be stipulations for rehabilitating and the horticultural landscaping of areas from which they have been removed
	8. to plan the positioning and construction of new buildings to serve the nautical tourism port and the hospitality-tourism zoned use such that it blends into the landscape and existing vegetation such that the natural forest vegetation is preserved, and with a small density of construction and small number of building storeys
	9. When designing buildings, materials and colours should be used which are adapted to the natural features of the surrounding area
	10. Prescribe a minimal area on the construction lot which must remain as a landscaped green surface (50% or more)
	11. To the greatest possible extent, the zone should be planned to preserve existing dry-walls or relocate the dry-walls such that they represent a fence between various intended uses within the zone
	12. Construction and reconstruction of infrastructure is to be planned such that it runs along a common route adjacent to the thoroughfare routes
	13. In the area covered by the urban development plan (*“UPU”*), there should be provisions for a closed wastewater and stormwater drainage system, such that it does not allow any impact from untreated wastewater on the sea and underground
	14. Foreshore walls and breakwaters are to be planned so that they are clad in natural materials (stone)
	15. The breakwaters and piers are to be planned so that sea current continue to flow unhindered
	16. With the aim of preserving the sea bottom, the plans should prescribe that construction of the foreshore line periphery and operational part of the foreshore be as a semi-fabricated concrete structure clad in stone, and the backfilling must be planned only in exceptional circumstances
	17. With the aim of preserving the sea bottom and providing moorings for vessels at the location of the nautical tourism port and berths in the zone for hospitality-tourism use, except on the fixed foreshore structures, structures for mooring vessels are to be planned so as to be placed on floating walkways and floating piers, and only in exceptional circumstances plan for the construction of fixed piers.
	18. With the aim of preserving the sea bottom and specific habitat types in the areas of the ecological network, especially the fields of Mediterranean tapeweed, there should be plans for developing anchorage (placement of adequate anchoring devices with floats), and in that way prevent any anchoring outside of the anchorage area or nautical tourism port or berth area
	19. Make it possible to set up info panels / supervisory stations for presentation needs and supervision of the Lastovo Islands Nature Park
3. Protected parts of nature in the area covered by the Plan are shown in the cartograph *3.1. Conditions of use, development and protection of areas – Nature heritage and landscape*, at a scale of 1:1000.

# Ecological network of the Republic of Croatia

Article 64

1. In the area covered by the Plan there is an area of the ecological network of the Republic of Croatia declared by special Regulation, and stated in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| **No.** | **TYPE** | **NAME OF AREA** | **CODE** |
| 1. | Area of preservation important for species and habitat types - POVS | Lastovo Islands Nature Park  | HR5000038 |
| 2. | Area of preservation important for birds - POP | Lastovo Islands | HR1000038 |

Table 01. Area belonging to the ecological network of the Republic of Croatia in the area covered by the *Urban Development Plan for the T1 Tourism Zone of Jurjeva Port and the LN Kremena Nautical Tourism Port*

1. The basic measures for preservation of the specific bird species and manner of implementing the measures in the areas of preservation important for the birds (POP) are prescribed in the current Ordinance regulating the goals of preservation and basic measures for preservation of birds in the area belonging to the ecological network.
2. All plans, programs and works which may have a significant negative impact on the specific types, specific habitats and integrity of areas belonging to the ecological network are subject to the Assessment of Acceptability for the Ecological Network, in line with the current regulations regulating nature protection.
3. The area belonging to the ecological network of the Republic of Croatia in the area covered by the Plan is shown in the cartograph *3.1. Conditions of use, development and protection of areas – Nature heritage and landscape*, at a scale of 1:1000.

Article 65

1. In accordance with current regulations which regulate environmental protection and the Regulation which regulates assessment of the impact on works on the environment:
	1. The procedure for environmental impact assessment is to be conducted for the LN Kremena nautical tourism port
	2. The procedure for estimating the need for an environmental impact assessment is necessary for the T1 tourism zone of Jurjeva Port
2. When the environment impact assessment for works includes assessing acceptability of the project on the ecological network based on special regulations, the procedure for assessing acceptability of the project on the ecological network is conducted in terms of the environmental impact assessment, in accordance with current regulations regulating environmental protection.

# Habitats

Article 66

1. In the area covered by the Plan, according to the valid Ordinance on the List of Habitat Types, Maps of Habitats as well as Threatened and Rare Habitat Types and the EU Directive on Habitats, there are five threatened and rare habitat types present:
	1. Land habitat

*E.8.2. Steno-Mediterranean pure, evergreen forests and macchia*

* 1. Sea foreshore

*G.2.4.1. Biocenosis of the upper rock layer of the midlittoral zone*

*G.2.4.2. Biocenosis of the lower rock layer of the midlittoral zone*

* 1. Sea benthos

*G.3.5 Settlement of Mediterranean tapeweed*

*G.3.6. Infralittoral solid bottom and rock layers*

1. In the area covered by the Plan, a record exists of an endangered rare type of habitat on the sea foreshore – *F.4.1. Areas of rocky foreshore under the halophytes*
2. The stated habitats represent a specific habitat area of the ecological network designated as HR5000038 Lastovo Islands Nature Park.

# Protective measures

Article 67

1. Protective measures for endangered and rare types of habitats implies:
	1. preservation of habitats in the optimal natural state, especially preservation of biological types important for the habitat type
	2. removal of foreign invasive types
	3. introduction of foreign (allochthonous) types and genetically modified organisms
	4. preservation of suitable composition of mineral and nutrient matter into the water and soil.
2. Protection and preservation of the forest requires:
	1. preservation of the integrity of forest habitat areas
	2. sustainable forest management with the aim of long-term preservation of autochthonous forest communities
	3. preservation of forest clearings (fields, pastures, etc.) and forest peripheral areas to the greatest possible extent
	4. avoiding the use of chemical substances for the protection of plants and biologically controlled substances
	5. Ensuring a content percentage of mature, old and dry (standing and felled) trees, especially trees with occludings, and essentially reforesting (filling) to use autochthonous types of trees which have a composition reflecting the natural composition, using very natural methods
3. With the aim of preserving sea and foreshore habitats, it is essential to:
	1. prevent unlawful construction on the sea foreshore and rehabilitate unsuitable conditions where possible
	2. ensure at least secondary purification of wastewater released into the sea
	3. preserve suitable materials and structure of the sea bottom, foreshore and littoral areas
	4. conduct an appropriate system of management and monitoring of ship ballast waters in order to prevent the introduction and spreading of foreign invasive types.
4. It is essential to undertake the following to the greatest possible extent:
	1. Preserve the characteristic natural features of the landscape in the area
	2. Avoid construction along the foreshore and scattered construction at prominent relief elevations, contours and heights
	3. Not obstruct important scenery with larger construction, and eventually planned corridors for infrastructure (traffic, communal, electrical conductors, etc.) to be carried out longitudinally along natural relief morphology.

Article 68

1. In the area covered by the Plan, at the location of the Jurjeva Port – Military Tunnel 2, recent habitats of two endangered (low risk – NT) and strictly protected species of bats have been recorded:
	1. greater horseshoe bat (*Rhinolophus ferrumequinum*)
	2. lesser horseshoe bat (*Rhinolophus hipposideros*)
2. The stated types represent a specific species in the area belonging to the ecological network HR5000038 Lastovo Islands Nature Park.

# Protected cultural-historical units and buildings

Article 69

1. Cultural heritage in the area covered by the Plan and in its direct proximity consists of archaeological sites and other immovable cultural assets in the land and sea part of the project area.
2. The protected cultural-historical units and buildings as well as archaeological areas in the area covered by the Plan are shown on the cartograph *3.2. Conditions of use, development and protection of areas – Archaeological heritage*, at a scale of 1:1000.

# Land part of the project area

Article 70

On the land section within the area covered by the Plan, an official archaeological area has been recorded.

# Protective measures

Article 71

1. The area covered by the Plan is considered to be part of a potential archaeological zone.
2. Prior to commencing earth works, a detailed field inspection by archaeologists in the project area is necessary, based on results which will impose conditions on further protective measures.
3. In the event of identifying finds at an archaeological site or finds during the carrying out of works, in accordance with current regulations regulating protection and preservation of cultural asses, the works contractor shall halt works and immediately inform the competent Conservation Department of the finds.

# The sea part of the area covered by the Plan

Article 72

The sea part of the area covered by the Plan is located within the submarine archaeological zone of the island of Lastovo, Kopište and Sušac, and all the islands of the Lastovo archipelago (Donji Škoji), which are protected by the Resolution of the Ministry of Culture, Administration for the Protection of Cultural Heritage (CLASS: UP/I-612-08/15-06/0128) and entered into the Register of Cultural Assets of the Republic of Croatia under number Z-6561.

# Protective measures

Article 73

1. There is a need to conduct detailed underwater archaeological reconnaissance of Kremena cove, based upon which precise protective measures and construction conditions for the nautical tourism port will be determined, in accordance with protective measures for underwater heritage and higher ranked physical planning.
2. In the event of finds at an archaeological site or finds when carrying out works, in accordance with current regulations regulating protection and preservation of cultural asses, the works contractor shall halt works and immediately inform the competent Conservation Department of the finds.

Article 74

1. The area in direct proximity to the covered by the Plan is rich in specific archaeological localities and sites.
2. When carrying out works in the respective area, it is necessary to request special conditions and prior approval from the competent Conservation Department.
3. All works must be carried out in accordance with current regulations regulating protection and preservation of cultural assets including the current Ordinance which regulates more closely archaeological investigations.
4. The (recorded and registered) land and underwater archaeological area is shown on the cartograph *3.* *Conditions of use, development and protection of areas – Archaeological heritage*, at a scale of 1:1000.

# Protection of landscape values and architectural-landscape units

Article 75

1. (1) The area covered by the Plan is located within the specially valuable locality in terms of landscape, natural protection:
	1. Entire sea area of the island of Lastovo, as a natural landscape
	2. Island of Lastovo and part of the island of Prežba, as a cultivated agrarian landscape.
2. The natural and cultivated agrarian landscape as a specifically valuable locality, which is located in the area covered by the Plan, is shown on the cartograph *3.1.* *Conditions of use, development and protection of areas – Natural heritage and landscape,* at a scale of 1:1000.

# Natural landscape

Article 76

The system of protective measures for the natural landscape should secure a permanent presence of natural forms, as well as protection from significant changes to such values, and it is also necessary to:

* 1. preserve from redefined use and improve their natural value and specificity (encouraging natural regeneration of forests, reforestation, re-cultivation) in accordance with surrounding natural conditions and specificities in order not to degrade the natural landscape scenery.
	2. prevent forest fires using appropriate measures (prevention)
	3. harmonise and spatially organise various interests in landscape and biologically unit areas
	4. specially limit and track construction utilization of the immediate foreshore
	5. avoid scattered construction at prominent relief elevations, contours and heights as well as peaks, including construction along the foreshore as it degrades the landscape scenery
	6. should protect views of the more important scenery from being obstructed by larger construction
	7. planned corridors for infrastructure (roads, telecommunications and tunnels from communal infrastructural network) should be run along natural relief morphology; if larger morphological changes (backfills and cuttings) need to be done, the recommendation is to make construction bodies separate from the terrain in order to ensure an impression in integration and blending, i.e., flowing landscape

# Cultural landscape

Article 77

The protection of the cultural landscape requires the following:

1. especially protection of the cultural landscape, i.e., specific form of traditional farming (dry walls) and larger areas under vineyards and olive groves which also create a specific picture of the southern Dalmatian landscape and are protected as an activity and integral landscape
2. the recommendation is to avoid degradation of natural harmony, i.e., more careful planning while preserving original elements of the landscape
3. the recommendation is to reconstruct, recultivate and reform damaged cultural landscapes, i.e., improve through development, whereas allow new construction within the scope necessary and possible and subject it to a fundamental regime of protection and improvement of the area
4. when forming the structure, materials and colours should be used which conform to natural features of the surrounding area and traditional architecture.

Article 78

1. With the aim of protecting landscape values, the following has been determined for the area covered by the Plan:
	1. Angles of quality panoramic scenery
	2. Valuable parts of the landscape (points and lines of composition, panoramic and visual value)
2. The angles of quality panoramic perspectives and value parts of the landscape in the area covered by the Plan are shown on the cartograph *3.1.* *Conditions of use, development and protection of areas – Natural heritage and landscape,* at a scale of 1:1000.

Article 79

1. The points and perspectives of the panoramic values stem from the prominent points towards the surroundings which is to be protected against obstruction by larger construction, i.e., construction of structures which dominate the natural terrain (construction along prominent levels, etc.).
2. The lookouts should be protected as well as views from the sea, in order to not obstruct views of valuable parts of the landscape (elevations, etc.).

Article 80

1. The hotel, tourist resort and nautical tourism port along with associated amenities will be built with the least possible impact on the environment and so that the constructed facilities are highly energy efficient buildings.
2. Construction and maintenance of facilities and infrastructure, in terms of impacting the landscape, requires the implementation of all measures prescribe by current regulations which regulate the respective issues.

# HANDLING OF WASTE

Article 81

Areas for temporary disposal of communal waste may be secured within the complex, under the condition that access to it is possible via the thoroughfare, whereas bins are to be placed on public green areas and areas intended for sport-recreational use, as well as on public thoroughfare areas.

Article 82

1. The handling of waste in the area covered by the Plan will be resolved in detail in the design documentation, and in accordance with current regulations regulating waste management, the Waste Management Plan for the Dubrovnik-Neretva County, Waste Management Plan for Lastovo Municipality for the period from 2010 to 2015, higher ranked physical plans and other special regulations.
2. Until realization of the Lučino razdoblje County Waste Management Center and the Kalac island transferal station in the area of Sv. Luka, waste from the area covered by the Plan will be transported to the existing Sozanj Communal Waste Depot, along with compulsory rehabilitation and environmental protection measures.

# MEASURES FOR PREVENTING UNFAVOURABLE ENVIRONMENTAL IMPACT

* 1. **Protection of the soil**

Article 83

1. Further preservation and greening of the area covered by the Plan is necessary, primarily the area of especially important and valuable cultivated landscape, as a developed area with cultivated autochthonous types.
2. To protect the soil against stormwater, the plan envisages ensuring ground impermeability as much as possible on the construction lot, and consequently developing and rehabilitating the existing torrent streams.

# Protection of water

Article 84

1. Installation of a grease and oil separator in the sewage systems, i.e., on canals for stormwater drainage from larger parking lots, as well as sedimentation basins will ensure adequately clean stormwater which is released into the sea.
2. It is forbidden or there are limits to releasing dangerous substances as stipulated in the current regulations on dangerous substances in waters.
3. All facilities within the area of the plan must be connected onto a sewage network. Construction of the sewage network, facility wastewaters are connected to purifiers, and in accordance with the associated article of the provisions for implementation.
4. Rehabilitate or prevent the occurrence of uncontrolled garbage depots.
5. The protection of water is subject to all statutory stipulated measures for the protection of water and the sea against pollution which may be caused by planned development and utilization of the area.

# Protection of the sea

Article 85

1. Measures for protection of the sea cover:
	1. measures limiting construction in protected foreshore areas of the sea
	2. construction of systems for drainage of wastewater, which prevents the direct release of sanitary consumption and process wastewater into the sea, along with purification devices for wastewater and underwater releases.
2. Other measures for preventing and mitigating sea pollution are:
	1. construction of systems for draining stormwater with limited pollution treatment (sand traps, oil separators, etc.)
	2. improving the service for protection and cleaning of the sea and beaches
	3. continued testing of sea quality at sea beaches as preventive protection and eventual protection.
3. The procedure for awarding concessions for the construction of the marinas, besides economic feasibility, requires evaluation of the significance and protection of a selected locality, possible undesired consequences of construction and marina capacities across the wider area of land and sea as well as that which is important for the life of the local inhabitants.
4. During construction and use of the marinas, it is necessary to prevent discarding solid waste into the sea, release of inorganic and organic pollutants into the sea and ensuring purification of wastewater from facilities to a quality level not of less than that in the sea.

# Measures for air protection

Article 86

1. Potential pollutants within the area covered by the Plan are to be projected and controlled in accordance with statutory regulations.
2. Ensuring Category 1 for air quality requires regular checks of installed devices and apparatuses as well as tracking potential pollutants and timely removal of pollutants.

# Measures for protection against noise

Article 87

1. New buildings (amenities) require application of noise protection measures when designing, construction and selection of technologies, to ensure the least possible noise emissions.
2. The level of noise caused by operations in hospitality facilities, and which may exceed permitted values, are to be regulated during work hours of the hospitality facilities and in other facilities in
3. The maximum permitted noise emission levels out in the open for the zone intended for rest and stays, and in the hospitality-tourism zone amounts to: in daytime – 50 db (A) and at night time – 40 dB (A).
4. In the event of exceeding the permitted noise level, and according to the current Ordinance which determines the maximum permitted noise level, it becomes necessary to ensure a reduction in noise by relocating, developing protection from noise coming from construction and the placement of noise barriers or halting certain activities.
5. Between zones which are subjected to various conditions of use and permitted noise level values, it is necessary to regulate and maintain a plan for certain protective green belts.
6. Incorporation of design solutions within the construction project removes the possible noise source in areas where people stay and work.
7. Noise protection measures are implemented in accordance with the provisions of current regulations regulating noise protection and implementation of regulations which are passed on the basis of the former regulations.
8. Prior to the passing of appropriate implementation regulations, the current Ordinance will be the standard determining the maximum permitted noise levels in areas where people work and stay.

# Measures for protection against fires

Article 88

1. For the purpose of preventing the spreading of fire and/or smoke within and to neighbour buildings, the building must be constructed in accordance with the current Ordinance regulating fire resistance and other requirements which buildings must satisfy in the event of a fire.
2. It is essential to plan a secure distance between two neighbouring buildings, such that:
	1. for buildings with small fire loads where the final (gable) wall is at a distance of at least 3 m from the neighbouring building, it is essential to prevent the spreading of a fire to neighbouring buildings by constructing a fire wall.
	2. when one of the neighbouring buildings has a medium or large fire load, it is necessary to calculate a mutual safety distance
	3. instead of a fire wall, external walls can be made which must then have the same resistance to fire as the fire wall, and eventual openings in the external walls must have the same fire resistance as the external walls.
3. To enable the rescuing of people from buildings and extinguishing of fires on buildings and open space, buildings must provide access for firefighting vehicles in line with special regulations.
4. When constructing the water supply network, plans must incorporate an external hydrant network, which in particular relates to protected parts of nature, for which it is necessary to conduct a danger estimate and adopt protection plans in accordance with special regulations and seek the appropriate approval from the Ministry of the Interior.
5. Design of the external and internal hydrant network, when constructing the water supply network, must comply with the current Ordinance regulating hydrant networks for extinguishing fires.
6. The external hydrant networks must be installed at a maximum distance of 80 m from each other and equipped with water connections and a profile of not less than 100 mm. Installation of the fire warning system means the complex will be linked to the firefighting units.
7. In the event of planning a storage area and facility for flammable liquids and gases as well as explosive, the valid Croatian regulations should be adhered to.
8. In the absence of domestic regulations for garages, the foreign OiB 2.2. fire protection in garages, roofed parking places and parking storeys are to apply.
9. Given that it involves a tourist area, the current Ordinance regulating issues for the protection of hospitality facilities is to be followed.
10. When constructing and designing high-rise structures, the current Ordinance stipulating technical standards for the protection of high-rise structures against fires is to be followed, and which is applied in the basis of current regulations relating to technical requirements for products and evaluation of conformity.
11. In places and routes through which transmission lines pass, construction of structures is not permitted.
12. Shopfronts and warehouses must have low fire loads and limited to 500 MJ/m2 in the retail and storage areas.
13. This Plan ensures that fire-fighting vehicles have access to all zones on the planned thoroughfare.

# Protection against natural catastrophes and war dangers

Article 89

1. When designing all buildings planned for construction, it is essential to implement:
	1. Measures that allow localisation and the limit of the scope of consequences of natural dangers – earthquakes:
		1. calculation of the vulnerability of physical structures (range of demolished buildings, width of thoroughfares), in accordance with special regulations regulating measures for protection against natural disasters and war dangers in the physical planning for development of spaces
	2. Measures which make it possible to supply water and energy in emergency conditions:
		1. cartograph of the positioning of water supply and power facilities and devices which will be used in exceptional circumstances
	3. Measures which allow more efficient implementation of civil protection measures (evacuation and caring for inhabitants – workers – guests and materials goods).
		1. manner of warning and notifying inhabitants – workers – guests, in accordance with special regulations regulating protection and rescue and procedure for warning the population
		2. cartograph of the evacuation routes or other manner of caring for the population – workers – guests, as well as the material goods
2. For the purpose of protection against natural disasters and war dangers, the following applies:
	1. in constructed buildings, in basement areas as well as double-purpose areas, areas as shelter for people can be organised in the event of war danger and natural disasters
	2. effective protection against possible earthquakes requires structures for all buildings planned for construction in the area with an earthquake intensity level of IX°/X° level according to the MCS scale to be constructed to conform to special regulations for the stated seismic zone
	3. the least mutual distance between buildings in case of collapse due to an earthquake amounts to h/2 but not less than 5.0 m from the frontage
	4. With the aim of modernizing earthquake protection, European standards should be adopted which comprise a group of standards for designing building structures and engineering facilities, solely with geotechnical elements (EUROCODE 8).
3. The requirements for protection against natural and other disasters should comply with the Assessment of Danger to the Population, Material and Cultural Goods including the Environment Against Catastrophes and Large Incidents for the Lastovo Municipality, Requirements for the Protection and Rescue in Documents of the Lastovo Municipality Physical Planning and the Protection and Rescue Plan for Lasovo Municipality, in accordance with special regulations regulating protection and rescue, measures for protection against natural disasters and war dangers in physical planning and development of areas as well as special regulations involving warning the population.

Article 90

1. In the area covered by the Plan, all elements of the environment should be protected in the optimal original form.
2. Examining the environmental impact of respective projects requires the following in accordance with valid regulations regulating environmental protection and associated bylaws:
	1. For the nautical tourism port: conduct the procedure for environmental impact assessment
	2. For the T1 tourism zone of Jurjeva port: conduct the procedure for estimating the need for an environmental impact assessment
3. Given that the coverage of the Plan is completely within the area belonging to the ecological network of the Republic of Croatia, the requirement is to conduct a project feasibility assessment for the ecological network in accordance with current regulations regulating nature protection.
4. For the purpose of recording and protection of the existing potential archaeological area, a detailed archaeological underwater reconnaissance of the Kremena cove should be performed, based upon which precise protection measures and conditions for constructing the nautical tourism port will be determined, in accordance with measures for the protection of underwater heritage and higher ranked physical plan.

#  MEASURES FOR IMPLEMENTING THE PLAN

Article 91

1. The fundamental measure in implementing this Plan is construction of the envisaged infrastructure and development of the area in the manner determined in the Plan, and relating to the construction of accommodation capacities and associated amenities, nautical tourism port, transport-communal infrastructure
2. The construction lot must be developed in the manner as determined in the Plan during construction of the facility.

Article 92

1. Conditions for development and construction for all intended uses within the area covered by the Plan is determined on the basis of this Plan.
2. In the event of adopting special regulations which are stricter than the standards in these provisions, the issuing of the adoped construction acts will be subject to the stricter standards.

# TRANSITIONAL AND FINAL PROVISIONS

Article 93

The Plan has been drawn up into 4 copies certified with the seal of the Municipal Council of Lastovo Municipality and signed by the President of the same Council.

Article 94

This decision comes into force on the eighth day from the day it is published in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL COUNCIL

CLASS: 350-01/15-01/09

REFNO.: 2145-02/01-17-96

Lastovo, 28 March 2017

PRESIDENT

MUNICIPAL COUNCIL

Ljubo Jurica

Pursuant to Article 24, Paragraph 1 and 3 of the Civil Protection System Act (Official Herald, number 82/15), and Articles 10 and 25 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, number 3/09 and 1/13), the Municipal Mayor of Lastovo Municipality adopts the following:

DECISION

ON THE ESTABLISHMENT AND APPOINTMENT OF THE LASTOVO MUNICIPALITY CIVIL PROTECTION HEADQUARTERS

Article 1

This decision establishes the Lastovo Municipality civil protection headquarters with the appointment of its members, of whom some are appointment by duty, specifically: representatives of the service involved in civil protection as a regular activity, police station representative and healthcare institution representative.

Article

The Lastovo Municipal Civil Protection Headquarters is appointed and comprises the following members:

* 1. Marčelino Simić – headquarters chief (Deputy Mayor)
	2. Korana Zavadlav – deputy principal (central administrative department principal)
	3. Mario Frlan – member (fire department unit chief - Volunteer Firefighters Association)
	4. Stipe Katić – member (Ministry of the Interior)
	5. Dr. Luka Paić – member (Medical Center)
	6. Lučijano Sangaleti – member (Komunalac d.o.o)
	7. Marijo Bačko – member (Nature Park)

Article 3

The work of the civil protection headquarters is led by the headquarters chief, and when a large incident is declared, the municipal mayor assumes leadership (executive body of the local self-government unit).

Article 4

Members of the civil protection headquarters are obliged to complete training which is conducted by the state administration in line with the Program for Training Members of the Civil Protection Headquarters as adopted by the state administration director, within a period of one year of appointment to the civil protection headquarters.

Article 5

The civil protection headquarters is a professional, operational and coordination body for implementation of civil protection measures and activities in large accidents and catastrophes.

Article 6

The civil protection headquarters performs tasks relating to the collecting and processing of information on early warning of possible occurrences of large accidents and catastrophes, develops plan for operation of the civil protection system in the area of Lastovo Municipality, manages the response of the civil protection system, performs jobs involving informing the public and proposing decisions on ceasing the implementation of measures and activities in the civil protection system.

Article 7

The Lastovo Municipality performs administrative and technical tasks for the civil protection headquarters, as well as ensuring work conditions.

Article 8

Once this decision comes into force, the Decision on Establishing the Civil Protection Headquarters CLASS: 810-03/16-01-02, REFNO.: 2145-01/01-15-4 of 20 May 2016 ceases to be valid.

Article 9

This decision comes into force on the eighth day of its publication in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL MAYOR

CLASS: 810-03/17-01/02 REFNO: 2145-01/01-17-2

Lastovo, 27 March 2017

MUNICIPAL MAYOR

LEO KATIĆ, v.r.

Pursuant to Article 17, Paragraph 3 of the Civil Protection System Act (Official Gazette, number 82/15) and Article 10 and 31 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, number 3/09 and 1/13), the Municipal Mayor of Lastovo Municipality adopts the following:

DECISION

ON ADOPTING THE 2017 CIVIL PROTECTION EXERCISE PLAN

This decision defines the Civil Protection Exercise Plan for the area of Lastovo Municipality in 2017.

The local self-government units are obliged to constantly conduct education and training of Civil Protection members in order to form an effective Civil Protection System. The system will, by coordinating the community’s available resources, be able to respond to the needs of protecting people, material and cultural goods, and the environment when facing threats, disasters and other challenges in modern society, and when needed provide assistance to others and receive assistance from other local self-government units.

Topic of the training exercise – engaging and coordinating emergency services in the event of an earthquake

Goals and tasks – familiarising participants with practical work in the field, verifying the manner of connecting and communicating among participants

Forces in preparation and active – a) protection and rescue headquarters b) general purpose unit c) commissioners and their deputies d) Lastovo Volunteer Firefighters Association e) medical center f) Croatian Mountain Rescue Service

Number of participants – 35

Scheduled training exercises – in October for a duration of 3 hours

Cost of the training exercises – HRK 1,000.00

The training exercises will be conducted in accordance with current regulations and the Lastovo Municipality Statute.

This decision comes into force on the eighth day of its publication in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL MAYOR

CLASS: 810-03/17-01/06 REFNO.: 2145-01/01-17-2

Lastovo, 27 March 2017

MUNICIPAL MAYOR

LEO KATIĆ

Pursuant to Article 13, Paragraph 1 of the Act on Right of Access to Information (Official Gazette, number 25/13, 85/15) and Article 31 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, number 3/09 and 1/13), the Municipal Mayor of Lastovo Municipality adopts the following:

DECISION

ON APPOINTMENT OF INFORMATION OFFICERS

I.

This Decision appoints Korana Zavadlav the deputy principal of the central administration department in Lastovo Municipality as the information officer.

II.

The decision will be submitted to the Information Commissioner within a period of one month from adopting the decision.

III.

On the day this Decision comes into force, the Conclusion on Appointment of the Information Officer Class: 008-01/15-01/01, Refno.: 2145-02/01-15-1, of 23 December 2015 ceases to be valid (Lastovo Municipality Official Herald, number 10/15).

This decision comes into force on the eighth day of its publication in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL MAYOR

CLASS: 008-01/17-01/02 REFNO.: 2145-01/01-17-1

Lastovo, 27 March 2017

MUNICIPAL MAYOR

LEO KATIĆ

Pursuant to Article 31 of the Lastovo Municipality Statute (Lastovo Municipality Official Herald, no. 3/09 and 1/13), the Municipal Mayor adopts the following:

DECISION

on appointment of representatives in the Local Action Group (LAG) 5

I.

The following persons are appointed as Lastovo Municipality representatives of the Local Action Group (LAG) 5:

* Leo Katić, Municipal Mayor of Lastovo Municipality,
* Korana Zavadlav, central administrative department principal

II.

Once this decision comes into force, the Conclusion on Appointment of the Representatives to LAG of 4 July 2014 Class: 008-01/14-01/01, Refno.: 2145- 02/01-14-2, (Lastovo Municipality Official Herald, number 7/14).

III.

This decision comes into force on the eighth day of its publication in the Lastovo Municipality Official Herald.

REPUBLIC OF CROATIA

DUBROVNIK-NERETVA COUNTY

LASTOVO MUNICIPALITY

MUNICIPAL MAYOR

CLASS: 008-01/17-01/03 REFNO.: 2145-01/01-17-1

Lastovo, 27 March 2017

MUNICIPAL MAYOR

 LEO KATIĆ