Pursuant to Article 109, Paragraph 6 of the Physical Planning Act ("Official Gazette" 153/13), and Article 34, paragraph 10 of the Town of Vis Statute (Official Herald of the Town of Visa, number 1/13 and 2/13), the Town of Vis Council at its 21st session held on 12 April 2016, passed the

DECISION

on adoption of the Urban Development Plan of the

"ČEŠKA VILA" T1 HOSPITALITY - TOURISM ZONE

PROVISIONS FOR IMPLEMENTATION OF THE PLAN

I Basic Provisions

Article 1

(1) The Urban Development Plan for the "Czech villa" Hospitality - Tourism Zone (hereinafter: Plan), drafted by Geoprojekt d.d. from Split, in coordination with the holder of the draft, the Town of Vis.

Article 2

(1) The Plan is adopted for the area covered by the project, as determined by the Town of Vis Spatial Development Plan (Town of Vis Official Herald, number 1/10), based on the Decision on Drafting the Spatial Development Plan for the "Češka vila" Hospitality - Tourism Zone, published in the Town of Vis Official Herald, number 2/14.

(2) The area covered by the Hospitality - Tourism Zone Plan in the settlement, called "Češka vila" with a T1 typology, is determined by the Town of Vis Spatial Plan. The Town Spatial Development Plan (TSDP) defines that the area of the "Češka vila" T1 zone covers 7.31 hectares, which includes sections developed as bypasses for Visa (along the longitudinal and lateral profile of the road, some of the road sections are located within the T1 zone). In line with Article 13 of the Vis TSDP, according to which the inner area of the Urban Development Plan (UDP), along the demarcation of construction zones for designated use, i.e. the transfer of the boundaries from the cartographic presentations to the survey at a larger scale, adaptation of the boundaries to the appropriate scale of the survey, and therefore the boundaries of the Plan are determined.

(3) The mainland covered by the Plan to the south borders with the construction zone of the Vis settlements, to the west and north of the Sveti Juraj Peninsula (St. George Peninsula) with the sea area of the Vis port - Bay of Sveti Juraj (St. George): to the north section of the mainland it runs along cadastral plot 5924/10 and 5924/1 all within the Vis cadastral municipality, to the border of construction plot of the local road LC-67212 (the Visa bypass), and continues further along the western border of the construction plot and the road to the south and linking to the southern border of cadastral plot 5924/1 all within the Vis cadastral municipality, and to the boundary of the construction section of the mixed-use zone in the Vis settlements. This demarked area covered by the Plan – the mainland section, amounts to 6.4 hectares.

The boundaries of the landmass covered by the Plan are shown on the cartographic presentations of the graphical section of the study to a scale of 1: 1000.

(4) The sea area in contact with the landmass section covered by the Plan as part of the Vis Port – Bay of Sveti Juraj has the primary function of a natural beach, and to a lesser extent as a developed beach, and in the cartographic presentations of the Plan is shown as the maximum area for which a concession may be determined.

Article 3

(1) The Plan is based on the guidelines and objectives of the Town of Vis Spatial Development Plan. Taking into account the natural and other types of conditions, the value and condition of the area allows determining the following: the basic conditions of use and purpose, the street and municipal network and guidelines for the formation, use and development of the area.

(2) The Plan determines the parameters for the construction, landscaping and protection of space in the respective area, and are presented along with cartographic and textual data as part of the study of the Plan, as well as provisions for implementation.

Article 4

(1) The Plan contained in the study "Urban Development Plan for the Češka vila Hospitality - Tourism Zone" consists of textual and graphical sections, including attachments which are bound into Book I and Book 2 (Plan of Urban Measures for Protection Against Natural Disasters and the Threat of War).

BOOK 1:

GENERAL SECTION

TEXTUAL SECTION – IMPLEMENTATION PROVISIONS

1. Conditions for determining and demarcating areas of particular use

2. Conditions for locating economic activity buildings

3. Conditions for locating social activity buildings

4. Conditions and manner of constructing residential buildings

5. Conditions for developing, i.e. constructing, reconstructing and equipping transport, telecommunications and utilities network along with associated facilities and areas

5.1. Conditions for the construction of transport infrastructure

5.1.1. Public parking and garages

5.1.2. Public squares and other larger pedestrian areas

5.2. Conditions for the construction of the telecommunications network

5.3. Conditions for the construction of the utilities-infrastructure network

5.3.1. Electricity network

5.3.2. Water supply network

5.3.3. Drainage of wastewater

5.3.4. Gas supply

6. Conditions for the landscaping of public green areas

7. Measures for the protection of natural and cultural-historical units and buildings of local value

8. Waste management

9. Protective measures against unfavourable impact on the environment

10. Measures for implementing the plan

GRAPHICAL SECTION

1. Use and purpose of areas

2.1. Transport and street network

2.2. Water management system

2.3. Electricity and telecommunication system

3. Conditions for the use, development and protection of areas

4. Conditions and manner of construction

APPENDICES:

Explanation of the urban plan – Public Summary

Conservation Survey for the Urban Development Plan

BOOK 2:

Plan of Urban Measures for Protection Against Natural Disasters and the Threat of War

II provisions for enforcement

1. Conditions for determining and demarcating the areas of certain of special purpose

Article 5

(1) The conditions for determining the use and purpose of areas are based on:

- Features of the area and development objectives
- Valorization of the existing natural surroundings and built structures within the covered and contact area
- Sustainable use of space and environment
- Planned capacity - the number of users of the area

(2) The Češka vila Hospitality - Tourism Zone is the area within the construction area of the settlement, the undeveloped part, intended for construction of a hotel along with associated amenities in line with the basic development requirements as determined by the Visa Town Spatial Development Plan (TSDP). Based on the position of the zone on the foreshore area of the settlement and the legal obligations stipulated for protected foreshore areas of the coast, the plan solution defined the following:

- The ability to access the foreshore and passage along the foreshore (walking with the possibility of having intervention access), and ensuring public interest in its use, particularly that of maritime demesne
- Planned accommodation buildings along with land located outside the existing public lands along the coast (foreshore promenades)
- Position, size and especially height of buildings are adapted to the features of the panorama and current state of development in the foreshore area of the settlement
- Minimum percentage of area occupied by construction parcels for hospitality and tourism purposes, which must be developed as a park landscape and natural greenery.

(3) The purpose of the area is demarcated and also shown using plan signs and colour on cartographic presentation number 1 of the plan study “Use and Purpose of the Areas”, to a scale of 1:1000. Within the respective areas, there are plans for areas with the following purposes:

- T1 hospitality - tourism: hotel accommodation and villas with associated amenities
- T4 hospitality - tourism: associated amenities
- D public and social: Church of Sveti Juraj and the English memorial cemetery
- R3 sport and recreation - beach and the sea area of the developed beach
- R4 recreation, activities related to the sea
- Z green space
- IS area of the infrastructural systems
- traffic areas and the associated land area belt

(4) The size and percentage of the total land area in the Urban Development Plan (UDP) is given in Table 1

Table 1.

PURPOSE		AREA (m2)	PERCENTAGE OF THE TOTAL UDP AREA
T1	Hospitality and tourism, hotels, villas	36725	57.36%
T4	Hospitality and tourism, associated amenities	530	0.83%
D	Social	1634	2.55%
R3	Recreational, beach	13132	20:51%
R4	Recreational, sea-related activities	1944	3.03%
Z	Green areas	1477	2.31%
IS	Infrastructure	574	0.90%
	Traffic areas	8006	12.51%
TOTAL		64022	100.00%

(5) The plan also defines the purpose of the aquatorium section along the mainland part of the project, in principle, according to the particular area shown in the cartographic presentation of the Urban Development Plan (UDP), with an area of:

aquatorium along the developed Grandovac beach approx. 4153 m2

developed beach, in contact with Češka vila (Vila Topić) approx. 1204 m2

The total area of the local marine waters for which its purpose is determined amounts to approx. 5357 m2, and this local marine waters which comes into contact with the land section of the maritime demesne may be the subject of a concession for economic use of the maritime demesne.

The rest of the marine waters in contact with the land section, for which the purpose is defined as natural beach, this Plan does not define as a demarcated, marine section of the beach in the cartographic presentations. Special decisions by the competent authority define the scope of the concession for that part of the marine waters, up to a maximum distance of 40 meters from the coastline, subject to mandatory protection of the waterways.

(6) Spatial entities and territorial units are formed within the scope of the Plan, and determined by position, physical characteristics and demarcated with a different purpose or traffic area. The spatial entities comprise several buildings and amenities out in the open having the same purpose, and spatial units representing a single intervention – area where the construction and/or development of the area along with the placement of the appropriate equipment is envisaged, in accordance with respective purpose.

(7) The spatial entities and units according to their purpose:

- Hospitality - tourism purpose, hotels and villas, T1: spatial entities 1 and 2, and spatial unit 3;

- Hospitality - tourism purpose, associated amenities: T4, spatial unit number 4;
- Public and social purpose, D: spatial unit number 5;
- Recreational purpose, beach R3: natural beach, spatial units number 6 and 7 ; and developed beach, spatial units number 8 and 9;
- Recreational purposes, R4, sea-related activities: spatial unit number 10;
- Infrastructural areas IS: wastewater treatment plant, spatial unit number 11; and substation, spatial unit number 12;
- Green areas Z, spatial unit number 13;
- Traffic areas (vehicular, pedestrian, parking).

-

(8) The areas of the individual spatial entities and spatial units according to the readings from cartographic representation number 4. "Manner and Conditions for Construction" are given in Table 2.

Table 2

SPATIAL ENTITIES / UNITS			
Spatial entity	**Spatial unit**	**PURPOSE**	**AREA approx..**
1		T1 hotel	17841
2		T1 hotels, villas	18732
	3	T1 villa	152
	4	T4 associated amenities	530
5		A church, a memorial park and cemetery	1634
	6	R3 natural beach	3750
	7	R3 natural beach	5354
	8	R3 developed beach	699
	9	R3 developed beach	3329
	10	R4 recreation, sea-related activities	1944
	11	IS wastewater treatment plant	532
	12	IS substation	42
	13	Z public greenery	1477
		Miscellaneous - traffic areas	8006
		TOTAL UDP AREA:	64022

2. Terms for positioning economic activity buildings

2.1. Hospitality and tourism purpose, hotels and villas

Article 6

(1) In the areas of hospitality and tourism purpose T1 construction is permitted: tourism accommodation buildings of hotel and high class villa type (less than 30% of total accommodation capacity), supporting catering, entertainment, recreational, shopping and other service amenities.

(2) Formed within the scope of the Plan are three spatial entities of hospitality and tourism purpose (entity number 1 on the Sveti Juraj Peninsula, spatial entity number 2 - longitudinal section between constructed Vis bypass, Lučica street and the road that connects them), and spatial unit number 3 with the existing building exemplifying traditional construction, which in compliance with the demand of the conservation department is being reconstructed into a tourist villa. These spatial entities units and spatial units are determined according to: physical characteristics, division of area based on the planned roads and existing purpose/zoning of the area.

(3) Spatial entities 1 and 2 may be treated as separate functional units, and also as a single functional unit in which the same hospitality business is operating, and with the fulfilling of stipulated conditions relating to the capacity and type of accommodation facilities, as well as the mandatory amenities specified by special regulation, in such cases are viewed in a cumulative manner.

Spatial entities 1 and 2 must be defined by an act for construction and landscaping of the entire scope of each entity, whereas possible implementation of the project in phases in the zone is determined in the location permit. Spatial unit 3 is the existing building on the foreshore and within the maritime demesne, designed for tourist accommodation (villa, up to 6 beds), a partially collapsed interfloor and roof structure, for which reconstruction is prescribed, while maintaining the original volume with regards to floorplan and height.

(4) The spatial entities in principle represent the scope of activity intended for hospitality-tourism amenities of hotels and/or villas and buildings with supporting amenities with a hospitality-tourism purpose, whereas the possible positioning of these is shown in the cartographic presentations of the study in the Plan number 4 “Manner and Conditions of Construction” to a scale of 1:1000.

(5) Spatial indicators (lot coverage and floor area ratio - FAR) for the manner of using and developing areas for spatial entities and units within the T1 hospitality and tourism zone are derived from the maximum allowable footprint indicated coverage of a building and its height as determined by the Plan. The Plan establishes the minimum percentage of green area at 60% in the scope of spatial entities number 1 and number 2.

(6) The area spatial entities/units and the maximum accommodation capacities are given in Table 3.

Table 3

SPATIAL ENTITY / UNIT *			**NUMBER OF BEDS**
purpose	label	total area of approx.. (m2)	(Max)
T1 hotel	1	17,841	20

T1 hotel and villas	2	18,732	56 + 18 = 74
T1 villa	3 *	152	6
	Total	36,725	**100**

.Article 7

Spatial entity 1.

(1) Spatial entity 1 is intended for locating a hotel along with associated amenities for hospitality and recreation. Conditions allow for the reconstruction of existing buildings ex Vila Topić/Češka vila into luxury hotel categories (minimum of 4 star), with a recommended hotel heritage typology, located in the southwestern part of the peninsula and these spatial units, with the possibility of adding an annex for hotel amenities in which services may be provided to hotel customers, including the possibility of utilising, reconstruction and conversion of existing traditional buildings in the spatial unit operating to provide services to hotel and types of guests.

(2) Obtaining an act that approves construction is possible on the basis of this Plan according to the following conditions:

- **Form and boundaries of the hotel spatial entities** are defined in the graphical section of the Plan - cartographic representation number 4 “Manner and Conditions for Construction” to a scale of 1:1000. The approximate size of the construction plot is given in Table 2 and amounts to approx. 17,841 m2.

- **Use:** the hospitality-tourism building complex which as a functional entity consists of the primary building, intended for providing services such as accommodation, food and beverage and other types of services to tourists including other buildings intended solely for supporting services to the customers in the zone.

- **Conditions for the functional organization:** in the main building in the zone – the hotel, the maximum capacity is 20 beds, whereas the maximum number of accommodation units is 10. The reception, as well as the preparation and serving of food and drinks (providing breakfast and other hospitality services) may be ensured in the hotel building, or otherwise, in accordance with the provisions of a special regulation for the type of hotel heritage. Accommodation units at the hotel may be in the form of rooms and hotel apartments (suites). The minimum area of the accommodation units, as well as other prescribed hotel amenities, including amenities in buildings along with supporting amenities are determined by a special regulation for the relevant category (regulation: “Ordinance on the Classification, Categorization and Specific Standards of Hospitality Facilities from Group Hotels” ("Official Gazette" No. 88/2007, 58/2008, 62/2009, 63/2013, 33/2014 and 92/14), and the "Ordinance on the Classification and Minimum Conditions for Hospitality Facilities from the Group Restaurants, Bars, Catering Facilities and Facilities Providing Simple Services" ("Official Gazette", No. 82/2007, 82/2009, 75/2012, 69/2013 and 150/14).

An integral part of the offer in terms of the spatial units along with basic hospitality-tourism services (accommodation, food and drinks) may also be accompanying amenities (hospitality, entertainment, recreation and services). These amenities may be established within the basic-purpose hotel building, labelled as (4), in buildings labelled as (9), existing - possible reconstruction, along with associated terraces labelled as (5), and in the area of the existing plateau at the top of the peninsula, for which there are plans to develop be constructing an outdoor pool / there is also an outdoor bar

labelled as (8). The outdoor space labelled as (6), is intended for performing of shows and holding chamber cultural and entertainment events.

- **Spatial indicators** (lot coverage and floor area ratio - FAR) for the manner of using and developing areas for spatial units within the T1 hospitality-tourism zone are derived from the maximum allowable layout indicating the lot coverage of buildings and its height as determined in the Plan.

- **Maximum number of beds** in the spatial entity is given in Table 2 and amounts to a

maximum of 20 beds, i.e. a maximum of 10 accommodation unit.

- **The area within which it is possible to position the buildings** – the above-ground and underground section of the primary-purpose building (ex Češka Vila / Vila Topić) is retained within the existing layout plan of lot coverage and volume, along with the possibility of extending the basement and subterranean levels in the area determined in cartographic presentation number 4 of this Plan. Buildings containing support amenities for hospitality tourism purposes are retained within the existing volume, with the possibility of minor interventions in resolving the roof area, and the possibility of constructing terraces at ground level. Paths, rest areas and smaller recreational fields may be constructed outside of the area designated for reconstruction and extension of the buildings and facilities with supporting amenities out in the open, in areas intended for landscape and park greenery.

- **Distance of buildings** from the boundary and transportation areas is defined by the current status, whereas the area within which reconstruction/extensions may take place, are also defined by the distance of parts of the building from the boundary.

- **Maximum number of storeys:** Češka vila / vila Topić is retained within the existing aboveground volume - ground floor and two storeys (the second storey is located on the section functioning as a attic), with the possibility of extending the basement and basement and subterranean levels in the area determined in cartographic presentation number 4 of this Plan. The buildings along with supporting hospitality-tourism purpose amenities are retained within the existing volume of the ground storey height.

- **The maximum height** of buildings which are reconstructed from the lowest level of the developed terrain along the frontage to the cornice is retained in the existing state, and may possible require constructing a greater height of the storey at terrain level, in order to adapt to regulations, may be resolved by lowering the level of the floor by digging it in.

- **The fifth facade** of the building us retained as a pitched roof, with the possibility of transforming the slope and the solution to the roof surface. It is not possible to install solar collectors on the roof surface of the building.

- **The possibility of connecting spatial entities to the traffic area** is achieved via the existing areas (pedestrian with the possibility of emergency access), to the existing road for vehicles which is planned for reconstruction. In accordance with a special regulation (the "Ordinance on Ensuring Accessibility to Buildings for Persons with Disabilities and Reduced Mobility") conditions for unimpeded access, movement, stay and work for persons with reduced mobility must be ensured within the scope of the project**.**

- **The required number of parking/garage spaces** should be ensured in accordance with the norms of the Town Spatial Development Plan (TSDP) which defines the obligation to provide 1 parking space (PS) per 2-4 rooms, or in accordance with a given special regulation, depending on the type and category of hotel. Parking spaces are resolved for this spatial whole outside of the scope of spatial entities, within the public parking zone, as defined in the Plan (concessions) or as part of the project

for the newly planned hotel (as a joint venture or lease).

- **Possibility of connecting spatial units to municipal/utility and other types of infrastructure** is achieved via the network (electricity, telecommunications, water supply, wastewater drainage) laid (existing or as envisaged in this Plan) in the contacting traffic areas. Before construction of the planned extension within these spatial units, it becomes necessary to carry out a relocation of the existing powerlines which has been laid north of the Češka vila / vila Topić.

- The plan establishes a minimum **percentage of green areas** amounting to at least 60% within the scope of spatial entity number 1, as park plantations and natural greenery, within the areas of which stipulations exist for landscaping by planting and re-cultivation of existing greenery, construction of paths, terraces and outdoor recreational grounds.

- **Formation:** Vila Topić is to be renewed within its existing dimensions while adhering to the original materials and colors. The dimensions of the extended section must be subject to the volume of the basic historical building. The interior design is to evaluate and take into account micro-relief locations, while maintaining good quality high growing plants and supplementing it with the planting of native species, in developing the surroundings (boundary/retaining walls, terraces, etc.) it is necessary to use natural materials (stone) or a combination of materials. The high category hotels, as well as the value of the entire spatial entity – sSveti Juraj Peninsula, along with impact on the formation of the overall view from the sea, is an obligation for the highest level in designing the project.

- Given the size and amenities covered by the scope of spatial entities, **achieving the project in phases** is possible**,** where each phase is to be determined in the location permit.

Article 8

Spatial entity 2

(1) Spatial entity number 2 is intended for the construction of a new hotel, labelled as (16) along with supporting amenities for hospitality, services (premises for conferences, schools, workshops, courses, teambuilding, beauty and hair salons, etc.), shops, entertainment and recreation (indoor pool, spa, wellness, etc.).
The accompanying amenities are also planned to take place in the reconstructed multi-purpose building, labelled as (19) in the traditionally built reconstructed building, labelled as (11), and intended for providing hospitality services and/or the lease/sale of recreational equipment.

(2) Obtaining an act providing approval for construction is possible on the basis of this Plan according to the following conditions:

- **Shape and boundaries of spatial entities** are defined in the graphical section of the Plan - cartographic representation number 4 “Manner and Conditions for Construction” to a scale of 1:1000. Approximate size of the construction plot is given in Table 2 and is approximately 18,732 m2

- **Purpose:** the hospitality-tourism building complex which as a functional entity consists of the primary building, intended for providing services such as accommodation, food and beverage and other types of services to tourists, labelled as (16); three villas, labelled as (18); and other buildings intended exclusively for supporting services to customers in the zone, labelled as (11) and (19).

- **Terms of the functional** organization:

In the main building of zone – the planned new hotel, the maximum number of beds is 56, the maximum number of accommodation units is 29. Increase by a max of 60 beds is, due to the exceptionally large area of spatial entities, possible in the case of determining an increase in the total zone capacity for Češka vila with regard to the Town of Vis Spatial Development Plan, and will not be considered an amendment to this plan. The reception, and preparation and serving of food and drinks (providing breakfast services and other types of hospitality services) must be ensured in the hotel building. Accommodation units at the hotel may be rooms and suites. The minimum area of the accommodation units, as well as other prescribed hotel amenities, are determined according to a special regulation for the relevant category (regulation: "Ordinance on the Classification, Categorization and Specific Standards of Hospitality Facilities from Group Hotels" ("Official Gazette" No. 88/2007, 58/2008, 62/2009, 63/2013, 33/2014 and 92/14).

There are plans for providing accommodation for 6 persons in villas as accommodation units.

The associated amenities for accommodation capacities for providing hospitality, entertainment, recreational, service and commercial services to customers in the zone are ensured and in the existing buildings within the zone for which reconstruction is prescribed. This allows for connecting (in the underground and aboveground sections) the building of the new hotel to the existing building designated for reconstruction and multi-purpose amenities, designated as building number 19.

- **Spatial indicators** (lot coverage and floor area ratio - FAR) for the manner of using and developing areas for spatial units within the T1 hospitality-tourism zone are derived from the maximum allowable layout indicating the lot coverage of buildings and its height as determined in the Plan.

- **Maximum number of beds** in the space entity is given in Table 2 and amounts to a maximum of 56 beds in the hotel (maximum 28 accommodation units) and 18 beds in villas (maximum of 3 accommodation units), a total of 76 beds.

- **The area within which it is possible to position buildings** – the buildings for which reconstruction is planned are to retain the existing layout of lot coverage and volume, with the possibility of extending the open terrace whereas the construction of a new hotel and 3 villas are determined to take place within an area within which construction is permitted, all according to cartographic presentation number 4 of this Plan. Outside of the area designated for construction and reconstruction of the buildings, in areas intended for landscape and park greenery, access routes, paths, rest areas and outdoor swimming pools and smaller courts recreation may be constructed.

- **Distance of buildings** from boundary and transportation areas for new construction is defined under the conditions of the Vis Town Spatial Development Plan (TSDP), whereas for buildings that are reconstructed according to the current state, and are displayed in cartographic presentation number 4.

- **Maximum number of storeys:** the planned hotel may have a maximum number of storeys, i.e. ground floor and three storeys, with the possibility of constructing a basement and subterranean floors. The buildings along with supporting amenities for hospitality –tourism purposes are retained in their current volume, within which for the building labelled (19) gallery areas or storeys may be constructed, with the possibility of constructing terraces at the terrain level.

- **The maximum height** of the planned hotel building is 15 meters from the lowest level of the respective building along the frontage, i.e. a max. of 19 meters above sea level (the existing contact coastline traffic area is approximately 4.0 meters above sea level, whereas the bypass is located such that it follows the area for construction of the hotel at approx. 23.0 meters above sea level, which means that the view of the hotel from the sea, the highest mentioned section will be 4 meters lower than the respective road). Buildings that are reconstructed must not rise in height above the existing

building volume, and possible future constructed exceeding the height of the storey levels at the terrain level for the project labelled as (11), in order to bring into line with regulations, may be resolved by lowering the floor level by digging it in.

- **The fifth facade of** the hotel entails a preferred solution by implementing a flat roof or slightly inclined roof recessed underneath the level of the façade wall. For existing buildings designated for reconstruction, the solution involving the fifth facade with an inclined roof is retained, with the possibility of transforming the inclination and solution for the roof surface. There is no possibility of placing solar collectors on the building roof surface.

- **The possibility of connecting spatial entities to the traffic area** is achieved via the existing areas**,** and for the hotel via the planned road terminal for vehicles. In accordance with a special regulation (the "Ordinance on Ensuring Accessibility to Buildings for Persons with Disabilities and Reduced Mobility") conditions for unimpeded access, movement, stay and work for persons with reduced mobility must be ensured within the scope of the project**.**

- **The required number of parking/garage spaces** should be ensured in accordance with the norms of the Town Spatial Development Plan (TSDP) which defines the obligation to provide 1 parking space (PS) per 2-4 rooms, or in accordance with a given special regulation, depending on the type and category of hotel. The parking spaces for this spatial entity are resolved within the hotel building as a basement/subterranean storey, or as an outdoor parking lot, within the boundaries of the area where the hotel may be built, as shown on cartographic presentation number 4. For additional amenities in the buildings labelled as (19) and (11), resolving the parking area may be ensured even outside the scope of the spatial entities, within the scope of the public parking zone, as defined in the Plan (concession).

- **Possibility of connecting spatial units to municipal/utility and other types of infrastructure** is achieved via the network (electricity, telecommunications, water supply, wastewater drainage) laid (existing or envisaged in this Plan) in the adjacent traffic area.

- The plan establishes a minimum **percentage of green areas** amounting to at least 60% within the scope of spatial entity number 2, as park plantations and natural greenery, within the areas of which stipulations exist for landscaping by planting and re-cultivation of existing greenery, construction of paths, terraces and outdoor recreational grounds.

- **Formation of the area** requires evaluation and taking into account the micro-relief locations, while maintaining good quality high growing plants and supplementing it with the planting of native species, in developing the surroundings (boundary/retaining walls, terraces, etc.) it is necessary to use natural materials (stone) or a combination of materials. The recommendation is to resolve the planned hotel in a cascading manner, while taking into account the terrain configuration and exceptional exposure of the respective area to views from the sea and from the other land side of Vis Bay, along with carrying out the horizontal direction of the flowerbed with greenery on the terraces of the storeys, in order to achieve the impression of the new building integrated and submerged into the landscape.

- Given the size and amenities covered by the scope of spatial entities, **achieving the project in phases** is possible**,** where each phase is to be determined in the location permit.

Article 9

Spatial unit 3

(1) Spatial unit number 3 is the area of the existing, partially collapsed building, built between the coastal road and the sea, where the area is partly within the established boundary of the maritime demesne. The purpose of the building is determined as hospitality and tourism, type villa with a maximum of 6 beds.

(2) In accordance with the conditions of the relevant department for heritage protection of cultural assets, reconstruction of traditionally built buildings is possible. in accordance with the characteristics of traditional Vis architecture, using traditional materials.

(3) The building is to be restored within the existing layout and height dimensions, adjacent to the traffic and utility infrastructure, and accommodating vehicles outside of the area of intervention, within the scope of public traffic areas.

1.1. Hospitality – tourism purposes, associated amenities T4

Članak 10. Article 10

Spatial unit number 4

(1) Spatial unit number 4 and the area zoned as T4, incorporates plans for the construction of supporting amenities with a hospitality–tourism purpose, which are a function of the zone as a whole, as well as Grandovac beach in the directly adjacent zone.

(2) Obtaining the act for construction is possible on the basis of this Plan according to the following conditions:

- The shape and boundaries of the spatial unit – construction plot, are defined in the graphical section of the Plan - cartographic representation number 4, "Manner and Conditions for Construction" to a scale of 1:1000. The size of the building plot is given in Table 2 and amounts to approx. 530 m2.

- Purpose: hospitality–tourism building intended for the provision of food, beverages and other services to tourists (restaurants, shops and services amenities).

- Conditions for functional organization: the spatial unit borders the defined maritime demesne area of the beach, and functions for this very purpose, hence organization of the area is subject to the situation and the primary orientation of the area in which services are provided to guests must be oriented towards the coastline. The stated guarantees also the creation of an appropriate view of this part of the complex from the sea, which is of importance due to the position that flanks the entrance to port.

- The maximum permitted lot coverage, maximum gross developed area and the area within which it is possible to locate the area within which it is possible to position is determined by the position within which it is possible to construct the building, and is presented in cartographic presentation number 4.

- Outside the area in which it is possible to build, terraces and access path may be carried out, where the minimum area intended for landscape greenery must be at least 60% of the area of the spatial unit.

- The area within which construction can take place also defines the minimum distance of parts of the building(s) from the boundaries. The construction route has not been determined.

- The maximum number of aboveground storeys is the ground floor. The building may have a basement level (half the volume or more buried into the terrain).

- Maximum building height from the lowest elevation of the developed terrain to the cornice is 4.5 m.

- The fifth facade of the building is resolved using an inclined or flat roof.

- The possibility of including vehicle movement on the spatial unit into the traffic area is achieved using adjacent roads used by vehicles.

- Within the area of intervention, there must conditions in line with a special regulation (the "Ordinance on Ensuring Accessibility for Persons with Disabilities and Reduced Mobility") for unimpeded access, movement, stay and work by persons with reduced mobility.

- The required number of parking/garage spaces for the stated amenities is ensured within the coverage of the zone, on parking spaces longitudinally along the connecting roads, in accordance with the categorization of hospitality facilities and subject to the provisions of Town Spatial Development Plan (TSDP) and this Urban Development Plan (UDP).

- Possibility of connecting the spatial unit onto utility and other types of infrastructure is achieved via the network (electricity telecommunications, water supply, wastewater drainage), that has is laid in the adjacent traffic area.

- The requirement is to ensure within the spatial units that 60% of the area is park plantations and natural greenery. Cartographic presentation number 3 indicates the portion of the spatial unit, within which is the requirement to forming dense greenery – rows of trees with the aim of protecting neighboring zones – the memorial cemetery.

- Formation of the building is, due to its exposed position along the coast approaching Vis a very demanding task, and the drafting is to be approached subject to a detailed analysis of the impact of incorporating such new volume into the area.

3. CONDITIONS FOR POSITIONING SOCIAL ACTIVITY BUILDINGS

The Church of Sveti Juraj and the English Memorial Cemetery, zone D

Article 11

Spatial unit 5

(1) The area of the covered in the Plan does not envisage construction of social activity buildings, whereas existing amenities of a public-social purpose, the Church of Sveti Juraj and English Memorial Cemetery along with the associated interspace (public green area) is retained, and defines the development conditions.

(2) The single-nave stone Church of Sveti Juraj was built in the 14th century on the site of an earlier church from 11th century, whereas inside the church and its immediate surroundings a medieval cemetery was established. The church was rebuilt in 1999, and during the restoration its earlier layers were exhibited.

(3) The English during administration of the Island of Vis (1811-1815) buried killed sailors in a secluded part of the Sveti Juraj Peninsula, near the church, and the area was used for the same purpose during World War 2. The rectangular area of the cemetery is surrounded by a high stone wall, within an area of monuments with inscriptions dedicated to fallen sailors from the First and Second World War.

(4) The plan defines the area immediately surrounding the church and cemetery, including greenery

in the public area between the two locations as having a public/social purposes, and within which the spatial entities may as necessary form separate construction plots of each of the above content.

(5) The Administrative Office for Cultural Heritage, Conservation Department in Split, issued an act on 10 June 2015, providing its positive opinion and specific requirements regarding the submitted Conservation Study for the purpose of drafting the Urban Plan of the Češka vila Tourism Zone which under number T.D. 769/15-30 in May 2015, was drafted by "a+u" from Komiža, the author being Ante Mardešić, B.Arch. The study analysed and valorised the area covered by the Urban Development Plan for the Češka vila Hospitality-tourism zone in the area of the Town of Vis, and among other things states:

"The sacral and memorial heritage - the Church of Sveti Juraj and the English Memorial Cemetery is to be protected against new construction (access roads, streets, parking lots) and the tall greenery content. The sacral and memorial heritage area must be made publicly accessible. Any intervention on the protected church building requires obtaining prior approval from the Conservation Department, and works involving excavation (landscaping) in the area around the church, within a radius of 30 meters, must be preceded by protective archaeological research."

4.1. CONDITIONS AND METHOD FOR CONSTRUCTING RESIDENTIAL BUILDINGS

Article 12

(1) The area covered in the Plan does not envisage construction of residential buildings nor the construction of apartments within the scope of the buildings in the hospitality-tourism zone.

4.2. CONDITIONS FOR POSITIONING AND PLANNING RECREATIONAL PURPOSE AREAS

4.2.1. Sports and recreation zone beach R3

Article 13

Spatial units 6, 7, 8, 9

(1) The coastal belt section of the Urban Development Plan area amounts to approximately 1,030 meters, of which the 930-meter long section has a beach purpose which includes 690 meters of beach in its natural state, and 240 meters of developed beach.

(2) The area zoned as R3 in spatial units numbered 6 and 7 as indicated in cartographic presentation number 4 "Manner and Conditions for Construction" as part of the natural beach; this is an area, in principle, not equipped with any infrastructure, with fully preserved existing natural features, accessible from land and sea, with the possibility (not the obligation) of protection from the sea side.

(3) Developed beach, cartographic presentation number 4 "Manner and Conditions for Construction" designated in spatial units numbered 8 and 9, is a developed land area directly linked to the sea for which minor interventions in the coastal zone (seawall) are allowed for the purpose of protecting beach material: sand, gravel; equipped with infrastructure and amenities (showers, cabins and toilets), designated and protected from the sea side. The Urban Development Plan defines for the developed beach and associated marine waters, as the maximum area that can be covered by a concession programme. The beach alongside Češka vila operates in the tourism zones and for users of the zone, whereas Grandovac beach should remain in the mixed mode of use - public for the population of the settlement, and for users of the tourism zone.

(4) The underwater archaeological zone of the Island of Vis equivalent to a width of 300 meters from the shore under protection according to the Decision of the Ministry of Culture as a cultural asset (designation Z-6496), and all interventions and activities that are planned for implementation in the local marine waters of that width, and which is adjacent to the land part of that covered by the Urban Development Plan, are allowed only with prior approval from the competent authority - the Conservation Department before the Ministry of Culture.

4.2.2. Sports and recreation zone – sea-related activities

Article 14

Spatial unit 10

(1) Sports - recreational zone R4, labelled as (13), which has been operating for a longer period of time in the existing building and associated coastal area along with a built foreshore and pier for receiving vessels, all within the maritime demesne, and within spatial unit number 10 as determined in this Plan, is retained, with the possibility of carrying out reconstruction works and development.

(2) The building retains its existing dimensions, with the possibility and recommendation of transforming the façade and providing a solution for the roof surface.

5. CONDITIONS OF CONSTRUCTION, OR CONSTRUCTION, RECONSTRUCTION AND EQUIPPING OF THE TRANSPORT, TELECOMMUNICATIONS AND UTILITY NETWORKS AND THE ASSOCIATED FACILITIES AND AREAS

Article 15

(1) The Plan provides solutions for the infrastructure network - facilities and equipment, whereas the presentations of these are given in the cartographic presentations found in the study of the Plan under numbers 2.1, 2.2 and 2.3.

5.1. Conditions for construction of the transport network

Article 16

(1) Planning, preparation and implementation of utility interventions necessary for a given area within the boundaries of the area covered by the Urban Development Plan (UDP), as well as possibly the necessary interventions beyond the boundaries of the Urban Development Plan (UDP) (which is to be resolved through acts approving construction/reconstruction and subject to the provisions of the Vis Town Spatial Development Plan (TSDP) will undoubtedly besides allowing the planned construction of tourist resorts, also facilitate development of the area and municipal infrastructure within a wider area of the project (connecting the coastal walkway and line infrastructure with the built section of the Vis construction zone Vis, site of Lučica.

(2) The Urban Development Plan (UDP) defines the traffic areas mainly according to the routes of the existing roads and pedestrian links, along with the planned works on reconstruction - increasing the cross-sectional profile of the vehicular section of the road, adding of sidewalks and longitudinal parking spaces, planning the laying of utility infrastructure in the body of road areas, installation of lighting and hydrants. In addition, the solution for the transport network envisages the construction of

a transport terminal at the end of the access road to the bay, which also creates conditions for the construction of an access road leading to the newly planned hotel, as well as the construction of a public parking lot next to where the purification device is located.

(3) The coastal walkway-promenade is formed according to existing routes, such that the adjacent to the existing one-way road that connects this area to the center of Visa, it is formed towards the sea side of the pedestrian area – pedestrian path.

(4) The walkway around the peninsula is contained is planned for development along the existing route, and it runs continuously along Grandovac beach to the heading, i.e. to the north-east side of the area covered by the Urban Development. At several locations (taking into account the current state) there are plans for a lookout - terraces that provide a nice view of the entire bay, islets in the surroundings and the northern part of the local Visa marine waters.

(5) The recommendation is to construct the paths using natural materials (stone tiles, pebbles, etc.), and applying the regulations relating to the prevention of barriers for persons with reduced mobility and disabilities.

Article 17

(1) Formed within the boundaries of the plan is a traffic network that allows access to the Češka vila hospitality–tourism zone from two separate directions:

- from the southwest by connecting the existing 3-metre-wide road – only for controlled traffic;
- from the southeast via the new road outside of the plan zone for which a new project (Trivium d.o.o., Split, project designation TD 21/13, April 2013) has been drafted

(2) All roads within the scope of the plan are roads with an asphalt-concrete carriageway. The carriageway width on the section envisaged for two-way traffic is 6.0 meters, whereas the section envisaged for one-way traffic is a carriageway 4.5 meters wide. On part of the network there are plans for constructing a sidewalk with a width of 1.6 m. The width of the shoulder/berm at the section where there is no sidewalk is 1.0 m, and there where a sidewalk does exist the width of the shoulder/berm is to be 0.5 m.

(3) Adjacent to the basic road, the plans envisage parking longitudinally positioned on the south side, and furthermore the plans envisage another parking lot with parking laterally positioned.

(4) The basic elements of the technical design for each road are defined and attached to the situational presentation. The elevation marking of all the roads, intersections and carriageway accesses within the scope of the Plan are defined in principle according to the current state, and t heir slopes are according to undertaken verifications made into longitudinal sections within the stipulated percentages.

(5) Reconstruction and development of the roads will be carried out in accordance with the provisions of this Plan while adhering to legal and technical regulations in the field of traffic safety and the construction of road infrastructure and the envisaged fire protection measures and safety measures in compliance with the requirements of environmental protection, and mandatorily based on the relevant technical documentation - preliminary designs for obtaining location permits.

5.1.1. Public parking lots and garages

Car lots

(1) The necessary space and areas for the requirements of stationary traffic is ensured within the construction plots, according to the provisions of this Plan (the norms given with respect to the conditions for the construction of the facilities).

(2) There are no plans for public garages in the respective area.

(3) Public parking spaces within the scope of the plan ensure: 29 parking spaces along the southeast side of the constructed road which is planned for reconstruction by expanding the total cross-sectional profile, and 27 parking spaces (23 and 4 for disabled persons) with a planned terminal area at the end of the same road, east of the yacht club building. The total number of parking spaces within the scope of public use is 56.

5.1.2. Squares and other larger pedestrian areas

(1) Within the respective coverage there are no plans for squares. The existing area in front of the Church of Sveti Juraj within the scope of public use, retains the mentioned treatment, and functions for maintaining traditional religious gatherings and other festive celebrations of the City.

(2) The pedestrian areas detailed in this plan are defined in part as new areas, with the current ones retained, and includes the necessary reconstruction with respect to the transverse and longitudinal profile:

- Sidewalk along the edge of the pavement of the street to the coastal harbor surface,
- Coastal promenade around the Sveti Juraj Peninsula (St. George Peninsula) along with plateaus – lookouts, and with the extension along Grandovac beach, leading to the entrance along the heading of the tunnel, where the underground part is outside of the planned scope,
- Sidewalk along the land edge of the connecting road of the street Lučice and bypass.

(3) In addition to the above, the graphic part of the Plan, cartographic presentation number 4 shows the area of the peninsula within the zone of spatial entity A, in the hospitality–tourism zone, for which the recommendation is to construct/retain the pedestrian routes and plateaus along with the supporting amenities in the zone in the open area.

(4) Sidewalks along the roads and other pedestrian links are shown with an orientation width of the cross-sectional profile, where an increase in width is possible in the process of obtaining the necessary building permits.

(5) Projects for public roads and their associated pedestrian areas, including the seaside promenade, should define solutions acceptable for use by persons with reduced mobility, which includes the construction of ramps for wheelchairs and strollers along with pedestrian crossings. Other pedestrian areas and approaches within the zone (stairs to plateaus on the peninsula and others that will be defined in projects for obtaining permits), the above solutions are not binding.

(6) All pedestrian areas are to be illuminated using public lighting and the run-off of surface water is to be resolved.

5.2. Conditions for constructing the telecommunications network

Article 18

(1) The basis of the telephone network consists of four subscriber levels (UPS) consisting of two subscriber levels (UPS) installed in the Town of Visa, specifically in and Podstražje. The UPSs are interconnected using optical transmission (fiber optic cable is laid between UPSs). Customer lines used to link telephone subscribers and connected to switching nodes are laid in almost every street and running to each building, mainly via underground cables containing copper conductors or overhead aerial cable also containing copper conductors with a cross-section 0.4 mm. The achieved level of developing the telephone network on the island is at the European level with a fully digitized network, at 63 GTP / 100 inhabitants.

Currently, installed in the Town of Visa are the following base stations for mobile phone networks:

- GSM VIP at the site “Jastog”, “Brguljac” and “Korita”
- GSM Cronet at the site “Brguljac”

The Spatial Plan defines the radio relay station and the base radio station in Vis. The TV transmitter is located near the settlement of Vis.

(2) The basic telecommunications service that according to importance surpass a number of times the all other services, is certainly the transmission of voice information through the fixed and mobile telephone network. Due to the level of development of the telephone network, fixed and mobile network, this service is available to the entire population (and other entities in the town area).

(3) In the peripheral areas of the Češka vila urban plan scope, located on the southern side is telecommunications infrastructure laid in concreted pedestrian pavement running from the direction of the town. A branch of the telecommunications network towards the area covered by the Češka vila Urban Development Plan has a different capacity from manhole to manhole, and in the range of 2xPVC75 + 3xPVC50 to 1xPVC752xPVC50 where copper cables have been laid in it. In the concrete route from the southern boundary of the Urban Development Plan (UDP) scope to the building Češka vila there are also two PVC pipes laid that have not been surveyed.

(4) The planned installation of a new telecommunications outside plant in the area include (cartographic attachment 2.3). The connection point of the planned telecommunications outside plant for the area of the Urban Development Plan (UDP) is to be provided in existing manholes ZD2798 (last manhole) within the access footpath. It is necessary to build the telecommunications outside plant from the last to the first manhole of the planned manholes in the area with capacities of 2xPVC75 + 2xPVC50.

Construct the telecommunications outside plant to the branch towards the building Češka vila with a capacity of 2xPVC75 + 2xPVC50 (1xPVC75 + 1xPVC50 are pipes owned by Hrvatski Telekom), and construct a capacity of DTK 2xPVC110. It is necessary to build the telecommunications outside plant with a capacity of 2xPVC50 in the branches leading to the facility.

(5) The planned telecommunications outside plant allows the laying of cables providing the required capacity, either with copper conductors or optical fiber, as well as for other needs of the zone (TV, computer, etc.). The existing copper cable laid up to the beginning of the Urban Development Plan zone does not have enough capacity to connect the zone, hence new cables will have to be laid. The existing piping leading to the zone has required capacity.

(6) Cable manholes are envisaged at the nodal points and locations where connections link facilities. The distance between the cable manholes varies from 50 to 100 m, with possible connections to every manhole for future facilities linked to the telecommunications outside plant. Connections to the facilities is planned using 2xPEHD 50 mm. The planned manholes are provided in the sidewalk on the opposite side of the power lines, particularly those for voltage 10 (20) kV. If this requirement cannot be achieved, then the minimum allowable distance for a parallel installation is to be implemented. The planned manholes should be of an adequate size of type MZ-D (0,1,2,3) which will be define in the main design. The load bearing capacity of the lids should be 150 kN if there are plans for the telecommunications outside plant to be in locations where there is no truck traffic, i.e. using lids for pressures of 400 kN for places where the traffic of heavy motor vehicles is expected.

(7) The entire telecommunications cable networks will be installed in PVC and HDPE conduit pipes. Accordingly, and in line with the maximum range of a cable with a specified conductor diameter and transmission properties and potential adverse EMG impact on interference and danger, the option is to

use cable types with the appropriate properties.

(8) In the area of the zone covered by the Urban Development Plan (UDP), active elements of telecommunication networks can be incorporated and which are placed in a freestanding cabinets or within particular building facilities.

(9) All cable terminals must be located in terminal cabinets made entirely of insulated PE materials. The cabinet should contain a metal frame as the bus for connecting all undergrounded points and overvoltage protection of all wires at the terminal. All cable connectors in the cable manholes should be carried out so that screens are connected safely, especially aluminum (Al) and steel (Fe). This connecting should be carried out continuously galvanic from the cables in the distribution framework to the cable in each terminal cabinet.

(10) The telecommunication network is shown in cartographic presentation 2.3 of the Plan, the orientation position is defined within the traffic areas, and the procedure for obtaining the location permit defines the exact route in coordination with the other utility installations.

(11)

(12) To connect the building to the telecommunications network, the following is to be undertaken:

- Ensuring the corridor for the route of the telecommunications outside plant

- The planned connection is to be done at the nearest existing cable manhole as close as possible to the existing UPS

- An area of approx. 6 m2 for planned access to the distribution node should be planned at the position of the link to the existing telecommunications outside plant at the beginning of the Urban Development Plan zone

- The telecommunication infrastructure corridors within the vehicular and vehicular – pedestrian thoroughfare

- When planning to choose a route distanced from the electricity cables

- Use cable manholes according to the requirements of the owner of the telecommunications infrastructure such as type MZ-D (0,1,2,3)

- Where the heavy vehicle traffic is expected on open manholes with a load bearing capacity of 400

kN, and 150 kN for other types of loads

- When running telecommunications outside plant with other infrastructure installations adhere to the following minimum distance:

Outside telecommunications plant – up to 10kV power cable 0.5 m

Outside telecommunications plant – up to 35kV power cable 1.0 m

Outside telecommunications plant -exceeding 35kV power cable 2.0 m

Outside telecommunications plant – water piping up to 200mm 1.0m

Outside telecommunications plant – water piping up to 200mm 2.0 m

Outside telecommunications plant - sewage pipe 1.0

- when intersecting outside telecommunications plant with other infrastructural installations should

adhere to the following minimum distances:

Outside telecommunications plant – up to 1 kV power cable 0.3 m

Outside telecommunications plant – up to 35kV power cable 0.5 m

Outside telecommunications plant - water pipe, hot water and low-pressure gas pipe 0.5 m

(13) The construction of the planned outside telecommunications plant and other telecommunications infrastructure is to be performed in accordance with the Ordinance on Technical Requirements for Cable Ducts (OG 114/10, 29/13) and the Ordinance on the Manner and Condition for Determining the Zone of Electronic Communications Infrastructure and Associated Facilities, Safety Zone and Radio Corridor, and Obligations of Investors of Works or Buildings (OG 75/13)

(14) The depth of the trench in which the pipe is laid amounts to 0.8 in the sidewalk and earthen terrain, whereas 1.2 m below the roadway of the final level of the asphalt. The piping which is laid in a trench, is laid in sand 10 cm below and 10 cm above the piping. Backfilling continues with excavation material leading up to the final vertical height of the terrain. The width of the corridor used for the laying piping of the outside telecommunications plant amounts to about 0.4 to 0.5 m.

5.3. Conditions for construction of the municipal infrastructure network

Article 19

(1) The municipal infrastructure network (electricity, water supply and network and wastewater drainage) shown in the cartographic section of the Plan is defined according to the direction of the cable and pipes route laid in the road (partly through of the spatial entities and units subject to determining easements for laying them), and the provisions of the Plan. The position of these can be adjusted in the process of obtaining acts approving construction, through coordination of municipal installations in the project, and will not be considered a change to the Plan.

5.3.1. Electricity network

Article 20

(1) The Town of Vis electricity system is part of the entire electricity supply system on the island of Vis, hence it should be viewed within the context of the entire island. The current manner of providing electrical power to the Island of Vis / Town of Visa in almost all of its facets does not meet existing needs, and consequently nor the requirements for economic development of the island.

(2) Electricity supply to the Island of Vis is carried out from a 110/35 kV “Stari Grad” substation over a 49.0 km long connection that consists of the following sections:

- KB 35 kV “Stari Grad” - "Hvar", type XHE 49 3x185 mm2 total length 19.2 km. This cable supplies also the 35/10 kV "Hvar" substation
- KB 35 kV “Hvar” - "Uvala Točila”, "type XHE 49 3x185 mm2 total length 8.1 km.
- old submarine cable 35 kV “Uvala Točila” – “Uvala Stenjalo” consists of three single-core cables type XHKRAR 35 mm2. The cable length is 18.6 km
- New submarine cable 35 kV "Uvala Točila" - "Uvala Stenjalo" type FXBTV 3x185 mm2 length 20.3 kilometers built in 2001.

- KB 35 kV "Uvala Stenjalo" - 35/10 kV "Vis", type XHE 49 3x185 mm2 total length 2.2 km

(3) The laying of the cable connection from the 110/35 kV Starigrad substation through the 35/10 kV Hvar substation to the 35/10 kV Vis substation in 2001, we can say that for a time, the most sensitive part of the power supply system for the island is resolved, although a permanent solution of powering the island can be seen in moving over to 110 kV voltage by constructing connection points on the very island of Vis.

(4) In the area covered in the Češka vila urban development plan for the eastern part of the Town of Vis bypass and newly envisaged roads toward Češka vila there is the 10(20)/0.4 kV VIS 4 (Češka vila) substation with an installed power of 250 kVA, of type turret, which is connected in the medium voltage network through a 10(20)/0.4 kV "VIS 7 (LUČICA KUT)" substation on the southern side of the cable XHE 49-A 3x (1x150 mm2), 20 kV and through 10(20)/0.4kV "FORTICA" substation form the other side of the Vis harbor, via the submarine cable XHE 49/24 3x120 mm2, 20 kV and the cable laid in the land section of the route XHE 49-A 3x (1x150 mm2), 20 kV, as shown in cartographic presentation mode 2.3 of the Plan.

(4) By applying electricity norms on the planned urban capacity according to the zones, where the plan envisages the construction of facilities containing tourist amenities (T1), an assessment of the peak load of zone as a whole is determined, which is the basis for planning the construction of electrical power facilities. The area includes the urban development plan details a maximum of 100 beds.

Table - Peak load based on the spatial units

ZONE		NUMBER OF BEDS / EXPECTED LOT COVERAGE (m2)	POWER UNIT W/bed-W/m2	EL. POWER kW
T1	Travel - Hotel and Villas	100 beds	1500	150
T4	Tourism – supporting amenities			
D	Social		150	12
IS	Infrastructure and traffic areas		5	60.7
R3, R4	Recreational - beach, developed Recreation – sea-related activities		5	29.9
Z	Green areas		5	7.4
TOTAL				260

(5) The total peak power in the area of this Urban Development Plan amounts to Pv = 260.00 kW. The obtained load amount at the level of the entire zone is relevant for determining the number of substations and the choice of installed power at the substations.

Electricity network 10(20) kV

(6) The required number of 10(20)/0.4 kV substations that is to be built for suppling the planned number of consumers with respect to the Urban Development Plan is determined by the expression:

$$n = \frac{P_{VU}}{P_i x \cos \rho x f_r} = \frac{260}{400 x 0{,}95 x 0{,}9} = 0{,}76 \approx 1TS$$

According to the calculation, the power of the planned and existing facilities that are reconstructed

within the zone of the Urban Development Plan, for the final lot coverage according the Plan, requires a single substation of type "town/gradska" with an installed power of 400 kVA.

(7) Providing power to the zone covered by urban plan requires reconstructing/expanding the existing "Vis 4 Češka vila" substation (substation 10(20)/0.4 kV with an installed capacity of 250 kVA, turret type, old type) or building a new substation type "town/gradska" with installed power of 400 kVA. The substation should be equipped according to types defined by HEP-ODS d.o.o. D.P. "Elektrodalmacija" Split. The substation location has been determined as **spatial unit no. 12,** and represents the construction plot within the respective area labelled as (15), formed as adjacent to construction plot of the road which in turn is reconstructed and expanded in its cross-section. Minor changes to the shape and are of the substation construction plot is possible.

(8) The routes of the existing standard cables for connecting the substation XHE 49A 3x (1x150) mm2 are shown in cartographic presentation 2.3 of the Plan. The routes are drawn schematically. The cable route are to be geodetically recorded and, if necessary, in consultation with the owner of the network, of HEP-ODS d.o.o. D.P. "Elektrodalmacija" Split will relocate the cables in accordance with the new infrastructure map in the zone interventions.

Low-voltage electricity network

(9) Power supply for the planned facilities will be carried out from the reconstructed/new substation 10(20)/0.4 kV, 1 kV cables type XP 00-A 4x150 mm2. The cables will be laid from the substation to the main distribution switchboards (GRO) in facilities within the zone covered by the Urban Development (UDP).

Electrical networks of public lighting

(10) The zone of the Urban Development Plan has public lighting in the area around the actual Češka vila. The existing public lighting will be dismantled and a new one built as part of the project to install street lighting around across the entire Urban Development Plan. The lighting of roads within the zone will be powered from the reconstructed / new 10(20)/0.4 kV substation through cable distribution cabinets for public lighting. The public lighting cable distribution cabinet will be powered from a 1 kV substation cable type XP 00-A 4x150 mm2, whereas the cabling from the cabinet to the public lighting pylons will use 1 kV cables type XP 00-A 4x25 mm2. The type and class of pylons and associated lighting fixtures, as well as the precise distances will be determined when drafting the detailed public lighting design for the planned roads. Public lighting is performed using lighting fixtures which must be of high quality and aesthetically designed, whereas the light sources and modern and energy-saving. There are no plans for lighting up of walkways around the peninsula, but there is a possibility of lighting up the walkways using solar-powered lighting fixtures located on lighting pylons.

Conditions for construction

(11) The electrical system is shown on the cartographic presentation 2.3 of the Plan.

To build networks and facilities mentioned above, which are outside the scope of the Urban Development Plan, acts approving construction are based on the provisions of the Town Spatial Development Plan (TSDP). During the construction of power facilities within the scope of the Urban Development Plan (UDP) the following conditions are to apply:

- Reconstruct / expand existing or build a new 10(20)/0.4 kV substation, with an installed capacity of 400 kVA

- The area for the 10(20)/0.4 kV substation must be 7x6 m, and the location should have access for vehicles for construction, maintenance and management purposes

- After surveying the route of the existing cabling KB 10 (20) kV within the boundaries of the Urban Development Plan, if necessary, in consultation with the owner of the network HEP-ODS d.o.o. DP “Elektrodalmacija” Split will transfer the cables

- building a KB 0.6/1 kV cabling within the boundaries of the Urban Development Plan

- Build a public street lighting network within the Urban Development Plan

- The depth of the cable channels is 0.8 m in the free area or sidewalk, and when crossing the pavement, the depth will be 1,2m

- The width of the cable channel depends on the number and voltage level of the parallel laid cables

- In places where crossing the roads, the cables runs through PVC piping having a diameter of Φ110, Φ160 or Φ200 depending on the type of cable (JR, nn, VN)

- When laying the cable along the length of the cable route it is obligatorily to lay grounding cable Cu 50mm2

- Power cables are laid, wherever possible, in the sidewalk of the road on the side opposite the side where telecommunications cables are laid; If they must be run in parallel, then it is mandatory to adhere to the minimum distance (50 cm), and the same is valid for each intersection where the angle of intersection must not be less than 45º.

-

5.3.2. Water supply network

Article 21

(1) The water supply of the Town of Vis is based on the use of its own water catchment sources “Korita” and "Pizdica".

The existing water pipeline made of HDPE pipes with a profile of DN 110 mm, shown in cartographic representation number 2.2 “Water Management System”, is supplied from the water tanks "Vis 1" (Kut) where the height from the bottom is 91.87 m above sea level, volume V = 185 m^3 and from water the tank "Vis II" (Dol) at a height from the bottom of 79.65 meters above sea level, with a capacity of V = 2x250 m3.

(2) Planned water pipeline within the area of Urban Development Plan for developing the hospitality-tourism zone T1 Češka vila is connected to the existing water pipeline, and laid in the road surface according towards the Češka vila, in the path towards the amenities at the highest level of the peninsula and in the planned traffic area leading to the existing adit, in order to enable connecting the amenities for which in the process of reconstruction of the said project it can be intended that use.

(3) The prescribed pressure in the existing and planned water pipeline is met according to the Ordinance on Hydrant Networks, and the facilities are protected from fire by the aboveground hydrants at intervals of approximately 150 m.

(4) The required amount of water for the planned tourism zone is 150 m^3/day.

5.3.3. Drainage of wastewater

Article 22

(1) There are plans in the project area for a sewage separating system. The draining of sewage water is planned to takes place using the existing sewage system, whereas for storm water there are plans for construction of a new collector. Connecting the facilities to the sewerage system is performed through inspection chambers.

Storm water

(1) Pure rainwater (from roofs, terraces and pedestrian areas) is released onto the construction plot of the facilities (on the green areas) as no treatment is needed, and its quantity would unnecessarily burden the grease trap.

(2) Storm water from the parking lot and the connecting road running towards the constructed local road is collected into catch basins and passed into a storm water drainage collected along the axis of the road.

(3) Storm water collected from roads and parking lots is run into the light liquid separator. The purified water from the separator is led by the collector and discharged into the sea. Storm water from traffic areas south of Češka vila (the present concrete path Lučice) is collected and discharged into the surrounding terrain.

Sewage water

(1) According to data from *Vodovod i odvodnje* (Waterworks) on the island of Vis, in the concrete path along the sea south of Češka vila there is an existing gravity collector for wastewater of type DN 250 mm.

(2) The planned facilities on the east side of the concrete path are connected to the current collector. The building on the west side of the road by the sea should have a device for increasing pressure.

(3) The planned collector for wastewater drainage is placed in the pedestrian area towards Češka vila, and there are plans for access to the facilities in the traffic areas in the open on the upper elevations of the peninsula, as well as the planned traffic area towards the existing adit.

(4) The planned collectors for draining wastewater have a profile of DN 200 mm. The planned collectors for draining wastewater are connected to the existing collector.

(5) The current collector is connected to a first degree mechanical wastewater treatment device, and the treated wastewater is led into the pumping station. The area designation IS, in which houses treatment device and pumping station is located is indicated in all cartographic representations. From the pumping station, purified water is pumped by pipeline through a ductile pipe of type DN 150 mm with a length of approximately 210 m to the intermittent basin at a height of 8.93 m above sea level., where subsequently it is gravity discharged into the sea through a submarine outlet. The submarine outlet is made of HDPE pipes of type DN 180 mm, with a length of approximately 550 m at depth of approx. 64 m.

(6) The wastewater treatment plant is located in the area covered in the plan for the hospitality-tourism zones, **spatial unit number 11.** The surface of the treatment device, labeled as (14) is the determined in the Urban Development Plan (UDP) according to the current situation. The construction of the terminal on the access road along with the parking lot along the eastern, boundary of the device area, location will be completely surrounded by public traffic areas, where it is then necessary to consider the possibility of constructing a peripheral retaining wall and

implementation roofing in the area (visual and protection against possible noise and odor during operation of the devices).

According to the Regulation on the Levels of Air Pollutants (Official Gazette No. 117/12) monitor and measure the concentration of air pollutants, on account of the quality of life (odors). The Regulation is based on Article 25 and Article 43, Paragraph 2 of the Air Protection Act (Official Gazette 130/2011 and 47/2014). If the results of measurements exceeding the limits of the Regulation in Annex 1 under D., it is t then necessary to install into the purification device the appropriate filters at the outlets.

5.3.4. Gas supply

Article 23

(1) There are no plans in the Town Spatial Development Plan (TSDP) to construct a gas network for the Town of Vis, nor the supply of consumer gas.

6. CONDITIONS FOR LANDSCAPING PUBLIC GREEN AREAS

Article 24

Spatial unit 13

(1) The space between the public pedestrian area - promenade along the beach Grandovac, which is used to access the existing adit (the entrance area lies within the scope of the Urban Development Plan, while the survey of underground corridors with a new purpose of the supporting facilities in the hospitality - tourist zone, entertainment, and which extends beyond the scope, was not available at the stage drafting the proposed Urban Development Plan) and roads, is defined as a public green area, where the fund of existing high growing greenery is maintained and renewed.

(2) In addition to the public green areas designated as Z, and shown in the cartographic presentations for the zoned areas and conditions for construction and development of the area, the largest proportion of the area is zoned as follows:

- T1 (spatial entities number 1 and 2),
- T4 (spatial entity number 4),
- D (spatial entity number 5);
- R3, designated as a natural beach (spatial units number 6 and 7), under the provisions of this Plan, and in accordance with the conservation conditions, they comprise the green areas. The plan sets a minimum percentage of vegetation that must be achieved within the scope of spatial units numbers 1, 2, 4, 5, 6, 7. The existing valuable plants must be protected when positioning the landscaping interventions for the planned and existing buildings, and maintain it, and in renewing the plant fund gradually supplement with autochthonic species.

7. MEASURES FOR THE PROTECTION OF NATURAL AND CULTURAL-HISTORICAL ENTITIES AND BUILDINGS AND SURROUNDING VALUES

Article 25

(1) The area covered by the Plan lies within the protected coastal area, and which establishes the conditions for development and construction in accordance with the Physical Planning Act, and the plans for the wider area (Spatial Plan of the Split-Dalmatia County - SPSDC and the Visa Town Spatial Development Plan - TSDP). The plan provides the possibility of free public access to the

foreshore and along the shoreline, whereas the conditions for construction and development are determined so as to protect the natural and surrounding values.

(2) According to the Physical Planning Act and the Act on the Protection and Preservation of Cultural Heritage, the Plan lists the protected cultural assets that are within the scope of the project, and its immediate contact zone:

- Church of the Sveti Juraj; designation: RST-0316-1966.

- Underwater archaeological zone of the waters around the Island of Vis, Biševo, Brusnik and Svetac; designation: Z-6496 Measures for protection of listed cultural assets are established in the decision on protection and read as follows:

The Church of Sveti Juraj – a single nave stone church surrounded by a cemetery. Any intervention on the building requires obtaining prior approval of the Conservation Department. Works involving excavation (landscaping) in the area around the church, within a radius of 30 meters must be preceded by protective archaeological investigation. The owner, as well as other holders of cultural property are required to implement all the measures for protection relating to the maintenance of the cultural assets, which the competent authority will determine.

Underwater archaeological zone in the waters around the Island of Vis, Biševo, Brusnik and Svetac; Z-6496

Underwater archaeological zone around the Island of Vis, Biševo, Brusnik and Svetac is the area with the highest concentration of historical and archaeological finds in the Adriatic region. Due to the extremely favorable geographical position of the island, and therefore extraordinary historical importance the island had, the area of the Vis waters was the intersection of historical routes and military operations in the ancient period up to the end of the Second World War. Numerous remains of historical events are seen in the waters of the island, that is, within the respective submarine zone.

This zone includes a 300-metre-wide sea from the shore of the island of Vis, Biševo, Brusnik and Svetac, and all other islets and rocks which are located at a distance of 2,000 meters from the island of Vis, Biševo, Brusnik and Svetac.

Underwater activities for the purpose of pleasure and sport without supervision of authorized diving centers or without the prior consent of the competent authority are not permitted. Any kind of content, moving or damaging archaeological finds is also not permitted. Taking photos or video recordings for public viewing without the prior approval of the competent authority is not permitted. No digging or lifting of the bottom sludge to detect artifacts or ship structures is permitted. Research of sites that are located within the respective zones and all other procedures on them are allowed only with prior approval of the competent authority and provided that all findings are completing the research and excavations are professionally conserved, and moveable findings are submitted to the museum prior to a decision on permanent storage. The owner, as well as other holders of cultural assets are required to implement all the protection measures relating to the maintenance of cultural assets, as determined by the competent authority.

(3) According to the general protection measures and guidelines for plan provisions by the Ministry of Culture, Conservation Department in Split, the area in the zone covered by the Urban Development Plan, the Češka vila hospitality-tourism zone is valuated as a highly valuable surrounding region: along the stream of sveti Juraj and relating to historical and intangible heritage of the town and island, and in accordance with the valorization of the area as a highly valuable

surrounding area defining the plan provisions:

- Preserve and protect the landscape as a fundamental value of the area originating from the functional connections of the architectural heritage and the natural characteristics,

- The sveti Juraj Peninsula retained as a forest, undeveloped space with renovation and new use of old artillery positions and roads,

- Retaining the natural line and configuration of the foreshore of the sveti Juraj Peninsula, including Grandovac beach and the area directly alongside the Church of Sveti Juraj,

- Vila Topić is to be renewed in the existing dimensions while respecting the original materials and colors. Along the front-end of the villa an extension can be carried out, hidden from view by the sea. The dimensions of the extension parts must be within the volume of the basic historical building,

- Sacral and memorial heritage - the Church of Sveti Juraj and the English Memorial Cemetery is to be protected against new construction (access roads, streets, parking lots) and content consisting of tall greenery. The area of the sacral and memorial heritage must be publicly available.

- Maintain or reconstruct the existing dimensions of the sailing club building and the related small port as a public area.

- All traditional buildings from the 19th and early 20th century, not just on the peninsula, so too on the coast toward Kut are to be renewed in accordance with the characteristics of traditional Vis architecture, using traditional materials.

- New construction is planned solely on the stretch north of the peninsula, and within the Vis bay. The proposal is that the new buildings are situated in the direction of the contour lines and that their height be adapted to the terrain, i.e. not visible from the open sea.

- Given the views from the sea and from the bottom of the Vis Bay, the recommendation is not to place solar collectors on the roofs of existing buildings.

(3) The area is not defined by the Town Spatial Development Plan (TSDP) as a potential archaeological site, but the Act on the Protection and Preservation of Cultural Heritage stipulates the obligations of investors and contractors when carrying out construction or any other work, and in case of findings at archaeological sites or worksites work is to immediately cease and the relevant authority notified – i.e. the Conservation department of the Ministry of Culture in Split.

(4) The nature and natural values in respective area do not belong in the category of protected or are registered in the register based on the Nature Protection Act (Official Gazette No. 80/13), but the landscape values are protected through the planning provisions in accordance with the features of the area, the principles of the Vis Town Spatial Development Plan (TSDP), requirements set by Ministry of the Environment and Nature Protection, Directorate for Nature Protection (Class 612-07/15-57/177, Reg 517-07-2-15-2 of 5 May 2015), but this Plan is passed in adherence to the following conditions and guidelines:

(5)

- Interventions in the area covered by the Plan are to be planned in such a way that their construction does not cause loss of rare and endangered habitat types, and loss of habitats identified as strictly protected plant and animal taxa, the planned buildings are to be positioned as far away from coast as possible,
- When planning buildings use materials and colors adapted to the features of the surrounding area and traditional architecture,

- When greening areas use native plant species, and any existing elements of native flora are to be preserve as far as possible, and integrated into the landscaping,
- Preserve biological species important to the habitat type and not introduce foreign (non-native) types,
- When choosing the route of infrastructure corridors, take into account of the presence of endangered and rare habitats and protected and/or endangered species of flora and fauna,
- Prevent backfilling and concreting of the coast,
- Preserve the favorable materials and structure of the seabed (particularly sandy bottom), the coast and coastal areas in its natural form as much as possible,
- Preserve as much as possible the existing landscape values and not allow the planned interventions in areas that have a negative impact on landscape values of the areas,
- Ensure wastewater treatment,
- To protect underwater habitats of the Posidonia (Posidonion oceanicae), do no permit the discharging of wastewater into the sea.

(6) According to the Regulation on the Ecological Network (Official Gazette no. 124/2013), the entire scope of the Plan is located within the ecological network, significant for the species and habitat types HR2000942 – Island of Vis and ecological network areas important for birds HR1000039- Offshore islands and coastal parts of the border with the ecological network area important for species and habitat types HR3000097- Island of Vis - underwater. Conditions and guidelines for projects in the ecological network areas are contained in the combined conditions referred to in Paragraph 5 of this Article.

(7) In addition to the mentioned requirements and guidelines for public bodies, this Plan prescribes additional measures and recommendations for the preservation and enhancement of natural and environmental value areas:

- Solutions for the developed of spatial entities are to foresee the preservation and reclamation of existing valuable vegetation forming a green fund in the longitudinal stretches that follow the contour lines in order to form the image of the project from the sea as a construction in greenery;
- Due to the slope, the recommendation is to organize the construction of the new hotel at a number of different levels, each divided by areas of greenery,
- Establish a rows of trees along the roads in the respective area, as an element of introducing order and quality use of public surface,
- In selecting the plant material - trees and shrubs preference is given to native species, and in selecting the building materials (landscaping the area) use of traditional materials and construction methods (walls and retaining walls, walkways and resting areas in stone or a combination using stone)
- Positioning of planned buildings within the area in which building is possible, as well as during the undertaking construction of them, and as far as possible retain quality high vegetation, and based on the landscaping projects provide an overview of the plant stock and the manner of protection, rehabilitation and new planting,
- Retaining walls / embankments alongside traffic areas, and landscaping of construction parcels carried out using natural materials.

8. TREATMENT MANAGEMENT

Article 26

Conditions for construction and development, in relation to waste management:

(1) In the area covered by the plan, waste management must provide appropriate locations for each spatial entity or unit separately, from where waste is collected and transported to the landfill used by Vis or the Split-Dalmatia County Centre for Waste Management (after its construction). Conditions for the construction of the planned facilities, in relation to waste management is defined by an act authorizing the construction, such as: waste disposal requires ensuring a space for bins/containers, which must have an impervious surface (asphalt, concrete) with drainage and discharging into the sewer system if carried out in the open space – waste collection vessel can be placed in areas within the planned facilities; foresee the primary selection of waste by placing bins/containers for different types of waste; provide access to municipal vehicles to where the waste is temporarily deposited in bins/containers; waste from separators/sedimentary basins to be collected in a special container and treated according to regulations by an authorized company; ensure proper vessels - garbage bins along sidewalks, walking paths and rest areas.

9. MEASURES TO PREVENT NEGATIVE ENVIRONMENTAL IMPACTS ENVIRONMENT

Article 27

(1) In the area covered by the Plan, there are no plans and activities are not permitted that threaten the environment and have adverse effects on human health. Activities and measures for environmental protection and prevention of adverse impacts of planned projects in construction and use, are given in the text below.

9.1. Protection of the ground

Article 28

(1) Spaces intended for planting greenery and landscaped without major intervention in the terrain configuration. Constructing the trails, rest areas and similar features are to be resolved in a way to ensure water permeability (except in the area of the pool and open recreational grounds).

(2) The space provided for the construction, before construction pit excavation, humus layer separated and deposited, and by the following construction can be used for modeling the terrain around building.

9.2. Protection of water

Article 28

(1) The area of the Plan is not located within the protection zone for sources of potable water.

(2) Protection of surface and groundwater is determined by measures to prevent and reduce pollution, primarily by constructing drainage systems, and by the prescribed level of developing construction land. Installation of an oil and grease separator in the sewer system and, if necessary, in the storm water system for traffic areas should ensure the required level of quality of water discharged into the sewer system, and the quality of storm water discharged into the sea.

(3) The discharging of hazardous substances is prohibited or limited as prescribed by the Regulation on Hazardous Substances in Waters.

9.3. Protection of the sea

Article 30

(1) The coastal sea, in the zone in contact with the area covered by the Plan, is a high category,

when considering the wastewater drainage solution for the Vis settlement achieved using a mechanical purification plant, as well as submarine discharging at a distance of approx. 550 m and at a depth of about 64 m, and which must be maintained in compliance with the conditions established in this plan for the construction of new facilities.

9.4. Air quality protection measures

Article 31

(1) The area covered by the Plan belongs to a high air quality category. Air quality should be maintained at the current level, which is why for the design, selection of equipment and exploitation legislation on limited values for the emission of polluted substances in the air from stationary sources should apply.

9.5. Noise protection measures

Article 32

(1) The Ordinance on Maximum Permissible Noise Levels determines the noise levels in open spaces for the hospitality - tourism zone and amounts to 50 dB (A) during the day, and 40dB (A) during the night.

(2) Noise protection measures above the prescribed levels are determined by applying appropriate design solutions, and the manner of utilizing certain facilities in the zone in which work might exceeded permitted noise levels.

9.6. Protection against natural disasters and dangers of war

Article 33

9.6.1. Fire protection measures:

(1) Based on the Assessment of risk to the population, tangible and cultural assets and the environment from disasters and major accidents for the Town of Vis, and the Protection and Rescue Plan, the particular fire protection measures are as follows:

- For the purpose of extinguishing fires, the fire hydrant network should provide the necessary amount of water and proper pressure. During the construction or reconstruction of water supply networks, if there is none, it becomes necessary to make plans for an external hydrant network in compliance with regulations
- To extinguish fires on buildings or in open spaces, plans should incorporate the appropriate fire-fighting approaches, accesses and areas for operation of fire vehicles.

(2) This Plan in line with the guidelines set out in Paragraph 1 of this Article, plans for the following:

- Within the spatial units, in projects for obtaining construction permits, firefighting approaches and areas for operating fire-fighting techniques in accordance with relevant regulations are to be devised,
- The distance of structures is determined based on the fire load, fire characteristics of selected materials, the size of the openings on outside walls,
- There are plans to build within the complex a system of fire hydrants at a distance and with the profiles for water supply connections in compliance to this Plan and special regulations,

(3) In designing buildings and the respective land plot, all special conditions specified by the Ministry of the Interior (Class 511-12-21-5697/2-2015.EF of 24 April 2015), are given below:

Fire protection measures are to be designed to comply with Croatian and adopted regulations that this issue with particular attention given to:

- Ordinance on Conditions for Access by Fire Brigades (Official Gazette 35/94, 142/03)
- Ordinance on Fire Resistance and Other Requirements for Buildings in the Event of a Fire (Official Gazette 29/13)
- Ordinance on the Firefighting Hydrant Networks (Official Gazette no. 08/06)
- Ordinance on Fire Protection for Restaurants (Official Gazette no. 100/99)
- Garages are to be designed according to the Austrian standard for parking facilities TRVB N 106 or the OIB Guidelines 2.2 Fire protection in Garages, Covered Parking Places and Parking Storeys, 2011
- Sprinkler devices are to be designed according to German standards or VdS VdS CEA 4001, 2008
- Office spaces are to be designed according to the Austrian standard TRVB N 115/00 and US NFPA Guidelines 101/2012,
- Shopping facilities are to be designed in compliance with the technical guidelines; Austrian Standard TRVB N 138 Retail Outlets, Building Protection against Fires or the American Guidelines NFPA 101 (edition 2012)
- Marinas are to be designed in compliance with NFPA 303 Fire Protection Standard for Marinas and Boatyards 2000 Edition or European Guideline CFPA-E No 15: 2012 F Fire Safety and Guest Harbours and Marinas.

In the event that the facilities are placed on the market, use and store flammable liquids and gases, it then becomes necessary to act in accordance with the provisions of Article 11 of the Act on Flammable Liquids and Gases (Official Gazette no. 108/95, 56/10).

Article 34

9.6.2. Earthquake protection measures:

(1) All buildings within the area of the Plan must be sized in line with the data on seismic zone categories. According to the Assessment of Risk to the Population, Tangible and Cultural assets and the Environment from Disasters and Major Accidents for the Town of Vis, and the Protection and Rescue Plan (Class: 832-01/15-01/19, Reg 2190-1-01-15-1; Vis, 9 November 2015, Town of Vis Official Herald number 6/15), from which the following sections of the documentation are cited below: "the design, construction and reconstruction of important buildings must be carried out so that buildings are resistant to level IX earthquakes from the MSK charts".

(2) The distance between the buildings is H1/2+ H1/1+5 meters, but may be less if the technical documentation proves that in case of war destruction, demolition of the building will not endanger people's lives and cause damage to other facilities.

(3) The distance of buildings from roads is determined in cartographic presentation number 4, and the maximum building height from the lowest part of the terrain along the facade is defined by this Plan in the textual and graphical section.

(4) According to these two conditions determined in the Plan (the distance from the road and the height of buildings), the assumption is clear that in the case of destruction the roadways will not

become congested.

Article 35

9.6.3. Protective measures against the dangers of war:

(1) For the protection and rescue of people, tangible assets and other types of assets from the dangers and consequences of natural, technological, environmental disasters and war, the Town of Vis Physical Plan determines measures against the dangers of war according to the "Ordinance on the Criteria for Determining the Towns and Settlements in which Shelters and other Facilities for Protection are to be Built".

(2) The Town of Vis adopted at the session of the Town Council the Decision on Adopting the Assessment of Risk Towards the Population, Tangible and Cultural Assets and the Environment Against Catastrophies and Major Accidents for the Town of Vis and a Protection and Rescue Plan Class: 832-01/15-01/19; Refno. 2190-1-01-15-1; of 9 November 2015, Official Herald of the Town Vis number 6/15); used to define the protection and rescue measures that must be incorporated into the plan documentation.

Assessment of Risk to the Population, Tangible and Cultural assets and the Environment from Disasters and Major Accidents for the Town of Vis and the Protection and Rescue Plan (CLASS: 832-01/15-01/19, Reg 2190-1-01-15-1; Vis, 9 November 2015; Official Herald of the Town of Visa number 6/15), defining the protection and rescue measures, which must be incorporated into the planning documents.

(3) "Ordinance on the Criteria for Determining the Towns and Settlements in which Shelters and other Facilities for Protection are to be Built ", Article 2, Paragraph 3 provides that the shelters need not be built (among other aspects) and within the scope of the facilities of tourist resorts, which means that there is no legal obligation for the construction of shelters within the scope of the Urban Development Plan.

10. PLAN IMPLEMENTATION MEASURES

Article 36

(1) Location permits (in the case of construction in phases) and construction permits for the construction of planned interventions are based on this Plan.

(2) Location permits for roads, buildings and utility infrastructure devices are based on the conceptual designs and other necessary expert valuations pursuant to this Plan and special regulations, whereas for these the scope of the project or construction plots can be determined. This allows for the gradual/phased implementation of the Plan such that projects are drafted and location permit obtained for particular parts of the transport network, which provides road access and connection of individual spatial entities and/or interventions on communal infrastructure.

(3) According to the Physical Planning Act, traffic areas within the scope of this plan may be treated in the process of issuing an act authorizing the construction: areas of public use, areas in the ownership of the construction plot owner or areas for which the right of easement has been established for the purpose of access to a construction plot.

(4) The Plan is designed to a geodetic surveying scale of 1:1000, on the recording of the topographic state and conforms to the official cadastral survey. The survey has been devised by the geodetic services office Geobiro d.o.o. from Split, for the investor, the State Office for State Property

Management. Any deviation from the official cadastral surveys and topographical conditions, adjustment/corrections will be performed when drafting the geodetic projects for the specific spatial units or interventions, and the appropriate adjustment of numerical values used in this plan, which is not considered an amendment to the plan.

III TRANSITIONAL AND FINAL PROVISIONS

Article 37

(1) The plan was created in six original specimens.

(2) Studies of the Plan, certified by seal by the Town of Vis Council and signed by the president of the Town of Vis Council are an integral part of this Decision.

(3) The Plan was drafted and recorded on CD-ROM, in pdf, doc and DWG format.

Article 38

Insight into the Plan is possible in the Town of Vis Single Administrative Department or in the Split-Dalmatia County Department for Construction and Urban Planning, Vis Branch, address: Trg 30. Svibnja 1992 br. 2, 21480 Vis, and on the Town of Visa website www.gradvis.hr.

Article 39

This Decision shall enter into force on the eighth day of its publication in the "Official Herald of the Town of Visa."

CLASS: 350-02/15-01/12
REFNO: 2190/01-01-16-44
Vis, 12 April 2016.

TOWN COUNCIL PRESIDENT
TOWN OF VIS
Stipe Vojković, prof.

REPUBLIC OF CROATIA
SPLIT-DALMATIA COUNTY

TOWN OF VIS
TOWN COUNCIL